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FUEL



FUELL contents

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BRAG Homecoming 2005 attendees invade the AMA races at Road America in Elkhart Lake.

Photograph by: Nathan Harrmann.

ON THE COVER:
Formula USA™ Thunderbikes take to the track at Road America.

Cover photography by Wil Dutter of Wild West Studios.



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

erik buell

I can't believe the BRAG Homecoming 2005 event is already behind us – but what a great event it was! As you probably could've guessed, our employees at the East Troy facility really love seeing so many Buellers make the trip. So, thanks to all of you who were able to break free from your busy schedules and find some time to make it to Homecoming. You always make it so worthwhile for us all, and we hope we do the same for you.

And thanks especially to those of you who stuck around to listen to me jam with *The Thunderbolts!* You demonstrated a true dedication, and we had a whole lot of fun performing for you all.

It's July now, and the Moto GP races at Laguna Seca will be here in no time. What a great benefit it was for BRAG members to get tickets to an event that hasn't been stateside in nine years! I look forward to being at the BRAG Hospitality ... and to watching the races in good company.

And, right around the corner is the Riding the Rockies Adventure. August is a great time of year to ride in Colorado and, for the first time, your event registration fee includes a day at Cyclefest in Copper Mountain.

If *you* think you can't wait to hear the details on Buell's new product launch, well then you know *I* can't wait to tell you ... but I can't just yet. Stay tuned for more information in the next edition of *FUELL*, and visit www.buell.com frequently for exciting updates.

Erik Buell

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Battle is Heating Up in Formula USA™ Thunderbike Class

The chase for the Formula United States of America Thunderbike championship is well underway, and the leading Buell® riders have some work to do to claim another season championship.

After three races (out of eight), Suzuki rider David Yaakov, who finished the season fifth in 2004, held a 15-point lead over his closest pursuers. But Bryan Bemisderfer (Evo-Twin Racing/Harding Harley-Davidson), last year's champion, and Dave Estok, Bryan's teammate and closest rival in '04, are coming on strong after disappointing finishes in the season opener at Daytona.

"Bryan and Dave, both riding Buell Firebolts®, qualified well at Daytona, second and third, so they started on the front row," explains Buell Racing Manager Henry Duga. "But there were two red flags early in the race, and Dave's clutch failed with four laps to go, running second. He's a pretty aggressive starter, so chances are he fried it on the second restart, the third start of the race."

Bemisderfer battled mechanical problems early and was forced into the pits on lap eight.

Meanwhile, Hal's Performance Advantage rider Dan Bilansky claimed the sole Buell podium spot, finishing third. He was one of five Buell riders – along with Sam Rozynski (4th), Joe Rozynski III (5th), Clint Brotz (6th), and Tim Hall (10th) – to claim top-10 finishes. The race was won by Prieto Racing rider Michael Barnes, the race's top qualifier, on a Suzuki. Yaakov finished second.

The race was also notable because Bartels' Harley-Davidson/Newcastle Harley-Davidson rider Shawn Higbee suffered a serious injury to his left hand, in a crash on the first lap of the final, that would keep him off the bike indefinitely.

Road America

In April, the series came to Road America in Elkhart Lake, Wisconsin, where Ed Key, of Marshall, Wisconsin, claimed the top podium spot on a Suzuki. Estok and Bemisderfer, however, gained points ground on Yaakov by finishing second and third, respectively, in one of the closest finishes you'll ever see.

Key and Estok battled furiously throughout the eight-lap race, exchanging the lead a number of times.

"On certain parts of the track, Dave would take the lead, and on others, Ed seemed to have the advantage," recalls Duga. "So it was back and forth the whole race. Definitely a nail-biter."

In the end, Key edged out Estok at the line by about a wheel length, officially winning the race by 0.011 seconds.

"It was a great race, but I just came up a little short," Estok said following the close finish. "We ran into some lapped bikes coming up the hill at the end, and he used the draft to get by me at the line. It's tough to lose such a close race, but we got some points here, so we're back in the hunt for the championship."

Bemisderfer, meanwhile, was fighting Yaakov for the third spot, eventually finishing about five seconds behind Key and Estok, with Yaakov close on his tail. Robert Fisher was fifth on a Suzuki, followed by Daytona Harley-Davidson/Buell and Richie Morris Racing rider Clint Brotz on a Buell Firebolt. David Ebben, filling in for Shawn Higbee on the Higbee Racing/Newcastle H-D/Bartels' H-D Buell Firebolt, claimed the seventh spot.

