

THE OFFICIAL BRAG® COMMUNICATIONS SOURCE

VOL 5.1 JANUARY/FEBRUARY 2005

FUEL





erik buell

2004 has been an incredibly busy and rewarding year for us at Buell. It has been a record year for sales of our twins, with the wider range of XB motorcycles taking hold in the marketplace with a vengeance.

Also very exciting for me has been the tremendous growth in European sales. It has been so large, in fact, that the total sales there surpassed those in the United States. Having this impact in the land where sportbikes rule is truly rewarding to all the folks at Buell, who have been working hard to build our credibility as a world-class company. Surveys indicate two major factors in this explosive growth: first, that the quality of the XB product line has become spectacularly good; second, that the experienced European rider base is not impressed by "specs," but instead desires real-world performance advantages.

Of course, the quality of our motorcycles is not going unnoticed on the domestic front, with more and more new XB riders in the U.S. chalking up tens of thousands of flawless riding miles. This year also marks the highest growth ever in riders switching from competitive brands. In 2004, we have seen quite a few stories about Buell in mainstream, non-motorcycling magazines. The news is getting out in a big way that there is something special in sport motorcycling coming out of the United States.

To those of you who have been riding with us many years, we thank you for your support of our vision, and for passing the word on the fun, real-world riding our bikes provide. Interest and excitement about Buell are spreading among riders primarily due to the passion and knowledge of our owners. And we appreciate that more than you can imagine.

Have an incredible 2005, with miles and miles of the longest and most winding rides possible!

Erik Buell

features

4 Here's to the Winners

From racetracks to dirt tracks – even to the salt flats – Buell racers outshined the competition this year (on two continents). Read about their trials, their tribulations ... and the many titles they won!

10 Buell® Race Report

Mike Ciccotto finishes strong in AMA Formula Xtreme, while Buell racers celebrate a Thunderbike championship.

11 Follow That Curve

New year. New adventures. New levels of adrenaline.

12 Storming the Hills

BRAG's Twisted Texas Adventure gave members a taste of the open range as well as the open road when it roared through Hill Country in October 2004.

regulars

14 Streetfighters

15 BRAG® Clubs/Buell Factory News

ON THE COVER: : BRAG members discovered the thrill of BattleTrax during last year's Twisted Texas Adventure. See Pages 10-11 for the full recap.



Peggy S. Utphall
FUELL® Editor/BRAG® Manager

Peggy Lamb
Director, Rider Groups

GS Design, Inc., Design and Production
Cover photography by WildWest Studios.

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,™ and read and understand your owner's manual from cover to cover.

FUELL is mailed prior to the first week of the issue date. Due to various circumstances, some information in this issue is subject to change. Buell, BRAG, FUELL, Buell and BRAG logos, and the FUELL masthead are registered trademarks of the Buell Motorcycle Company. No part of this publication may be reproduced for any reason without written consent from the editor.

All member submissions become property of Buell Motorcycle Company and will not be returned. Member submissions may be published in FUELL. Buell Riders Adventure Group reserves the right to edit member stories for content, length, and clarity. All Rights Reserved.

©2005 Buell Motorcycle Company. All Rights Reserved.

WHAT A YEAR 2004 was for Buell on the racetracks, dirt tracks, and salt flats of America – not to mention Canada and Europe. Whether it's Bryan Bemisderfer becoming the first two-time champion in the Formula USA™ Thunderbike class or Rick Saenz winning 40 of 42 dirt tack races on a modified Buell® Blast®, it's been a season to remember.

Profiled here are eight racers who distinguished themselves this year in various venues. Please join us in congratulating them publicly – as well as all the other Buell racers out there who are working so hard to keep the Buell name at the forefront of the racing world's attention.

HERE'S TO THE

WINNERS



Photography: www.superbikepics.com

BRYAN BEMISDERFER

2004 Formula USA™ Thunderbike Champion

BRINGIN' HOME THE THUNDER

For Harding H-D/Buell rider Bryan Bemisderfer, 2004 was a year of change, challenge, and triumph. It started when Harding hired his chief rival, veteran rider Dave Estok, to be Bryan's new teammate.

"You know what they say: 'Keep your friends close, and your enemies closer!'" Bryan says with a laugh. "Seriously, it was great to have him as a teammate. It meant he knew what I had, and I knew what he had, so it came down to us as riders."

The two battled hard in the early part of the season. A DNF in round three at Summit Point, Bryan's home track, was a big disappointment. But a win two weeks later at Virginia International Raceway propelled him and his Firebolt® XB12 into the points lead. He eventually amassed a 39-point lead with three races to go, and clinched the crown with one

race remaining by virtue of a strong second-place finish in Las Vegas. Dave won that race and the season finale at Homestead to secure a 1-2 season finish for Harding Racing.

