

FUELL



FUELL

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

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ABOUT THE COVER:
Jeremy McWilliams, riding for Warr's Harley-Davidson/Buell of London, takes a breather on his Buell XBRR™ during practice for the Daytona 200.

ABOVE:
Veteran Buell racer Mike Ciccotto, riding for Hal's Harley-Davidson/Buell at the Daytona 200, takes advantage of the XBRR's abundant torque.

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Well, it wasn't quite everything we'd hoped it would be, but the debut of the Buell XBRR at the Daytona 200 was an amazing experience. These bikes are *fast* – and are going to be a big factor all year on the AMA Formula Xtreme circuit.

And it was great to see so many BRAG members out there cheering us on. Attendance and TV viewership for the Great American Motorcycle Race were up significantly – due in large part, we suspect, to the return of a competitive American-made motorcycle. And that's great news for motorcycle racing in the United States. You can read more about all the highs and lows, including an interview with XBRR Platform Manager Steve Anderson, starting on Page 4.

Speaking of BRAG members and racing, I hope I'll be seeing a lot more of you at Homecoming, June 2-4. The big news this year is that it's free – with discounted tickets and a BRAG Hospitality area for the Superbike races at Road America. Come join us in East Troy for what's always a great time.

This time of year, everyone here at the factory is busy getting ready for the annual Dealer Show in July. What are we building this year? Momentum! For more information beyond that, you'll just have to wait until after the show. Sorry.

As always, thanks for being such loyal Buell enthusiasts. See you in the corners!

Erik Buell

positively

FRUSTRATING

The Daytona 200 debut of the Buell® XBRR™ was an overwhelmingly positive experience, despite the frustrations of a disappointing race day.

Excitement levels could not have been much higher. Fans were buzzing and expectations were soaring ... all because four dealer-sponsored teams from around the world (with top riders) were preparing to race the Daytona 200 (the opening round of the 2006 AMA Formula Xtreme series) with a new motorcycle: the Buell XBRR, a production racing motorcycle based on the Firebolt® XB12R.

It would be the Buell brand's first appearance ever in the Daytona 200, and the return of an American-made motorcycle turned the spotlight on the Great American Motorcycle Race back up to "high." The new bike was the talk of Bike Week, and the buzz got louder still as four bikes qualified in the top 16 (in a field of 71). Jeremy McWilliams and the Warr's London H-D/Buell team led the way for Buell on the outside of the second row (in the 8th spot).

Unfortunately, the week did not end as optimistically as it had started. Three of the four teams performed very well in the early going, but none of the bikes was able to complete the grueling 68-lap race. In addition, as if rubbing salt into the wound, thousands of Buell fans watched in agony as a botched McWilliams pit stop was televised live during the race – up close and personal, as they say.

However, once sorrows were drowned, the dealer teams went home, and the factory development team returned to East Troy, everyone was able to start looking at the many positive developments that came out of the race – especially considering that the short timetable involved meant that Daytona was really more of a final test for these bikes, rather than the debut of a "finished product."

And one thing was particularly clear: these bikes were fast – and getting even faster as the week went on.

To help put it all in perspective, FUELL® spoke with XBRR Platform Manager Steve Anderson three weeks after the race and asked him to reflect on what went wrong, what went right, what was learned, and what it all means to Buell riders everywhere.

FUELL: Let's start with the positives. What happened at Daytona that was encouraging?

Steve Anderson: Plenty. The bikes were very fast, and we were certainly very pleased with where we were in qualifying. Jeremy [McWilliams] qualified faster than last year's pole position and was within about a second-and-a-half (1:42.536 vs. 1:40.928) of the pole position this year. And he said that he could have gone quicker if he and the Warr's team had the time to fully dial in the bike's set-up.

And as it was, Jeremy qualified ahead of every Suzuki and Kawasaki in the field! The only riders ahead of him were top factory Honda and Yamaha teams, or factory satellite teams like Erion Honda. At one point during the race, Jeremy actually *passed* Aaron Gobert on the Erion Honda in the straight.

We don't know what the exact top speeds were, because Daytona doesn't have the speed traps set up anymore. But we know the gearing we were pulling and that we were occasionally bumping off of the rev-limiters, which gives an indication of top speed. It's relatively imprecise, but we were certainly well over 170 mph, perhaps pushing past 180 in some draft situations. Jeremy was actually consistently hitting the rev-limiter on the front stretch *during the race*. So we switched the gearing from 23/46 to 23/45 on his second pit stop to give him a little more top speed.

