

Published by Chris Jessop

Contact:
Tel: 01924 518224 (evenings)
E-mail:
cj.buellgroup@ntlworld.com
Web site:
www.ukbeg.com

American Thunder

Summer 2007

Newsletter of the independent
UK Buell Enthusiasts Group

UKBEG Emma Radford Buell Festival - Saturday 21st July 2007



The UK Buell Enthusiasts Group's main event is held at the Lincolnshire Aviation Heritage Centre, East Kirkby, near Spilsby. Web site: www.lincsaviation.co.uk
This years event takes place on Saturday 21st July. It will be our fourth event held at this location dedicated to the memory of one of our members, Emma Jane Radford, who passed away 22-04-04, aged just 26.

We first used the Aviation Centre for our main event in 2002 and Emma attended this and the following one in 2003 – where the picture on the left was taken. Other than close family and friends, many people didn't realise that Emma had Cystic Fibrosis. It was a great shock to us when Emma passed away. Despite feeling unwell, but never showing it, she always made the effort to ride her Buell to this and other events. Emma possessed a true free spirit and showed a gritty determination to live life to the full – something many of us singularly fail to do.



Emma started her riding career on a Yamaha SR250, followed by a Virago, which was quickly changed for an 883 Sportster bought from Black Bear HD/Buell in Newmarket. The 883 was then traded in for a Buell M2 Cyclone – which she nicknamed Barney. Emma's sister, Sarah, now owns Barney and is pictured right, at the 2005 event, together with their father, John. As a tribute to Emma, Barney is always parked out in front of the Buell line-up with the Lancaster bomber.



Admission to this years event is £5.00 per person (but 'Girls on Buells' get in free) – which includes a donation to the Papworth Cystic Fibrosis unit which looked after Emma. In 2006 we raised a creditable £400.00. In addition to approximately 150 Buells, there'll be Italian bikes from Aprilia, Cagiva, Ducati, Morini and Moto Guzzi. British bikes will include Brough Superior, Hesketh and Vincent. The event will include a Lancaster bomber taxi-run and a Spitfire flying display. If you like Rolls Royce V12 Merlin engines at full chat and red-blooded V-twin motorcycles, then get yourself to East Kirkby on Saturday 21st July and share in the fun....

The event starts at 10.30 am with the Lancaster bomber display at 1.30 PM and the Spitfire display (weather permitting) at approximately 2.30 PM.

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WWW.UKBEG.COM

Visit the Groups web site for all the latest up to date information. In addition to a social forum and general chat you'll find a specific section that covers all Buell technical questions. There's a wealth of knowledge that has been built up over a period of 9 years and all of it is easy to access. Both tube-framed and XB models have their own sections that cover all known faults and popular modifications. This aspect is one of the main strengths of our web site. The 'Events & Rides' forum is the place to visit for news about what's happening and where. This section details our more formal Buell events which are shown on page 3 of this newsletter and locally based runs and meets which may just have 2 or 3 days notice.

We welcome new members on the web site – but even if you don't want to post a message you're quite welcome to browse all the content.

UKBEG Emma Radford Buell Festival - Saturday 21st July 2007



Continued from page 1:

Buell UK have kindly agreed to support the event and will have their mobile events unit there with various promotional items, including a video display. They will also have a fleet of current Buell models available for escorted test rides, which will be conducted by ACU qualified instructors. If you wish to have a test ride you must produce a full motorcycle licence. The Buell XBRR 1339cc race machine will also be on display.

Buell S2T Thunderbolt. Owner: Simon Dykes.

Buell's S2 and S2T Thunderbolts are very rare machines in the UK with perhaps no more than 10 to 15 being imported. Since 1998 I've only ever seen 2 of each model at various UKBEG Buell meets. When Simon told me he was attending the UKBEG Buell Day, held on the 10th March at Black Bear HD/Buell, in Newmarket, it was too good an opportunity to miss to have a closer look at a machine which is such an important part of Buell's history.

The original owner of this machine, Kevin Macleod, bought it brand new in New York and first registered it in the UK during April 1997 – a year after it was built. It is believed that Paul Fitzpatrick of MMC in Tunbridge Wells, carried out the PDI. Robinsons in Canterbury looked after the bike while in Kevin's possession. Simon is the second owner, having bought it in April 2002.

This particular S2T Thunderbolt is one of the last ones made, being number 396 of 398. Simon has all the official Buell Signature Series documentation and signed timing cover. With the exception of the leg shields which weren't fitted, and Crane ignition and a Mikuni carburettor, the bike is shown here in standard trim.

At the time of writing (March 2007) the bike had covered almost 31,000 miles. The original Parkway Blue paint work is in very good condition, plus it hasn't suffered from the petrol tank decal bubbles which affected some of the early Buell models.

