

HURRY HOME!

Buell is preparing for next summer's 25th Anniversary celebration, and you need to kick it in gear and get ready for your stay in the Milwaukee area.

Log on to buell.com for host hotel information for Buell's 25th Anniversary, July 2-6, 2008. Do it now and take advantage of special discounts for Buell owners attending the 25th Anniversary.



JULY 2-6, 2008



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THE BUELL SOURCE FALL 2007

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TEAM X-TREEM FLIPS OUT
TESTING TOLERANCE FOR DIRT
EXCELLING WITH INSIDE PASS™
THE MACHISMO MACHINE



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PHOTOGRAPHY: MARK HINES

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Employees lead the first production 1125R down the line

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gsdesign.com

Visit Buell Motorcycle Company on the Internet at buell.com.

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WE CARE ABOUT YOU! Ride safely, respectfully, and within the limits of the law and your abilities. Always wear an approved helmet, proper eyewear, and protective clothing, and insist your passenger does too. Never ride while under the influence of alcohol or drugs. Know your Buell motorcycle, and read and understand your owner's manual from cover to cover.

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BUELL LINES »

... don't think there's going to be a lot of "resting" going on over the winter.

Snow will be falling here soon, and to me that means one thing: snowmobiling! Up here in Wisconsin, it's just the ticket to keep the adrenaline pumping while my motorcycles are put away for the winter. But all things considered, I'd much rather be leaning into a curve on two wheels than sliding through one on two runners. Especially after a year like this one.

In 2007, a dream was realized with the launch of the liquid-cooled Buell® 1125R. We built the prototype of that bike almost 20 years ago, but little did I know how much work lay ahead for us to get to the point where we could make it a real production motorcycle. The entire company (and a few honored guests) gathered on the factory floor a few weeks ago to watch the first production bike roll off the assembly line (see photo above). What a moment! Now I can't wait to start seeing them on the street; that's when I'll really know a new era has begun.

I hope a lot of you have had a chance to ride one of the test bikes at a Buell Inside Pass™ Track Day. These events were a big hit, and the unbelievable reactions the 1125R received are what make it all feel worthwhile.

On the racing front, we had another amazing year, with Buell's sixth straight ASRA Thunderbike championship in the U.S., joined by multiple championships in Europe, including the French ProTwins and Moto Tour. And we closed out the season with more exciting racing at Daytona – including capturing the manufacturer's championship in the GST class of the new SunTrust MOTO-ST Series.

It was a record year, to be sure, and the whole team here has worked very hard to make it all happen. But don't think there's going to be a lot of "resting" going on over the winter. A little snowmobiling, maybe. There's still too much to accomplish to let our guard down.

Thanks for being an important member of the Buell family. Have a fun and safe winter, wherever you are.

Best of roads to you,

Erik Buell

« **BACK TALK**

Readers are an integral part of *Fuell*®. Whether it's praise, criticism, or anything else you want to share with other Buell® owners, we want to hear what you have to say about the magazine, your bikes, events, racing, trips, or just motorcycling in general. Send letters or submissions for the Streetfighters section to fuelleditor@gsdesign.com, or mail them to *Fuell*, 3700 W. Juneau Ave., Milwaukee, WI 53208.

**ORDER UP!**

While reading the "Get Your Race On" article in the Spring 2007 edition of *Fuell* (Pages 28-29), I saw that some XBRR™ parts are also available for the XB12R, such as the 8-piston caliper kit and slipper clutch kit. I went to my local H-D dealer to order them, and they looked at me like I didn't have a clue. Can you send me part numbers to those items please? I may need part numbers for the clutch plates, as well.

Rick Burda
via e-mail

At present, there is no specific Buell race parts catalog, but you can contact Buell Race Support directly at 262-642-2102, or e-mail xbparts@buell.com for part numbers and ordering information. —Ed.

NOTHING TO PICK UP

Recently I bought a Buell Ulysses®. This bike is awesome! Perfect for how I want to ride, more upright, and comfortable, with great all-terrain and highway performance. I have only driven my pickup once in three weeks.

Captain Mark Kellum
Orlando, Florida

A DEMO LIKE NO OTHER

I would like to thank Erik Buell and the Buell marketing staff for the outstanding track day at Mid-Ohio. I have been riding forever (well, since 1954) and have never seen a demo ride for a bike that wasn't in production yet! I was very thankful to my dealer for the chance to ride the new 1125R. It was great to ride something that handled so well. Erik, job well done, and thank you for the ride. Tell all your readers to get to an Inside Pass™ Track Day as soon as possible because they don't know what they're missing. See you at Homecoming, July 4th weekend.

Richard Rodney
Canfield, Ohio

MISSING THE SPRING

I bought a Buell Super TT XB12STT this past May, and I registered my information as a Buell owner at buell.com. I have seen the online versions of the magazine, but I think I missed the cutoff to receive the printed edition of the Spring *Fuell*. I picked that one up at my dealership, but I was wondering if you have copies of any back issues of the printed magazine. If so, would I be able to get any/all of those you have available? I like the photos and content of the magazine, and would enjoy having the printed version to hold on to.

George F. Callobre
Skokie, Illinois

*Currently, printed back issues are not available. As you stated, buell.com is the best source to catch up on back issues of *Fuell*, as all past issues are available for download. —Ed.*

I have been riding forever ... and have never seen a demo ride for a bike that wasn't in production yet!

TALK BACK TO US:

Send us an e-mail (fuelleditor@gsdesign.com). Submission of a letter constitutes permission to publish it in any form or medium. Letters may be edited for reasons of space and clarity.

FACTORY BUZZ »



PHOTOGRAPHY: MARK HINES

Inside Pass™ to Return

PROGRAM TO BE BIGGER AND BETTER IN 2008



With just one date remaining – December 18 at Laguna Seca – the inaugural season of the Buell Inside Pass Track Day program is set to wrap up. If you're thinking about signing up for the final session – sorry, it sold out weeks ago.