Our split times on the chicane-to-starting-line drag-race/top-speed run were very, very competitive. We weren't the absolute fastest, but we were right up there with the top bikes. So in terms of acceleration and speed – and certainly handling, which is kind of a given – the bike was everything we wished. There was definitely a lot to be proud of.

FUELL: So where did things go wrong?

SA: We experienced some problems that we might have only experienced at Daytona. The Daytona 200 is a unique race. It has more wide-open throttle than any track on the circuit. You essentially have about 30 seconds, after you come off the chicane until you go into Turn 1, of running flat out. And that's a real durability test for any racing motorcycle, because you're running near redline for a long period of time. That's a lot of stress on a race engine for a lot of laps.

Another thing is, all bikes tend to have high-rpm vibration issues that only show up under those conditions. If you have anything on the chassis that goes

into resonance with your engine vibration, you'll see it on a track like that, where you're just sitting there forever, at almost the same rpm. If anything's going to break under high-rpm vibration, it's going to happen at Daytona.

Another challenge is that you're gearing for 170, 180 mph. We have a close-ratio transmission, so first gear ends up being an 80-plus-mph gear, which makes the start difficult. You'll notice that all our riders got really bad starts. They were really gentle on the clutch. Jeremy lost probably five places on the start, and is convinced that if he could have gotten a good start he could have hung with the lead pack of five or six riders.

It's a tough track. The toughest on the U.S. circuit.

FUELL: Is it fair to say that Daytona was, in reality, more of a final test for these bikes than the debut of a "finished product"?

SA: That's not exactly it, though it was a final check. Normally, on any program, we build a small batch of what we call validation bikes. That is, full production bikes with production parts, but built ahead of mass production. The validation build is our last check of production processes.

What we found is that there is wisdom in this practice, because we learned some things at Daytona that will be changed for the rest of XBRR production, and the dealer bikes that were at Daytona will get the same updates.

FUELL: Can you provide a few examples?

SA: Certainly. The failure on Jeremy's bike, for instance, seemed to come out of nowhere. It was the timing wheel, the trigger wheel for the ignition system, which is such a robust part nobody ever worried about it. But this one cracked and flew apart after 200 miles – 100 of practice and qualifying and 100 of the race. We've determined that it was a manufacturing issue. That part is made using a laser cutting system, and in the rush to get everything ready for Daytona, we didn't follow that with a secondary finishing operation. We believe the failure was related to the laser cutting leaving some jaggies, some stress risers where a fatigue crack could begin.

Our solution, as is our typical practice, is to over-kill the problem, so that *it will not happen again*. We redesigned the trigger wheel using a lot more stress analysis than was previously done. We took about a third of the weight out of the part while making it stronger and more robust. And we've improved the material *and* the manufacturing process. Any one of these changes would probably solve the problem, but we're doing them all. It will not happen again.

FUELL: What happened with the other bikes?

SA: There was some confusion immediately after Daytona with the initial reports. After we got the bikes back here, it took us a while to sort out what happened. Initially we thought it was some driveline hammering that may have been caused by wheel hop in the corners, related to not having a slipper clutch. But that's almost certainly not the case.

Rico Penzkofer and Mike Ciccotto experienced the same failure, a clutch/transmission issue that we're still trying [at press time] to get to the bottom of. We have already updated some parts. Again, we're over killing the problem. Our thinking is, "Okay, anything that's even remotely related to the problem, let's upgrade."

We think it was primarily a manufacturing issue; that is, production parts not made to print. We had tested these configurations in prototype form for many, many miles. But again, we're taking no chances. With the final parts going to production build, not only are we making sure they're being made to print, but we're changing the print, as well. We're making them more robust.

The failure on Steve Crevier's bike was a lifter failure, that we suspect may have been related to over-revving on downshifts, and we're making a change to make that exact failure less likely.

But even in light of these problems, it's also important to realize that three of the four bikes completed enough laps to have easily finished a typical Formula Xtreme race. Daytona is an aberration in many ways. A very demanding test for a new motorcycle.

FUELL: And it's also important to remember that these were dealer efforts, supported by a team from the factory, but not a full-on factory effort.

SA: That's correct. The Buell employees went down there to support the dealer team efforts. There were eight bikes in total between the dealer teams, plus one engineering mule that we were doing some additional testing with. The eight bikes were very fresh – they'd been built in the two weeks prior to Daytona. These were production-configuration XBRRs, slightly personalized by the teams for the riders. They were running what the customers can buy ... although the production bikes will be better!

And all the teams did a fantastic job! We were all very proud of the effort, and are looking forward to seeing what they and other teams can do with this bike the rest of the season.