"It was a great season for the whole team," Bryan says, "and it means a lot to me because we all worked so hard for it. Jeff, Shannon, Bill, Jim, Dave . . . these guys are my best friends. Even if we never race together again, we'll still be friends."

And if all that weren't enough, Bryan's "team" at home expanded this year as well, with the addition of daughter Abigail on October 29, joining wife Kimberly and older sisters Lauren (12) and Madison (3) on the family farm in Greencastle, Pennsylvania.

"Championships are never easy to win, so my hat is off to all the teams for their hard work and dedication. Here's wishing them all continued success in 2005!"

– Erik Buell

PAUL JAMES

2004 CCS Midwest Regional Ultra Light (UL) Superbike Champion
2004 CCS Great Plains Regional UL Superbike Champion

REGIONAL PRIDE

Paul James made his presence felt at Championship Cup Series races in a big way in 2004 by claiming two Championship Cup Series (CCS) regional championships. He also had close seconds in two other classes, and a third in another. In CCS regional races he bagged seven race wins, 14 seconds, and 12 thirds in 44 starts, for an impressive 75 percent podium finishes.

Perhaps even more impressively, he completed every one of the 49 races he started overall (including select Formula USA National

Thunderbike events and National Team Challenge endurance races). This testifies not just to his skill as a rider and the talent of his team, but also to the reliability of his Buell XB race bikes.

"They're not just reliable, they're also very durable," Paul stresses. "When I crashed in two races, I was still able to remount and join the fight to the finish."

In other words, it's hard to say which are tougher: Buell® XB race bikes or the guys who race them.



Photography: SliderPhoto.com



DARREN JAMES

Canadian Thunder Champion

WINNING NEVER GETS OLD

For a year that was "interrupted" by the birth of twin daughters, Darren James' season on the Canadian Thunder circuit was surprisingly "business as usual." Not only did he win the series championship for the third year in a row, he again did it by holding off his chief rival, Ducati rider Robert Trottier, in the season finale.

But there were some differences. For one, he did it while missing one race entirely. And, he did it on a new bike, a Firebolt XB9R set up for him by Rich Conrad of Innovative Motorcycle Research. And then there was that other "small" matter, the birth of Charlie and Jorja on July 20.

"Boy, that was a big weekend," Darren exclaims. "I was home for two days for the birth, then I headed off to Mosport, where I beat Robert Trottier for the first time on that track, won the Canadian Thunder race, and also managed to win the 600 race in the Parts Canada National Superbike Series, my first win ever on that circuit. So yeah, it was my best week all year, my biggest racing week to-date."

Flying back and forth from races out east to his home in British Columbia to tend to his family no doubt sapped some of Darren's energy this season. But apparently not as much as he gained while flying with joy over his two new daughters.

ARTHUR DIAZ

2004 CCS Mid-Atlantic Region Overall Champion
 2004 CCS Mid-Atlantic Region Summit Point Track Champion
 2004 CCS Mid-Atlantic Region Unlimited GP Champion
 2004 CCS Southeast Region Overall Champion

FIRST TIME'S A CHARM

Talk about hitting your stride right out of the blocks! No sooner had Art Diaz turned his 18 years of roadracing experience toward Buells than he started winning on them. He and the Susquehanna Valley H-D/Buell racing team took two 2003 Buell Firebolt® XB9R motorcycles, named them "Pepe" and "El Toro," added a few performance parts, a "killer orange and black paint job," and started a new trophy collection.

"Our original plan was to give me and our crew chief, Roger Martin, along with assistant Ken Strauser, a chance to get familiar with the new bikes while taking a shot at the Summit Point track championship," Art explains. "But after the first two races at Summit Point, we saw that we were also leading the overall Mid-Atlantic Region point standings and running in the top three of several class championships. So we revised our goals and decided to contest the rest of the season."



The result was three CCS Mid-Atlantic Region championships. They were not the first for Diaz, who has been Summit Point track champion twice before. And if this SVHD racing team debut season is any indication at all, they will almost certainly not be his last.

DIRK SCHEFFER

German Thunder Cup Champion
 Classic B.E.A.R.S. Champion

ACHTUNG, BABY!

Across the pond, Buells continue to get plenty of attention. In fact, European sales have been increasing even faster than in the U.S., a trend that has not gone unnoticed on the racetracks of Europe.

One example is Dirk Scheffer and the Buell Racing Bonn team from Bonn, Germany. The team took two titles in 2004, one on an XB in the German Thunder Cup Series, and the other on a classic tube-frame bike.

In the Thunder Cup, an open class for twin-valve, twin-cylinder bikes, Scheffer took first or second place in 10 of 11 races, held on different tracks throughout Europe. Riding a modified XB, he easily outdistanced the rest of the field for the overall title.