But never fear! Now a proven success (boasting more than 1,000 satisfied riders around the country), Buell has decided to bring the program back for the 2008 season.

"There's no question that Inside Pass has done all it was meant to do – both for Buell Motorcycle Company and its customers – and more," said Eric Schmitt, Buell Marketing Manager. "And we improved the program as we learned things along the way, so you can count on Inside Pass being even stronger when it comes back next year."

Details will be announced as they become available. Keep reading *Fuell*® (and logging on to buell.com) for the latest information.

ONE FAST BLAST! SETS NEW LAND SPEED RECORD

A team of employees from the Harley-Davidson Product Development Center (PDC) set a new land speed record on a modified Buell® Blast® at Bonneville National's Speed Week, August 11-17, 2007. The team, known as JDees Performance, set a new record in the 500cc MPS-PF (Modified Partially Streamlined-Pushrod Fuel) class, with an average speed of 126.959 mph! Including this one, the team holds eight active Bonneville records, all on Buell motorcycles.

"We enjoy promoting the Buell brand in a forum such as Bonneville," said team member Bill Pari, a Systems Staff Engineer at the PDC. "I'm always surprised how much attention the bikes get from other competitors and the genuine curiosity people have for Buell. Of course, we also love it when other competitors "raise an eyebrow" to Blasts approaching 130 mph and XB9Rs running over 150 mph!"



NEWS BRIEFS

Buell Factory Tours »

Winter is the perfect time to come to East Troy for a Buell factory tour. [Tours are available Monday through Friday](#) (except holidays). To arrange a tour, call Buell Motorcycle Company at 262-642-2020 during regular business hours.

Buell Dirt Program »

Buell Motorcycle Company has announced it is shelving its off-road motorcycle development plans for the foreseeable future. "Buell has made the business decision to focus resources on its street motorcycle business, including continued development of the XB line and the launch of the all-new 1125R superbike platform," said Buell President and Chief Operating Officer Jon Flickinger. "Buell customers and dealers have expressed incredible excitement for the new 1125R superbike and our entry into the mainstream sportbike market."



Your Need for Speed »

Speed Channel will be broadcasting one-hour summaries of each of the MOTO-ST races on Tuesdays, starting November 20. Check your local listing for times. This is your chance to catch up on this year's action!

Daytona USA 300

November 20, 2007

Homestead 500K

November 27, 2007

VIR 500K

December 4, 2007

Road America 500K

December 11, 2007

Iowa Speedway 500K

December 18, 2007

8 Hours At Daytona

January 8, 2008

Schedule is subject to change.

Pouvez-vous Dire "Victoire"?

BUELL® RACER WINS FRENCH PRO TWINS

Good things keep happening across the pond in France, where, for the third year in a row, a Buell rider has won the French Pro Twins championship. Bruno Destoop, of Grenoble H-D, took the title on a Buell XBRR, over defending champ Michel Amalric of Macadam Moto (also on a Buell XBRR) and an elite field of accomplished riders on a wide variety of motorcycle makes.

In addition, Denis Bouan, riding a Buell XB12STT Super TT, rode to victory in the prestigious Moto Tour event in France – for the second year in a row. His competition in the event included KTMs, BMWs, Triumphs, Benellis, and factory-supported Japanese bikes.

Who says an American motorcycle can't compete on the world stage? No one who rides a Buell, that's for sure! *Sacre bleu!*



Report to the Buell booth at an International Motorcycle Show® near you and show your Buell® key to receive a FREE GIFT in honor of 25 years of Buell motorcycles.

on buell.com

ONLINE PROFILES

Head to buell.com/owners to set up an owner's profile. If you have already set up a profile (if you're receiving this magazine in the mail, it should mean you have), don't forget to log in often to stay current on all the latest Buell news and developments.

OWNERS MANUALS

2008 Buell® motorcycle owners manuals have been uploaded to the site.

MOBILE DOWNLOADS

Be the first to purchase an exclusive Buell ringtone and various Buell wallpapers for your cell phone.



IMS SCHEDULE

Qwest Field Event Center

Seattle, Washington
November 30-December 2, 2007

Long Beach Convention Center

Long Beach, California
December 7-9, 2007

Jacob K. Javits Convention Center

New York, New York
December 28-30, 2007

Rock Financial Showplace

Novi, Michigan
January 4-6, 2008

Washington Convention Center

Washington, D.C.
January 11-13, 2008

Georgia World Congress Center

Atlanta, Georgia
January 18-20, 2008

I-X Center

Cleveland, Ohio
January 25-27, 2008

Minneapolis Convention Center

Minneapolis, Minnesota
February 1-3, 2008

Donald E. Stephens Convention Center

Chicago, Illinois
February 8-10, 2008

Schedule is subject to change.

STUNT WARRIORS

BY CHARLES NEVSIMAL



THE PEPSI CAN STANDS DOUBLED OVER IN THE PARKING LOT OUTSIDE HAL'S HARLEY-DAVIDSON/BUELL, LEAKING A LIQUID THAT PUDDLES ACROSS THE CONCRETE LIKE BLOOD IN A BLACK AND WHITE MOVIE.

A moment prior, Adam Chumita failed to annihilate the can (for a second time) with a stoppie, his rear tire missing by a hair's breadth. Now, every expectant eye in the audience is trained on him, wondering whether this is David v. Goliath Part II ... Adam v. 355 milliliters of pop.

So, what does Chumita do? He throws his bike into neutral, toes its kickstand down, and dismounts (this, during the middle of his stunt riding show). He walks over to the Pepsi can, shakes his head in pity, and puts it out of its misery with his foot. When he throws his arms up in mock-victory (think Rocky Balboa after KO-ing Apollo Creed), the crowd erupts as if they'd just witnessed the battle of the century. Granted, it wasn't the most difficult stunt Chumita pulled from his sleeve that afternoon (ahem, that would probably be the circle wheelie), but it was one of the most popular. And the crowd ate it up.