FUELL: What's the official word on that pit stop?

SA: The official word is that we blew it. It was a bad pit stop. I was watching from the pit, and if you thought if took an eternity on TV, you should have been standing where I was. The bottom line is that we made a mistake by not knowing that the inner diameter of the steering stem we were using on Jeremy's bike – a slightly different version of the same part from the same supplier – was slightly smaller than those on the other bikes. When Hal's pit crew offered to help with the front tire change on Jeremy's bike – since Mike Ciccotto's bike was out early – the Warr's team said "great," because Hal's had the most experience with tire changing. What no one realized is that their lift didn't fit Jeremy's front end. So Jeremy's bike fell off the lift in the middle of the front tire change. It was ugly, but sometimes those things happen in racing.

FUELL: The goal of Buell has always been to build the best streetbikes possible. So what does all this mean to the typical rider/BRAG® member watching at home?

SA: What it means is, by racing at this level, we're learning stuff about the XB motorcycles every step of the way. The XBRR engine is very closely related to the current production XB engine. It's essentially a big-bore, short-stroke

version of it. Quite a number of parts are the same or are very closely related, and we're essentially doing a mammoth "over-test" of production components. They're being improved on the RR, and some of those improvements will eventually make their way into production motorcycles.

The XBRR also demonstrates how advanced the XB chassis is. The XBRR frame is virtually stock: it uses the wider outer stampings of the Ulysses to add fuel capacity, and has lugs welded on it for the frame sliders/fairing mounts. That's it. And if anything, the swingarm is *less* stiff than the 2006 street swingarm, because of the slots we had to put in it for the chain adjusters. But we're pumping 150 horsepower through that frame now, mammoth torque, running at well over 170 mph – and it's stable. It handles well. That's something that can inspire a lot of confidence in a street rider. Oh, and Daytona put the final nail in the coffin of the naysayers who have claimed our ZTL brake system would never be adequate for professional level racing!

The other thing is, racing keeps us technically fresh. You see a lot of new ideas being tried in racing, a lot of new technology. So we get exposed to lots of fresh thinking, which inspires everybody, and helps us come up with new solutions of our own.

I think the XBRR bodywork is a great example of that. In November last year, we had some bodywork that had evolved without ever really having been thoughtfully designed. We realized that we weren't getting the top speeds we should be seeing from this horsepower, so Erik Buell designed a completely new fairing. We took it to the wind tunnel and learned things. And I'm sure that at some point, some of those aerodynamic lessons we learned will get incorporated into our production bikes.

FUELL: In one minute or less, what can you say to summarize how you're feeling about the XBRR right now?

SA: I'm feeling great – and eager to get it back out on the track. It's the fastest air-cooled twin on a road course that's ever been built. I'd be very interested in getting it out on a desert proving ground at some point, to get a true top-speed reading. I suspect that with the right gearing it will probably break 180. And that would be a nice thing to add to the brochure!



DEALER TEAM SUMMARY

(pictured, left to right)

Mike Ciccotto (U.S.); Hal's H-D/Buell (U.S.)
Qualified 15th; completed 2 laps

Steve Crevier (Canada); Deeley H-D/Buell Canada
Qualified 16th; ran as high as 12th; completed 14 laps

Jeremy McWilliams (Ireland); Warr's London H-D/Buell (U.K.)
Qualified 8th; ran as high as 7th; completed 37 laps

Rico Penzkofer (Germany); Buell Hanover (Germany)
Qualified 14th; ran as high as 11th; completed 25 laps



Buell® Racers Take Two Podium Spots at Daytona Thunderbike

Two strong finishes by Buell riders overshadowed fast starts by two others in the Thunderbike race – the first under the new ASRA (American Sportbike Racing Association), which replaces Formula USA™ beginning this year.

Millville & Wildwood Harley-Davidson/Buell rider Dave Estok, the reigning Thunderbike champion, and Hal's Harley-Davidson/Buell rider Dan Bilansky dominated qualifying, finishing 1-2 on their Buell Firebolt™ motorcycles in front of Nate Kern on a BMW and Harley-Davidson/Buell of Frederick rider Bryan Bemisderfer.

During the race, however, both riders suffered mechanical problems early on. Estok burned out his clutch at the start, while Bilansky pulled off on the main straight after leading the opening lap. Bemisderfer finished the race in second, followed by Hal's Speed Shop/Sound Waves rider Sam Rozynski to fill out the podium below Kern in the top spot.