Summit Point

The first Buell Thunderbike victory of the year came on Memorial Day at Summit Point Raceway in West Virginia, when Bemisderfer edged out Estok for the top spot. Notably, it was Bemisderfer's first National win at the course he considers his home track.

"There's no question I know my way around this track, but I've had bad luck here in the past," said Bemisderfer, who failed to finish the 2004 Thunderbike race there. "David and I had a great battle out there today."

Estok was the race's top qualifier, and he fought hard with Bemisderfer throughout the 16-lap race. In the end, however, his teammate edged him out and took the checkered flag by less than a second.

"Bryan got a very good jump at the start and built up a good lead for a while," Duga says. "But Dave was gaining ground, and they were nose-to-tail for a while. He might have even caught him were it not for some tire problems he had toward the end of the race."

Yaakov, another Summit Point regular, did his part not to let the pair of Buell riders gain any more points ground than they did, finishing third. Williams Harley-Davidson/Buell rider Randy Rega was fourth, Schaeffer's and Classic Harley-Davidson Buell rider Arthur Diaz finished fifth, Clint Brotz claimed the sixth spot, and Kenwood/Sirius Satellite Racing riders Sam Rozynski and Joe Rozynski III finished seventh and ninth, respectively, rounding out another very strong Buell showing.

"With five races to go, there is still plenty of time to make up points, and a lot of guys could win this thing," Duga says. "Bryan and Dave are in the best position, but Clint Brotz and Joe Rozynski are well-positioned to make a run as well."

"One of the upcoming races in September is at a newer track, Autobahn Country Club in Joliet, Illinois, that a lot of guys have never run on before. Anything can happen at a race like that, so there's no telling what the situation will be heading into the season ender at Daytona. It's going to be fun to watch."

THUNDERBIKE SERIES STANDINGS

1	79 points	David Yaakov (Suzuki)
2	64 points	Bryan Bemisderfer (Evo-Twin Racing/Harding H-D)
3	62 points	Dave Estok (Evo-Twin Racing/Harding H-D)
4	57 points	Clint Brotz (Richie Morris Racing/Daytona H-D)
5	54 points	Joe Rozynski III (Hal's Performance Advantage)

fastrack

Formula USA™ Schedule

Thunderbike Series

August 12-14 Barber Motorsports Park, Birmingham, Alabama

September 10-11 Autobahn Country Club, Joliet, Illinois

October 19-23 Daytona International Speedway, Daytona Beach, Florida

Dates are subject to change. Check out www.formulausa.com for Formula USA schedule updates.

Canadian Thunder Series

August 5-7 Atlantic Motorsport Park, Shubenacadie, Nova Scotia

September 2-4 Shannonville Motorsport Park (Long Track)
Shannonville, Ontario

September 9-11 Le Circuit Mont-Tremblant, Mont-Tremblant, Quebec

Dates are subject to change. Call Deeley's House of Buell at 604-299-3278 or check out www.buell.ca for final confirmation of this schedule.

Tough Conditions Make for a Tough Day at Road America

Formula Xtreme

A wet track made things tough for everyone at the AMA Formula Xtreme race on Memorial Day at Road America – but particularly for Hal's Performance Advantage racer Mike Ciccotto. Ciccotto, who finished 15th overall in the series in 2004, crashed on the first lap, putting an early end to what he hoped would be a good performance for the many BRAG® members in attendance with the BRAG Homecoming event.

"Earlier in the day, it rained very hard during the Superbike race," explains Buell Racing Manager Henry Duga. "And even though it stopped before the Formula Xtreme race, the track was still very wet when the green flag dropped. Mike was riding aggressively to try to take advantage of the challenging conditions, and it looked to me like he got on the throttle a little too hard coming out of Turn 7 and lost the back end."

Other Buell riders fared somewhat better. Hoban Brothers Racing/Buell of Appleton rider Jeff Johnson finished the race in the 26th spot (in a field of 32), two laps down from the leaders. David Ebben, riding the Higbee Racing/Newcastle H-D/Bartels' H-D Buell Firebolt while Shawn Higbee recuperates from a hand injury suffered at Daytona, finished one lap down in 23rd.