"Our bike proved to be extremely long-running," explains Andreas Binner, owner of H-D/Buell of Bonn. "The only race we did not finish was the result of a crash."

On the technical side, development "never stood still," Binner explains. "This bike is very powerful, reaching 129 horsepower at the rear wheel. And the handling, with its compound brakes and carbon-fiber wheels, is also great."

In the Classic B.E.A.R.S. Championship, open to bikes with a frame built prior to 1990, the team won three of four races on the tube-frame. "I guess you could call it an RR1000, but with a lot of updated technology," Binner explains.

But whatever you call it, just be sure you also call it (and the rest of the team) a "champion."



Aaron Wilson (owner and bike builder/tuner), Jon Kraushaar (machinist and head porter), and Timbo Horton (rider).



G SQUARED MOTORSPORTS

1st NHRA Win for a Buell

CAN'T KEEP A GOOD BIKE DOWN

It's going to take more than an extra 40 pounds to keep G Squared Motorsports out of the winners' circle with their G2/S&S/Star Racing Buell. That was proven beyond a doubt on October 31, as Chip Ellis piloted the bike to victory at the NHRA AC Delco Las Vegas Nationals.

After some promising early season success, the team was struck a blow in July when racing authorities decided to impose a 40-pound weight increase on V-twins in that class. After struggling initially, the team decided to take some time off to regroup. They returned to the strip on September 3 – with a revamped bike and a new rider, Chip Ellis – and promptly shocked the racing world by qualifying in the top spot.

"The time off really paid off for us," explains George Bryce, co-owner (along with George Smith) of the G Squared team. "It gave us a chance to work harder than when we're out racing. The S&S guys came up with some more horsepower, and the team at G Squared and Star Racing made a lot of changes to the bike to make it user friendly and more tunable."

A broken throttle linkage foiled their efforts in the elimination rounds, but the qualifying success proved a harbinger of things to come. Two months later, on Halloween, Chip and the G Squared team completed the "comeback" by winning the Pro-Stock Bike class at the NHRA AC/Delco Las Vegas Nationals, their first NHRA victory.



Two weeks later in Pomona, the team qualified number one again before falling in the semi-finals.

"It was a good four-race season for us," said Ellis after that race. "It was a disappointing loss today, but we sure did give it our best shot. The bike ran great all day."

In just four races, Chip and G Squared finished 17th in the NHRA POWERade Pro-Stock Bike final standings with 268 points. Which makes the prospects for next year look awfully good – barring another sudden weight gain, that is!

NRHS V-TWIN PERFORMANCE

Three New Land Speed Records
MPS-PF 1650cc class: 205.642 mph
M-PG 1350cc class: 167.056 mph
MPS-PF 2000cc class: 195.988 mph

PASSING THE SALT ... RECORDS

As quick as they are in the corners, Buell® motorcycles can go pretty fast in a straight line, too. In the right hands, in fact, they're capable of world record-breaking speed. In October, the boys from NRHS V-twin Performance put their hands together to set three world records at the SCTA/BNI World Finals at the Bonneville Salt Flats.

"Our week at the World Finals was 100 percent successful," Aaron says. "Every pass we made either qualified us for a record or backed up a record attempt. We made a total of six passes and set three records in the process."

The three records were set by two bikes: a 1995 Thunderbolt® S2 and a 1996 Lightning® S1. The Thunderbolt S2 uses a fairing from a 1987 Buell RR1000 (which Aaron considers "the most aerodynamic bodywork ever made for a production motorcycle*") and has a 1650cc race engine that runs on nitrous oxide. Running in the MPS-PF class (Modified Partial Streamlined – Pushrod Fuel) it averaged 205.642 mph on two passes.

After setting that record, Aaron tore down the bike's engine and installed a slightly larger bore to make it eligible to compete in the MPS-PF 2000cc class. Timbo again rode the wheels off, needing just two passes to obliterate the old record (180.116 mph) by averaging 195.988 mph.

The Lightning S1 competed in the M-PG 1350cc class (Modified – Pushrod Gasoline), which allows no streamlining whatsoever – "not even the factory flyscreen," Aaron emphasizes. "Its specially built 1350cc engine propelled Tim and the bike to a record 167.056 mph average."

In addition, the team also claimed the title of "Fastest American V-twin" at the International Speed Trials, sponsored by Bub Enterprises, in September. Despite sub-par salt conditions, the Thunderbolt S2 bested the competition with a top speed of 188.373 mph.

* Motorcycles equipped with Buell RR fairings currently hold the MPS-PG (gasoline) and MPS-PF (fuel) records at 1000cc, 1350cc, and 1650cc.