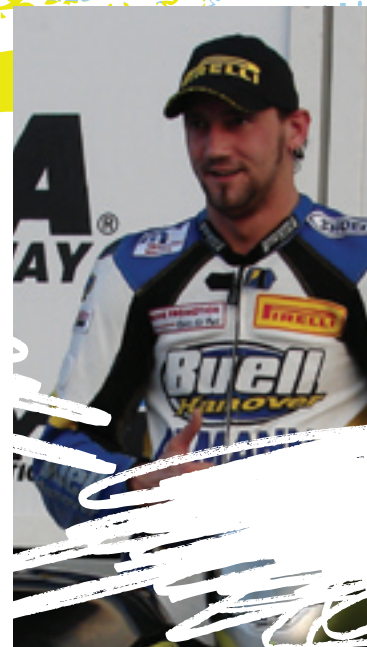
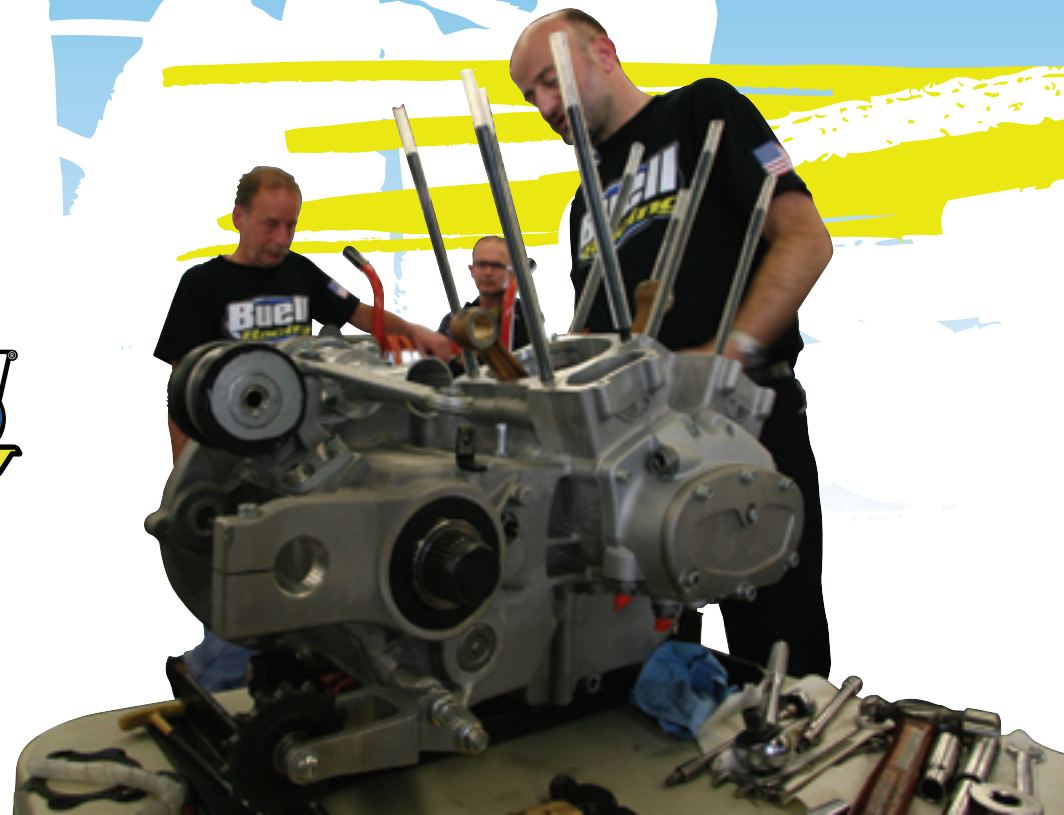
The best battle of the race, however, was for second, said Buell Racing Manager Henry Duga, as Bemisderfer passed Rozynski in the final turn in a classic Daytona drafting duel.

Appleton Buell/Hoban Brothers Racing rider Jeff Johnson was fourth on a Buell Firebolt, followed by Hal's Speed Shop/Spyder Leatherworks rider Paul James, also on a Firebolt.

Penzkofer Wins First Race for the XBRR™

In the Buell XBRR race bike's debut performance, Buell of Hanover (Germany) rider Rico Penzkofer (left) piloted the team's Buell XBRR to victory in the Championship Cup Series (CCS) SuperTwins event on the first weekend of Daytona racing.

"We all consider our week at Daytona to be a very successful one in the ongoing development of the XBRR," explained Henry Duga. "And Rico's win in the XBRR's very first official race was certainly one of the highlights."