"It was definitely a difficult afternoon," Duga says. "By the end of the race the sun was out and the track was drying quickly. By then, Ciccotto was down, and the rest of the guys just soldiered on."

Meanwhile, American Honda Rider Miguel DuHamel's victory pulled him within seven points of teammate Jake Zemke, who finished second, for the overall series lead. Team M4 EMGO Suzuki rider Michael Barnes, who rode for Kosco Buell/Innovative Motorcycle Research in the 2004 campaign, finished third.



If you think racing is a young man's sport, you'd probably be right – on most occasions. But every now and then, someone comes along and throws a stick between the spokes of the status quo, just to stir things up a bit. Recently, that someone is Karl Kegel. He races Buells®. He's 56 years old. And he's got a message for the racing world ... don't rule the "old guy" out!

IT JUST SO HAPPENED ...

Born into a family whose long history with Harley-Davidson is a story worthy of attention – his grandfather opened a dealership in 1912 and spawned three generations of Kegel owners, going on four – Karl has been around bikes all his life. He started riding at 16 and bought into the business at 26. He owns several motorcycles and finds a way to ride every day. All this begs the question: So, Karl, why in the world did you wait til you were 50 to start racing Buells?!

The truth can be found in circumstance.

"In early March 1999," Karl explains, "Kegel Harley-Davidson had a guy who needed someone to help pit in Daytona. And since I was the only guy who could get time off, I volunteered." Of course, when someone with as great a two-wheeled history as Karl watches a race – especially in Daytona – it's only natural he'll want to give it a try himself. "I can do that," he thought, and returned to Illinois determined as ever to one day ride the high banks of Daytona.

Circumstance wasn't finished working in his favor. When one of Kegel's racers ordered some new leathers and boots and they didn't fit, Karl tried them on and – it just so happened – they slipped on perfectly. An omen? Karl didn't fight it. He signed up for Learning Curves racing school and a week after completing the course raced his first race.

GETTING THERE

From the start of his career, Karl had one goal in mind. "My big dream was to race at Daytona," he says. "But the officials said I had to have some racing experience before I could race there."

So he spent some time running the Formula 40 circuit and competing in CCS and AHRMA (American Historic Racing Motorcycle Association) races. After little more than a year, he had accumulated enough points to turn pro – which now meant his dream was within reach.

"It was every bit as exciting as I thought it would be ... and more!" he says of his first go at it in Daytona. He'd finally accom-

A Few Laps with

KARL KEGEL

plished his dream, but Karl was having too much fun to hang it up. "I figured, why not continue on?" And that's just what he did.

BEING THERE

"My first win as an expert came in the 2003 season opener at Blackhawk Farms," Karl says. What followed was a successful year by any measure – he took second overall.

"I consider myself a perennial second," he says, "I'm always finishing second." But all things considered, second's a pretty sweet place to be when you're usually racing against guys half your age. His secret: conditioning!

"I take care of myself," he says. "It's all in the preparation. I make sure I'm physically fit, get the proper nutrition, the proper sleep, make sure my bikes are ready to go ... so that when I get there, I'm ready to go."

It doesn't hurt to have a good team working for you either. Karl's wife, Mary Ellen, has been his biggest supporter from the beginning. Not only that, she's his number one pit person.

In addition to his wife, Karl's team is made up of guys who were already racing for Kegel Harley-Davidson. "From the start, they made sure I was where I was supposed to be, entered in the right classes ... they took good care of me and really encouraged me," Karl says. "That's probably one of the big reasons I continued on."

And how long does he plan to do that? "Once it becomes tedious or too intense, I'll probably step away."

But until that day, Karl Kegel will do what he's always done in life ... pursue his dreams.

FAST FACTS

Name: Karl Kegel

Age: 56

Home: Rockford, Illinois

Races on: 1996 S1 and a 1998 S1

Started Riding: Age 16

Started Racing: Age 50

Quote: "Don't think that youth can overcome a lack of conditioning."



GRASS ROOTS GET GREEN

BUELL OFFERS 2005 RACING CONTINGENCY PROGRAM

It wasn't so long ago, seeing a Buell at a racetrack was ... well, let's be honest ... it was kind of an anomaly. You'd hear murmurings in the crowd about that strange-looking bike, and racers confidently dismissing the Buell, saying it couldn't possibly compete ... could it? That bike ... that Buell ... it doesn't stand a chance against the "Kawazukis" of the world. Does it? Don't tell me you've never heard that before ...