Chumita is one-third of the stunt riding collective called Team X-Treem, based in Orlando, Florida. The other two are Chris Nichols (Chumita's partner that day at Hal's) and Todd Colbert, the man who started Team X-Treem back in 1995.

"We all knew each other," says Nichols of his X-Treem mates. "The scene back then was very small. There were probably a dozen guys in the U.S. who were known, who were good." But it was chance and circumstance that brought the three together to form one unit.

Each had been invited independently of one another to participate in a stunt show in Jamaica in 2002. Colbert's Team X-Treem was already a well-known commodity on the circuit at that time, but he found himself for the first time without a riding partner. So when the three of them hooked up in Jamaica, they opted to ride together as a team rather than do three separate solo shows. Inevitably, that impromptu Jamaican unit was bound for future collaboration.

"What made me want to bring Adam and Chris on to Team X-Treem for good," says Colbert, "was their loyalty, respect for the sport, dedication to team, and devotion. We gave each other respect and complemented each other well." Five years, several best-selling DVDs, and umpteen shows later, Chumita, Nichols, and Colbert are still rocking the scene. Hell, in large part, they're *creating* the scene.

Ever hear of StuntWars? (Cue Darth Vader's "Imperial March" now.)

StuntWars is a street bike freestyle competition Colbert began back in 2000. Here's the gist: More than 100 riders try to qualify as just one of 10 finalists who then compete in four different categories – longest endo, individual freestyle, team event, and tandem.

"I created StuntWars because I wanted to turn stunt riding into a sport," says Colbert, "as well as get it off the street." Well, not only has it done just that, it continues to raise the caliber of skill and artistry from year to year. Riders continuously increase their talent levels and push themselves to create new stunts in an attempt to outperform their StuntWars competition.

"Every year," says Colbert, "I wonder what they could possibly come up with next, and they never cease to amaze me."



STREET  FIGHTERS

"FIVE YEARS, SEVERAL BEST-SELLING DVDS, AND UMPTEEN SHOWS LATER, CHUMITA, NICHOLS, AND COLBERT ARE STILL ROCKING THE SCENE. HELL, IN LARGE PART, THEY'RE CREATING THE SCENE."

Think you've got the cajones to compete in the Wars? You'd better be comfy in front of a crowd – because attendance just broke 12,000 in January, a number that's grown exponentially from one year to the next. That bodes well for the future of StuntWars and for stunt riding in general.

For one, major companies are getting involved, supporting riders through sponsorship deals. (Buell, as you've probably deduced by now, sponsors Team X-Treem. They ride the CityX XB9SX. And if you must know, yes, they have much love for Buell. Paraphrasing Nichols: They don't overheat, they have a ton of torque, the perimeter braking is boss, the short wheelbase makes maneuverability a dream, and they dart around like mad. But how 'bout a direct quote: "The bikes are awesome." And for the record, Nichols said that.)

But beyond sponsorship, the sport seems ready to go supernova, its stars growing bigger and brighter all the time. Ask Chumita, Nichols, and Colbert how they feel about it. They'll tell you we're standing on the brink of a new beginning for the sport of stunting. And they're sincerely psyched to play a part in stoking the flames.

"Whatever it takes to help the sport," says Colbert, "... whatever it takes." **fuel**



STORMING 66

My love for riding has led to some pretty unforgettable adventures. After building a custom chopper last year, I decided to indulge in something a little more ergonomic and economical. My lust for American V-twins drove me to Buell ... specifically, the Ulysses.® None of my other bikes could compare: the power delivery, the feel, the reliability. These things keep me on the road longer, and I ride in comfort. Over summer, I rode Route 66 to Arizona and back up through the Rocky Mountain and Great Plains states (nine in all), and the Ulysses never let me down – not even traversing the gravel road up the red rocks of Sedona, Arizona (photo).

Eric Shiffler » Naperville, Illinois
2006 Ulysses XB12X



MAKING TRACKS

My streetfighter is a 1996 Lightning® S1 I bought stock from a guy in North Jersey one frigid January day – the thermometer reading all of 10 degrees. A couple days later, I dropped it off at the local shop to have some modifications made, and now it's bored and stroked out, and the torque is ridiculous. I took it to the track to test 'er out and boasted a best run of 11.07 at 122 mph in 15 passes – and I'd never been on a track before! Now I'm scoping out the Lightning XB12S and the XB12Scg at my local dealership as a possible trade-in for my Harley® FXDX. Maybe experience a different style of riding and get into some more track days. Good riding! Keep up the great work!

Pete Enrico » Columbus, New Jersey
1996 Lightning S1



TURNING HEADS

I've always loved the original style that Buell® motorcycles sport, and since the day I started eyeing motorcycles I wanted a Lightning. I bought a used one last September and have been a cocky Buell promoter since day one in the saddle. Over the past year, I put on 18,000 miles, and with the exception of a 10K tune-up, a few oil changes, and new tires, my XB9S hasn't needed a lick of maintenance. You'd think after so many stares and questions from people who tell me how sick my bike is, I'd be accustomed to it. But it still makes me grin ear to ear every time. And seriously, there's nothing better than being stuck at a red light next to someone riding a foreign bike and hearing my rumble outdo his whine.

Billy Anderson » Provo, Utah
2003 Lightning XB9S

ARE YOU A STREETFIGHTER? E-mail your high-resolution photo, along with a few paragraphs about you and your Buell, to: fuelleditor@gsdesign.com. All Streetfighter submissions become property of Buell Motorcycle Company.





A DAY AT THE TRACK

BY MIKE SEATE

A VISIT TO BUELL'S INSIDE PASS™

UNLESS YOU'VE SPENT THE PAST FEW YEARS LIVING UNDER A FULL-FACE HELMET, YOU'VE PROBABLY NOTICED THERE'S BEEN AN EXPLOSION OF MOTORCYCLE TRACK DAYS. WHILE ONLY A FEW YEARS BACK, YOU'D HAVE TO COMMIT TO ROADRACING YOUR MOTORCYCLE FOR A CHANCE TO RIDE ON A CLOSED COURSE, TODAY'S RIDERS CAN CHOOSE FROM A DENSE ROSTER OF TRACK SCHOOLS. WHAT'S BEEN MISSING, HOWEVER, IS A TRACK DAY DESIGNED FOR EVERYONE, INCLUDING STREETBIKE OWNERS, CRAVING THAT FIRST DIP IN THE CLOSED-COURSE WATERS.