A FEW LAPS WITH

MICHAEL SNELL



FAST FACTS

Age: 34
Residence: Columbia, Missouri
Started riding: Age 8 (Kawasaki 100 trail bike)
Started racing: 1991-1997; 2004-present
First street/race bike: Suzuki Katana 600
Bikes at home: Buell® Firebolt® XB9R and a nearly completed custom chopper
Family: Wife, Julie; Daughter, Hailey (8)
Racing highlight: Daytona 2006
Racing lowlight: Daytona 2006 (see story)
Quote: "Competition is in my blood. I want to be the best at whatever I do. When I took my false retirement from roadracing motorcycles, I raced bicycles: road, mountain, and triathlon."

FASTRACK

FORMULA XTREME SCHEDULE

May 19-20	Infineon Raceway Sonoma, California
June 2-4	Road America Elkhart Lake, Wisconsin
June 16-18	Miller Motorsports Park Salt Lake City, Utah
August 4-6	Mid-Ohio Sports Car Course Lexington, Ohio
August 18-20	Virginia International Raceway Alton, Virginia
September 1-3	Road Atlanta Braselton, Georgia
September 29-October 1	Superbike Shootout, Mid-Ohio Lexington, Ohio

Dates are subject to change.

CANADIAN THUNDER SERIES

May 18-21	Shannonville, Ontario
June 2-4	Mont-Tremblant, Québec
June 30-July 2	Calgary, Alberta
July 14-16	Mosport, Ontario Doubleheader
August 11-13	Shubencadie, Nova Scotia
September 1-3	Shannonville, Ontario

Dates are subject to change.

NOT-SO-SECRET IDENTITY

Michael Snell "at work" on the track at Daytona.

By weekday, he's a clean-cut, suit-and-tie-wearing telecommunications consultant, a 34-year-old hard-working family man who leaps voice and data network challenges in a single bound.

On race weekends, he's something else altogether: a determined racer, faster than a speeding bullet, whipping around American racetracks in pursuit of truth, justice, and the Buell® way. (Well, maybe just faster lap times and consistent podium finishes.)

Who is the real Michael Snell? Which world does he inhabit primarily? It depends whom (and when) you ask – but the best answer is: both.

"I think the two worlds interact well," Michael explains. "Most people I work with know I race motorcycles because I can't stop talking about it! And my racing sponsor, Mid America Harley-Davidson/Buell, is actually one of my clients.

"And at the track, people know that you have to make a decent living to race at this level. I just happen to do it in a suit."

While work is a fact of life, Michael considers racing a Buell a dream come true. He started riding at age 8, on a Kawasaki 100 trail bike in a field behind his house – and was instantly hooked.

In 1990, at age 18, Michael got his first street bike: a Suzuki Katana 600. But it didn't stay a street bike for long.

"I was riding faster and faster on the street," he says. "Eventually I made it to a track school, finished second in the school race, and from that point on that Katana became a race bike."

He raced the Suzuki and other Japanese bikes in regional and national races for eight years before taking a "false retirement" from racing in 1997 when his daughter, Hailey, arrived on the scene. Even then, he was

fascinated by Buell motorcycles and dreamed of racing one.

"I just love the very idea of Buell ... the design, everything," he says.

Finally, in 2004, opportunity knocked. He had recently started racing on an SV650 with his brother, Brian. But when they talked to the people at Mid America Harley-Davidson/Buell in Columbia, Missouri, they found out the dealership had a Buell Firebolt® race bike that wasn't being used – so they jumped at the chance to race it in 2005.

With the bike virtually stock ("We had a stock engine, a standard Buell race ECM, and a standard Buell race pipe, and that was it," Michael says), the team managed to win a regional championship in the Lightweight GP class. They're hoping for even bigger things, however, in 2006. The team has put a lot of work into the bike and aims to campaign the full season in the ASRA (formerly Formula USA) Thunderbike class. The team's goal is to stand on the podium at least three times.

"A guy who's put his heart and soul into our racing project is L.J. Jones," Michael says. "He's my uncle, and he works at Mid America. He travels with me and does a lot of the building on the bike. In fact, over the winter he was able to take about 50 pounds off the bike while adding 25 horsepower."

Other members of the team include Michael's brother, Brian, as well as wife Julie and their 8-year-old daughter, Hailey. "Julie and Hailey come to every race, and L.J. and Brian both ride Buells, too. So it's a family thing."

In addition to his own team, Michael is also extremely grateful for all the support they get from fellow racers – Walt Sipp and Paul James in particular – and people like Buell Racing Manager Henry Duga. Terry Galagan of Hal's Harley-Davidson/Buell has also been a big help, Michael adds.

