



**AMERICAN
THUNDERBIKE
CLUB**

Dedicated to Buell Owners Worldwide

WEATHER REPORT

Volume 1, Number 6

September 1998

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ATC Staff and Reps

Grand Poo Baa
Jay & Donna
37 Goodnow Rd.
Princeton, MA 01541
978-464-0055 jhawley@tiac.net

Off Center
Lanny Hanscom #03
250 Henry St.
Uxbridge, MA 01569
508-278-3003

Lady Rider
Bobbi Geyer #120
11973 Beaver Mill Lane
Manassas, VA 20112
703-791-2829 bobbi@aispub.com

Northern New England
Cyrinda MacTire #123
27 Quaker St.
Newton, NH 03858
603-382-8239 cwalker@genus.com

Connecticut
Carey Johnson #221
93 Shaker Rd.
Enfield, CT 06082
860-763-0699

New York City & New Jersey
Mike Palladino #108
5 Plymouth Dr.
Howell, NJ 07731
732-886-2077 mpallad711@aol.com

Pennsylvania & Maryland
Bill Deal #199
1014 Providence Rd.
Newtown Square, PA 19073
610-353-6266 ossa@voicenet.com

Wisconsin
Anne Manthey #66
N164 W20165 Juniper St.
Jackson, WI 53037
414-677-0877

PHEW!!!

Every year at this time, I go through the same thing. The new Buells are coming out and I'm sweating it. Will my 97 S1 be dated? Will I be lusting for a new bike? Last year I had owned my Red S1 for 6 months when the 98 White Lightning came out. It had more horsepower and hotter looks. I talked to the guys at Manchester H-D/Buell about a trade-in, but for what I'd lose, I could build a better S1. Plus, my 97 was starting to be set up the way I liked it.

Over the winter and almost til summer, I worked on improving the motor. I wanted to start at its heart. The goal was to build a totally streetable, hotter motor. The two rules were to not remove the engine from the bike and all parts must be bolt-on, no major fabrication. I like a lot of low end so I left the stock cams in. They were a good compromise between top and mid range. The first place to start was the Thunderstorm heads, pistons and 98 oil pump. For the price, they are unbeatable. I called White Bros. for a Mikuni HSR 42 carb. These are beautiful carburetors that are very tunable. The electronics were upgraded with a Screaming Eagle adjustable ignition module, a Dyna dual coil and hotter plug wires. The pièce de résistance was a pair of American Air-cooled Cylinders. These are made with Nicasil plated bores without the use of case iron liners. Force air cleaner, V & H muffler and M-6 were all added earlier. So now I have a motor that loves to rev to 7,000 very quickly but still lugs around at the legal speed limit. This bike is getting closer to perfection. Next winter will be time for suspension rebuild and fine tuning. If there is a next winter for the Red S1.

For the last few months, I have been hearing a lot of chatter about the 99 Buells and especially the new Lightning. There were all sorts of internet discussions, E-mails from ATC members and phoning to and from the people in the Buell accessory business. The guys I have met from the factory would not give me specific information but said the Lightning will knock my socks off. I'm just getting the bugs worked out on my bike and now I'm going to loose my socks!

The Monday after the Buell Dealer Show, a press release kit came in the mail. Thank you, Buell, for including me on the list. Also my Sept. Cycle World shows up the same day with a test on the new X1. Timing is everything. Now I have specs, photos and a road test from someone who has ridden it...How do you spell relief? I like many of the changes, especially the frame, alloy swing arm, comfy seat and rerouted exhaust pipes. Buell Motor Co. is listening. They also are taking the X1 in a direction necessary to develop a larger market. They want to sell 10,000 bikes asap. This means a better built bike that will appeal to more people, and they are doing it.

As for my dilemma? I love the simplicity and kitbike feel of my S1 and I have taken it even further down that hot rod road. It's faster, more stripped down and better looking than when I got it. Every little switch or doodad that breaks (kickstand switch) gets chucked if not totally necessary. It feels like a broken-in pair of racing gloves. Gooooo!!! The Red S1 will stay in the garage for many more years ahead, maybe forever. But I am real interested in a 99 M2. Put on a fork mounted touring fairing and a set of European luggage and you have my idea of a true Sport touring bike. Of course, the other Buell I would love to own is a later model RS1200/5, before H-D, totally



hand built, only 50 a year made in a small shop and beautiful.

