

FUEL



THE RACE IS ON
BEHIND THE MASK OF THE NEW XBRR™

FUELL®

contents

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By the time you read this, we'll be in the final throes of preparation for the Daytona 200 on Saturday, March 11. Let me write that again, just because I *love* the way it sounds: the *Daytona 200*.

Buell is back at the great American race, and I couldn't be more excited. It was quite a thrill to announce our intentions at the Harley-Davidson Winter Dealer Show in January, while simultaneously introducing the new XBRR racing bike. I don't mind telling you: Riding that beautiful beast onto the stage in front of a few thousand stunned (but wildly cheering) dealers and staff was something I'll never forget.

You can learn more about the XBRR starting on Page 6, and more about the dealer teams from around the world that plan to race at Daytona on Pages 4-5.

As we expected following the release of the Ulysses™ XB12X and the Lightning® Long XB12Ss, 2005 was Buell's best sales year ever. And we fully expect the excitement surrounding the XBRR, the Daytona 200, and the entire 2006 racing season (keep your eyes on the AMA Formula Xtreme circuit!) to keep things roaring this year, as well.

As always, thanks for being a member of BRAG, a group we value as our biggest and most loyal fan base. It's an honor to build motorcycles for you all.

See you at the races!

Erik Buell



BUELL IS BACK!

AT THE DAYTONA 200

Wait ... let's rephrase that. Perhaps it would be more accurate to say: Buell dealer teams are back at the Daytona 200.

"Because this is not a factory effort," explains Erik Buell. "This is a grassroots dealer effort supported and encouraged by the factory."

But however you define it, the 2006 Daytona 200 on Saturday, March 11 will feature American-made bikes for the first time in years. And with the same classic 45-degree air-cooled V-twin engine configuration that first ran at Daytona in 1952.

The source of all this excitement is the new XBRR™ racing bike, as detailed on the preceding pages. And leading the charge will be four dealer teams from around the world, each committed (as of press time) to compete in the 200. Also adding to the electricity surrounding 2006 is Buell's expanded 2006 Racing Contingency Program, offering more than \$700,000 in cash contingencies for Buell racers competing in a variety of national and regional race series events (see sidebar).

In other words, Buell is committed like never before to helping privateers and dealer teams succeed.

"As we were testing at Daytona, it really became clear to us that now is the time to take back the Daytona 200 and make it a truly American race by putting a true American motorcycle in a position to be competitive," Erik said during an XBRR technical seminar at the Harley-Davidson Winter Dealer Show in January, when the XBRR model was introduced.

"And the best part is, we're going to do it with an international group of dealer teams and riders," he added. "How's that for the American way?"

As the Q&A session at the seminar drew to a close, someone asked, "Are the lap times in testing fast enough to actually win at Daytona?"

A wry smile crept across Erik's face as he weighed his response. "Let me put it this way," he finally said. "We wouldn't be doing this if we weren't ... we're going to be fine. Let's leave it at that."

THE TEAMS

Hal's Buell – United States
New Berlin, Wisconsin
Rider: Mike Ciccotto

If two names in motorcycle road racing belong together, it's Ciccotto and Hal's Buell. (Okay, so that's really three names.) In fact, Ciccotto was among the first ever to compete on a Buell® Firebolt® XB9R when they first hit the track in 2002. That's him shaking Erik Buell's hand on the cover of the May/June 2002 issue of *FUELL*®. See how happy they both look?

Hal's, of course, has a long history of supporting both road racing and drag racing teams. With Ciccotto behind the handlebars, the team rode to a very respectable 15th place finish during the 2004 AMA Formula Xtreme season, despite missing the season's first two races. This result included a season-best fourth-place finish at Virginia International Raceway to close out the year.

Ciccotto and the Hal's Performance Advantage team are looking forward to running the Formula Xtreme circuit again in 2006 with the XBRR model. With all that additional horsepower, 15th place is likely to feel like a very distant memory when all is said and done.



Warr's Buell – United Kingdom
London, England
Rider: Jeremy McWilliams

Champion Irish road racer Jeremy McWilliams had no plans to race a Buell motorcycle at the Daytona 200. That is, until he was offered a chance to ride the XBRR racing bike during a test session there, "just to give us some feedback," as Erik Buell put it. But when he came back in from his second ride on the new bike, he declared: "I want to race it, it has great potential!"

"It's so easy to ride," Erik recalls Jeremy saying. "It's nice to ride something that doesn't have violent power delivery."

Though this will be his first competitive run on a Buell motorcycle, McWilliams has nearly two decades of experience competing at high



levels around the world, including riding for various teams at the GP and MotoGP circuits from 1994 to 2004. In 2005, he returned to his roots in the British Superbike Championships.

