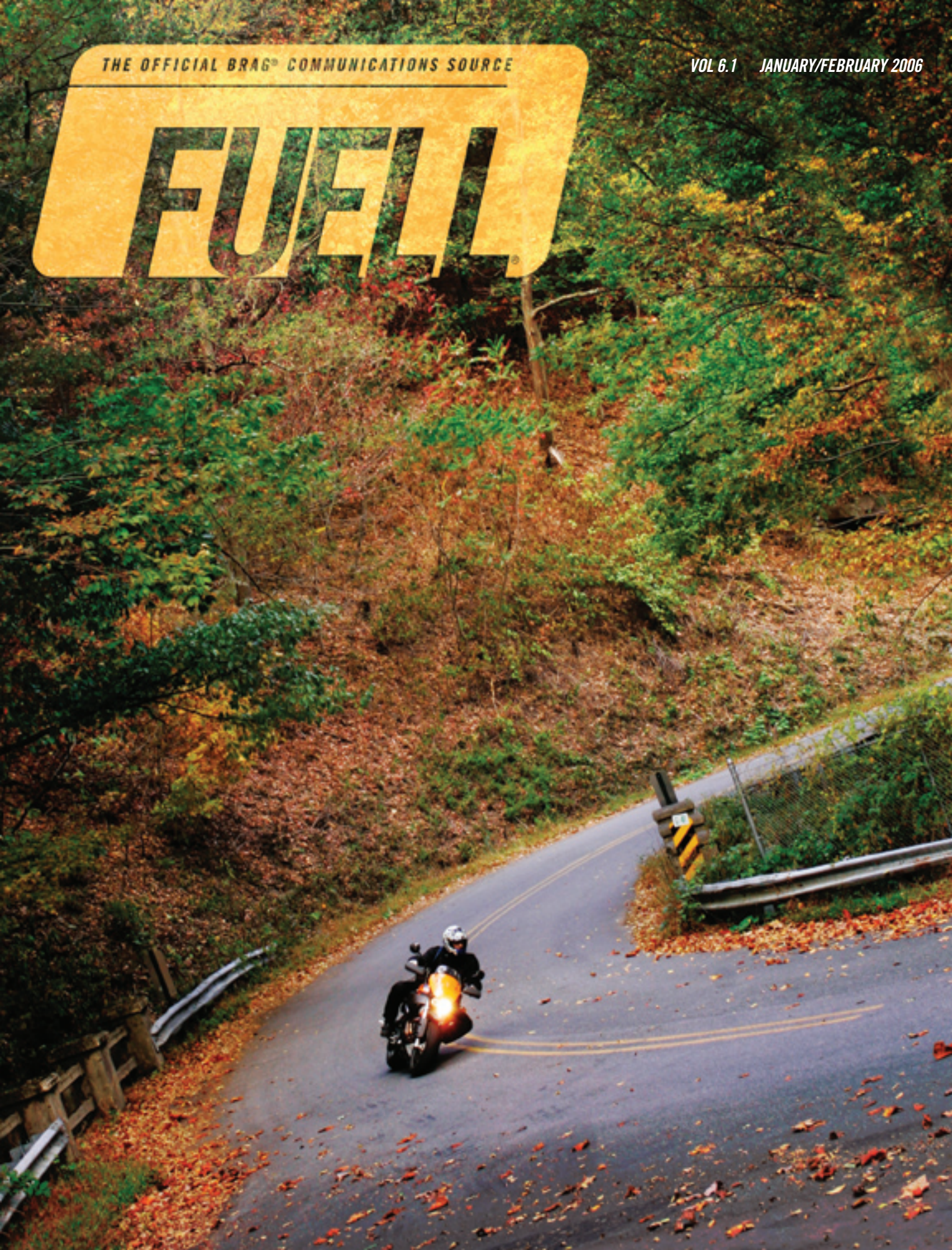


THE OFFICIAL BRAG® COMMUNICATIONS SOURCE

VOL 6.1 JANUARY/FEBRUARY 2006

EVJEM



FUELL®



Buell riders line up on the starting grid for the season-ending race at the Daytona International Speedway in October. A thrilling finish put an exclamation point on another exciting and successful season of Buell Thunderbike racing (see Page 4).