"The support from the Buell family has just been unbelievable," he raves. "Whether it's on or off the track, people have really gone out of their way to share information and help me. I've always wanted to race Buells and doing so has been an absolute dream."

Unfortunately, the year got off to a frustrating start in Daytona. After exceeding expectations by qualifying on the second row for the Thunderbike race, Michael never made it to the starting grid following an engine failure during morning practice.

"It was a long drive home," he laments.

But as hard as that might have been on "Racing Michael," long drives are not always a bad thing from the standpoint of "Business Michael."

"I do a lot of my business on my cell phone, so I try to make the drive time as useful as possible," he explains. "I put three deals together during the drive down to Daytona this year."

After all, balancing work, racing, and family sometimes requires a superhuman effort.



The "other" Michael Snell, clean-cut consultant. (What's that thing around his neck?)



TALE OF THE TAIL

BY JOHN FOX
SENIOR ANALYSIS ENGINEER
BUELL MOTORCYCLE COMPANY

HOW THE DEVELOPMENT OF THE PATENTED TRIPLE TAIL ON THE ULYSSES™ XB12X ILLUSTRATES THE CREATIVE THINKING BEHIND EVERY NEW BUELL® PRODUCT.

IT ALL STARTS WITH AN IDEA ...

It may be an idea of how to solve a problem or add a feature, but it *always* starts with somebody asking, "What if ...?"

In the case of the Triple Tail on the Buell Ulysses XB12X, we knew the Ulysses would be used for touring, carrying luggage, and/or carrying passengers, more than any other XB model in the lineup. We wanted to add a backrest to maximize passenger comfort, and we wanted to have a luggage rack so that riders can add that extra bit of luggage for any adventures that come up. But we didn't want to have a dedicated backrest that was always on the vehicle – frankly, because that just doesn't look as cool when you're riding solo.

Somebody said, "What if ... we develop a three-position, combination backrest/luggage rack to accommodate all these uses?"

Great idea. But, like most great ideas, one that is simple in concept but complex in execution. So we began investigating a moveable backrest that would also function as a luggage rack.



FEATS OF CLAY

As with all the parts we design, we always consider how the principles of the Trilogy of Tech can be incorporated. In this case, the luggage rack could be designed to centralize the mass. Keeping any luggage as close as possible to a solo rider would centralize the mass and keep the handling of a luggage-laden vehicle closer to the handling of a bike without luggage.

The first steps in the development of a part like this include the Industrial Design group creating a clay model. Computers are still no substitute for this hands-on, tactile design step. It gives the design team the first look at an actual three-dimensional shape that they can put on the vehicle to evaluate. It also allows for quick changes and iterations to settle on a shape.

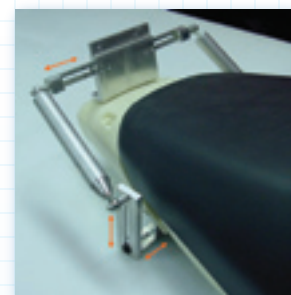
While the Industrial Design group was getting its hands dirty with how the tail would look, the Design Engineering group was sketching out the design's mechanical details. They figured out how the mechanism would work and fed the space requirements back to



the Industrial Design group. Also in this early stage, the Analysis group took the initial shapes and through finite element analysis applied the expected loads to help create a mechanically efficient shape that also met the packaging requirements.

Because there is never a time when *every* detail of the design is complete at the same time (before it's finished), different prototypes were made to test various functions along the way. Billet aluminum prototypes were created to test various angles of backrest to determine the most comfortable position. We also worked on various shapes to find one that fits and supports your back well. The prototype shown here included adjustable grab handles that could be moved in, out, up, and down to change the angles so the best position could be found.

In addition, as soon as concepts were generated, we started discussing the best manufacturing processes for this product, as well as which supplier or suppliers could best meet the stated requirements. Often, manufacturing considerations influence the design, so input from suppliers can be very valuable.



FINAL EXAMS

At the time that we settled on an angle for the backrest, luggage rack, and grab handles, we also settled on a direction for the rotating mechanism. We then conducted finite element analysis, and began prototyping the spline detail in the right grab handle, making a few adjustments to the size and taper angle on the splines so that the mechanism would work. If the taper is too small, the mating splines will lock together. If the taper is too large, the splines will move apart when a load is applied to the backrest.

This brings us to the other side of the backrest, where we had to create a mechanism to prevent the backrest from shifting to the side – but one that was easy to release to move the backrest between positions. A final requirement was that it would not be accidentally released while a passenger was on the bike and holding the grab handles. (See the mechanism below.)