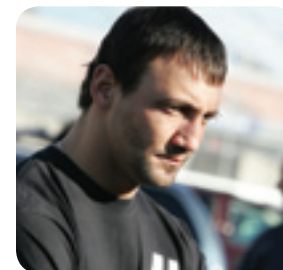
McWilliams will be representing Warr's Buell, a leading dealer with two stores in the London area and a long racing history. In fact, current managing director John Warr is one of the few to ever actually race an original Buell RR1000 in the late 1980s.

Hannover Buell – Germany
Hannover
Rider: Rico Penzkofer

Two-hundred miles? No sweat! In fact, that's practically a walk in the park for the Hannover Buell team and new rider Rico Penzkofer. Both have ample experience running six, eight, and even 24 hours at a time in Germany, where endurance racing is very popular.

Dealership and team owner Volker Schirmer races at the club level himself, but will be counting on Penzkofer's considerable experience to guide the XBRR model through Daytona's high-bank turns. A 10-year veteran of various European circuits, Penzkofer is a past winner of the Yamaha Aral Cup, and winner of the 2003 Endurance WM Oschersleben in the Stocksport class.

Though Daytona will be Penzkofer's first race on a Buell motorcycle, the Hannover team has considerable experience racing them. In fact, the biggest problem in Daytona may be remembering to stop after just 68 laps.



Deeley Imports – Canada
Vancouver, British Columbia, Canada
Rider: Steve Crevier

When former Parts Canada Superbike Champion Steve Crevier takes to the Daytona high banks on the XBRR, he will be upholding a long and proud tradition. The Deeley family name is absolutely legendary in Canada, stretching all the way back to 1917, when Fred Deeley, Ltd. began selling Harley-Davidson® motorcycles. Three years later, Frederick Trevor Deeley was born.

"Trev" Deeley is a member of the Motorcycle Hall of Fame in honor of his accomplishments as "a racer, a dealer, an importer, a sponsor, an AMA official, collector, and a designer, just to name a few roles." He passed away in 2002 at age 82, but the dealership that bears his name continues to be actively involved in the motorcycle road and drag racing scenes.

More recently, the Deeley team has supported Buell rider Darren James, who has dominated the Canadian Thunder circuit in recent years on his Buell Firebolt motorcycle. He has won the season championship three years in a row, from 2003 to 2005.

Buell Expands Racing Contingency Program

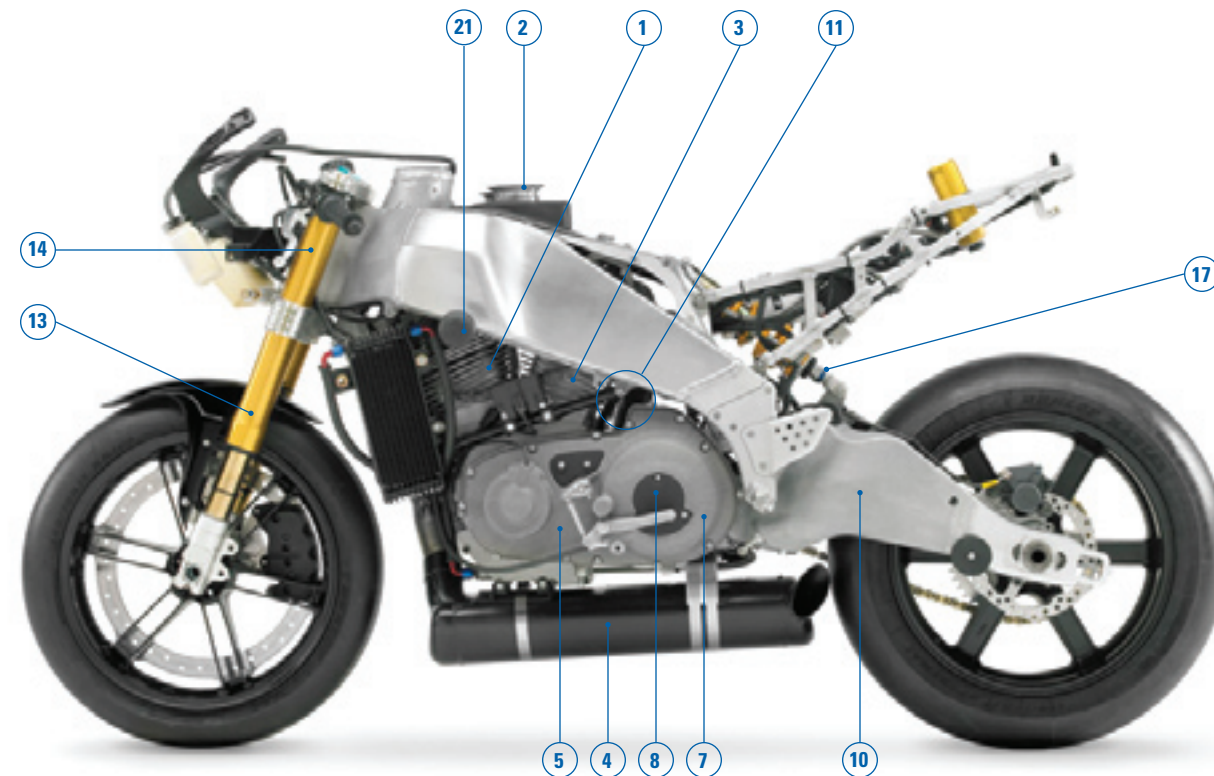
Buell Motorcycle Company recently announced an expanded racing support program for 2006, with more than \$700,000 posted in cash contingencies for Buell racers competing in a variety of national and regional race series events and classes aboard XB models and the XBRR production racing motorcycle.