Joe Dowd » BRAG® Management
Peggy Lamb » Director, Rider Groups

GS Design, Inc. » Design and Production

Cover photography by Nathan Harrmann.

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.

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contents VOL 6.1 JANUARY/FEBRUARY 2006

4 Thunderbikes Close with Thrilling Finale
Thunderbike racers outrun hurricane Wilma as they close out the 2005 season.

6 A Few Laps with Joe & Sam Rozynski
For the Rozynski brothers, a common love for Buell® motorcycles – and the racetrack – seems to run in the family.

8 Around the Bend
Daytona, Homecoming, “wicked twisties”... this year’s BRAG® events can take you wherever you want to go.

10 Up in Appalachia
It wouldn’t have been a BRAG adventure without an abundance of throttle-worthy roads.

12 Crossing Over
Former Editor-in-Chief at *Cycle* magazine, Steve Anderson, sheds light on how he became the newest member of Buell’s “outstanding” engineering team.

14 BRAG® Clubs

15 Buell Factory News

16 Streetfighters

This past year was a fantastic one for Buell. On the technical side, we launched two great new products – the Ulysses™ and the Lightning® Long – that are delighting a whole new group of customers, as well as many of our longtime Buell riders. We’re also very proud to have continued our position of leading Harley-Davidson in quality, having once again achieved the lowest warranty issues of all motorcycles from the corporation. And that’s no small feat, because the 2005 model year Harley-Davidson® products are great in quality!

2005 was also a great year for recognition of the quality of the Buell riding experience. *BIKE* magazine, a top sportbike publication from the U.K., ranked the Buell Firebolt® XB12R as the best cornering motorcycle of *all time*. We received great riding impressions and high ratings from magazines all over the world for both the new Ulysses and the Lightning Long.

We also had another fantastic year for our grassroots racing concept, as dealers and private teams around the world won championships. As an ex-privateer racer myself, seeing Buell motorcycles be successful this way is the greatest reward. Sure, the full-blown factory Moto GP stuff is fun to watch, but there is so much more to the story behind privateer teams that scrape and scrounge and work crazy hours to succeed. We at Buell have been doing everything we can to support dealer/privateer teams.

So stay tuned to *FUELL*® for more information about the year ahead! And I hope to see many of you this year on the road, at BRAG adventures, dealerships, and race events.

Erik Buell

Photography: Brian J. Nelson



Thunderbikes Close with Thrilling Finale



Dan Bilansky (11) and Dave Estok (123) at the front of the pack. Opposite Page: Clint Brotz (7) leads Joe Rozynski (19).

With Millville & Wildwood Harley-Davidson/Buell rider Dave Estok having clinched the 2005 title in Joliet, Illinois, there would seem to be nothing on the line in the season's final Formula USA™ Thunderbike race at Daytona in October. That is, if you consider the pride and integrity of a couple dozen very intense and competitive racers to be "nothing."

Such circumstances, with little to gain and absolutely nothing to lose, often lead to the most memorable races. And that was certainly the case at Daytona on October 23.

"This was easily one of the best Thunderbike races I've ever witnessed," remarked Henry Duga, Buell Racing Manager, after all the dust had settled. "And maybe the fiercest eight-lap race I've ever seen."

The very fact that the race had been shortened from 12 laps to eight may have had something to do with the exciting finish. And for that, you can thank hurricane Wilma. With the major hurricane bearing down on Florida, race organizers did everything they could to move things along – including shortening the Thunderbike final – and get all the events finished before the storm hit.



Photography: Brian J. Nelson

The race began with Ed Key, who started on his Suzuki in the second row, shooting to the front of the pack going into turn two. ("Ed is absolutely fantastic on starts," Duga said.) Estok, Dan Bilansky (Hal's Performance Advantage/Richie Morris Racing), and Ducati rider Matt Carr stayed with him, and the group steadily pulled away from the rest of the pack. An

intense battle ensued, with the four riders drafting off each other and making frequent passes.