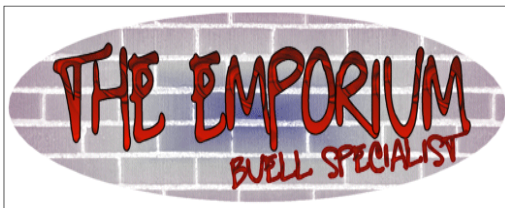
During the 2006/2007 winter period Maz Matsell (see advert on page 3) carried out a full strip down and major service on Simon's Thunderbolt. Prior to this work Simon wasn't very happy with how the bike handled so Maz inspected and replaced the front and rear isolators, steering head, swinging arm and wheel bearings. The engine was in remarkably good condition despite the relatively high mileage and the fact that it still had the original primary chain tensioner, rocker gaskets and early type oil pump drive. All were replaced as a precautionary measure with updated Buell parts. Maz spent a total of 36 hours on this machine and Simon is very pleased with the result. He reports that the bike's handling has been transformed.

Simon intends to keep his unique 1996 S2T Thunderbolt – a model which many Buell aficionados now consider to be a collector's item.



Simon is a true Buell enthusiast and also owns a 2006 XB12R, which he finds more comfortable than the S2T on long trips because of modern ergonomics.

The Buells share garage and workshop space with a 1995 Moto Guzzi 1100 sport, which is undergoing a full restoration.



'The Emporium' - The UK's Independent Buell Specialist
 Unit B6, New Mill, Park Road, Dukinfield, SK16 5LX.
 Telephone: 0161 343 3077 or 07860 433939.

Contact: Maz Matsell for all your Buell repair & service requirements.

Buell XB9R Firebolt. Owner: John Reed.



John has owned this 2004 XB9R Firebolt from new and it's a stunning example of what can be achieved with readily available after-market parts. The list of parts used in John's transformation: BRAKING wavy discs. RC top yoke conversion. ISR master cylinder and clutch lever. RIZOMA bar end mirrors, bar grips, foot pegs, rear pulley guards and arrow head LED indicators. EMAX undertray and twin rear light. FREE SPIRITS front pulley cover and belt tensioner. LSL steering damper. HP REVERSO front exit muffler. LLMBERGER frame protectors and rear belt cover. CROSSROADS gear and brake levers. CORBIN seat.



UK Buell Enthusiasts Group Events Diary 2007

There's a full program of UKBEG Buell events and meets taking place in 2007. The **Events Diary**, within our web site **www.ukbeg.com**, shows up to date information and contains hyperlinks to the different locations shown below. Please contact Chris Jessop for further details about any of these events. Tel: 01924 518224 evenings .

June 2nd Saturday.	UKBEG Buell Day	HarleyWorld, Chesterfield.
June 24th Sunday.	UKBEG Buell Meet.	Norfolk & Suffolk Aviation Museum, Flixton, Suffolk.
July 1st Sunday.	UKBEG Buell Meet.	Electric Mountain, Llanberis, Snowdonia, Wales.
July 21st Saturday.	UKBEG Main Event.	Emma Radford Buell Festival.
July 31st Tuesday.	Twin Cylinder Track Day	Lincolnshire Aviation Heritage Centre, East Kirkby. Mallory Park. Contact Chris Jessop.
August 4th Saturday.	UKBEG BBQ/Buell Meet.	Dockgate 20 HD/Buell, Southampton, Hampshire.
August 11th/12th Sat/Sun.	UKBEG 'Racefest'.	Thunderbike Races, Cadwell Park, Lincolnshire.
August 19th Sunday.	UKBEG Buell Meet.	Fleet Air Arm Museum, Yeovilton, Somerset.
August 21st Tuesday	Buell Ultimate Track Event	Mallory Park. See page 6 for details.
September 6th Thursday.	Buell Ultimate Track Event	Mallory Park. See page 6 for details.
September 23rd Sunday.	UKBEG Buell Meet.	Jodrell Bank Observatory, Cheshire.
October 14th Sunday.	UKBEG Buell Meet.	Lake District – venue to be arranged.
December 30th Sunday.	UKBEG 'Cabin Fever' Meet.	National Motorcycle Museum, Birmingham.

UKBEG Events: Buell Day at Black Bear HD/Buell – 10th March 2007.



Since the group was formed in April 1998, Steve Loxton of Black Bear HD/ Buell, in Newmarket, has proved to be one of our most enthusiastic dealer based members. We approached Steve during the winter and asked him if we could hold a Buell Day at his dealership. He provided 100 tasty burgers (which my wife Jane kindly cooked!) and offered a discount on Buell clothing and accessories. This was our first main event of the year and proved to be very successful.