I guess I have a new dilemma, not replacing my S1 but finding a stable mate. Maybe it's my age but I tend to look into the past when it comes to motorcycles. Where is that last issue of Walnecks?



P.S. I want to thank a new contributor this month, Jay Power #33, for his story and the new volunteer reps Cyrynda MacTire #123, Carey Johnson #221 and Anne Manthey #66. Welcome to our merry band of Buellers.

Only in America...can a pizza get to your house faster than an ambulance.

ATC Letters

Dear ATC,

Site looks good. I've been riding since age 8. Swore I'd never own a Harley. And I don't. I have a Buell. Harleys suck. 'Bout ten years ago, I bought a BMW and fell into the trap of going to all the rallies and joining all the clubs. I called myself a "Beemer Nerd." After test riding Ducs, Guzzis and numerous Jap machinery, I bought a Buell. #1 reason: no one else I know has one. That's why I cannot and will not join a Buell club or go to a Buell rally. I don't want to be a "Buell nerd." You guys will probably never meet me but I love my new scooter. It's not the best handling or fastest scoot I own or have been on, but it's very different. Total fun factor. And like I said, I stand out in the crowd. Don Tilley is an acquaintance of mine from my road racing days and lives about 45 minutes from me. I'll probably pick up tidbits from Don on what to do with the XL motor and Buell chassis setup.

Harley, BMW owners and I guess Buell seems to be myopic when it comes to their scoots. I'm not like that. I own seven bikes. My personal opinion is that if you ride, it's cool. Jap, Italian, Russian, Czech, English. Who cares? Just ride. I've seen the '99 Buells. They're starting to look like all the other "plasticized" modern bikes out there. Now that H-D bought Buell, their marketing strategists have decided that they need to position themselves into the market to look like everyone else. Thank God I bought one of the last true Buells! Best wishes with ATC.


As a side note, when I'm out on my Buell, Harley riders won't wave to me 'cause they think I'm on a Jap bike. That is until they get up close and get a glimpse of the primary cover that lets them know it's an XL motor. Then they wave. It reinforces what I've said about

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the myopia. I take great delight in flipping them off.
 Aaron Stevenson
 Funny, I was just looking for my Buell pocket protector.

Dear Jay,

Here is the personal info you requested. I'll send you pictures when I get my S1 White Lightning completed:
 D.O.B. 2/13/41 F.O.G. (Fast Old Guy)
 Married (2nd time) to Shelby
 2 dogs "Harley & Fletch" German Shorthair Pointers
 Profession- Dentist
 8 Motorcycles- 1974 Ossa Phantom; 1976 Ossa Mountaineer; 1972 BMW75/5; 1995 Harley Sportster 1200; 1997 Harley FXDS Conv.; 1997 S3 Buell; 1998 S1 White Lightning.

Started riding in 1970 and quickly became an avid enduro competitor. My best year was 1973 when I finished 3rd overall in District 6 in the 250 expert class. I continued to compete through 1978.

Shelby and I also love touring by motorcycle. Our last long trip was 3500 miles through New Zealand in Jan 98 with Bob Beach (Fantastic Trip). We definitely plan to do a lot more traveling by motorcycle.

In June I had my first opportunity to let it all hang out on a road course when I took the Reg Pridmore C.L.A.S.S. at Loudon. The S3 performed beautifully and it was the most fun I've had with my pants on in a long time. I'm signed up for another course at Pocono in August. I definitely plan to get more track time.

I am very interested in getting together with other Buell enthusiasts to exchange ideas & info on how to make our bikes better and more enjoyable and to just kick tires. Hopefully, I can help encourage more Buell owners in my area to join ATC for the same reasons.

If you need any more give me a shout. As soon as I get the info you sent me I'll get Hannums to buy an ad. They absolutely committed to the 10% discount for ATC members, and as soon as they get applications, they will start giving a membership with each Buell sold.

Safe Buelling,
 Bill Deal #199

Bill is our Rep. for the PA & MD area. Check the ATC Rep Listings. Bill's doing a great job for ATC. Thanks, Bill.

Jay,

Thought you might like to hear that I just finished a two week (solo) cross country trip on my S-2. I shipped the bike to a Buell dealer in Portland, OR and rode back to Boston through British Columbia, then down through Glacier National Park, Yellowstone, and on East, loosely tracking along Route 20 (which goes from the Oregon Coast to Provincetown). Total of approximately 4,200 miles. The trip was spectacular, as was the bike. No major problems and the few minor things that did come up were handled very nicely by


dealers. The bike was very happy at every odd riding conditions along the way, which included lots of rain in Canada, lots of altitude in Montana and Wyoming, lots of winding and twisting stuff, and lots of long stretches everywhere.