Early in 2007, Buell joined forces with the Private Track Time riding school and launched Inside Pass, a track day dedicated to riders curious about the track and Buell® motorcycles. At each of the Inside Pass events held at premium venues around the country, riders of all skill levels are encouraged to experience the track aboard their own machines – and to try one of the quick-steering, hard-revving rides in the current Buell lineup.

As a veteran of some two dozen different track days and motorcycle riding schools, the Inside Pass experience struck me as noticeably laid-back and friendly, with a far less competitive atmosphere than I've seen elsewhere. Instead, Inside Pass staff members and control riders seem eager to make the transition from street rider to track rider a more fluid and stress-free experience.

Canfield, Ohio-native Richard Rodney is the proud owner of a 1996 Buell Thunderbolt® S2T that's never seen a road course before. "I'm 68 and I've drag-raced and toured on my Buell, but I was always kind of wary of taking it on a roadrace course," he confessed. However, after a session in the modestly-paced Novice group, where Rodney rode his own bike, he was eager for more. "The instructors are very professional and don't let anything get out of hand. They answered all of my questions and helped me in the parts of the track where I was struggling, and now at least I think I'm going faster," he laughed. All Inside Pass events are segmented into 20-minute lapping sessions, with riders separated by skill level. Like most Inside Pass riders, Rodney rode a couple of sessions on his own machine to familiarize himself with the track before switching over to a session on one of the Buell demo bikes.

Like any track day, the event is only as safe and as fun as the instructors make it. With dozens of years of competition riding and track day instruction between them, the Inside Pass control riders seem to be everywhere at once, leading groups of riders as they become acclimated to their first laps on a Buell demo bike or making sure motorcycles pass in a safe manner. More than once, instructors approached me in the pits to offer advice, pointers, or even to let me follow them around the track for a few laps – a humbling and illuminating experience. Import sportbike rider Zac Leroy, from Butler, Pennsylvania, had ridden on a track twice before, but hadn't passed many other riders or learned much for his troubles. At the Inside Pass event at the sprawling Mid-Ohio Sports Car Course however, Leroy found himself not only passing a few riders but also developing an unexpected appreciation for the 1125R (available for on-track demo rides at Inside Pass events). "My bike climbs to sky-high revs before it's making any useable torque, but the Buell 1125R just lets me use so much less throttle and still pass people. Am I surprised?" asked the eager 25-year-old. "Yes, I am." **fuel**



PHOTOGRAPHY: MARK HINES

RIDING IMPRESSION: BUELL'S NEW 1125R

Never has a ride on a new motorcycle elicited so many requests for post-ride reports as my ride on the 1125R. Friends and fellow track day enthusiasts besieged me for details about Buell's new liquid-cooled sportbike, overflowing my cell phone inbox on the day of my first ride. And what did I tell them? Simply put, the 1125R is a revelation, gifted with a smooth, eager powerplant, nimble steering, and enough revs to keep even the most dedicated sportbike rider grinning. What's different? Well, the 1125R's chassis bears similar dimensions to Buell's Firebolt® series, but subtle changes in engine mount and swingarm pivot placement – not to mention larger 47mm inverted forks – make the more powerful 1125R more responsive and, therefore, more rewarding to ride fast. And naturally, everyone was curious about the new Rotax® engine, which, from a strictly seat-of-the-leathers perspective, combined the low rpm torque of a Buell Firebolt with an exhilarating top-end rush.

After three sessions on the track aboard the 1125R, I decided to employ my second favorite means of ascertaining a new motorcycle's abilities: watching riders dismount after their first sessions on a new machine, where I can learn a lot by the number of lingering glances and eager recreations of that session's faster moments. To this end, the 1125R scored well. So well, in fact, that I had a hard time prying other riders loose from the bikes for my own next session.

SWEET REDEMPTION

ESTOK DOMINATES ASRA THUNDERBIKE



HIS BUELL® FIREBOLT® RUMBLED BENEATH HIM AS HE SAT ON THE FRONT ROW OF THE DAYTONA STARTING GRID. RUNNING STRONG AND SMOOTH, READY TO GRAB THE HOLESHOT AT THE WAVE OF THE GREEN FLAG, THE BIKE WAS JUMPING AND READY TO GO. AND DAVE ESTOK WAS AT PEACE.

It was a far cry from a year ago, when mechanical issues hounded Estok (the series leader at the time by just a few points over Bryan Bemisderfer) right up to the start of the race – and beyond. Ultimately, the bike failed him mid-race, and his chances to repeat as ASRA (American Sportbike Racing Association) Pro Thunderbike champion went up in a trail of blue smoke.

Known for his passion and intensity, it was all Estok could do to hold it together as he stormed away from the pit area, his #1-plate Buell standing idle, as the other racers continued to circle the track. When Bemisderfer also failed to finish, the 2006 season title went to fellow Buell rider Dan Bilansky (Hal's H-D/Buell, Hal's Speed Shop), who won the last race with a dramatic final-turn pass of BMW's Nate Kern.

But 2007 was different. With the support of a new team (Ruthless Racing, Deeley H-D/Buell Canada), Estok ran strong all year, wrapping up the season title one race early at Summit Point, West Virginia.

"I really wanted to clinch early so that I could run at Daytona with no pressure," Estok said. "The team put me on a great bike, as they did all year. Normally I'm not crazy about Summit Point because it's so bumpy. But Rod from RMR Suspensions tuned it so well I could barely feel the bumps."

No pressure is one thing. But his legendary passion was unabated; Estok still wanted to win the final 2007 race and put an exclamation point on his dominating season.



"THE TEAM PUT ME ON A GREAT BIKE, AS THEY DID ALL YEAR."