RICK SAENZ

AMA District 16 Midwest Amateur Super Senior Champion

HAVING A BLAST IN THE DIRT

With the points championship already wrapped up going into the last race of the 2003 District 16 Midwest Amateur season, Rick Saenz decided to try something a little crazy. He grabbed a Buell Blast-powered flat track race bike that Buell Race Manager Henry Duga had on the truck, and wheeled it out to the track.

"Some of my competitors literally laughed when they saw me pull that bike out," he recalls. "They said, 'You're going to race a Buell B-Last!?'"

But the laughter stopped abruptly when he crossed the line first that day. And it turned to gasps of wonder over the course of the 2004 season, when Rick won 40 of the 42 races he entered in the District 16 Midwest Amateur Racing circuit – including wins in such races as the North Central Amateur Nationals, the Aztalan Classic, and the Gravity Park Championship series – riding a bike based on that very same Blast.

It was the "season of a lifetime," Rick says, the high point so far of his "unretirement" from racing, which began four years ago when his son, now 20, challenged him to start racing again. Rick had previously worn the District 16 #1 plate in the 1970s, before leaving the racing world to start his family.

As you probably can imagine, he draws quite a bit of attention these days – not just for his victories, but for his unusual bike. He is the only



rider in the Midwest competing on a Buell Blast.

"They used to laugh," Rick explains. "Now they ask me what it takes to build one."

Think he tells them what they want to know? For the most part. But don't think he gives away all his winning secrets.



RACE REPORT



Photography: Brian J. Nelson

Buell Racers Dominate Thunderbike Final and Championship

Formula USA™ Thunderbike Series

Perhaps they should just go ahead and rename it the Buell Thunderbike Series. By taking seven of the top 10 spots for the season – including the top three – Buell riders staked a firm claim as the dominant bike in the class, a horsepower-to-weight ratio restricted class open to a variety of production-based motorcycles.

“Thunderbike was a very competitive and well-attended class this year,” said Buell Racing Manager Henry Duga. “It seemed like no matter what racetrack we were at, there were more riders entered in the Thunderbike class than any other. That makes it especially gratifying to have the Buell teams and riders do so well.”

Estok wrapped up his second-place season finish by easily winning the season finale at the Homestead-Miami Speedway October 24. His teammate, Thunderbike champion Bryan Bemisderfer, did not finish the race, but had clinched the championship the previous race, making it a 1-2 season finish for the Evo-Twin Racing/Harding Buell team.

“Another win by David is a great way to end a successful season for this team,” said team owner Jeff Harding. “When we started the year, we were hoping we could go 1-2 in the championship with this pair of talented riders, and that’s just how it worked out.”

The Corning, New York-based team won four of the eight races on the 2004 F-USA Thunderbike schedule, with Estok and Bemisderfer placing first and second together at the Daytona and Las Vegas rounds.

“This was definitely Harding’s year, but all the teams did an exceptional job this season,” Duga adds. “The rules in this class create a very level playing field, so it will be interesting to see how things shake out next season.”

FINAL 2004 THUNDERBIKE SERIES STANDINGS

- | | | |
|----|------------|---|
| 1 | 105 points | Bryan Bemisderfer (Harding Buell) |
| 2 | 93 points | Dave Estok (Harding Buell) |
| 3 | 73 points | Jeff Johnson (Hoban Bros./Appleton Buell) |
| 4 | 71 points | Darren Danilowicz (Suzuki) |
| 5 | 67 points | David Yaakov (Suzuki) |
| 6 | 62 points | Dan Bilansky (Hal’s Buell) |
| 7 | 55 points | Joe Rozynski (Kosco Buell) |
| 8 | 51 points | Walt Sipp (Blue Springs Buell) |
| 9 | 33 points | Ed Key (Suzuki) |
| 10 | 31 points | Kurt Miller (Buell of Baton Rouge) |

Ciccotto Rides to Fourth in Season Finale

AMA Formula Xtreme Series

As “rookie” seasons go, it would be hard to consider 2004 anything but a success for two Buell dealer teams competing in the AMA Formula Xtreme class – even though the final standings don’t necessarily tell the story. Kosco Buell/Innovative Research Rider Michael Barnes finished 13th overall, while Mike Ciccotto, riding for the Hal’s Performance Advantage team, finished 15th.

But when you consider that both teams missed the first two races of the year (of 11), the caliber of competition they faced in a very tough class, and the big strides both teams made on the learning curve, you begin to understand why everyone involved is so proud of their accomplishments.

“Racing in Formula Xtreme, against some of the best riders and teams in American professional roadracing, was a successful venture for the Hal’s and Kosco dealer teams, and for Buell,” said Erik Buell, chairman and chief technical officer at Buell Motorcycle Company. “Despite missing the first two races of the season, both teams managed to build on their experience from race to race and constantly improve.”

The high-water mark, in fact, came in the season’s final race, a 17-lap finale at Virginia International Raceway on October 10. After qualifying ninth, Ciccotto battled hard to finish fourth, the highest finish by a Formula Xtreme Buell rider all season.