"We're committed to supporting our dealer and privateer teams through this contingency program and trackside support at select events," said Erik Buell. "I remember the days of scraping and scrounging and working crazy hours as a privateer racer. This program will help our racers achieve their goals, and seeing them succeed is a great thrill to all of us at Buell."

Complete details of the 2006 Buell contingency program, including the racer registration form, are available in the Racing Support Section of www.buell.com. The program begins with races held on or after February 1, 2006.

XBRR™

A NEW DAY DAWNS FOR BUELL RACING



- 1** 1339 cc (81.7 cu. in.) air-cooled Thunderstorm™ powertrain
4-stroke, 45°
4.080 in. (103.6 mm) bore
3.125 in. (79.4 mm) stroke
12.5:1 compression ratio
Peak engine torque: >100 ft. lbs.
@ 6500 rpm (per SAE J607)
Peak engine hp: >150 @ 8000 rpm
(per SAE J607)
WAVE-analyzed header
- 2** Dual 62 mm downdraft throttle bodies, DDFI III
- 3** Redesigned crankcases
- 4** Mass-centralized muffler
- 5** Primary drive: chain
- 6** Final drive: single row chain, 520 size
- 7** Clutch: wet, multi-plate, compensated

- 8** Transmission: Gorilla: 5-speed close-ratio with concentric input and output shafts, straight-cut gears
- 9** Fuel-in-frame; capacity: 4.4 gallons (16.7 L)
- 10** Oil-in-the-swingarm
- 11** Dry weight: 365 lbs. (165.6 kg)
- 12** Black 6-spoke cast magnesium racing wheels
A Front: 3.5 in. (88.9 mm) x 17 in. (431.8 mm) wheel with 120/70R-17 tire
B Rear: 5.75 in. (146.05 mm) x 17 in. (431.8 mm) wheel with 190/55R-17 tire
- 13** 43 mm Ohlins adjustable front suspension with inverted forks
- 14** 21° rake/3.4 in. (86 mm) trail
- 15** Buell ZTL² reversed rotor front brake
- 16** 8-piston Nissin caliper

- 17** Ohlins fully adjustable rear suspension with coil-cover monoshock with remote reservoir
- 18** Carbon fiber racing fairing
A integrated ram air system
- 19** Instrumentation: tachometer, indicator lamps for shift, power on, and low oil pressure
- 20** Buell racing paint scheme
- 21** Standard frame sliders
- 22** 55° lean angle
- 23** 30.5 in. (775 mm) seat height
- 24** Cast aluminum swingarm with billet axle adjustment system
Center position wheelbase: 52.8 in. (1341 mm)
Wheelbase range: 51.8-53.8 in. (1315-1367 mm)

“BUELL WAS FOUNDED IN 1983 TO PROVIDE SUPERIOR BIKES FOR PRIVATEERS TO WIN THE DAYTONA 200.”

—ERIK BUELL, 2006

Has that day arrived? Is a 23-year journey culminating in the launch of the Buell® XBRR™, the first Buell model to truly deliver on that vision of the brand?

That remains to be seen.

But we know right now that this new racing version of the XB puts that goal firmly within reach. Boasting 150+ horsepower (at just 365 pounds) to go along with its already legendary Buell handling – and some top riders and international dealer teams signed on to contend in the Daytona 200 and the AMA Formula Xtreme circuit – the XBRR racing motorcycle is going to make 2006 a memorable year for Buell fans everywhere. Whether it finishes on the podium or in the garage.

Want to buy one? Talk to your dealer. The initial production run of 50 bikes was snatched up like a plate of two-wheeled hotcakes at the H-D Winter Dealer Show in January – even at the seemingly race-ready price of \$30,995. (That’s U.S. dollars, in case you’re wondering.) Many dealers are already signing up riders for their own teams.

But it’s not too late to enjoy the ride, even if you just go to watch these bikes at the track. So climb aboard – and hang on tight! This is going to be fun.

MORE POWER

“If there are two things to remember about this new bike,” explains Steve Anderson, Buell Platform Manager for the XBRR, “they would be: First, that the engine is an extremely modified XB Thunderstorm™ engine, with its roots reaching all the way back to the first XL (Sportster®) engine, radically enhanced to produce 150 horsepower, and do it reliably. And second, that the frame of the bike is virtually stock, which says worlds about how advanced the standard XB street bike chassis actually is.”