After we had narrowed in on the taper angle and spline detail, we needed to create fully functional parts so that we could start durability testing. We set up tests in the lab to load the backrest repeatedly to test the strength of the splines, as well as the locking mechanism on the other side. We also set up a test to move the tailrack between the three positions to study wear characteristics over hundreds of cycles. Parts were created that were put on our test vehicles and cycled between positions, as well as loaded with ballast while running the various durability courses. Meanwhile, we were also working with the supplier(s) to get the surface finishes just right for all the parts.

It is also important during development to interact with the Product Integrity group and the Homologation group to ensure that the parts will meet all regulatory requirements everywhere in the world we sell the bike.

Finally, production tooling is created for the parts as the final shape and details of the parts are finalized. The first set of parts from the production tooling goes through a final validation test in the lab and on more test vehicles before the bike goes into production on our assembly line.

This type of approach and creative thinking is behind everything we do here at Buell. It starts with an idea – and ends with a thoughtfully designed, thoroughly tested, completely unique new design for a part or motorcycle.

One that no one has ever thought of before.



The Buell Ulysses Triple Tail: a simple concept requiring innovative design and engineering to arrive at a simple, elegant solution.



HOMECOMING '06 GO AHEAD – CRASH THE PARTY! (IT'S FREE ANYWAY.)

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 breakfast 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!

*Participants are responsible for purchasing tickets to the AMA races. The hospitality is free to BRAG members and \$5 for non-members. Visit www.buell.com for more information.

TAME THE WICKED TWISTIES!

The first of the BRAG® Wicked Twisty Tours are upon us! Plans are in place for two BRAG clubs to super-size their local events by opening them up to BRAG members from around the country (or even the world?).

Details for each event are below. Don't miss this opportunity to ride some of the best roads in the country with those who best know how to tame them: local BRAG members!

Will your club be next? Keep sending us your ideas!

RIDE TO THE RACES

Sunday, June 18
Golden State Glendale
Harley-Davidson/Buell of Glendale, California

THE LOWDOWN: A one-day "destination ride" to Willow Springs International Raceway in Rosamond, California to watch Buell® racers from H-D/Buell of Glendale (and others) compete in three different classes.

TWISTED HIGHLIGHTS: Some of the best canyon roads Southern California has to offer and the tree-lined twisties of the Angeles National Forest.

LENGTH: Approximately 260 miles.

FEE: \$30 for BRAG members;
\$35 for non-members.

INCLUDES: Breakfast (coffee and doughnuts), admission to the raceway, lunch, and dinner.

TO REGISTER: Pre-registration required. Contact Mario at 818-246-5618, ext. 109, or e-mail mario@glendaleharley.com. If he's not available, please leave your name, phone number, and the number of riders that will be attending. Registration closes June 17.

ENCHANTED TWISTIES

Friday, September 29-Sunday, October 1
Zia Thunder BRAG Club
Santa Fe Harley-Davidson/Buell, New Mexico

THE LOWDOWN: Three days of riding in and around the amazing Santa Fe, New Mexico area.

TWISTED HIGHLIGHTS: Carson and Santa Fe National Forests, Taos River Canyon, the "Enchanted Circle," and more.

EXTRA TWISTED: Optional off-pavement and fire road loops for Ulysses™ riders.

FEE: \$40 for BRAG members;
\$50 for non-members.

INCLUDES: Event T-shirt, ride maps, Friday lunch, Saturday and Sunday breakfasts, and a Saturday night banquet with awards.

CONTACT: Murrae Haynes at 505-471-3808, mhaynes@ridenow.com; or John Del Valle at 505-471-3808, jdvalle@ridenow.com.

TO REGISTER: Visit www.santafeharley.com.



OWN THE CORNERS AND THE SHIRT!
Get this exclusive T-shirt – available only at official Wicked Twisty Tour events!

INCREASE YOUR VOLTAGE LEVEL

Now you can boost the Voltage level on your Buell® Lightning® XB even further with these hot new pieces for the Voltage radical custom paint set:

- Voltage Tail Section**
- Voltage Rider Heel Guards**
- Voltage Passenger Heel Guards**

Painted using much of the same advanced “water immersion” application process used for the original Voltage bodywork,* these new accent pieces are carefully created to provide an exact color match.

“While the result is the same, the process is quite a bit more involved in creating these metal pieces,” explains Bruce Champion, Buell P&A Manager-Operations. “The metal parts are first sprayed with a clear primer and then painted with a red base coat. Then they are ready to have the immersion graphic applied.”

As a final step, two coats of an extremely durable automotive-grade clear-coat finish are applied, ensuring these and all other Voltage pieces continue to sizzle for years to come.