“We’ve had an up-and-down season, but this is a great way to end it,” said Ciccotto, who completed the race despite being limited by injuries in a crash at Road Atlanta on September 4. “I want to thank the Hal’s team and especially crew chief Terry Galagan for working so hard to put a great Buell race bike under me. This is a very competitive class. I think we made real progress over the season, and we have a nice base to build on next year.”

Barnes, who qualified 10th, did not finish the race. He shot up to third place after the first lap, but pulled in after lap three after noticing a slight oil leak from a broken fitting. The race – as well as the season championship – was won by American Honda rider Miguel Duhamel.

“No question, it was an exciting season,” said Buell Racing Manager Henry Duga. “And I can’t wait to find out what’s going to happen next year.”

Daytona 200 Hospitality

Daytona Beach, Florida – Saturday, March 12

Experience Daytona like never before with BRAG’s VIP ticket package. You’ll get full access to the brand new FanZone, located between the NASCAR NEXTEL Cup and Busch Series garages. FanZone offers a great view of Gatorade Victory Lane, as well as rare glimpses into the garage and tech inspection areas – not to mention a Racing Legends section and interactive displays.

Your ticket cost also includes access to the infield, paddock, and garage, with free shuttle service and admittance to a 500-level suite, which boasts a panoramic view of the entire speedway. The suite, which has an indoor hospitality area and private outdoor seating, will open at 9AM and close shortly after the race ends. This is the only way to experience Daytona ... unless, of course, you are actually racing in it!

Registration opens January 12 and closes February 18. The cost is \$40 for BRAG®/H.O.G.® members and \$65 for non-members. Call 1-888-432-BRAG to register, or fill out the form on the back cover of this issue of *FUELL*®. Space is limited, so register now to guarantee your spot.

FOLLOW THAT CURVE

BRAG Homecoming

West Bend, Wisconsin – June 2-5

When you come home, be prepared to be treated like family! BRAG’s Homecoming offers everything you love about the annual event: plant tours at Buell’s East Troy facilities and the Harley-Davidson facility on Capitol Drive; lunch with the Buell employees; BattleTrax; incredibly tasty catered meals; demo rides; and access to the AMA races at Road America. But more than that, it gives you the chance to catch up with riding buddies – friends you may only see once or twice a year. You get to kick tires, talk torque, and satisfy that urge to hang out with some real Buell® enthusiasts ... all in the birthplace of the Buell.

Registration opens February 9 and closes May 6. The cost is \$100 (full event) and \$75 (weekend only) for BRAG/H.O.G. members, \$125 (full event) and \$100 (weekend only) for non-members, and \$65 (full event) and \$50 (weekend only) for kids ages 13-17. Call 1-888-432-BRAG to register or fill out the form on the back cover of this issue of *FUELL*.

Check out buell.com and future issues of *FUELL* for more information. Dates and locations subject to change or cancellation.

DAYTONA BIKE WEEK SCHEDULE

DATE/TIME	ACTIVITY	LOCATION
MON/MARCH 7-FRI/MARCH 11 10AM-5PM	Indoor H-D/Buell Display and BRAG Hospitality	Ocean Center Arena
MON/MARCH 7-FRI/MARCH 11 9AM-3PM	H-D/Buell Demos	Daytona International Speedway
MON/MARCH 7 5-8PM	BRAG/H.O.G. Members-only New Product Reception	Ocean Center Arena
SAT/MARCH 12 10AM-3PM	Indoor H-D/Buell Display and BRAG Hospitality	Ocean Center Arena
All Day	AMA Races/Daytona 200 Hospitality*	Daytona International Speedway

*Advance ticket purchase required. Dates and locations subject to change.



Photography: www.superbikepics.com

Laguna Seca Moto GP Hospitality

Monterey, California – July 8-10

California sunshine always seems the perfect balance between cool and hot when you’re in the stands of Laguna Seca’s Mazda Raceway. This year, it’s better than ever, as Moto GP racing returns to America! The Moto GP circuit offers the highest level of motorcycle racing found anywhere, with the very best riders in the world racing the world’s fastest bikes on premier tracks across the globe. And you can get a front row seat for it all with BRAG Laguna Seca Moto GP hospitality. You’ll have access to a viewing deck at the track’s intense turn-five shelf, with specially reserved Buell parking, paddock access, beverage service, trackside seating outside, televised access to the race, and an event program for all three days!

Registration opens January 12 and closes May 20, with a limit of 75 spots, so order your tickets soon! Cost is \$150 for BRAG/H.O.G. members, \$175 for non-members. Call 1-888-432-BRAG to register or fill out the form on the back cover of this issue of *FUELL*.

down the road ...