One thing: I've worn out the tires after this and am wondering what folks are recommending as replacements. Are the OEM Dunlops considered to be the best way to go, or something else? Any information you might have would be appreciated.

Regards.
 Albert S. Janjigian (#161)

Dear ATC,

I've enjoyed the trip through your site. I obtained the info through

the  most recent issue of Battle 2Win. I am a member of PACBOG and FAST; I would also like to join your fine group. When it comes to owning and riding a Buell, you'll find I'm probably one of the most enthusiastic people that you've ever met. I travel and do photography and writing on the adventures that I experience. Would also like to get caught up to speed with your group and its newsletter. If you'll send the first to current issues and a bill with them, I'll see that the appropriate funds are mailed to you immediately. I, too, would be interested in contributing to your publication if you have a need for outside material.

Thanks, JB2 & Horse
 We take all the help we can get!



Lady Rider...

by Bobbi Geyer

We rode our Buells from Manassas, Virginia to Milwaukee, Wisconsin.

You did what?!?!

I repeat... We rode our Buells from Manassas, Virginia to Milwaukee, Wisconsin.

But how could you do that?

Very simple, I put my Eclipse Sportbike saddlebags and duffel on my '97 S3 and Eclipse Roughrider saddlebags (borrowed off our Kawasaki) and a duffel on Chuck's '95 S2. We carried enough clothes for 2 people for 10 days, plus cameras, rainsuits (Lord knows we needed them), extra boots and had room to spare so we didn't have to ship anything back.

But how comfortable can they be?

Well, mine was pretty darn comfortable and I get squirmy if I sit in a Lazy Boy for too long.

The bikes were loaded. I was a little tentative at first, but the weight distribution actually felt great. The additional weight took no time at all getting used to and I actually enjoyed it. My bike was rock solid whether in the rain, the terrible crosswinds (I didn't know you could lean a bike that far over and still go straight) we hit in Wisconsin, or



the 80 mph (well, that's how the Buells wanted to run them) wide sweeping curves of West Virginia and western Maryland.

We rode close to 1000 miles each way and didn't have any problems at all. We took frequent (every 60 to 90 miles or so) but brief breaks. Potty stops, gas stops, water stops, longer lunch stops. On the way out we were sure to stop riding around 6 p.m. to allow ourselves

enough time to find a place to stay. On the way back, we set our sights on a stopping point and made it with no problem. Sensible riding.

I won't get into the identity crisis theme again except to say that everywhere we stopped, people were amazed at how far we were travelling on our minimal bikes. People seem to think that if you don't have a cruiser, then you can't tour. Hah! We know people who trailer their bikes everywhere and they have big ol' HD cruisers. Buell S3s (T or no T) are at home running naked on the back country roads or fully decked out (hard bags or soft) on the interstate.



Myrtle Beach Rally

by Jay Power #33

I am relatively new to the world of motorcycling so when my Dad asked me if I would like to come to NC and ride to the Myrtle Beach rally with him, I couldn't resist. Not only was this to be my first bike rally, it was also the first long trip with my trusty 95 S2. I had recently purchased it used after trading in my 97 M2. I was excited. I had read that the rally was still in its infancy stages but growing with each year. Being a first time rallyist, I wasn't sure what to expect. My Dad and I had never biked together long distances, and this added to the excitement. We headed out for SC Thursday afternoon. After spending the night in Pinehurst, NC, we continued on a beautiful stretch of 501 south until we reached Myrtle Beach. It was a beautiful day and everyone was out to see the bikes in full array. This was my only



qualm about the trip...traffic...getting in and getting out. Other than that, the rally was a lot of fun.

Our first stop was Easyriders store. There were a lot of vendors set up with new bikes, after-market kits, clothes, and refreshments. I felt a little out of place with my S2 but was soon at ease when I noticed that Harley riders would stop and stare at my Buell. This was a common occurrence throughout the weekend. The second site for our curious eyes was the convention center. My Father wanted to find some parts for his 97 FXSTC, and this was the place to do it. Harley had lots of leftover inventory marked way under retail prices (a leather seat for \$29, normally \$119). After buying a leather dash insert for \$5, we headed to the hotel to shed some luggage. That night, instead of

going to the bike demolition derby or some of the other festivities, we watched a movie. This trip was about taking it easy and having fun, Father and Son.