In the end, there was little drama for Estok, as he grabbed the lead on the first lap and never gave it up. When Bilansky and Estok's teammate, Ruthless Racing team owner Darren James, running second and third at the time, came together on the second lap and went down, Estok separated himself from the field. He crossed the finish line more than half a minute ahead of BMW rider Brad Hendry in second.

"It was one of the most fun races I've ever run, a great way to finish the season," Estok said. "A lot of credit goes to Don James at Deeley H-D/Buell, who showed me nothing but love all year. But I'm already feeling nervous about next year, just because this season will be so tough to follow!"

It was Estok's sixth ASRA Pro Thunderbike win of the season and his third ASRA (formerly Formula-USA) Pro Thunderbike title. It was also the sixth year in a row a Buell rider has taken the season title. For 2007, Buell riders swept the top five season spots, with defending champion Dan Bilansky finishing second, Joe Rozynski (Sound Waves/Hal's Speed Shop) taking third, Darren James (Deeley H-D/Buell Canada, Ruthless Racing) in fourth, and Sam Rozynski (Sound Waves/Hal's Speed Shop) rounding out the top five. **fuel**

CREVIER "SUPER" ON XBRR

NABS UNPRECEDENTED ASRA PRO SUPERBIKE WIN

In a class typically dominated by Japanese bikes, Canadian Buell rider Steve Crevier (Ruthless Racing), gave the field a taste of good-old American ingenuity by piloting his Buell XBRR™ to an ASRA Pro Superbike victory at Daytona.

With the weather a factor most of the weekend, as waves of rain and sunshine rolled in and out of the famous speedway, tire selection was crucial for many of the races. Crevier, a former AMA 600 Supersport champion and six-time Canadian Superbike champion, took the Superbike pole in dry conditions with a lap of 1:52.817. He then led the entire eight-lap race in the wet, to win by 5.62 seconds. Chris Fillmore was second on a Kawasaki ZX-6R. It was the first national-level win for a Buell XBRR in the United States.

"This was a big win for Steve but an even bigger win for the XBRR," said Buell Racing Manager Henry Duga. "It's no secret that we've had some struggles with the XBRR, but to win a race like this, against all those Japanese bikes, is very gratifying. Steve rode a great race, and my hat is off to him."

In Championship Cup Series (CCS) sprint racing at Daytona, Crevier also rode the Ruthless Racing XBRR to victory in the Expert SuperTwins class. Dan Bilansky (Hal's H-D/Buell, Hal's Speed Shop) took the top spot in Expert Thunderbike (edging out 2007 ASRA Pro Thunderbike champ Dave Estok on a dramatic final-turn pass) on a Buell Firebolt® XB12R, and Jeff Johnson (Hoban Brothers Racing, H-D/Buell of Appleton) won Expert Lightweight F40 on a Buell XB12R. **fuel**





8 BIG BANG, NO WHIMPERS

A SOLID BUELL SEASON IN MOTO-ST



WHEN SHAWN HIGBEE CRASHED HARD LATE IN THE SUNTRUST MOTO-ST ENDURANCE RACE IN IOWA, IT SEEMED THAT THE RICHIE MORRIS RACING TEAM'S TITLE HOPES WERE DASHED.

Despite winning three of the first four races in the GST (Grand Sport Touring) class, Higbee and teammate Dan Bilansky suddenly found themselves mired back in the pack. The team had been disqualified when the bike could not be presented for post-race inspection. Adding injury to insult, Higbee, who slid feet-first into a concrete wall at high speed, was destined for a prolonged recovery.

Or so it seemed.

Team owner Richie Morris appealed the disqualification and won. Based on the number of laps completed at the time of the crash, the team was awarded a sixth-place finish, which put it back in the season lead by seven points over the Touring Sport Ducati team. With one race remaining in the series – the grueling 8 Hours At Daytona – the title was still well within reach.

Meanwhile, Higbee was shocking doctors in Iowa with his miraculous recovery from a compound broken femur, a dislocated shoulder, broken shoulder bone, and hip joint fracture. Following weeks in the hospital, Higbee was back at work (on crutches) at Buell headquarters in East Troy by early October and saying he was ready to race. Veteran Buell racer Clint Brotz joined the team for the season finale, and the scene was set for a stirring tale of triumph over adversity.



“WE LEARNED A LOT, AND WE’RE DEFINITELY LOOKING FORWARD TO COMING BACK NEXT YEAR, STRONGER THAN EVER.”

—JAMES GANG TEAM OWNER/RIDER PAUL JAMES

“In the beginning, the doctors didn’t think it was possible,” said Higbee as race day approached. “But I beat their expectations. This is not the first time. I’ve broken bones before, and luckily I tend to recover pretty fast. I’ve done a lot of physical therapy and am bicycling a lot. Come race day, I’ll definitely be good to go.”

But not all comeback stories end in triumph. Needing to finish just fourth or better in the GST class to lock up the season title, the team staggered to eighth following a chain derailment about three hours into the race. They were running third at the time.

After pushing the bike back to the pits from NASCAR (Turn) 4, they repaired the bike and returned to action, but had lost too many laps to make any significant headway. Meanwhile, Touring Sport Ducati (which had recruited two-time World Superbike champion Doug Polen for the season finale) replaced a broken clutch with 20 minutes remaining to claim the race victory and the season title.

The RightsForBikers.com Ducati team finished second, while James Gang/Hoban Brothers Racing (with riders Paul James, Jeffrey Johnson, and Walt Sipp) survived a high-speed low-side crash to fill up the podium. It was the team’s fourth podium finish (including a victory in Iowa) in six events, giving them third place on the season, behind Richie Morris Racing in second.

BUELL WINS

Overall, the MOTO-ST series was a huge success for Buell. Buell teams captured the top spot in four of the six races (three for Richie Morris Racing, one for James Gang/Hoban Brothers Racing), with at least one podium finish in every race, to claim the manufacturers’ championship over Ducati.