But, as we all know, it did – and does – compete. In fact, because it's competed so well, the Buell population at racetracks over the past several years has increased almost exponentially. The world took notice. People caught "Buell Fever," and it's spreading like wild-fire – among fans and racers alike. More and more people are switching over to riding a Buell – especially at the grass roots level.

"A lot of guys out there just don't have big budgets," says Henry Duga, Buell Racing Manager, of the privateer racer. "Some of these guys have been racing Buells for years, carrying the banner, at the track every week ... they get there somehow. We wanted to come up with a way to reward them for their efforts."

So when Buell held its annual race organization meeting in February this year, Buell's new President, Jon Flickinger; Duga; and several others devised a plan – a contingency program that would give some funds back to the privateer racer.

Duga explains, "The privateer is basically the backbone of the sport. In the past, we've never had any money for them. But we do now."

The new 2005 Racing Contingency Program offers more than \$200,000 in cash contingencies to privateer Buell racers, \$134,350 of which goes to racers in multiple regional race series' in addition to \$70,500 to those in the Formula USA™ National Thunderbike series. The point was to spread the money out as evenly as possible.

"What started out to be a rather small program turned into something far greater," says Duga, who's been overseeing this program since its conception. "We ended up offering monies to every CCS racer around the country!"

Erik Buell, who knows what it's like to race on a shoestring budget, has been very supportive of the program. "As a former privateer racer," he says, "I understand and appreciate the hard work and dedication it takes to compete week in and week out. We're proud to support the efforts of Buell racers nationwide."

The program began with the April 20 race at Road America, and will pay cash to Buell racers competing in all of the following: Championship Cup Series (CCS) Expert and Amateur Thunderbike class, Willow Springs Motorcycle Club (WSMC) Battle of the Twins (BOTT) Middleweight Expert class, Washington Motorcycle Road Racing Association (WMRRA) Formula Thunder Expert class, and All-Harley Drag Racing Association (AHDRA) Hot Street class. Best of all, any year and model Buell motorcycle is eligible for the contingency program!

"We've already had people inquiring about running Buells for next year," explains Duga. "People saying, 'I'm gonna sell what I've got and buy a Buell.' All based upon the money we're paying out with this program alone."

"Yeah," he concludes, "it sure feels good taking care of the grass roots racer."

Racers should contact the racing organizations to receive the Buell contingency form with complete program details. For more information, go to www.buell.com.

... the urge to get out and explore the less-traveled scenic roads of the Kettle Moraine was too great to ignore ...



BRAG® HOMECOMING 2005

BRAG members from across the U.S. flocked to that little town in Wisconsin called East Troy on June 2 to get a glimpse of their motorcycles' birthplace and to celebrate the one thing they all share ... an adrenalized love for Buell® motorcycles.

Members from Texas, Missouri, and Washington, D.C. made the trip, but nobody traveled quite as far as Paul Sorg to attend BRAG Homecoming 2005 – he rode all the way from Palm Harbor, Florida on his 2004 Lightning®. “Four days before I left, I bought a Streetfighter Seat,” said Sorg. While picking up his trophy for Furthest Traveled, he added with a smile, “On my trip up here, I never squirmed once.”

The event kicked off Thursday at the East Troy Buell facility, where members enjoyed factory tours; lunch with the Buell employees; and first-ever Tech Seminars with Erik, who shared some personal anecdotes and gave insight into how Buell motorcycles are designed.

“Never in my wildest dreams did I think I would meet Erik Buell,” said an enthusiastic Matthew Cronister, who rides a 1999 Thunderbolt S3T.™ “No one on the planet knows more about motorcycles than he does!”

Members followed their own route north to West Bend and headed to host hotel Clairmont Inn for dinner and the Riders' Meeting. The gathering included a surprise visit by new Buell President, Jon Flickinger, who fielded questions from the Buellers on a variety of hot issues.

Friday's BattleTrax turned out to be a tight competition, with Lydia Roessler of Grand Island, Nebraska barely edging out Dennis Fenrick of Green Bay, Wisconsin for the overall points title. And while the Dyno testing was busy throughout the morning and early afternoon, the urge to get out and explore the less-traveled scenic roads of the Kettle Moraine was too great to ignore, despite an overcast sky.

Continued ...



From one year to the next, BRAG Homecoming continually gains momentum ...