Saturday was the last day of the rally and for my Dad and me, it was time to do some walking around. We found different spots where vendors had set up and began looking around. We both found something for ourselves. My Dad bought a new riding cap and I bought a leather cowboy hat. After lunch, we went back to the convention center to do some demo rides. There was quite a large group of Buell demos. I tried a new S1...talk about over the tank fun! After the grin-inducing ride, I began talking with some of the Harley employees about Buell. They were very friendly. I had some questions about my Buell and they were more than



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happy to discuss them. I even got a personal thanks for supporting Buell by an XL engine developer. I also got to hand out some ATC newsletters to demo riders and a Buell dealer.

The last item for the day was a dyno test for my S2. There were two different dyno testers but one was cheaper. For \$30 plus tax, my bike got tested and I received a printout of torque and horsepower. The tech said all was in order and gave me some options for greater power displacement. This test was assuring because I had just installed my first carb kit ever a week earlier on my bike (along with a Kerker K45 Carbon can). That night we enjoyed a nice meal on the patio of TGI Friday's listening to the rumble of V-Twins. This rally was a great chance to spend time with my Dad as well as see a vast array of Harleys and events. My first rally had come to a close but the best part was yet to come, riding my S2 home.



It's Demo Derby Time!

ATC Classifieds

You can list your Buells or parts for free. Just send us the information in 25 words or less with your name, address, phone #, e-mail.

1997 Buell M2 Cyclone, as new 600 miles, just had 500 mile check, runs great. Has D&D pipe and Jost carb kit. Comes with 4 year warranty. This is a black beauty. \$6,500.

1998 H-D Sportster 1200, as new, black, 700 miles, SE pipes, alarm, little chrome added. \$9,500. Call Dan @ 603-885-4787 days or 603-437-6137 nights. E-mail = daniel.g.donovan@imco.com

1995 red Buell S-2, 2,300 miles, Supertrapp exhaust, Screaming Eagle module & Dyno-Jet kit. Like new. \$8,500.
Rob Babcock @ (508) 393-9540. E-mail= rbabcockjr@aol.com

For Sale, 1998 Buell S3 Thunderbolt.
Still under warranty, just had 2500 mile check. Lots of extras.

e-mail= mseg171178@aol.com, 1-781-792-0178. Mike \$11,500 will talk.

1995 Buell S2, 1,100 miles, Black Sapphire Pearl, Corbin seat + original, V & H pipe, \$2,000 in chrome including side cases, rocker boxes, swing arm and more. Excellent condition. \$10,500.00 Call Brian @ 419-468-4315 or E-mail @bnewell@richnet.net

1997 Buell S1, stock, adult owned, Black, NO PM wheels, 1,000 miles. \$7,995.00 obo. E-mail = loveytamg@aol.com

1996 S1 Lightning, under 2,000 miles. V & H Carbon fiber, polished wheels, polished pulley, Buell clip-ons, Team H-D black and Orange paint, billet pegs and controls, relocated tail lite. This bike is a head turner, \$8,495.00. Call Chuck @ 423-610-0679

Looking for an extra pair of wheels and a small gas tank.
Bill Deal, 610-353-6266 ossa@voicenet.com

Wanted: High performance air filter system, exhaust, Screaming Eagle module, S&S carb kit, for a 1997 S3. New or used OK! Call Jim @ 603-659-7085



1999 Buells

Finally the wait is over. Info on the 99s seems to be everywhere. The dealers have the new, big, color brochure. Cycle World has a




test on the X1. Motorcycle Online has ridden all three models in Utah and even the Buell web page shows all the new stuff. We will join this conga line with our coverage of the new models.

I will start by going over the major common changes. Motor: This year all the models get the Thunderstorm heads; no one will feel left out. Internally, everything else is the same as last year. The big news is that the X1 and S3 get Fuel Injection. It uses a single



throat, 45mm body with two injectors located in the Y manifold.

The  system is both a closed and open loop system that runs off of a set program in some conditions and will compensate for sensor input in others. This allows the fuel injection system to adjust for weather conditions, altitude, and some after market stuff like mufflers. This is a modern necessity to make EPA-happy motors run smooth. We all know how well carburetors work when jetted for EPA. From riding reports, the FI makes the Buells pull cleanly from the bottom to the top and respond very quickly and smoothly. In 10 years there probably won't be a carbureted bike made.