How do you squeeze 150 or more horses out of an air-cooled V-twin engine? Well, you start by boring it out to 4.08 inches, which is essentially the size of a small-block Chevy cylinder, or as Steve points out: “NASCAR-size bores.” Then you compensate by retaining

Continued ...

XBRR™

TOO POWERFUL?

To accommodate eligibility in a wide variety of racing classes, an engine modification kit will be available to conform the XBRR™ model to class regulations where power-to-weight may be limited.

the 3.125-inch stroke of an XB9, far shorter than the 3.6-inch stroke you had previously been running in your Formula Xtreme bikes. The result is a 1339 cc engine that revs as high as 8800 rpm.

Keeping the reliability factor high enough for the rigors of racing (especially Daytona's 200 miles) meant recasting the crankcases. The team cleared the design with the AMA rules committee before proceeding, even though the Formula Xtreme rules allow for "unlimited modifications" to air-cooled V-twin engines.

"We told them we could put 20 pounds of weld on it, and then machine it to create the cases we want," Steve explains. "Or we could essentially recast the cases, and make them affordable, which is what we wanted to do. And the AMA gave it the green light."

Of course, an engine *that* big has to breathe deep. So you add dual 62 mm throttle bodies, one for each cylinder. "They're the largest, as far as I know, of any production motorcycle," Steve says. "The fuel injection system is DDFI III, which is an enhancement of our current DDFI II."

In addition, the intake valves on the cylinder heads measure 2.1 inches. "The exhaust valves on these heads are almost as big as an XB12 intake valve," he adds. "The ports have been turned into two downdraft ports. In general, the heads flow a lot more air to support the power production.

"And they support it with a very impressive power band. The torque curve is very flat between 6000 and 8000 rpm, which makes the bike immensely rideable. It pulls really well from 4000 rpm on up, with a peak rating of more than 100 foot pounds at 6500 rpm (per SAE J607)."

To better dissipate the heat generated by all that power, the team added more engine fins and a bigger oil cooler, and kept the standard XB-style oil jets on the piston bottoms. And though the engine has been highly modified, it also retains some classic features.

"People have commented that the cylinder head looks a bit like an XR750, and there are some reasons for that," Steve says. "The Harley-Davidson Product Development Center (PDC) has commissioned research, and they've found that the XR750 head does indeed cool very effectively. So there's some resemblance there."

BODY BUILDING

The frame on the new bike has the same steering geometry and components as any standard XBR or XBS you might find on the showroom floor. It includes all the notable features of the XB design, including fuel-in-the-frame and oil-in-the-swingarm. The only real difference are the side panels, which use the stamping from the Ulysses™ or Lightning® Long models. "And that's just for the added fuel capacity, not for stiffness," Steve says.

"The rear swingarm starts life as a standard 2006 XB swingarm," he adds. "Then we machine the end off and weld on machined parts that allow for axle adjustment. We do that only because we're running chain drive. We considered running a belt, but that's not very practical when you're adjusting gear ratios for each different circuit – especially for a bike designed for privateers."

RAMMING SPEED

Another key feature of the XBRR motorcycle is an all-new carbon fiber race fairing with an integrated ram air system. It is the first production Buell® model since the 1988-89 RR1200 to feature a full fairing.

"We had a fairing that dealer teams had been running in Formula Xtreme that had evolved through a few generations, but it had been a long time since we'd done any wind tunnel testing," Steve says. "In our initial testing of the XBRR, we weren't seeing the top speeds that the power ratings indicated we should be. And we strongly suspected that the older fairing design was the issue, so Erik Buell designed a new one from scratch."

Developed on a very fast track and extensively wind tunnel tested at Texas A&M University, the new fairing did indeed deliver an additional 10-12 mph in top speed measurements. In addition, since any fairing designed for a Buell motorcycle must consider handling characteristics as well as speed issues, the new design was lean on

"side area" to make it more responsive in quick turning situations.

The new fairing and its integrated ram air system channels massive amounts of air to the engine, both to maximize power production and assist in engine cooling.

UP FRONT

Other key features of the XBRR model are found in the front-end assembly – in the form of an Ohlins front fork, a new 8-piston ZTL™ front brake, and cast magnesium wheels.

"We went with Ohlins for the suspension not only because they are the leader in racing suspensions these days, but also because they have very good support at the track," Steve says. "So if a team has any concerns, or needs help with a specific set-up, they can get that help at the race track. There are a lot of people who are very familiar working with Ohlins."

The rear suspension – fully adjustable with coil-over monoshock with remote reservoir – is also manufactured by Ohlins.

Designed by Buell and manufactured by Nissin to Buell specifications, the new brake provides ample additional braking force without adding a second rotor. With eight pistons and four pads – two on each side – it offers GP-level braking with a lot less weight. "And the caliper is one of the stiffest brake calipers made," Steve adds.