Approximately 40 Buells attended and the event provided the opportunity for many of our south east based members to get together and shake off the winter cobwebs. The weather played ball for a change and stayed dry, albeit with a cool blustery wind. The car park was crammed with a good cross-section of Buell models, which included Simon Dykes 1996 S2T Thunderbolt (see page 2) to the latest 2007 Super TT XB12STT.

One of the most pleasing aspects of this event was the positive reaction of the Black Bear mechanics and staff – they couldn't have been more helpful. Many of the staff were surprised at the turnout and they said it was the largest gathering of Buells they'd ever had at their dealership.



Buell Meet at Eden Camp, North Yorkshire – 25th March 2007.

This Buell Meet was held at Eden Camp, near Malton, North Yorkshire. Set in beautiful countryside, Eden Camp provides an ideal location for an informal get together. We had 13 Buells at this meet, with 2 Ulysses riders making the long trip down from Just Harleys in Newcastle upon Tyne and 3 Buells from HarleyWorld in Chesterfield.

Eden Camp is a former World War Two prisoner of war camp and many of the buildings are the original 1940's structures. Each hut has been transformed with various displays to reflect different aspects of life during the war.

After the meet a few of the riders took advantage of the good weather and headed off over the North Yorkshire Moors to Whitby and Scarborough.



Buell Day at Sammy Miller's, Hampshire – 22nd April 2007.



Always one of the best attended UKBEG events, our annual Buell Day at the Sammy Miller Motorcycle Museum attracted around 60 Buells. With its fantastic collection of historic racing motorcycles the museum is an ideal location to hold an event. Many of the machines have been restored by Sammy Miller and his dedicated team. Unlike previous events, Sammy was actually present at this one and he proudly displayed a Vincent which he'd recently restored – pictured left.

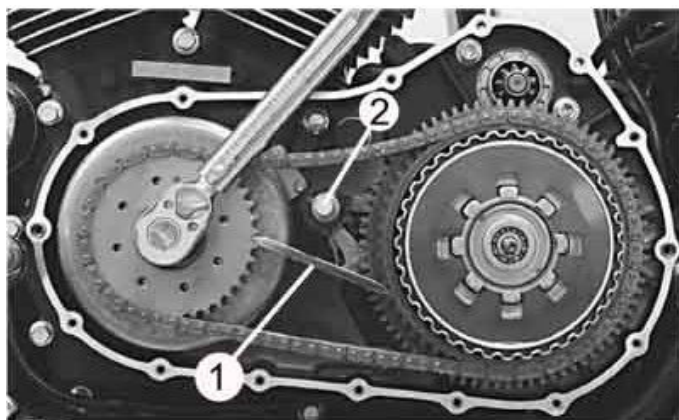
The line-up of Buells looked very impressive and represented all of the models sold in the UK since 1996. Thanks to Darren at Dockgate 20 HD/Buell in Southampton, Hampshire is one of the most active UKBEG areas with a good social diary. Darren is the Buell specialist at Dockgate 20 and a very pro-active dealer based UKBEG member. Both Darren and Steve Loxton at Black Bear HD/Buell organised ride-ins to the event.





Spanner In The Works - The Buell Technical Page

The small print: if you're not familiar with workshop practices - leave it to the 'experts'. No responsibility is accepted blah, blah, blah.....



Credits: Steve Turnbull and 'Dilligaf'

XB Crank Nut Flywheel Torque

In a service update issued 16th September 2005, Buell changed the specification for the torque setting on the fly-wheel sprocket shaft nut. Some earlier bikes have been known to have the sprocket come loose, causing internal damage.

If you have an XB model manufactured prior to 16-09-05, it is advisable to mention this service update when the bike is in for a service and check the new torque setting has been applied. If you choose to do this yourself make sure you use the threadlock as stated, do not simply tighten the nut.

TT211 - September 16th 2005. Sportster and Buell XB Model Flywheel Sprocket Shaft Nut Torque Update:

The flywheel sprocket shaft nut torque for 2004 & later Sportsters and 2003 & later Buell XB models has been changed. The torque has been **increased** from 190-210 to **240-260 ft lbs**. Remember to clean the threads and generously apply LOCTITE Threadlocker 262 (red) onto the threads of the engine sprocket shaft and use the Sprocket Locking Link as shown in the picture above. **1. Sprocket Locking Link (Part number HD-46283 or HD-38362) 2. Shifter Shaft**

A brief guide to tuning a tube-framed Buell - S1/S2/S3/M2/X1 models

Engine

There's no substitute for cubes. The standard engine is 1203cc but big bore kits are available. The popular choices are the 1250cc kit which is a straight bolt on and the larger 1430cc kit which requires the casings to be machined to accommodate the larger cylinders.