Frame: All the models get new frames. The changes are subtle but important. First is the use of more cast lugs, especially around the steering head. This helps ease manufacturing and there is more lock to lock steering now. Next is the redesigned right down tube that allows a new exhaust header pipe to tuck under the frame. This solves the hot spot at the rear exhaust pipe. The frame has been stiffened by adding a cross member from the left down tube to the frame section that holds the front hemi-joint. Buell has added a fourth hemi-joint to the frame at the front head area. On the X1 frame, the right rear isolator casting and rear foot peg mounts are removable. I would guess for racing application. But it would be nice if all the models got the removable isolator casing for ease of replacing those little buggers and for installing new rear belts.

The big news is the alloy swing arm. This beauty is 87% stiffer than the old steel arm and only weighs 6 oz. more. The big question is will it fit on the 98 and older Buells????

Suspension: All the Buells will have Showa components, front and rear. Are they better than the White Power? Cycle World says the harshness of the White Power is gone and the bikes fly down the back roads.

Brakes and Wheels: These stay the same as last year.

Everything Else: Someone at Buell went to Seat Design 101. They redesigned all the seats to encourage long rides on our favorite bikes. Say, "Hallelujah!" The ignition switches have been moved to the dash area. All the foot levers are now cast alloy instead of stamped steel. New exhaust header that tucks under the frame to keep the heat off the rider. Electric speedometer. Improved and firmer footpegs.

Now lets look at each model.

M2 Cyclone: This may turn out to be the surprise seller of the year. It now has the Thunderstorm motor with the stock XL cams which make 91 HP with lots of low end torque. The M2 still keeps the carburetor for those who want to keep things simple. It gets the 5 gal. Manta Ray gas tank. The whole seat, tail section is redesigned for comfort and room for two. Throw in the new frame, swing arm and all the other goodies and you have the best standard bike made for just \$8,599.

X1 Lightning: This model is Buell's signpost to the future. With all the changes listed and all new styling, Buell is showing the world that it is a serious manufacturer who's looking ahead. I will let the photos show the styling changes; it's different than the S1. That's



why it's called the X1. The main thing is that it works better, handles better and has a real seat. This may be a bike that is changed less and enjoyed more by its owners. A couple of things to note are that the chin fairing will fit on all the models, new and old, and what you see is not a gas tank but a cover like on the S2s. I'm not sure about the elephant ear on the left side that ducks air to the rear cylinder for extra cooling. It balances the bike out but I can't see the motor.

S3 Thunderbolt: This model seems to have stayed the same. But look closer; there is a lot going on here. New frame, suspension, fuel injection, alloy swing arm, all make this a much better bike. Things you don't see are better bag latches, better water proofing for



the bags, a new seat, new leg fairings and dash panel. This model is being refined instead of redesigned.

Two new marketing approaches are that there will be only an S3 model that is available with whatever touring equipment you want. You want the hard bags and higher handlebars but no lower fairings. No sweat, just order it that way. The second thing is that you can order the S3 in any color combination you want, with any number of options and the factory will build it for you. There are 432 possible combinations to choose from. That should create some wild looking S3s.



Buell Motor Co. has taken a major step forward in 1999. Especially if you saw the old R&D work space. Now with their new building



and equipment, the year 2000 and beyond is a new playground for Erik and Company to play in.

For some of you this looks like Buell is headed down the same road as others, with more complicated technology and less kitbike products. Well, it's true. For Buell to increase market share, they have to produce better, more refined bikes. Fortunately there will always be enough S1s and S2s around to keep us old timers happy.

Let me know what you think of the 99s, and next month we will have an article on the feedback. Discuss among yourselves!

BattleTrax 1998 at Loudon

by Lannan.com





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to help Buell Motor Co., the Harley/Buell shops of Manchester, NH and Everett, MA, run the BattleTrax event at the Loudon Classic race weekend on Saturday, June 13th. After finding out that we were required to be at the track by 8 AM for setup and briefing, we decided to book a room close to the track for Friday and Saturday nights. Wrong! Most rooms were already booked up to one year in advance, so we ended up an hour away. We did get a good night's sleep and arrived at the track on time to find the Buell crew already hard at work. What was apparent from the start was the enthusiasm and good spirit of every member. For us this was a one-day adventure, but for them it was a job. "Maybe a job doesn't have to be work!" I thought as I observed this happy group efficiently setting up. A novel thought.