Daytona, of course, is unlike any other track the riders race on during the rest of the year. A combination of long, high-banked turns and a twisty infield section give the track a very unique character – and put some unusual strategies into play. For instance, because of the drafting and slingshot effect riders can create coming off the high banks, it's not usually advantageous to be in the lead on the final lap – particularly coming off the final turn.

"This is critical," Duga said, "because the four riders in contention said after the race that they had missed the white flag on the final lap."

Maybe it was because the shortened race just didn't feel long enough, or maybe it was because the racing was so intense. Perhaps even both. But what is certain is that the riders did not approach the final lap with a final-lap strategy. Bilansky passed Key to take the lead going into the final lap, but Key re-passed him and took the checkered flag just 0.036 seconds ahead of Carr. Bilansky finished third, with Estok close behind in fourth.

Blue Springs Harley-Davidson/Buell rider Walt Sipp was fifth on a Buell, followed by Ducati rider Rhiannon Lucente. Buell® riders rounded out the top ten, with Daytona Harley-Davidson/Richie Morris Racing rider Clint Brotz seventh, Hal's Performance Advantage/Sound Waves rider Joe Rozynski eighth, Hal's Performance Advantage rider Paul James ninth, and Customworld.com rider Andrew Hamblin tenth.

And hats off to Ed Key, who, in addition to winning the Thunderbike race, also took the checkered flag in the other six events he entered. "I've seen guys win five out of seven before, but never seven out of seven," Duga said. "It's a darn near impossible feat, but he pulled it off and deserves a lot of credit."

"Just think how good he'd be if we got him on a Buell," Duga added with a smile.

"The Thunderbike series this year was really intense," said Erik Buell, Chief Technical Officer of Buell Motorcycle Company. "We're excited that Dave Estok won the championship and that seven Buell riders finished in the top ten in the points race."

It was the fourth Thunderbike championship in a row for Buell riders.

"Everybody left Daytona feeling very upbeat about the future," Duga said. "I'm very proud of everything our Buell riders have accomplished. Racing at this level takes a lot of hard work and dedication, and what they do is a big part of what makes the Buell brand so special. My thanks and congratulations go out to each and every one of them for another great year."



Buell Wins Second Straight Thunder Cup in Germany

Buell rider Dirk Scheffer powers his XB through a turn during a race in the 2005 Thunder Cup series in Germany, where Scheffer topped the season standings for the second year in a row.

"After nine heats this year, the XB left all others behind," said Andreas Binner of Buell Racing Bonn. "Dirk Scheffer is still the fastest man on a Buell on the European continent, and we're eagerly looking forward to next year."

| | | |
|----|------------|---|
| 1 | 214 points | Dave Estok (Millville & Wildwood H-D/Buell) |
| 2 | 152 points | Dan Bilansky (Hal's Performance Advantage/Richie Morris Racing) |
| 3 | 149 points | David Yaakov (Suzuki) |
| 4 | 138 points | Clint Brotz (Daytona Harley-Davidson/Richie Morris Racing) |
| 5 | 131 points | Joe Rozynski III (Hal's Performance Advantage/Sound Waves) |
| 6 | 128 points | Sam Rozynski (Hal's Performance Advantage/Sound Waves) |
| 7 | 124 points | Walt Sipp (Blue Springs H-D/Buell) |
| 8 | 96 points | Ed Key (Suzuki) |
| 9 | 91 points | Bryan Bemisderfer (Harding H-D) |
| 10 | 89 points | Darren Danilowicz (Suzuki) |



Photography: Brian J. Nelson

Joe &

Sam Rozynski

BROTHERLY BONDS

First things first: Joe and Sam Rozynski do not mind being "lumped together" into a single racing unit, as we are doing here. They're secure enough in their individuality to happily share whatever limelight happens to shine their way.

Besides, if it weren't for the other, chances are that neither of them would have enjoyed as much success as they have. Because what we have here is not so much a "two-man team" as it is two two-man teams in one: two riders, two mechanics, two brothers.