NATIONAL BRAG ADVENTURES

Riding the Rockies Adventure

Littleton, Colorado – August 17-19

Appalachian Adventure

LaVale, Maryland – September 14-16

STORY

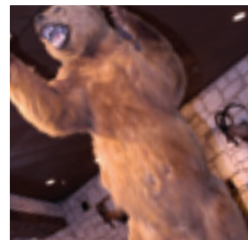
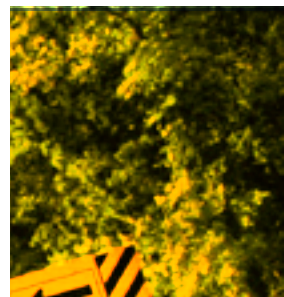
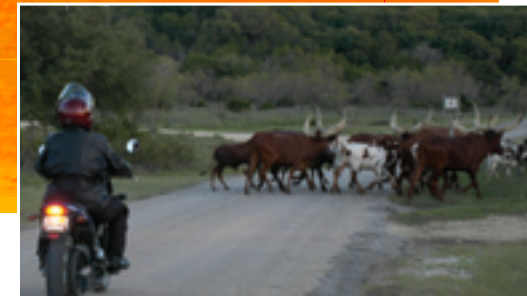
BRAG®'s Twisted Texas Adventure Rumbles Through Hill Country

BRAG members stormed Texas Hill Country when the Twisted Texas Adventure hit October 6-8, 2004. "You billed it as an adventure," said David Freeman of Austin, Texas, "and that it was. I haven't felt an adren aline rush like that in a long time."

The rush began with tacos and BattleTrax at Javelina Buell, but soon moved on to Kerrville, the doorway to Hill Country. Not only does the area boast some of the finest roads in Texas, it contains extremely diverse topography. Members explored as many large, open ranges on this adventure as they did tight, narrow twisties. They even got a little delayed ...

"My favorite memory has to be getting stuck in the mud while touring the Y.O. Ranch in a bus," said Chad Ripley, who rides a 2001 Cyclone® M2 (just not at the time of the incident). Tour guide Cowboy Hank managed to get the bus unstuck after awhile and salvaged the tour of the ranch, where exotic animals like blackbuck antelope, sika deer, and giraffe roam free.

Cool as the open range may be, it was the open road that coaxed BRAG members to visit this special place in Texas, where exotic animals provided the perfect backdrop for all those Buells snaking their way through Hill Country. "What a sight," said Bobby R. Smith, from Van Vleck, Texas. "What ... a ... sight!"



"Not only does the area boast some of the finest roads in Texas, it contains extremely diverse topography."



streetfighters

STREETFIGHTER BRANKIN BREHMER
HOME BASE NEW BERN, NORTH CAROLINA
MACHINE 1995 THUNDERBOLT® S2

I started working at Buell Motorcycle Company as a co-op student back in April 1991. After graduating from GMI with a mechanical engineering degree four years later, they hired me full-time as Managing Engineer. As a graduation present to myself, I bought a 1995 Thunderbolt S2. And 93,000 miles later, I'm still riding it!

In 2001, I left Buell to pursue other avenues and moved to North Carolina, where I've grown quite accustomed to the year-round riding season. I've attended many BRAG® events, including Deal's Gap, Running the Ridge, and several Homecomings. I've owned many bikes over the years – three different Wide Glide® motorcycles and a V-Rod® – but nothing handles like a Buell®. My friends are always asking me when I'm going to trade it in for something new. They don't seem to understand the definition of the word *never*.



STREETFIGHTER JOE & STEPHANIE LAFRANCA
HOME BASE PEARLAND, TEXAS
MACHINE 2005 FIREBOLT® XB12R

Growing up in southern Louisiana, I never faced any great geographical challenges. So my friends and I made our own fun by building skateboards, go-karts, mini-bikes – anything we could ride. In college, I had a Honda “Café-style” racer, but got away from riding for a few years after graduation. When I rented a Harley® for a trip I took to South Padre Island four years ago, I knew it was time to buy another bike.

I test rode a Firebolt and was utterly amazed by its responsiveness ... so amazed, in fact, I bought one on the spot! It reminded me of the dirt bikes I rode as a kid. Since that day, my wife Stephanie and I have experienced the Southwest Torquefest and Twisted Texas Adventures and plan to attend several more BRAG adventures. We're convinced there's no better way to discover the most incredible roads around.

I recently traded my old Firebolt in for a 2005 XB12R – the ultimate street machine! Stephanie loves riding passenger so much, she plans on getting a Buell of her own after taking a course this spring. You can bet you'll see the two of us riding to another BRAG adventure real soon!