If your Buell is an earlier type then you could also benefit from the later Thunderstorm cylinder heads. These use flat pistons and have larger valves producing better performance. You can also have your cylinder heads polished, ported and gas flowed. Better camshafts are also an option to give more torque higher in the rev range, specifications vary and often you'll have to replace other components in the cylinder heads and have the clearances checked/adjusted to make them work correctly.

Exhaust

There are a lot of after-market exhausts - among them is the Vance & Hines SS2R Slip On end can which allows the engine to breathe. Be aware that some MOT testers do not like these as they have no legal markings, but they do make the Buell sound how it was intended!

The Buell race headers and can are the best exhaust modification. The difference is that the race header has a 2.5" collector and race can, for maximum gas flow. All Buell HEADERS are the same diameter, it is in the COLLECTOR where the difference lies. In the picture below, the standard X1 headers are on the left, and the Buell race headers are on the right. You will notice that the actual headers are the same diameter, but the race headers are longer and terminate in a larger collector. Just to confuse things even further, there's a 3rd set of headers you may come across - these are the standard US headers (not pictured) They are the same length as the standard UK headers but they terminate in a 2.5" collector, rather than a 2". Although rare in the UK, a few personal imports have appeared on these shores with them fitted.



Carburettors

The standard carburettor on a tube-framed Buell is a Keihin CV. The best possible modification is to replace the CV unit with a Mikuni 42. The CV has a lighter, softer and more progressive feel, while the Mikuni has an immediate crisp response to every twist of the throttle. It will transform the overall feel of your Buell. The Mikuni (right) has the added bonus that it is a fit and forget item, with almost no tuning needed and using the standard throttle cables.

Air Filters

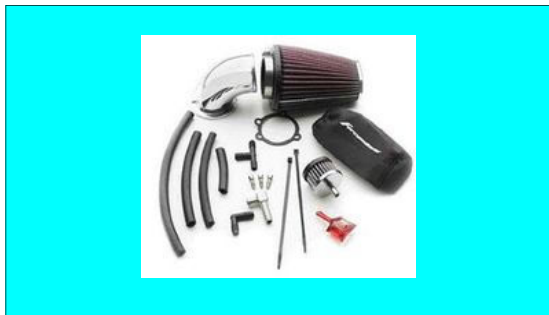
The best after-market air filter for a tube-framed Buell is the Forcewinder. It has a 100% sealing face K&N filter and really does work. It will fit the standard CV carburettor and, more importantly, will also bolt straight onto the Mikuni 42 making that perfect match.

Continued on page 6...



Spanner in the Works - continued....

There are two types of Forcewinder available, one for the carburettor models and one for the later fuel injected models. The difference between the two is that the fuel injection version has the facility for a sensor – pictured left.



Buell Ultimate Riding Experience Track Events @ Mallory Park

Buell UK have organised a series of special track events at Mallory Park on Tuesday 21st August and Thursday 6th September. Each day is split into a morning and afternoon session. Cost is normally £79.00 per half day but UKBEG members qualify for a discount of £20.00, making the cost just £59.00. Buell UK provides the bikes, lunch and refreshments.

If you'd like to attend please contact Gemma on telephone number **0871 663 6584** and quote '**UKBEG 001**' to obtain the discount. The lines are open 9.00 am to 5.00 pm, Monday to Friday. To be able to take part you must have a full motorcycle licence, full or two piece zip together leathers and an ACU approved helmet.

Each half day period includes:

Track Session – your chance to experience a Buell around Mallory Park with ACU qualified instructors.

Skills Course – a test of your low speed riding skills and balance.

Off-Road Trek Experience – ride a Ulysses over a varied grass and gravel road course.

Road Session – test ride a Buell on local roads with ACU qualified instructors.

Hot pillion Laps – get the ultimate two-up experience with a hair-raising pillion ride with Matt Llewellyn on a specially modified Firebolt.

My wife Jane and I attended the first Buell track event of 2007 which was held at Cadwell Park on Wednesday 23rd May. We went as spectators but thoroughly enjoyed the day watching all the activities in glorious weather. Cadwell's full circuit was used so all the riders got to experience the circuit at its best.

When we arrived at lunchtime we could hear a very noisy but sweet sounding Buell circulating the track. It turned out to be Warr's Buell 1339cc XBRR race bike which had its full race 'silencer' fitted. Motor Cycle News had been testing the bike that morning for a feature in their paper. For the afternoon demonstration runs Warr's mechanics re-fitted

the 'quiet' silencer. Shame really, as the bike certainly looked and sounded the part. Buell provided an example of each current model for riders to try out – in fact 50 machines had

been brought to Cadwell for the event. They had to have a few spare just in case of 'mishaps'. A few riders did manage to experience a 'tarmac interface' on the track, but injuries and damage were slight. With professional organisation and qualified instructors, I can highly recommend the Mallory Park events later this year.