"We race, we wrench, we do it all," says younger brother Sam. They even sponsor themselves. Or, technically, the audio electronics store they jointly own, Sound Waves, sponsors them both. Other than that, they're largely on their own. It's an arrangement that doesn't leave them much time during the racing season for more than racing, traveling, and running the business.

"It's a pretty tough balancing act," Joe says, "because you have to get your bike prepped, and there's lots of traveling, and a lot of stuff to take care of. Sometimes, we're even taking care of business at the track, calling back to the store between races to help solve a problem or something. So these days, we run the Formula USA™ schedule, and that's about it."

"It's very trying when you have to wrench, race, and worry about a business that pays for your livelihood and allows you to go racing," Sam adds. "But when you're out on the track, it's all worth it."

That love of riding began at an early age (as it so often does), as

both men spent their childhoods riding around on dirt bikes. Sam, however, was the first to buy a street bike, a Kawasaki Ninja.

"But I rode with a lot of guys who had Harleys™" Sam says. "And when I first saw a Buell® at a dealership in 1995, I thought, 'Wow, that's a perfect motorcycle!' So I sold my Honda at the end of the year and bought a Buell Thunderbolt® S2."

It wasn't long after, however, that Sam, who was in the Air Force at the time, was stationed in Korea for a year. It was a classic love triangle: While Sam was away, Joe fell in love with his brother's Buell.

"I rode it for a year," Joe says, "and when he came back, I gave him his Buell back and bought my own: a 1995 Thunderbolt S2, which I still own."

Their interest in racing started a few years later, when they signed up for a track day with the Northeast Sportbike Association (NESBA) and were instantly hooked. Success followed quickly: Sam won the middleweight GP CCS championship at Loudon (New Hampshire International Speedway) his very first year.

In 2002 they purchased Buell Lightning® X1s and started racing in the F-USA Buell Lightning series. They now ride Firebolt® XB12Rs in the F-USA Thunderbike class, where they finished fifth (Joe) and sixth (Sam)

in the 2005 final standings (though Sam probably would have topped his brother were it not for some late-season engine problems).

Asked about their fondest racing memories, they both recall a memorable race from early 2005. Due to a misunderstanding about a rule change, they were both penalized and forced to start from the back row, despite fast bikes and good qualifying times.

"We battled our way from the back row all the way up to fourth and fifth places," Sam recalls. "At the end, I really had no idea where we were at, until they showed the results on the board. It was a big field, like 30-plus bikes, and to work our way that far up was pretty incredible. It was a great race. Probably my favorite recent memory."

"We try to work together on the track to help each other out," Joe says. "But sometimes we go at it – like when he's ahead of me! But mostly we just try to beat everyone else."

About the only time they tend to get mad at each other, they say, is when the other's bike is broken – and one has to help fix it instead of spending time on the track going faster or fine-tuning his own bike.

No doubt, it's a true partnership – and it's the love of it that motivates them both, rather than the opportunity to become rich and famous racers. Joe is quick to point out, however, that if either one of them ever got an opportunity to race professionally full-time, they'd certainly go.

And leave the other one literally "minding the store"? They'll cross that bridge if they come to it. In the meantime, they're having too much fun trying to squeeze it all in to worry too much about the future.

Fast Facts



Name: Sam Rozynski
Age: 29
Started Riding: Age 10
Started Racing: 2000
Family: Sons Taylor (8) and Logan (1); Girlfriend, Tracey
Who's faster, you or Joe? "It's gone back and forth. When we started out as amateurs, I seemed to have a leg up on him. Then there was about a two-and-a-half-year period when I couldn't do much to beat him. This year it's evened up quite a bit."



Name: Joe Rozynski
Age: 35
Started Riding: Age 8
Started Racing: 2000
Family: Wife, Heather
Who's faster, you or Sam? "I think we're pretty even, but he had the edge this year, for sure. He was definitely riding super-good, even though it didn't work out very well at the end."