“This was a great season for us and for Buell in the MOTO-ST Series,” said James Gang team owner/rider Paul James. “It was our first foray into a national endurance series, and we’re very pleased with our results. We learned a lot, and we’re definitely looking forward to coming back next year, stronger than ever.” fuel



PHOTOGRAPHY: BRIAN J. NELSON, WENDY MELLINGER

BUELL'S QUARTER-CENTURY BOBSHELL



« BY TOM RODERICK

For the company's 25th Anniversary, Buell is gifting the buying public with its most advanced sportbike to date. The new 1125R will thrill the Buell® faithful, shut the mouths of mainstream detractors, and give Buell dealers something to crow about.

NACIMIENTO-FERGUSON IS A GNARLED PIECE OF BUSTED ASPHALT CALIFORNIA LIKES TO CALL A ROAD. Rising from its Pacific Ocean starting point, it repeatedly doubles back as it climbs a mountainside, kicking gravel on itself as it does. The "road" is a challenge to a rider on a familiar enduro machine, let alone a moto-journalist on a first-ride press intro piloting a bike he's been warned not to crash. But this is where Buell's new 1125R shines.

Through one tight, hard switchback after another, the 1125R seemingly gives nothing away to the handling characteristics of its shorter wheelbase XB counterparts. The 1125R's swingarm is 3.5 inches longer than that of its XB brethren, but the bike has only a 2.5-inch longer wheelbase thanks to the stacked transmission that moves the swingarm pivot one inch closer to the crankshaft. Necessitating the longer wheelbase is the increase in horsepower to a claimed 146 – enough to keep the front end aloft even with the additional inches.

Between corners, I recall the early morning tech briefing, and what was said about mass centralization and the 20-pound weight advantage the 1125R has over the XB12R. Putting that thought on hold, I roll off the throttle, slow the Buell with its 8-piston front caliper, and navigate through a dirty 160-degree uphill right-hander. The Buell finesses the corner with the agility of Santa landing eight reindeer on a rooftop without waking the kids.

All that talk about the Trilogy of Tech™ and "intuitive handling and power delivery" they were feeding us along with the breakfast buffet seems like more than just imaginative marketing when riding a road like Nacimiento-Ferguson.

Three-quarters of the way up, my internal warning mechanism is telling me I'm riding far too aggressively on a bike I need to return. A sure sign that – if I'm already this comfortable riding the 1125R this fast with less than two hours seat time – something must be right with this new model.

The literal and figurative downside to Nacimiento-Ferguson Road is a 20-mile drone through Fort Hunter Liggett at 35 mph – a speed limit the military base is serious about – with nothing to do but sit and sweat in the summer heat until exiting the base.

But in full-throttle mode on the freshly resurfaced face of Mazda Raceway Laguna Seca, there are no speed limits.

It is also on the track where the new transmission and slipper clutch make their advantages known. Where the XBs can be difficult to speed shift, the new Helicon transmission is as smooth and willing as anything to come out of Japan. The stacked configuration of the new six-speed, close-ratio transmission minimizes engine length and maximizes chassis placement, utilizes a belt final drive (on the left side), and features a Hydraulic Vacuum Assist (HVA) Slipper Action Clutch. Besides performing as well as, if not better than, a conventional ball and ramp slipper clutch, the HVA system reduces clutch pull when the bike is running from 16 lbs. to 13.5 lbs.

"It actually engages the clutch a little when you roll off the throttle, and the butterflies close," says platform Engineering Director Tony Stefanelli.



ON A CLOSED COURSE, THE 1125R'S 146 HP IS ENOUGH TO KEEP ANY TRACK DAY THRILLING. This newfound horsepower, coupled with Buell's inherently supreme handling, provides a classroom where a person can focus on improving riding skills without invoking the nervous anticipation of inadvertently breaking the rear tire loose, like when riding one of the 1,000cc hypersports bikes of the Big Four.

The 1125R's aerodynamics, taken largely from the XBRR™ racer, create a massive quiet zone behind the bubble, and the rev-limiter won't throw the operator over the handlebars when it kicks in. Some vibration is felt when riding the new Buell, but nothing I would consider obtrusive or irregular from a twin spinning two 500cc jugs at 10,000 rpm.

Famous for coloring outside the lines, Buell cannot be scolded for ignoring its critics. Erik Buell must be smiling as the trend for under-engine exhaust grows among Japanese sportbikes, instigated from current MotoGP competition. While the bike maintains the individuality for which Buells are famous, it elevates the level of engineering and performance well above the high-water mark set by previous Buell models.

THIS NEWFOUND HORSEPOWER

coupled with Buell's inherently supreme handling, provides a classroom where a person can focus on improving riding skills ...



The 1125R is not a Japanese sportbike, and considering the audience for which the 1125R is intended, that's a good thing. Instead, the 1125R is a comfortable and capable sportbike in both street and racetrack environments, a bike to which the phrase "run of the mill" does not apply. Platform Marketing Director Greg Heichelbech sums it up best by saying, "Erik's dream is coming to fruition with the 1125R."

By the time you're reading this, the 1125R will be available at dealerships and for test rides at Buell's Inside Pass™ track days, the perfect low-cost opportunity to see for yourself – with all the speed and fun a racetrack environment provides – if the new Buell is everything I say it is. I'm willing to bet you'll agree. **fuel**



BY MICHAEL ALLEN

You know those light gray lines on the map – the ones that represent a road is not necessarily paved? I want to ride those roads. Because they always seem to lead to the most intriguing, out-of-the-way places.

Problem is, as a Harley® rider, I'm pretty limited in that regard. Oh, I've given it a go. There's no rule (well, no law anyway) that says you can't take an Electra Glide® down a dirt road. But you have to be so careful that it's really not very fun.

So when Buell introduced the Ulysses a couple years ago, it really caught my eye. It seemed like just what I needed to take my adventures to a new level, by getting off the beaten path here and there and deeper into the great unknown. And when I was offered the chance to borrow a Ulysses for a day trip, I jumped at the chance to put Buell's most versatile bike to the test.