The actual course is delineated by orange cones set up in a very tight, first gear only, pattern around a flat parking lot. Scott Miller, from Buell, went out to test the course and we got to see some amazing skill. That boy can move! He then gave us a few pointers and allowed us to try BattleTrax before the course officially opened. "This is not about speed," said Scott as he fed some initial instructions to the nervous crew members about to try running through the BattleTrax course for the first time. "Yeah, sure," I thought as I eyed the course. "If it isn't about speed, why are there timing lights?" Scott continued, "It is about improving your personal riding skills in a safe and controlled environment. Start off slowly and the speed will come naturally." It sounded relatively easy, and the course was certainly short and tight enough to be challenging and low speed. My hands were sweaty as I revved the engine of the race bike previously ridden by Kevin Atherton. Here I was on the start line on a truly competent motorcycle with Scott ready to wave me off and the whole world watching. The flag dropped and I was off. I had watched a few riders go through and felt reasonably comfortable but was not prepared for just how tight and demanding the course proved to be. I quickly proceeded to miss a turn and idled back in. A smiling Scott told me what to watch for and encouraged me to try again. Next time out I felt more relaxed and went off course...again. No one was laughing or pointing. The third try was better. I stayed on the track and finished in a bit over 36 seconds. It felt great!

Before too long we were "open for business" and people were beginning to sign the release forms and get into line. The course crew, both Buell and volunteer, was in place and ready.

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ATC Volunteers, "We'll do anything for a free T-shirt!"

Speed was on the course, red flag in hand in case someone went off course or went down. Drops are rare. I was assigned to get riders on the bikes and check to be sure they were properly attired. It was amazing to me that some riders were ready to ride with sandals. I don't think so. If you bring your own bike you must pass a quick tech. inspection and get a small dot on your headlight. Bringing your own helmet, gloves and protective jacket will help you to get in more runs, but Buell does supply the bikes, helmets, gloves and jackets. I could think of no other company with both the courage and foresight to set up such an event and supply all the needed equipment. Have the lawyers heard about this?

Watching rider after rider go through the course never became boring. Everyone was having fun. We shut down for a lunch break, and now the course workers and Buell employees had a chance to try the course again. Watching the fast riders finish in the mid 27s, I noticed they didn't look like they were working very hard. The throttle and braking transitions were barely perceptible, except for the hard braking required after the one so



Ray Sundman doing another BattleTrax



called straight. Remembering my prior off course excursions, I decided to go slowly and pay attention to my technique and the markers and I came to believe Scott's first words. It really isn't about speed. It is all about learning to be smooth and in control. Your time only matters in relation to your previous runs. I learned to brake hard while the bike is upright and to leave the brakes alone in the corners. I learned to look where I want to go, to relax and bend my elbows to transfer more weight to the front wheel, to keep my head more upright and to roll the throttle on slowly as I reach the apex of the corner. On my final run, I could feel most of what I had learned come into play and was ready to shout for joy when I saw 29.88 on the timer. The fast riders may have been in the low 27s, but I had improved and the time proved it. Buell and these 2 dedicated dealers had allowed me to do all of this at absolutely no charge. Over 300 riders ran through BattleTrax that Saturday morning before the rain closed us down. It was hard to turn people away but it was the right thing to do.

It was so much fun to be a part of an event that exposes people to Buell motorcycles. Most had not ridden a Buell before and finished with a real respect for these made in America marvels. You could see the smiles through the full coverage helmets. A father and son were in line joking about who might get the best time. The son was dressed in matching full leathers and helmet and looked to be in his mid 20s. The father was probably early 50s, with brown chaps. They were there to have fun and compete against themselves, the other riders, and each other. In the end the father was within about a half second of his son's best time, and both were excellent riders. I watched a lady progressively drop a full 10 seconds off of her first time by working on the basics. She couldn't have been happier if she'd won the Isle of Man. Try to find the time to do this at the next opportunity. You can go as slowly or quickly as you want. After all the talk about control, I found it impossible to control my enthusiasm for this event and the people and motorcycles that make it possible.

Bubba Blackwell, the world record holder for motorcycle distance jumping, said that motorcycles were a big part of the reason he never got into trouble as a child. He was so busy spending all his time and money on bikes that he never had enough of either left over for trouble. If you can relate to that, why not take the next step and learn some skills to help you stay out of trouble on the street.

Tech Tips

This month I thought I would pass on what has broken on Donna's and my Buells in the last couple of months.