AROUND THE BEND



Photography: Brian J. Nelson



MARCH 6-11

DAYTONA BIKE WEEK

The Great American Motorcycle Race

The Daytona 200 is inarguably the biggest American motorcycle race of all. And BRAG® wants you to be there! Join us during Daytona Bike Week at the BRAG hospitality area at the Ocean Center. Show your BRAG card at the BRAG booth and receive a special commemorative gift. And also, register for a chance to win VIP credentials and seats for you and a friend to the Daytona 200 on Saturday, March 11.

Photography: Nathan Harrmann



JUNE 2-4

HOMECOMING

Go Home!

If you've ever "come home," you know what it's all about ... hanging with Erik Buell (as well as numerous other Buell employees and engineers) after witnessing an eye-opening service seminar; touring the East Troy Buell facilities and watching actual motorcycles being made before your very eyes; meeting other Buellers from around the country and finding yourself blown away by the fact there are others out there as passionate about their bikes as you are yours; tearing up the sweet roads of southeastern Wisconsin; spending a day or two at Road America* taking in the races ...

Now, just imagine all that – plus more – for FREE. BRAG Homecoming 2006 ... it'll be better than ever. That means you'd better be there.

Yeah ... YOU!

* Tickets to the AMA Suzuki Superbike Doubleheader at Road America will be for sale only on Friday, June 2 at the Buell Motorcycle Company in East Troy.

A Look Ahead at the 2006 BRAG Adventures

From Daytona, to Homecoming, to "wicked twisties," and other select race events throughout the country! This year's BRAG events can take you wherever you want to go. Wherever the roads and the racing are calling, that's where you'll find us.

So what are you waiting for? Get on your Buell® – and get in on the action!

Photography: Nathan Harrmann



WICKED TWISTY TOUR

Coming to a BRAG Club Near You!

Who better to scout out the very best local roads than BRAG clubs? Nobody, that's who! So beginning in 2006, BRAG will be asking local clubs to provide information on existing activities that could be considered for a "Wicked Twisty Stop." BRAG and Buell Motorcycle Company representatives will attend and promote these local events.

Keep your eyes on www.buell.com and upcoming editions of *FUELL*® for more details. Club officers: watch your mail for information about hosting a Wicked Twisty Tour in your area. That twitch you're feeling in your right wrist? That's your adrenaline pumping just thinking about it!

So get ready to ride ... get ready to roll ... get ready for the Wicked Twisty Tour!



Up in Appalachia

OCTOBER 5-7, 2005
Recapping the BRAG® Appalachian Adventure

"It always puts a big Buell® grin on my face when I'm surrounded by so many other Buellers," said Bret Park of Cranberry Township, Pennsylvania, who rode his black Ulysses™ 140 miles to attend the BRAG Appalachian Adventure. And although the tail end of the adventure was dampened by rain (okay, so it poured), the Buellers Bret speaks of still found plenty opportunity to carve a few corners – dry, wet ... it mattered not.

The area was full of roads designed for sportbike riding, so those who searched for thrills ... were well rewarded ...

"We ventured off some of the roads shown on the event map," admitted William Putt of Ruther Glen, Virginia, who wasn't the only one who honed in on some of his own twisties. The area was full of roads designed for sportbike riding, so those who searched for thrills beyond those offered by the two "planned" loops were well rewarded for their efforts. Members also enjoyed several other highlights, including a technical seminar and suspension workshop at Highland Harley-Davidson/Buell led by John Fox, Lead Design Engineer at Buell Motorcycle Company. Workshop attendees even had the opportunity to have John dial in their bike's suspension! But the real highlight was the roads (it's always the roads) ... come rain or shine, so long as they're twisted, it's *always* the roads.

Photography: Nathan Harrmann



CROSSING OVER

Steve Anderson brings technical expertise and journalistic insight to the Buell Motorcycle Company

As a skilled and talented design engineer who has spent most of his adult life as a top-tier motorcycle journalist, Steve Anderson has had a unique perspective on the motorcycle industry for more than 20 years. He has been the Technical Editor and Executive Editor at *Cycle World* magazine and the Editor-in-Chief at *Cycle*. Late last year he made a daring career change and joined the Buell engineering staff as a Platform Manager.