STREETFIGHTER LAURA JOHNSON
HOME BASE SAN ANTONIO, TEXAS
MACHINE 2003 FIREBOLT® XB9R

I've always been interested in motorcycles, but my only experience riding them was as a passenger. When I moved to Texas in April 2003, I decided to enroll in a Rider's Edge® course and shortly after bought a Blast®! Last year, I upgraded to a Firebolt XB9R, which handles so perfectly it feels like it's a part of me leaning into those curves. I was able to see all of the Buell models while attending the Twisted Texas Adventure last October. It was so interesting seeing how the models have changed over the years. I still love the design of my Firebolt the best and couldn't be happier with my Buell. Even my kids think it's cool!



IF YOU ARE A BRAG® MEMBER, SEND IN YOUR PHOTO AND TWO TO THREE PARAGRAPHS ABOUT YOURSELF, YOUR BUELL AND WHY YOU'RE "OUT ON THE STREET."

Photos taken and provided by Buell owners. All Streetfighter submissions become property of Buell Motorcycle Company. If you would like to have your photo returned, please send a self-addressed stamped envelope with your submission.

NEW CLUBS

Buell Riders Adventure Group™ welcomes the following new clubs and their sponsoring dealerships to the family.

Toledo Smokin Wheels Riding Club

Toledo Buell
Sylvania, OH
419-843-7892
Paul Criswell



ZIA THUNDER

With one full year now under their belts, Zia Thunder members are looking forward to 2005 being a busy second year. The group more than doubled in size since they formed in January 2004 – from seven members to 16 – and they anticipate getting even bigger by convincing some of their current riding partners to join. A recent boost in sales at the club's sponsoring dealer, Santa Fe Buell, also adds to their optimism for growing a bigger club. The year-round riding season in New Mexico gives them ample opportunity to explore their favorite roads in and around Taos, Angel Fire, and Chama during rides the second Sunday of every month. The club is working on sponsoring a track day in 2005 at Sandia Motor Speedway. For more information, contact CJ Rodden at 505-471-3808 or check them out online at www.ziathunder.com.

2005 PRIMARY OFFICER TRAINING

BRAG® officers are once again invited to participate in the Harley Owners Group® Primary Officer Training sessions in 2005.

Just like last year, you'll be able to customize the program any way you'd like – whether focusing on seminars pertaining to your specific club position or taking in a wide range of topics based solely on interest.

Select a date and location that works best for you and mark it on your calendar now! All locations are limited and registration is a first-come, first-serve process. Your club charter MUST be renewed before you can register.

Registration and room blocks open February 2.

2005 DATES	LOCATION
March 18-19	New Orleans, LA – Hyatt Regency
April 8-9	Uncasville, CT – Mohegan Sun Resort
April 15-16	Hot Springs, VA – Homestead Resort
April 29-30	Wisconsin Dells, WI – Kalahari Resort
May 13-14	Las Vegas, NV – Rio All Suite Hotel

CLUB OFFICERS

DON'T FORGET, CLUB RENEWALS ARE DUE JANUARY 31!

BUELL® DEMO FLEETS

Demo rides give you the chance to test ride any number of Buell or Harley-Davidson® motorcycles. Rides are free. Participants must bring a valid motorcycle license, sign a release form, wear closed-toe shoes with a heel strap, and wear a helmet that meets D.O.T. requirements and eye protection. Buell demo riders must also wear long pants and a full-face helmet.

DATES	EVENT	CITY
March 7-12	Daytona Bike Week	Daytona Beach, FL
May 13-15	Sonoma – Vintage	Sonoma, CA
May 21-22	Pikes Peak	Colorado Springs, CO
June 2-6	Road America	Elkhart Lake, WI
June 22-25	Honda Hoot	Knoxville, TN
July 8-10	World Superbike Races/Moto GP	Monterey, CA
July 22-24	Mid Ohio Sportbike	Mansfield, OH
August 6-12	Sturgis Rally and Races	Rapid City, SD
August 19-21	Copper Mountain	Denver, CO
October 20-22	Biketoberfest	Daytona Beach, FL

INTERNATIONAL MOTORCYCLE SHOWS®

If you're interested in the past, present, or future of motorcycling, you'll want to catch one of *Cycle World's* International Motorcycle Shows. You'll be able to check out everything from the large collection of vintage motorcycles to the new and improved lineup of 2005 Buell and Harley-Davidson® motorcycles.

Schedule is subject to change. For more information, call the IMS InfoLine at 800-331-5706 or check out www.motorcycleshows.com.