First has to be the kickstand kill switches. Mine went after 9,000 miles and a couple of weeks later, Donna's bit the dust. When you try to engage the clutch and the motor dies, your switch is gone too. The "on the road" fix is to cut the wires that go from the switch on

the kickstand to the connector. Strip the ends of the wires leading from the connector and twist them together. Pull the wire cover back over the twisted end to prevent shorting. When you get home you can replace the switch or eliminate it.

My front disc has always rattled. When idling at a stop, the rattle is at its worst. Even over bumps at 30 mph, I can hear it. My S1 is a 97, so Buell did a recall to change the pivot pins on the front disc. That improved things for a while but as the wave washer lost some of its spring, the rattle came back. An easy fix is to add another thin flat washer (Part #6201Y) on the pivot pin. Bingo, no rattle and the rotor is still floating.

Buell riders can't believe what mileage we get before we have to hit the reserve. We both have the small 3.7 gallon gas tanks. When I hot rod it, I hit reserve at 145 miles. When I stay the speed limits, I go as high as 165 miles. The trick is to fill your tank right up to the top and get the air trapped by the rubber skirt out. You can get another 1/2 gallon in by doing that.

Jay Hom (Dr. Gadget) called the other night with this tip. You can unlock the S3 gas cap with any tumbler barrel key. Seems there isn't a tumbler in the cap lock.

Here's a tip from Roger Roeszler of Frontier Services. Checking the oil seems like an automatic thing but during hot weather it should be done often. Oil consumption goes up with temperature so during the hottest part of summer, your Buell will lose some oil. Having only a 2 quart oil tank makes it more critical. I went to change my oil

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yesterday and found that there was hadly any oil left in the tank. Hot weather oil consumption is not an indication of an engine problem. It's just what happens with a big, air cooled motor.

Bits & Pieces

There is a new person to pick up the lance at F.A.S.T. and Farrow's H-D/Buell. His name is Tyler and here's the E-mail he wrote to us:

Dear Sir, My name is Tyler Baird, and I'm the new sales person here at Farrow's H-D/Buell in Columbus, OH. I read your most recent newsletter and thought it was very kind of you to mention Leslie in the manner that you did. And now since she went coporate on us, I was hoping you could continue to put us and our FAST club in your Calendar of Events. If possible, could you change the contact name and phone number to 1-800-231-8436. Maybe add the e-mail address? Thank you once again for the great job you are doing to promote Buells, especially on a worldwide basis. It looks like a banner year for Buell in the U.S, and with Scott Miller going to Europe, the world too. I'm looking forward to being there with you guys as well. Thanks again. Tyler

I received an E-mail from Tim at West Tech; he is working on a new lowering bracket. He was talking about making it out of forged steel. If you want to get on the list, call Tim up @ 785-235-6701. I also received an e-mail from a gentleman who still has West Tech's first lowering bracket. He loved it. He said that the extra 1 1/2" got his feet planted on the ground.

Bill Deal has talked to Tom Hannum about our club and Tom has agreed to give 10% discount to all ATC members. So for all you PA Buellers, check out Hannum's H-D/Buell US #1 Rt. 352, Media, PA 19063 610-566-5562

Frontier Services is building a new shop to expand their business. They will be offering head porting along with their other products. They are also changing the aircleaner kits to overcome vendor problems. These guys are off to Bonneville to see if they can raise the bar again on their class record. Good Luck.

V-BOG is having a BRAG ride Oct. 3rd. at Los Vegas Motor Speed Week. It's The AMA's last roadrace of the year. There will be BattleTrax in the afternoon. The ride is billed as "Breakfast with Erik" meeting at 7:00 am at the north side of the speedway.

Mike Tromans just joined ATC and wants to get together with Buellers in this area. If you want to help him get some rides going, here is his address. Mike Tromans, 409 Jackson St., Roanoke Rapids, NC 27870, (252) 537-2863

Off Center Just One More Thing

by Lanny Hanscom

A friend once confided in me that he was a recovering alcoholic and drug addict. He had been straight for a few years at the time we met, when I bought an Avanti from him. His was a fascinating story of sin and redemption, and he is a unique person. He is also compulsive in much of his activity. He became a Christian in the process of his turmoil and attacked his faith the way he attacked alcohol and drugs. No middle ground. To church every morning and to Bible studies 3 or 4 times a week. He was happy and straight and excited and 100 miles per hour. Compulsive to the core but now directed in a positive and productive life. Compulsive behavior has been mentioned in this column before, and with good reason.