FIRST IMPRESSIONS

My first thought when I saw the motorcycle was ... hey, this thing's dirty! Don't these Buell people know that a clean motorcycle runs better!? To each his own, I suppose. Nonetheless, the first thing I did before the trip was give it a good going over with a damp cloth. I wanted it to look nice for the pictures, after all.

The next thing I noticed was how high the seat is. Not a big deal for me (I'm 6'2"), but I wondered how soon I'd get tired of throwing my leg over that lofty cushion. It was very comfortable, however; nice and wide for my own ever-widening seat.

With my full weight on the bike, I could just get my feet flat on the ground. Not bad. And it's so light! Just leaning it left and right in a stationary position I could sense that this machine was built for cornering.

On the road, the riding position at first seemed very upright – and I felt a long way off the ground. But I quickly came to appreciate the added sense of control this “active” position gave me.

All in all, though, it felt very different from what I was used to, I was quickly starting to appreciate what this unique machine had to offer.

Priority one on “Ulysses Day” was a quick side trip to a beautiful, rustic gravel road outside Milwaukee, to get my “dirt legs,” as it were. As I rode back and forth a few times on the two-mile stretch, I started to wonder: What exactly does it mean to be “dirt road compatible”? I mean, clearly one big thing is the suspension travel. It absorbed the bumps very nicely. And after a few minutes I started aiming directly at small potholes.

At first I thought my aim must be off, I must be just missing them – because I couldn't really feel them. But then I realized that the bike was just soaking them up like water. So I aimed for some bigger ones. I felt those, but not to the point where it seemed like either I or the bike was any the worse for wear.

But what about traction? I wondered how aggressively I could take dirt/gravel corners on this bike. I mean, without pushing the bike to the point where one of the tires starts to slide (something I was not keen on doing), how would I know when the bike reached its limits? I decided there was no need for me to figure this out right away, and perhaps I'd get a better feel for it as the trip progressed. So I took off to the southwest.

... after a few minutes I started aiming directly at small potholes.

Alas, while I found the riding in Southern Wisconsin to be generally spectacular, I had a surprisingly hard time finding any dirt roads. I had a good set of maps, but they didn't seem to indicate which ones might be dirt. According to the legend, dotted lines represent “Unimproved Road, Trail, or Old Railroad Grade” – which, it didn't take long to figure out, were generally impassable or off-limits to motorized vehicles.



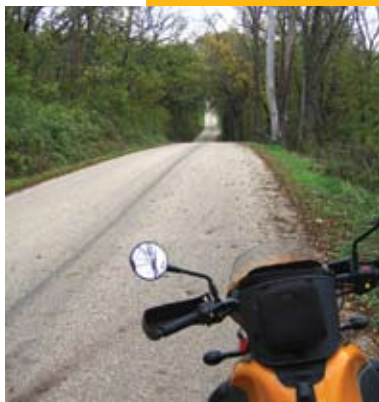
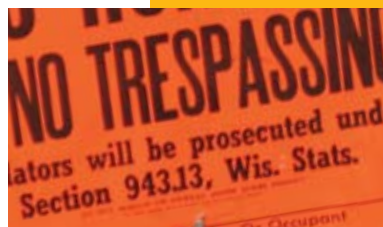
PHOTOGRAPHY: MARK HINES, MICHAEL ALLEN





As a result, I had to work pretty hard to find a little off-road action. At one point, I took off down a gravel road that stopped about a half-mile later at a power station. Another time, I shot down another dead-end dirt road and found just a few houses at the end. It gave me more of a chance to get a better sense of what the Ulysses could do, but it really wasn't very exciting.

Once, I thought I really hit pay dirt – so to speak. I turned onto what looked like a nice dirt road, clearly marked as O'Connor Road, heading off of County A up a little hill and into some trees. So I took it – and immediately ran over a snake! I gotta say, though, the awesome Ulysses suspension soaked it right up! I couldn't even feel the life being squeezed out of the poor serpent as I smoothly crushed it.



By the time I recovered from that gory trauma, I realized that the "road" I was on was nothing more than a very long driveway, leading to what I presume is the O'Connor family farm. I was trespassing! With visions of shotgun pellets whizzing over my head, I hit the throttle, thrust my left leg toward the dirt, leaned hard, spun the rear tire, and turned the bike spectacularly 180 degrees to the left, spewing dirt and gravel into the air as I high-tailed it outta there.

At least, that's how it happened in my mind. To the casual observer it probably looked like I carefully turned the bike around and headed back from whence I came.

In reality, I suspect the O'Connor family would have been very friendly toward me, perhaps even inviting me in for a tall, cold glass of farm-fresh milk (straight from the spigot, as it were). This is the Midwest, after all, and country folk are notoriously warm-hearted.

Maybe it was all the "no trespassing," "private property," and "keep off" signs that were giving me an unwelcome feeling – not at the O'Connor place, necessarily, but all over. As I thought about it, I concluded the signs were probably aimed primarily at hunters, not motorcyclists. Still, I'm not one to ride where I may not be wanted. I'm a rules-following kind of guy.

That's also why I resisted the temptation to jump onto an ATV trail I ran across. The worst that probably would have happened was somebody might have told me to stop – or I could have fallen and hurt myself, and laid there for days before passing motorists noticed the buzzards picking at my carcass. It was pretty remote out there! But I couldn't bring myself to give it a whirl.

Also, I'm a big believer in motorcyclists' rights. And how can we expect others to respect our rights if we don't respect the rules of others? It's a two-way street, as I see it, and it's better to err on the side of caution.

Or, maybe I'm just a big wimp. Discuss.



According to the legend, dotted lines represent "Unimproved Road, Trail, or Old Railroad Grade" – which, it didn't take long to figure out, were generally impassable or off-limits to motorized vehicles.



GOING BATTY

My plan was not to have a plan. So once I got outside the Milwaukee metro area, I started to explore – with an eye on making it to Yellowstone in time to get back home before dark.