Like the standard ZTL™ (Zero Torsional Load™) found on all XB models, the hallmark of the ZTL² design is the reverse-mounted rotor, which applies braking force to the rim of the wheel rather than the hub. This allows the wheel's spokes to be thinner, reducing the overall unsprung weight.

Rounding out the front-end assembly is the new cast magnesium wheel. It is essentially just a magnesium version of a stock XB front wheel, which is already as light as many magnesium racing wheels. Using magnesium instead of aluminum reduces that by about a third.

"If you look at the weight of the entire wheel assembly," Steve says, "including the magnesium wheel, roadracing slick brake rotor, caliper ... that entire assembly is probably lighter than most Moto GP designs."

BACK TO THE STREET

"The third thing to remember about this bike," Steve concludes, "is that the primary reason Buell embraces racing is in order to refine its street bikes, and learn things that can be applied in the real world. So it's safe to say that things learned from developing and racing the XBRR will someday, in some way, be fed back into our production street bikes.

"That does not necessarily mean," he adds, "that you'll see this particular engine on your street bike any time in the near future. But a year or two from now we'll most likely be able to point to something specific and say, 'Yeah, we tested this on the track first.'"

It's a new day, all right. But just the beginning of a whole new journey.

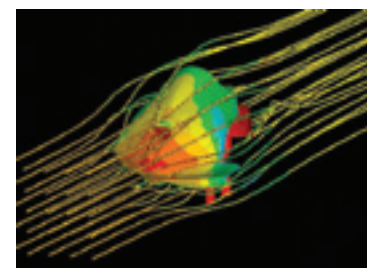


(Left) Taking advantage of the AMA Formula Xtreme rule that allows unlimited modifications for air-cooled V-twin engines, the crankcases on the engine have been recast, with a large stud pattern and a higher deck height, to make room for the bigger bores (4.08 inches).



(Above) Extensive wind tunnel testing helped shape the redesigned race fairing, which resulted in 20 percent less drag and a 10-12 mph increase in top speed over the previous design.

(Right) Dual 62 mm throttle bodies allow the XB Thunderstorm™ power plant to breathe deep, helping generate 150 horsepower (@ 8000 rpm) with a very flat, easy-to-manage torque curve. (Peak torque: 100 ft. lbs @ 6500 rpm).




(Left) Engineers and designers used sophisticated computational fluid dynamic modeling to create the integrated ram air system, which helps the engine both breathe and cool itself more efficiently.

MAKE IT YOUR OWN (PART BY PART)

Even if you can't swing the 31 grand for the XBRR motorcycle (assuming you could even find one available), Buell is supporting privateer race efforts by making the XBRR performance parts available for upgrade and replacement purposes, including:

- Engine assembly
- ECM calibration kit
- Magnesium wheels
- 8-piston calipers
- Triple clamps
- Forks
- Bodywork
- Swingarm and other racing parts

NOTE: Buell motorcycles modified with some race-only parts must not be used on public roads and in some cases may be restricted to closed course competition. All engine-related parts identified with the race flag symbol  are intended for racing applications only and are not legal for sale or use in California on pollution-controlled vehicles. Alterations of emission-related components constitutes tampering under U.S. EPA guidelines and can lead to substantial fines and penalties.

WARRANTY: Installation of Buell race-only products, and similar products from other manufacturers, except some street-legal offerings installed by authorized Buell dealers, may void your Buell limited warranty.

ODYSSEYS

★ EPIC TALES OF MEMORABLE BUELL® ADVENTURES ★

Got an epic tale to tell about your Buell adventure? Send it to **FUELL**, along with high-quality photos (prints) or high-resolution digital pictures, and you may find your story on these pages!



"Truth be told, I didn't really care to ride on public roads again. But this trip brought me back! I loved it, and the Ulysses™ was great!"

★ VANCOUVER

A RACER'S ROAD TRIP

BY DARREN JAMES
2005 CANADIAN THUNDER CHAMPION

My adventure actually begins in Shubenacadie, Nova Scotia, Canada, during Round Five of the Parts Canada Superbike Series at the Atlantic Motorsports Park. The Ruthless Racing Inc. team was competing in the Canadian Thunder Series, and Buell had just released their newest model, the Ulysses™ XB12X – a 1203 cc air-cooled, V-twin, adventure-style motorcycle, with on- and off-pavement capabilities. A thought soon came to mind: Riding one of these bikes with Thomas Morin – my buddy and Ruthless Racing crew chief – through British Columbia backcountry could be one heck of an adventure. Two months later, Thomas and I were on our way to meet with Stuart Wells of Trev Deeley Motorcycles to do just that!

Stuart arrived first thing Wednesday morning ready to go, two black Ulysses motorcycles on his trailer fitted with saddlebags. We unloaded the bikes in the pouring rain, and I convinced him and Thomas it would be better to head out Thursday instead – since it was pouring rain and, more importantly, because it happened to be my wife Caroline's birthday. It was settled.