"The roads were even better this year," said Jose Quinones, who rode his 1999 Thunderbolt S3T™ from Springfield, Virginia to make the event. And when the exploring subsided, it was back to the Clairmont Inn for dinner and the highlight of the evening – a live concert featuring Erik Buell and *The Thunderbolts*. One Bueller pointed out that Erik "plays guitar and sings with the same enthusiasm he has for motorcycles!"

Saturday and Sunday at Elkhart Lake for the AMA races were the perfect way to top off such an energized BRAG event. BRAG Hospitality included Buell-only parking, demo rides, snacks, and free beverages, which were greatly appreciated by all. But as usual, nothing compared to time spent bench racing with Erik, who was accessible throughout the event. (See Racing Recap on Pages 4-5 for full AMA race results.)

From one year to the next, BRAG Homecoming continually gains momentum, impressing all who attend and attracting newcomers – this year's attendance was up by 25 percent. But no matter what, there always seems to be one thing about Homecoming people reference when discussing why they love the event so much ...

Jeff Stange of West Bend, Wisconsin put it best when he said, "It's the awesome people you meet!" He had only to ride two miles on his 1999 M2 Cyclone® from his home to attend, but once he arrived, he experienced an event unlike any other.

In the words of David Tharp of Pearidge, Arkansas, "It really did feel like coming home."



streetfighters



STREETFIGHTER Mark Strathmann
HOME BASE Manitowoc, Wisconsin
MACHINE 2003 Lightning® XB9S

I bought my XB9S in February 2005, but the riding bug's been with me as long as I can remember. When I was 18, I had to sell my Ninja because the insurance was just too high. Having recently turned 25, my insurance came down quite a bit, so naturally I started shopping the market for a new bike. When I happened upon the Lightning in my local dealership, I knew I was looking at my future bike.

I've already logged more than 2,000 miles on the Buell since getting it earlier this year. I'm looking forward to a long summer and fall full of riding, and many track days to come. My longest ride so far was 400 miles to the East Troy facility for Homecoming 2005, where I was lucky enough to meet Erik Buell and have him sign my bike. I ride with members from Appleton BRAG, but I'm always looking for other streetfighters to ride with – so look me up if you're ever in my area!



STREETFIGHTER Cil Dunn
HOME BASE San Antonio, Texas
MACHINE 2001 Blast®

After so many years riding passenger on my husband Don's bike, in 2001, I decided I'd finally had enough. The time had come for me to learn to ride on my own. So, I signed up for an MSF course and got lots of encouragement from Don, who, in addition to being my husband, was also one of my safety instructors.

Nothing against Don, because I love riding with him and all ... but I'll never forget the first time I was able to set out on my new Blast without him. The freedom I felt, it was unimaginable. I rode the loop around San Antonio, which measures maybe only 50 miles total, but every inch was simply exhilarating. Together, Don and I frequent the twisties of the Hill Country and have attended two BRAG® events – including Homecoming 2005 – with every intention of attending more! If there's one thing I've learned, it's that it is so much cooler being at the controls of a Buell motorcycle than riding on the back of one.



STREETFIGHTER Mike Larson
HOME BASE Minneapolis, Minnesota
MACHINE 2003 Lightning XB9S

When people ask me why I like Buell motorcycles, I always tell them, "Either you buy into Erik Buell's vision of the perfect motorcycle, or you don't. It's that simple ... and buy into it I did!" A nimble bike with a big V-twin is as close to perfection as I can imagine. I'm currently on my third Buell and receive plenty of comments about it – as well as my license plate. (Go figure!) It stirs the other guys up a bit, but I'm just having fun with them.

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."

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.

Rocky Mountain

When heard, the words “Rocky Mountains” almost immediately conjure up images of rugged snow-capped peaks cutting through North America with all the grandeur of a tale told by Mother Nature herself. But have you ever asked yourself, “What lies *between* those snow-capped peaks, in the midst of all that rock-ribbed wilderness?”

The answer might surprise you ...

EASY PLATEAU

Summit County has become known as Colorado’s Playground. With four world-class ski resorts, it is a haven for skiers and X-gamers seeking the rush of cold wind on their faces as they hit top speeds, while cruising down the mountainside. But the truth is, you don’t need snow to find a rush in this area – in fact, you don’t even need a mountainside.