DATES	LOCATION	CITY
January 7-9	Cobb Galleria Centre	Atlanta, GA
January 14-16	Washington DC Convention Center	Washington DC
January 21-23	Jacob K. Javits Convention Center	New York, NY
January 28-30	IX Center	Cleveland, OH
February 4-6	Minneapolis Convention Center	Minneapolis, MN
February 11-13	Donald E. Stephens Convention Center	Rosemont, IL (Chicago)
February 25-27	COBO Conference/Exhibition Center	Detroit, MI
March 8-12	Daytona International Speedway	Daytona Beach, FL

2005 NATIONAL BRAG® ADVENTURES

PRE-REGISTRATION FORM

THERE ARE THREE SIMPLE WAYS TO PRE-REGISTER FOR BRAG ADVENTURES:

PHONE For credit card registrations, call toll free 1-888-432-BRAG, or 414-343-7824 (outside the U.S.), Monday-Friday, 8AM-4:30PM (CST)

MAIL Copy and complete this form and mail it to:
BRAG Adventure Registration
3700 West Juneau Avenue
Milwaukee, WI 53208

FAX For credit card registrations, copy and complete this form, and fax it to the 24-hour fax line: 414-343-4515

SPECIAL ASSISTANCE – If you require special arrangements at this event, please submit your written requests in advance to: BRAG Adventures, 3700 West Juneau Avenue, Milwaukee, WI 53208. TTY inquiries: 1-800-242-2464.

****CANCELLATIONS** – PLEASE READ CAREFULLY BEFORE REGISTERING. Full refunds will be given for written cancellations (including BRAG number and signature) accompanied by a confirmation letter received at the BRAG office by the date listed for each event. After this date, no cancellations will be accepted.

2005 BRAG Homecoming Package Prices and Benefits

PRE-REGISTRATION

		Adventure Guide	Commemorative T-shirt	Event Photo Patch	Commemorative Souvenir	Two-day Race Tickets
FULL EVENT	\$100 BRAG/H.O.G. Members	•	•	•	•	•
	\$125 Non-members	•	•	•	•	•
	\$65 Kids 13-17	•	•	•	•	•
WEEKEND ONLY	\$75 BRAG/H.O.G. Members	•	•	•	•	•
	\$100 Non-members	•	•	•	•	•
	\$50 Kids 13-17	•	•	•	•	•
ON-SITE REGISTRATION						
FULL EVENT	\$100 BRAG/H.O.G. Members	•	•	•	•	•
	\$125 Non-members	•	•	•	•	•
	\$65 Kids 13-17	•	•	•	•	•
CHILD AGE 0-12	FREE!					

Membership not required. Must be accompanied by a registered parent or guardian.

Optional event packages for children ages 0-12 may be purchased at the above pre-reg price.

*On-site event supplies are available while quantities last.

ATTENDING AMOUNT ENCLOSED

BRAG/H.O.G. MEMBER \$

NON-MEMBER \$

BRAG/H.O.G. MEMBER \$

NON-MEMBER \$

BRAG/H.O.G. MEMBER \$

NON-MEMBER \$

\$ _____ Total US\$ Enclosed

DAYTONA 200 HOSPITALITY

Daytona Beach, FL • March 12

\$40 BRAG/H.O.G. MEMBER • \$65 NON-MEMBER

Registration start date: January 12

Registration/cancellation deadline (must be received by): February 18**

BRAG HOMECOMING

West Bend, WI • June 2-5

BRAG/H.O.G. MEMBER: \$100 FULL EVENT/\$75 WEEKEND ONLY

NON-MEMBER: \$125 FULL EVENT/\$100 WEEKEND ONLY

KIDS 13-17: \$65 FULL EVENT/\$50 WEEKEND ONLY

Registration start date: February 9

Registration/cancellation deadline (must be received by): May 6**

LAGUNA SECA MOTO GP HOSPITALITY

Monterey, CA • July 8-10

\$150 BRAG/H.O.G. MEMBER • \$175 NON-MEMBER

Registration start date: January 12

Registration/cancellation deadline (must be received by): May 20**

Payment: Check/Money Order Visa MC Cardholder Name _____
(make payable to BRAG)

Card # _____ Expires _____

First Person's Name _____ BRAG # _____ Expires _____

Address _____ City _____

State _____ ZIP _____ Phone (____) _____

E-mail* _____ T-shirt Size: (circle one) S M L XL XXL XXXL

Second Person's Name _____ BRAG # _____ Expires _____

Address _____ City _____

State _____ ZIP _____ Phone (____) _____

E-mail* _____ T-shirt Size: (circle one) S M L XL XXL XXXL

Child's Name _____ BRAG # _____ Expires _____
(if member)

Indicate whether you want: CHILD T-shirt Size: (circle one) S M L
OR ADULT T-shirt Size: S M L XL XXL XXXL

*E-mail address may be used to send you updated event information and will be kept confidential.



Buell Riders Adventure Group™

3700 West Juneau Avenue
Milwaukee, Wisconsin 53208
1-888-432-BRAG
Fax 414-343-4515
www.buell.com

MOVING? FUELL® is mailed Third Class and will not be forwarded. Please notify the BRAG Office with any address changes.