For more information or to order, see your local Buell dealer or visit www.buell.com.

*For a more detailed explanation of this process, see Pages 12-13 of the May/June 2005 edition of FUELL®.

VIRTUAL FIREBOLT

Whatever it is that keeps you off your Buell from time to time – rain, snow, hemorrhoids, multiple contusions – we’ve got the cure for the withdrawal symptoms you may be feeling. Rather, the cool new PlayStation®2 computer entertainment system does.

One of the hottest new virtual racing games to come along in quite some time is Tourist Trophy™ a riding simulator that let’s you choose your ride and take on some of the most celebrated tracks in the world. The graphics are so real you’ll swear you just scraped all the skin off your knee – unless, of course, you wear knee pucks (not included) while you play. And among the choice of rides available to you is none other than a Buell Firebolt® XB12R.

It doesn’t quite compare with actually *riding* a Buell in the flesh – but then, what does?! And it may just be the next best thing. Give it a try the next time you find yourself confined to the couch for a while.



VOLTAGE PASSENGER HEEL GUARDS



VOLTAGE RIDER HEEL GUARDS



BUELL® DEMO FLEETS – CORPORATE

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. Check out www.buell.com for the most up-to-date schedules. Schedules are subject to change.

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

BUELL® DEMO FLEETS – DEALER

Demo fleets listed below are Buell motorcycles only.

DATES	EVENT	LOCATION
May 6-7	H-D/Buell of Carson City	Carson City, NV
May 6-7	Gail’s H-D/Buell	Grandview, MO
May 12-13	Buell of Nassau County	Bellmore, NY
May 12-14	H-D/Buell of Meredith	Meredith, NH
May 13-14	Devil Mountain H-D/Buell	Pittsburg, CA
May 19-20	Horsepower H-D/Buell	Williamsport, PA
May 19-20	Uke’s H-D/Buell	Kenosha, WI
May 26-27	Buell of Appleton	Appleton, WI
June 9-10	Hal’s H-D/Buell	New Berlin, WI
June 9-10	Schaeffer’s H-D/Buell	Orwigsburg, PA
June 16-17	TNT Buell	Quincy, IL
June 17-18	The H-D/Buell Store	Baltimore, MD
August 25-26	High Desert H-D/Buell	Boise, ID
August 25-26	Benson Motorcycles	Muncie, IN
September 8-9	Harley Shop of Wildwood	Wildwood, NJ
September 9-10	H-D/Buell of Lakeland	Lakeland, FL
September 9-10	Peterson’s H-D/Buell	Miami, FL
September 23-24	Jim’s H-D/Buell	St. Petersburg, FL
October 7-8	Fletchers H-D/Buell	Clearwater, FL
October 27-28	H-D/Buell of New Orleans	Matairie, LA

streetfighters



STREETFIGHTER **JOANNE EDMONDS**
HOME BASE **NEWPORT NEWS, VIRGINIA**
MACHINE **2005 BLAST®**

Last year was a bit trying for me, so I decided to do something fun ... I bought my first bike! A friend at work told me about Buell motorcycles and mentioned that the Blast would be a great starter bike for me since I'm petite. He was absolutely right!

I completed my MSF course last summer and have been on the road ever since. I recently experienced my first charity ride – Toys for Tots – and found it wildly exciting to be around hundreds of bikes. It's quite inspiring when other women tell me they'd like to learn to ride, too. Even my eight-year-old daughter and some of her little friends are already talking about how they'd like to ride a Buell when they grow up.



STREETFIGHTER **BILL MCKENZIE**
HOME BASE **GEORGETOWN, ONTARIO, CANADA**
MACHINE **2004 LIGHTNING® CITYX XB9SX**

I bought my Lightning CityX XB9SX in the spring of 2005 and have been absolutely delighted with its performance. It's the perfect bike for a guy my height (5'8"), and it's so comfortable I can ride it all day. In fact, I've made trips to Deal's Gap (2,000 miles from Georgetown) and Pennsylvania. I feel special riding a bike that is so trick!

But maybe the best thing about owning my Buell is the relationship I now have with the people at Jacox Harley-Davidson/Buell in Mississauga. Even though it's a big dealership, whenever I go there the employees all know my name and instantly ask me questions about my latest adventures. But you know, even when I have no plans to go anywhere for a little while, I enjoy simply looking at my Buell parked in the garage ... it certainly is a work of art!

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.



Buell Riders Adventure Group™

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1-888-432-BRAG (2724)
Fax 414-343-4515
www.buell.com

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