Thomas and I were out the door at 7:30AM the next morning, me on a Ulysses and Thomas on a Yamaha WR450. The saddlebags on the Ulysses were monstrous; big enough for rain gear, a sleeping bag, shoes, and everything else needed for a three-day trip. We jumped on Highway 1 and headed toward Surrey, where we'd meet Stuart. Once he joined up with us, we had a little more highway riding to endure before we got to the end of the pavement. Stuart took the lead on his Ulysses motorcycle because he'd already done the route – or so we thought.

We'd planned for about six or seven hours of actual seat time on the first day. With Stuart in the lead, we headed for Agassiz, and little did we know how closely we would soon resemble the three

blind mice. The trip out of Vancouver was the only highway riding we'd do the whole trip. It was nice and comfortable on the Ulysses, but Thomas and his WR seemed to be working pretty hard. We cruised out of town and soon enough, we hit some gravel and dirt roads. Unfortunately, they weren't quite the "right" roads – but that didn't stop us from trekking more than 30 miles up the wrong side of Harrison Lake – a very poor decision indeed! Frustrated and mud-spattered, we turned around with our tails between our legs. I took over the lead and we soon found the *right* road and made our way.

We stopped at the Weaver Spawning Channel on the side of Harrison West Road, because we'd just seen a sign that said the road was out. Stuart managed to stop a logging truck, and the driver said he'd seen bikes come through that way a couple weeks earlier. That wasn't very comforting news, considering it had been raining the last two weeks straight. But we figured: *Let's do it!*

The first 30 miles were nothing but a single logging road carving a path along the side of Harrison Lake: gravel, dirt, rocks, mud, and creek crossings. There were some pretty good climbs and descents

too! It was quite a handful at first. After all, this was my first time riding a Ulysses™ motorcycle. But after awhile, I found a nice comfort zone, and we started to cruise. The Ulysses was stable and predictable on the gravel and dirt. On the other hand, riding over big rocks and mud – it handled a bit more like the 425-pound bike it is. The average speed for those first 30 miles was 15 to 25 mph. Up and down hills, through the twists and turns on dirt roads – the bike was stable and comfortable. Better yet, it was fun! Buell® motorcycles are known for the way they handle in the twisties and this buell certainly performed! Even through odd water crossings, the Ulysses seemed flawless.

At the end of Harrison Lake, we came across a logging camp called Tipella. We crossed the Lillooet River and hung a left onto the Douglas Trail and headed west. Soon the road opened up – and so did our speeds. The gravel and dirt roads were well maintained.



Needless to say, we had our fun. The Ulysses was easy to handle at high speeds and even held a smooth line while cornering and in the dirt. The V-twin torque was easy to use. We rode all the way to the Skookumchuck Hot Springs. With the temperature – and the sun – dropping steadily, we twisted our wrists and blasted on toward Pemberton, pulling into the Petro Canada just as the sun went down. We decided to ride on to Whistler, which meant the tent was staying strapped to the Ulysses for the night.

Day two began with the three of us jumping on the Sea to Sky Highway back to Pemberton, where we fueled up and took off. We turned onto Pemberton Meadows Road and followed it out of town until we crossed the Lillooet River. At this point, the road turned to gravel and we followed the Upper Lillooet Forest Service Road until coming to Hurley Pass. Here, green forests, clear streams, incredible turns, and "gravel know-how" dominated. The road was steep and littered with switchbacks for 12 miles.

The corners were like a washboard – riddled with tire tracks from trucks – but my Ulysses motorcycle handled well, barely struggling in the tight corners. We followed Hurley Pass until the "T" split, took a right and followed Hurley Road up the skinny, single-lane dirt road to Bralorne, an old mining town, where half the buildings stood empty or abandoned. It was a little eerie, and I could almost feel the ghostly eyes of miners following our progress out of town.

We headed north past Gold Bridge – home of the Lajoie Dam and stopped at Minto, an old town that's now as barren as a wasteland. We jumped onto Carpenter Lake Road, which was a

Continued ...



“Up and down hills, through the twists and turns on dirt roads – the bike was stable and comfortable. Better yet, it was fun!”

mixture of new concrete and washout. But wouldn't you know it, the Ulysses™ handled the transitions smoothly and predictably. It was an unbelievably scenic ride, made up of some of the twistiest roads I've ever ridden. At one end of Carpenter Lake is Mission Dam, which boasts a rock tunnel and dirt road carved jaggedly through it, lengthwise – not something you see every day.

We followed the Bridge River Road about 25 miles to Lillooet, which feeds into the Fraser River. We stopped quickly to fuel up, both our bikes and our bellies. Thomas's WR had burned through his entire tank of gas, as well as his jerry can, putting him on reserve. The Ulysses was just fine.

Leaving Lillooet, we turned onto Texas Creek Road, which runs adjacent to the Fraser River. In some spots, there were 1,000-foot drops straight down to the river below. It was twisty, with steep climbs and tight turns. The road becomes West Side Road, which we followed all the way to Lytton, and crossed the Fraser on a "Friction Ferry."