Recently he spent a few minutes with *FUELL*® explaining why he made the move and what he's looking forward to as the newest member of the Buell engineering team.

You grew up in small-town Indiana, graduated in 1979 from MIT with a degree in mechanical engineering, then you worked for three years designing missile engines and gas turbines for a defense contractor in Michigan. What turned your career in the direction of moto-journalist?

I was having a lot of fun as an engineer, but my passion wasn't really designing gas turbines. And I got pretty tired of Michigan, putting in long hours in a windowless office. In the winter there would be stretches where I didn't see the sun for days at a time.

Then one day *Cycle World* ran an ad for a technical editor. I answered with a letter explaining why I was perfect for the job and a copy of my thesis – a roadracing motorcycle design – and a few months later I was hired. I figured I would move to California and spend a few years playing with motorcycles, living on the beach, and then get another “real” job. But it led to me being Technical Editor at *Cycle World* for five years, then Executive Editor at *Cycle World*, and later Editor-in-Chief at *Cycle* magazine.

What was your motorcycling background before that?

Well, I've always loved motorcycles, and I rode mini-bikes and dirt bikes as a teenager. And I was passionately interested in automotive roadracing, Formula 1 in particular. Like a lot of other teenage boys, I dreamed about racing GP cars. But it didn't take me long to realize that racing cars is hideously expensive, so I started reading about and following motorcycle roadracing, and in 1976 started doing some club racing.

What was your first exposure to Buell?

Probably my first conversation with Erik was in 1978 or '79, when I was working on my thesis bike. I talked to him about buying a set

of Dymag wheels when he was running Pittsburg Performance Products. And I know that we were at the same racetrack on a few occasions; I remember seeing him race his Ducati Superbike at Mid-Ohio.

The first time I dealt with him as a journalist was probably about 1988 – right around the time of the RS1200. I came out to Mukwonago to ride the bike and interview Erik when Buell Motor was still in the Quonset Hut there.

What was your objective, professional opinion of the Buell Motorcycle Company back then?

That they had lots of great ideas. But also that it was a very under-funded noble effort being driven by pure willpower and determination. The bikes were very interesting, but essentially hand-built on a shoestring budget. And some of that was reflected in the product they were producing. I'm sure there were features on those bikes that Erik would have done differently if he'd had the resources.

How did this new opportunity come about?

Erik and I had talked years ago about the possibility of me coming aboard. But my wife and I had bought a house in California at the peak of the last housing cycle, and would have had to sell in the trough. Buell was still very small, and the finances were so unfavorable at the time that I never really allowed myself to consider it.

But, still – it was a very intriguing idea to me. It was clear to me that once they had a few more resources ... Erik was putting together a very innovative motorcycle company that was off doing fun stuff. As I continued to watch Buell over the years, that team was the key thing. While Erik is the motivating force and the source

of a lot of the ideas, he has also put together an outstanding team of young engineers who contribute mightily to what the bikes currently are. And they all love motorcycles. It's a great environment to be working in.

What does being a Platform Manager at the Buell Motorcycle Company entail?

A Platform Director, within the Buell structure, is someone who is in charge of a motorcycle platform from the design engineering side. The job description would probably be something like: Take a product-planning concept and lead a team to turn the concept into a range of production motorcycles. But I can't talk about any specifics about what we might be working on!

What do you think your background as a moto-journalist brings to the table?

As Technical Editor at *Cycle World*, I was responsible for obtaining all of the objective performance measurements for the motorcycles we reviewed. I designed and commissioned test systems that we'd use to quantify motorcycle performance: acceleration, braking, and the like. We had some neat “outside” opportunities. For instance, we used that same equipment to help test the acceleration of Burt Rutan's Voyager aircraft (the plane that made the first non-stop around-the-world flight in 1986), to make sure it would be able to take off with a full fuel load.

And during my time at *Cycle World*, I got to ride just about every new motorcycle made. I traveled all over the world talking to the engineering staffs at motorcycle companies about how and why they did things. I have probably toured more motorcycle factories than all but a handful of people on the planet. And now I bring that broad and deep knowledge base to Buell.