No, not that Yellowstone. It turns out Wisconsin is home to a namesake park: Yellowstone Lake State Park northeast of Darlington. Actually, it's not near much of anything at all and well off the beaten path. Nobody I talked to in Milwaukee seemed to know it exists! In my mind, that in itself makes it a perfect destination. Plus, it would be fun to tell people, "I rode to Yellowstone and back today."

It turns out that Wisconsin's Yellowstone is notable not for Bison, but for bats. A local volunteer maintains 31 bat houses throughout the park, home to a population of about 4,000 of the furry brown creatures. The bats are not just fun to watch as they swoop through the evening sky in an entertaining display of aerial bat-obatics (or so I'm told), they also feed on mosquitoes, making Yellowstone Lake State Park a virtual mosquito-free zone – and a popular spot with campers. Who'da thunk it?

I made it to the park at about 3:30 in the afternoon, just as the gradually darkening sky started to spit out a little rain. The friendly man in the park office explained to me that the bats are pretty much gone this time of year (mid-October), off hibernating or migrating, but he showed me how the bat houses work. Inside the little boxes, which are open on the bottom, are thin plywood sheets spaced about three-fourths of an inch apart. The bats squeeze up into the spaces as they would cracks and crevices inside a cave. Apparently, they're quite fussy about the spacing. A little too wide or a little too narrow, and the bats will look elsewhere for housing.

Do you find all this as interesting as I do? Probably not. Oh well.

The park itself is nice, quite picturesque, though I didn't stay long enough to explore much. I knew the rain (which was forecast to get heavy) was going to chase me home, and I had approximately zero interest in testing the Uly in a rainstorm. I didn't have much confidence that the tiny "fairing" would help keep me dry!

I didn't do much exploring on the way home but did have one more chance to take off down an official Wisconsin "Rustic Road": Marty Road near New Glarus – home of a well-known brewery of the same name. (Mmmm ... fermented hops and barley consumed in modest amounts in appropriate situations but never while riding – not even just one.)

After 330 miles on the road, I made it home about 7:30PM, well after dark and just before the rain hit with purpose. A long day's ride ... a good day's ride. I was exhausted, happy to be home, and thrilled with the experience.

All in all, I loved my day on the Ulysses. I really missed my highway pegs and fairing on that last stretch, but I was very comfortable for most of the day. I don't know if a Ulysses will ever replace my bagger, but if I find myself looking for a second bike, the Uly would be high on the list of preferred options.

In the meantime, however, I could definitely see trying to borrow the bike again sometime for a longer journey. After all, I didn't really quite get my fill of dirt this time out.

Hmmm ... I wonder if there are any unpaved roads in Montana. fuel



MASTERWORKS »

HAVE A SWEET CUSTOM BUELL?

Send a few snapshots and a brief description to fuelleditor@gsdesign.com. Your bike could be featured in Masterworks.

STEALTH BOMBER

RON ALMEIDA of Las Vegas, Nevada takes "basic black" to new heights with his custom 2005 Buell® Firebolt™ XB9R. In truth, this show bike contains components of three Buell models: the engine, frame, swingarm, and upper triple clamp of an "R"; the rear tail section and wiring harness from an "S"; and the forks, lower triple clamp, and shock from an "Scg." But it's his own special touches that really set this dark beauty apart. Note the lack of anything resembling a "dashboard"; Ron has stripped off the fairing and gauges, and hidden all the electronics, including the ignition switch, under the seat. The black powder-coated frame, forks, swingarm, and upper triple clamp complete the minimalist picture, while an eye-catching headlamp assembly cuts through the darkness.

Other modifications include a shaved rear tail with LED taillight; a custom exhaust and performance muffler; chain conversion; 240 mm rear tire; billet sprocket cover and inspection covers; performance filters; airbox heat barrier and carbon fiber airbox cover; new seat, hand controls, and wave rotors; and spike axle sliders.

Giving this bike its big rear end was no small trick. To make sure the 240 mm tire was seated in the exact center of the chassis, Ron machined custom billet parts to make the wheel and chain conversion work perfectly in the stock swingarm. And because he wanted to maintain the Buell design, he had the stock rear wheel widened to accommodate the tire: from 17 x 5.5 to 18 x 8.5. "What can I say?" he says. "I'm a perfectionist." It shows, Ron. It shows.





ASK **ABE**

A Buell technical forum with **Abe Askenazi**,
Director of Analysis, Test, and Engineering Process,
Buell Motorcycle Company



SCOOP ENVY

Q Abe, what can you tell us about the “right side air scoop” on the XBs? I’ve seen people fit larger ones (near mirror images of the left side) in an attempt to increase cooling capacity. It seems the smaller one will allow for an increased air velocity and potentially more cooling. What’s the deal?

– Ryan, Lightning® XB12Scg owner

A The intent of the right side air scoop is to get better airflow over the fuel rail when the fan is on (at low speed). Getting proper airflow to the fuel rail is important in order to prevent vapor-lock during extended idle or parade duty in hot ambient temperatures. It turns out that if this scoop has too big of an opening, the airflow is not directed to the fuel rail as effectively. In our testing, a right side air scoop created as a mirror image of the left hurt fuel rail temperatures at idle.

The left side air scoop was shaped to direct air to the rear cylinder and is very effective at doing that. During our high-speed, hot-ambient testing, the front and rear spark-plug base temperatures are virtually identical, whereas on the old tube-twin bikes there was a 100 Degree Fahrenheit difference (rear running hotter).

CHANGING THE GUARDS

Q Abe, I love to go to track days with my Firebolt® and try to protect it as much as possible with the frame pucks, bar ends, and axle sliders. What I really want to do is to put a frame slider on it like my friends do with their Japanese bikes. There are companies that offer sliders that bolt to the motor but can cause damage to the motor in the event of a crash. Is there anything I can do?

– Michael, Firebolt owner

A Buell does not recommend any other crash protection besides the glue-on pucks. Because the frame is made of aluminum and doubles as the fuel tank, we strongly advise against welding on it, and we don’t have any engine mount points for sliders.



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