We refueled again in Lytton and started to blast down Highway 1 toward Vancouver on our scenic "Sea to Sky, 2010 Olympics" finale. When we stopped for a few minutes at a small restaurant outside Lytton, we happened upon a huge blessing in disguise. Thomas pulled up next to me and a huge cloud of smoke suddenly poured from his WR. Oil completely covered the front of his motor, as well as his right foot and pant leg – and it had started to coat the rear tire too.

Stuart and I parked our Buell® motorcycles facing Thomas' oil-covered WR so we could see the damage in the dark. A decompression plug on the right side of the head was gone and

oil was everywhere. It didn't take long to realize that Thomas' WR would go no farther without proper parts. The restaurant owners allowed us to hide the bike for the night, and Thomas climbed on the back of my Ulysses for the 100 remaining miles to Vancouver.

The power of the 1200 worked great as we sailed two-up down the highway. We arrived home in North Vancouver late that evening, around 11:30PM.

All things considered, we had a fantastic trip. Actually it was quite unbelievable. I hadn't really spent much time on the roads the past two years due to all the racing I've been doing. Truth be told, I didn't really care to ride on public roads again. But this trip brought me back! I loved it, and the Ulysses was great! We're already planning a trip for next year ... I can't speak for Thomas, but I know what I'll be riding!



HOMECOMING '06

IT AIN'T NO SLOW DANCE!

It's an adrenaline-pumping, thrill-seeking, heart-pounding ride back home.

JUNE 2-4, 2006

The birthplace of Buell. The self-guided factory tours. The technical seminars. The chance to hang with Erik Buell. The southeastern Wisconsin twisties. The dealer party hosted by Hal's Buell. All this and more ... for FREE! Plus BRAG® Hospitality at Road America during the AMA Suzuki Superbike Double Header.

IT JUST DOESN'T GET ANY BETTER THAN THIS!

Visit www.buell.com for more information.

ARE YOU WICKED?

You better be!

The Wicked Twisty Tour is revving up. If your club is having an event, let us know and BRAG® might just feature you as a "Wicked Twisty Stop."

Get your Wicked Twisty gear by visiting www.buell.com and prepare to transform into a Wicked Twisty rider.

There is no telling where the tour will show up, so check www.buell.com for more information.

**WICKED
TWISTY**



BRAG and Buell Motorcycle Company representatives will attend and promote these local events.

QUEST™ PORTABLE NAVIGATION SYSTEM FOR ULYSSES™ XB12X MODELS

If you've been wondering what to plug into those power outlets on your new Buell® Ulysses motorcycle, here's one very good answer. Buell is pleased to introduce the new Quest Portable Navigation System, a highly functional compact GPS (Global Positioning Satellite) unit designed with the Ulysses in mind.



Key features include:

- Automatic routing to guide you to your destination with turn-by-turn visual directions and voice prompts.
- A compact earpiece that fits comfortably under your helmet, allowing the Buell Quest to "talk" you through your route.
- An integrated "Find" feature that helps you locate and find your way to Buell dealerships, key attractions, service outlets, or other points of interest (Buell dealership data comes pre-loaded).
- Mapping package includes coverage of the entire United States, Canada, and Puerto Rico. And the built-in USB port makes it easy to download MapSource information from around the world.
- 114 megabytes of memory, more than enough to store all the maps and data you'll need to plan afternoon rides or cross-country journeys.
- Waterproof housing helps the Buell Quest unit keep up with you and your Ulysses motorcycle in any kind of weather.
- Mounting bracket included for easy installation (fits '06 XB12X models).

Getting "lost" has never been so much fun! For more information, visit the Buell Quest mini Web site at www.buell.com.