Despite the popularity of ski resorts in Summit County, Colorado’s Playground is relatively flat – a high plateau of sorts surrounded by towering peaks and sliced through by long, sweeping roads. You’ll get to know them well, as you ride the Adventure’s two loops – each about 150 miles long.

Snaking through the area surrounding the Adventure’s host city, Silverthorne, you’ll find endless opportunities for thrill and discovery open up before you and your Buell.®

HIGHLIGHTS

Straddling the Continental Divide is the Arapaho National Forest, named after the plains tribe that hunted in the area’s foothills. Here, raw, jagged ridges; broken buttresses; and class four and five peaks morph into a stunning backdrop for Buellers throttling some of the area roads.

Nearby, Rocky Mountain National Park offers a skyline carved directly out of America’s imagination. The park serves as a passageway to the west and contains the 14,255-foot flat-topped summit, Longs Peak. As beautiful as that summit is, you’ll find yourself marveling at its company – 71 peaks in all, each topping out at more than 12,000 feet.

Fifteen miles north of Silverthorne is the Green Mountain Reservoir – a scenic dam and recreation area on Colorado’s Blue River, where sagebrush meadows and sub-alpine fir forests thrive below an alpine tundra. Whether exploring the area on two

wheels or two feet, you’ll bear witness to the melding of man-made beauty with natural beauty in a way you won’t soon forget.

But this whole adventure is filled with highlights you won’t soon forget. In addition to the few previously mentioned, there will be stops in towns like Breckenridge and Montezuma, a dealer party at Littleton’s Rocky Mountain Buell – where you’ll be treated to lunch and free Dyno runs – and a trip to Copper Mountain Resort and Village for Suzuki CycleFest and AMA Supermoto racing, to name a few. To top it all off, admittance to Saturday’s race is included with your Riding the Rockies registration. The La Quinta Inn in Silverthorne will be your home away from home for this adventure, where you can revel in the first-class amenities offered to you.

Registration closes July 13. 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 edition of FUELL.® Accommodations can be handled by Omega World Travel, the official BRAG Travel Center. Just call 888-400-8041 (toll free within the U.S.), and they’ll book rooms for your entire trip.

SCHEDULE

DATE	ACTIVITY	LOCATION
WED/AUGUST 17	Registration/Check-in, Day Routes Riders’ Meeting/Dinner	Rocky Mountain Buell, Littleton, CO Silverthorne, CO
THUR/AUGUST 18	Breakfast Route 1	La Quinta Inn
FRI/AUGUST 19	Breakfast Route 2 Farewell Dinner	La Quinta Inn Silverthorne, CO
SAT/AUGUST 20	Suzuki CycleFest and AMA Supermoto	Copper Mountain Resort and Village

APPALACHIAN ADRENALINE

APPALACHIAN ADVENTURE LAVALE, MARYLAND OCTOBER 5-7

Once upon a time, in the days of covered wagons and horse-drawn buggies, the pioneers followed an ancient Native American trail through the Cumberland Narrows – a 1,000-foot-high gap in the Allegheny Mountains – which allowed them safe passage to Western land. Back then, they couldn't possibly have foreseen that one day, hundreds of years after they first tread that trail, a group of men and women on Buell® motorcycles would converge on the same area in search of the most twisted pavement imaginable.

If they could see us now ...

LaVale, Maryland lies at the western end of the Narrows and provides perfect access to the Allegheny and Appalachian Mountains. From there, you'll head out into mountain wilderness, exploring the surrounding area on two loops amplified by adrenaline.

The loop through Garrett County dips southwest toward Loch Lynn Heights and Mountain Lake Park, where you'll head north into Garrett State Forest for a run on the twisties that lead through its 8,000 acres of white oak and pine. As you head farther north, nearing the state line, you'll cross into Pennsylvania for a brief jaunt up to Poca-hontas, before heading back toward LaVale.

The Allegany Loop circles the Green Ridge State Forest, Maryland's second largest state forest at 44,000 acres of oak-hickory, and home to Point Lookout and No Name Overlooks – two of Maryland's most magnificent vistas. You'll trace U.S. Highway 51 along the banks of the Potomac River for awhile and explore the winding roads that lead through Rocky Gap State Park.

A dealer party at LaVale's Highland Buell Shop will kick-start the event, which is revved and rarin' to set you loose on Maryland's sweetest roads.