The Buell is very much a work in process. It is a factory built kit bike. I have recently worked on four separate Buells: a 1996 S1, two 1997 S1s, and a 1997 Cyclone. Each one is different. The routing of hoses, the fits, the placement of ancillary items and a number of other things varied from bike to bike. They all need the owner's attention to reach their potential. I feel a bit like my friend mentioned earlier when I begin to work on my Buell. There is no single task that gives me a sense of completion so the process seems to go on and on... Accomplishment, always. Completion, never. I am absolutely compulsive about this bike but I really enjoy the process. There is no redemption in it unless solitude and sanity count for something. It is probably closer to the sin part of the equation when I look at the handiwork and feel a sense of pride at what has been accomplished. Remember the advertisement for snack food that said, "I bet you can't eat just one"? The message spoke to our compulsive side in saying we couldn't stop with just one. What do you suppose would happen to Harley's gross income if their customers left their bikes alone after purchase? No chrome goodies, no leather fringe or tassels, no Harley coffee, no rub-on tattoos (for Rubbies?), no...well, you see where this is going. We can fight our tendencies toward compulsive and irrational expenditures of time and money on our Buell or we can fling ourselves headlong into it.

I decided to "slightly personalize" my own Buell. It took nearly five months to get back on the road and it is not yet completed. An example of one small change might best illustrate the all consuming nature of this Buell thing we suffer from. I wanted to color match the wheels to the Snap Red paint so I went to a powder coater for color samples. I had them strip off the original powder coat to



prepare the surface. The result was a nicely polished outer rim but a rough cast finish on the center and spokes. Since there was not a close color match in powder coating, I decided on paint and clear coat. Numerous calls to the Buell Customer Service center failed to produce a formula for the color. Simply put, no one really knew or they weren't telling. I finally found a really fine painter who took all of the hassle out of the process with a computer matching system and a good human eye. As I was leaving his shop after resolving all details with the wheels, I asked a foolish question. "How much would it cost to paint the rest of the bike in a two tone scheme?" Now I have a "flip flop" purple and pearl white S1 with purple and polished wheels. Did I mention the color matched helmet and axle end caps? Even the cable ties are purple. This ain't no stinkin mid life crisis. A crisis is a problem and this is not a problem; it is a passion. I can't stop at "just one more" little change. I don't want to. Do you?

When you look at your own Buell, do you see all that you have done or all that you want to do? Perhaps, like most owners I speak with, you see both. You may own it in the legal sense but you will

really feel a sense of it when you step over the line to do "just a little" changing. Just don't come complaining that it isn't quite done or ready to ride. Mine isn't either.



Lanny's purple passion or as Jayne calls it, "Plum Crazy"



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Calendar of Events

ATC

Second Sunday of the Month 11:00 a.m.,
Manchester HD/Buell, John Devine St., Manchester, NH
800-cycle93, Robert DiGangi

Oct. 3-4 Buell Fest 98 Manchester and Boston Buell dealers are putting on a event around the AMA Championship Roadrace at Loudon race track. Lots of things planned. Call 1-800-CYCLE93 or 1-617-389-8888 for more information.

Oct. 10-11 ATC Leaf Peeping Weekend Meeting at our house at 11:00 am for a day's ride in New England. Saturday night will be a cookout at the homestead. Sunday AM, coffee and donuts and more riding. Give us a call if you want to join us.
1-978-464-0055

FAST

First Saturday of the Month Buell Saturday at Farrow's,
491 West Broad St., Columbus, OH
800-231-8436, Tyler Baird
Sept. 5 Buell Saturday
Sept. 20 FAST ride, leaves at 11 a.m.
Oct. 3 Buell Saturday
Oct. 24 FAST ride, leaves at 11 a.m.
Nov. 7 Buell Saturday
Nov. 22 Farrow's Endurance Ride, leaves @ 11 a.m.

SANTA CRUZ BOG

No information from these guys.

PAC/BOG

Aug. 29 PACBOG tour to Pocono Races
Alan Kohler 610-916-4973
Sept. 5-7 Border Raid II
Sept. 10 Back to School, ride to Calif. Superbike School

1998 Battle2Win BattleTrax Tour Schedule

Sept. 12 AMA Mile, Minneapolis, MN
Sept. 19 Street Vibrations, Reno, NV
Oct. 10 Del Mar Mile, Del Mar, CA
Oct. 24 Biketoberfest, Daytona, FL

Note: All dates are not set in stone,
so call beforehand to confirm.



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