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

REGISTERED BRAG® CLUBS

UNITED STATES	DEALER/LOCATION	INFORMATION	CONTACT
Golden State Club	Buell of Glendale, Glendale, CA	818-246-5618	Ernie Snair
Rocklin Riders Club	Buell of Rocklin, Rocklin, CA	916-624-9211	Jim Hill
So. California Club	Biggs Buell, San Marcos, CA	760-481-7300	Paul Gambill
Colorado Thunder Club	Rocky Mountain Buell, Littleton, CO	303-703-2885	Dave Croach
Ellington Thunderbike Club	Think Snowmobiles, Ellington, CT	860-875-6663	Harold Levesque Jr.
Lakeland FL Club	Buell of Lakeland, Lakeland, FL	863-802-1971	Donald Huffman Sr.
North Atlanta Club	Buell of Atlanta, Marietta, GA	770-919-0000	Bob Bagaglio
Waterloo Iowa Club	Silver Eagle Buell, Waterloo, IA	319-235-6505	Doug Bruns
Windy City Club	Illinois Buell, Berwyn, IL	708-788-1300	Sal Scolastico
Rondout Riders Club	Lake Shore Buell, Libertyville, IL	847-662-4500	Kevin Kemen
Peoria Club	Walter Bros. Buell, Peoria, IL	309-697-1917	Wayne Wiebler
Hoosier Thunder Club	Buell of Bloomington, Bloomington, IN	812-333-8300	Jeff Stevens
Indy Streetfighters Club	H-D Sales & Service, Indianapolis, IN	317-885-5180	Kathy Schulteti
Bayou Thunder Club	Buell of Baton Rouge, Baton Rouge, LA	225-292-9632	Malcolm Zanca
Bangor Club	Central Maine Buell, Hermon, ME	207-848-5709	Clint Parsons
Frederick MD Club	Buell of Frederick, Frederick, MD	301-694-8177	Michael Vantucci
St. Paul Club	St. Paul Buell, St. Paul, MN	651-738-2168	Warren Fritz
Gail's American Heartland Club	Gail's Buell, Grandview, MO	816-966-2222	Roger Fleener
Battle Born American Sportbike Club	Henderson Buell, Henderson, NV	702-456-1666	Judy Tweedy
White Mountain Thunder	Meredith Buell, Meredith, NH	603-279-4526	Heather Johnson
Carolina Corner Carvers	Shelton's Buell, Goldsboro, NC	919-731-2776	John Martindale
Liberty Streetfighters	Liberty Buell, Rahway, NJ	732-381-2400	Christopher Tonstad
Bergen County Backroad Dominators	Buell of Bergen County, Rochelle Park, NJ	201-843-6930	Liz Gennaro
Zia Thunder	Santa Fe Buell, Santa Fe, NM	505-471-3808	John Del Valle
Stony Club	BC Power Sports, Binghamton, NY	607-773-0264	Lawrence Brooks
New Roc Club	New Roc Buell, New Rochelle, NY	914-632-6743	Jack Meskunas
Reading Thunder Club	Buell of Reading, Leesport, PA	610-916-7777	Kevin Kodz
West Penn Thunderbike Club	New Castle Buell, New Castle, PA	724-924-2310	Bill Bomberger
Hawk Mountain Club	Schaeffer's Buell, Orwigsburg, PA	570-366-0143	Dennis Schaeffer
Knoxville Dragon Division	Buell of Knoxville, Knoxville, TN	865-689-2454	Dile Brown
Central Texas Torque-A-Dillos	Central Texas Buell, Austin, TX	512-973-8521	Denny Bahm
Texas Streetfighters Club	Mancuso Buell, Houston, TX	281-970-9700	Keith Rovell
Roanoke Valley Club	Roanoke Valley Buell, Roanoke, VA	540-562-5424	Zack Shiffer
Winchester Club	Winchester Buell, Winchester, VA	540-662-4468	Barbara Grove
The Next Corner Club	Buell Motorcycles of Appleton, Appleton, WI	920-757-1651	Dave Stueve
Suburban Sport Riders Club	Suburban Motors of Grafton, Thiensville, WI	262-242-2464	John Burnett
Brew City Club	Hal's Harley-Davidson, Inc., New Berlin, WI	262-860-2060	Caralee Baxter

streetfighters



STREETFIGHTER **MARCIA DECLERK**
HOME BASE **ROCKFORD, ILLINOIS**
MACHINE **2001 BLAST® & 2005 LIGHTNING® XB12Scg**

2001 was a good year for me, as it was the year I first experienced the thrill of riding a Buell® Blast! I'd seen it before at Kegel's Buell and eventually decided to buy it since it accommodated my short legs. The idea was, my husband and I would eventually trade it in for a Sportster® model, but when the time came, I just couldn't part with it. So my husband let me keep it and generously bought me a Sportster 1200 for my birthday anyway.

After putting 10,000 miles on the Blast, we decided to trade that Sportster in for a Lightning XB12Scg. It's a little tall, but can it move! As much as I love riding it, I still have the Blast. There'll always be enough room in my garage to fit a Blast. I am of the opinion that every garage should have at least one motorcycle ... maybe two.



STREETFIGHTER **JEFFREY WILSON**
HOME BASE **ATLANTA, GEORGIA**
MACHINE **2005 ULYSSES™ XB12X**

I recently purchased a new Buell Ulysses XB12X, and after its first 1,000-mile service (and the addition of saddlebags and a GPS system), I took off on what would become an incredible cross-country adventure. I headed south to New Orleans to see Katrina's aftermath, then west through Texas, Arizona, New Mexico, and into California – seeing so many great attractions, I couldn't even begin to mention them all.

I traveled 3,126 miles in five days, stopping at several Buell dealerships – and at every one, I was treated like family. My Buell handled and performed flawlessly, and was very comfortable – even on those long stretches of Texas highway. Would I travel cross-country on a Buell again? Absolutely! In fact, I am seriously considering doing it again very soon.

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.



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



Buell Riders Adventure Group™

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