Registration closes September 2. 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 edition of FUELL®. Accommodations can be handled by Omega World Travel, the official BRAG Travel Center. Just call 888-400-8041 (toll free within the U.S.) and they'll book rooms for your entire trip.



SCHEDULE

DATE	ACTIVITY	LOCATION
WED/OCTOBER 5	Registration/Check-in, Day Routes Riders' Meeting/Dinner	Highland Buell Shop Best Western Hotel
THUR/OCTOBER 6	Breakfast Route 1	Best Western Hotel
FRI/OCTOBER 7	Breakfast Route 2 Farewell Dinner	Best Western Hotel



NEW CLUBS

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

Carolina Corner Carvers

Shelton's Buell
Goldsboro, NC
919-731-2776
Dave Dusterbery

Central Arizona Club

Chandler Buell
Chandler, AZ
480-496-6800
Matt Chiappetta

Northern Ohio Curve Owners

Western Reserve Buell
Mentor, OH
440-974-6900
Josh Rogers



GAIL'S AMERICAN HEARTLAND CLUB

When Gail's Harley-Davidson in Grandview, Missouri became the authorized Buell dealership in the Kansas City area in January 2005, it was only a matter of time before it sponsored a BRAG club. The newly built dealership includes a specially designated meeting spot for the growing membership of Gail's American Heartland Club. The group celebrated its first event in April, when the Buell Demo Fleet was on hand for the 15 members who attended. In May, two officers took advantage of the opportunity to attend the Primary Officer Training session in Wisconsin Dells, Wisconsin. With more than 30 members already on the Gail's American Heartland Club roster and not even a year under its belt, the club shows no sign of slowing its pace anytime soon.



WASHINGTON DC CLUB

The club, which first met in April 2000, meets consistently on the first Saturday of each month and promptly follows each meeting with a spirited ride. Due to the transient nature of the D.C. area, membership has varied greatly over the years. Currently, the club has 23 active members and is always looking for new recruits. Every year, DC BRAG helps its sponsoring dealer host the Rolling Thunder Rally, held Memorial Day weekend. This year, specifically, the club is promoting its combined BRAG/H.O.G.® rides to various motorcycle racing events in the mid-Atlantic area: the Summit Point, West Virginia road races; Budds Creek, Maryland drag races; and dirt track races in Hagerstown, Maryland. In addition to the race rides, DC BRAG schedules frequent track days at Summit Point – or VIR – and are trying to organize a DC BRAG-only MSF Experienced Rider Course. With so much going on, it's good the club keeps its members informed with bi-monthly newsletters; e-mail lists; and a frequently updated Web site, www.dcbag.org, where they even post event photos.

CLUB EVENTS

To submit your club's events, fill out the "It Pays to Advertise" form found in the Marketing and Media section of the BRAG® Guidelines. Include event name, location, date, sponsoring club or Buell® dealer, information phone number, and e-mail address. Fax it to 414-343-4515 or send it to:

FUELL/BRAG Office
3700 W. Juneau Avenue
Milwaukee, WI 53208

Please note that only club events open to all BRAG members will be published.

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 these events, 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 National BRAG Adventures Package Prices and Benefits

PRE-REGISTRATION

		Adventure Guide	Commemorative Patch	Commemorative Sticker
Riding the Rockies Adventure	\$40 BRAG/H.O.G. Members	•	•	•
	\$65 Non-members	•	•	•
Appalachian Adventure	\$40 BRAG/H.O.G. Members	•	•	•
	\$65 Non-members	•	•	•

ON-SITE REGISTRATION

Riding the Rockies Adventure	\$40 BRAG/H.O.G. Members	•	o	o
	\$65 Non-members	•	o	o
Appalachian Adventure	\$40 BRAG/H.O.G. Members	•	o	o
	\$65 Non-members	•	o	o

CHILD AGE 0-17

Membership not required. Must be accompanied by a registered parent or guardian.	FREE!			
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Optional event packages for children ages 0-17 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 \$

RIDING THE ROCKIES ADVENTURE

Silverthorne, CO • August 17-19

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

Registration/cancellation deadline (must be received by): July 13**

BRAG/H.O.G. MEMBER \$

NON-MEMBER \$

APPALACHIAN ADVENTURE

LaVale, MD • October 5-7

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

Registration/cancellation deadline (must be received by): September 2**

\$ _____ Total US\$ Enclosed

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.



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



Buell Riders Adventure Group™

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