What are you most looking forward to in your new position?

What I'm already experiencing. And that is the chance to work with a very talented group of people who are just as enthusiastic about motorcycles as I am. And the chance to be able to help create and shape the motorcycles that riders will be able to buy in the future.

“Erik has created an environment and worked with a group of people to do really great things. I don't think that's common in the motorcycle industry – or common anywhere.”

What did your family think about moving to Wisconsin from Southern California?

(Laughs) Well, it took some persuasion – particularly since my wife, Barbara, grew up on Maui. For her, California is cold! Essentially, I told them that this is my dream job; it's what I've been preparing to do my whole life. And they were very understanding. Though my daughters, Isobel (14) and Lily (11), made me promise to buy them dirt bikes before they'd agree to move! The nice part is, there's actually a lot more places to ride them nearby in Wisconsin than there is along the Orange Coast in California.

Are there any other opportunities that might have lured you from California?

Well, I don't think there's anything else that would have lured me to Wisconsin! Right now I think that Buell is the “happening” place in terms of innovation. Erik has created an environment and worked with a group of people to do really great things. I don't think that's common in the motorcycle industry – or common anywhere. And that's really cool. The atmosphere might not have been that different at Vincent in the late '40s and early '50s. But I don't see it happening anywhere else in the motorcycle industry right now.

CLUB OFFICERS

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



FREDERICK CLUB

With quick access to Pennsylvania, West Virginia, and Virginia, it's no wonder Frederick, Maryland has become an ideal location for a BRAG® club. Just ask one of the Frederick Club members and they'll tell you their fine city is in the heart of some of New England's greatest roads. The club's inaugural ride drew 12 Buellers to the Catoctin Mountains – part of the Appalachian chain – on August 26, 2001. Those 12 would eventually become the group's core. Today, members love riding the variety of roads that surround Frederick. There's a different road for every riding preference – from novice to incredibly experienced. In addition to regular rides, the Frederick Club helps its sponsoring dealership with such events as Battle-of-the-Bikes and Sportfest, which is intended to promote the Buell® experience every spring. In 2005, members of the club attended the BRAG Appalachian Adventure and loved riding the fine roads on its two loops. For more information, contact Blaine Smith at 301-694-8177.



LAKELAND FLORIDA CLUB

When the 17 members of the Lakeland Florida Club get together for their monthly meeting – scheduled the first Saturday of every month – they start (and finish) things off with what they call a Mystery Ride. The ride – a “mystery” because the leader makes up the route as they go along – begins and ends at the sponsoring dealer, Harley-Davidson/Buell of Lakeland, and usually averages about 200 miles. It's somewhere between the ride's beginning and end where the group stops for breakfast and the actual meeting itself. But members of the Lakeland Club don't need a monthly ride to inspire them into movement. In fact, they often seek out twisties and switchbacks in the “Alps of Florida.” Both the Director and Assistant Director have attended Primary Officer Training and are very hands-on when it comes to making sure this club is the best it can be for its members. For more information, contact LaFayette Jenne at 863-802-1971.

BUELL® DEMO FLEETS

Demo rides give you the chance to test ride any number of Harley-Davidson® or Buell 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 | LOCATION |
|---------------|-------------------------------|-------------------|
| May 19-21 | Sonoma | Sonoma, CA |
| June 2-4 | Road America | Elkhart Lake, WI |
| June 15-17 | Laconia Bike Week | Loudon, NH |
| June 21-24 | Honda Hoot | Knoxville, TN |
| July 21-23 | World Superbike Races/Moto GP | Monterey, CA |
| August 5-12 | Sturgis Rally and Races | Rapid City, SD |
| August 18-20 | Copper Mountain Event | Denver, CO |
| October 19-21 | 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 2006 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 6-8 | Rock Financial Showplace | Detroit (Novi), MI |
| January 13-15 | Washington Convention Center | Washington D.C. |
| January 20-22 | Jacob K. Javits Convention Center | New York, NY |
| January 27-29 | IX Center | Cleveland, OH |
| February 3-5 | Minneapolis Convention Center | Minneapolis, MN |
| February 10-12 | Donald E. Stephens Convention Center | Rosemont, IL |
| March 10-12 | Daytona International Speedway | Daytona Beach, FL |
| March 17-19 | Cobb Galleria Centre | Atlanta, GA |

NOW AVAILABLE!

It's one of Buell's most anticipated accessories ever: the Low Seat for the Buell Ulysses™ XB12X. Featuring the same textured, high-performance fabric cover as the original-equipment seat, the Low version lowers the rider's seat height by approximately 1.5 inches, from 33.1 inches to 31.6 inches. Available with an orange and black (pictured right) or all-black cover, it is easy to install and offers all the style, comfort, and performance as the stock seat (which has received rave reviews from the motorcycle press, by the way!). To find out more, contact your local Buell dealer or visit www.buell.com.



2006 PRIMARY OFFICER TRAINING

Last year's Primary Officer Training season wrapped up in March, with more BRAG® club officers having attended in 2005 than ever before – twice as many, in fact. The growing BRAG presence at Primary Officer Training sessions is a sure sign BRAG club officers are dedicated to giving their members the best possible experience imaginable.

To those of you who attended a 2005 Primary Officer Training session, we commend you. To those of you who couldn't make it, remember ... there's always 2006. And finally, to those of you eager to start a BRAG club of your own, contact Marie Zoromski at 414-343-8547 or e-mail her at marie.zoromski@harley-davidson.com.

What's there to do now? Check the “where's” and “when's” for the upcoming Primary Officer Training season and make note of the one that fits best into your schedule. Help make 2006 the best year yet.

2006 PRIMARY OFFICER TRAINING SCHEDULE

| DATES | LOCATION |
|-------------|---|
| March 24-25 | Dallas, Texas – Embassy Suites |
| April 7-8 | Hershey, Pennsylvania – Hershey Resort |
| April 21-22 | Milwaukee, Wisconsin – Hilton Milwaukee City Center |
| May 5-6 | Las Vegas, Nevada – MGM Grand |

STREETFIGHTERS



STREETFIGHTER **CRAIG SCHRADER**
HOME BASE **NEDERLAND, TEXAS**
MACHINE **2003 FIREBOLT® XB9R**

My Buell® addiction began with the purchase of my 1999 Harley-Davidson® Fat Boy® – that was when I first saw the Buell motorcycles lined up at the dealership. At about that same time, I started reading *Thunderpress Magazine* and caught myself going straight to the Buell articles, which I'd read (and reread!) before anything else. I began planning how to put one in my garage once and for all.

Four years later, not only do I have a Buell in my garage, but one for my wife as well – a Lightning® XB9S. Just like that, our fun factor doubled. After being a motorcycle enthusiast for more than 30 years, I am utterly blown away by how my Firebolt XB9R has given me the same feeling I got riding a motorcycle for the very first time – pure freedom! Riding our Buell motorcycles has become one of our favorite experiences in life. Joining BRAG®, attending several events, and meeting other Buell riders ... that's all just icing on an already delicious cake.



STREETFIGHTER **DEAN & BETH LOZANO**
HOME BASE **ARVADA, COLORADO**
MACHINE **1999 LIGHTNING® X1 (TIMES TWO)**

My husband Dean and I have been riding together since 1987. I was just a passenger then, but it didn't take long before I caught the bug myself. In 1988, I took a safety course and got my license. I've been riding my own bike ever since. We both test rode our first Buell motorcycles at the Four Corners Rally in Ignacio, Colorado, and Dean was hooked. He bought a 1997 Cyclone® M2 ... then traded that in for a Thunderbolt® S3T ... and finally traded *that* in for a Lightning X1, which he rides today.

Some of our favorite rides are literally right in our own backyard. Living just outside Denver in the foothills of the Rocky Mountains, we're allowed access to as many winding, curvy roads as we want. We often ride up Lookout Mountain – we can make it there from home in about 20 minutes – carve some quick corners before dark and end the day with some true smiles on our faces.

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

Photos taken and provided by Buell motorcycle 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.



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