

TECH-SPEC

Owner:

Thomas Voll

Builder:

R&R Customizing

Model:

Buell S3

Engine:

1998 Buell 1228cc

Modifications:

balanced crankshaft;

Buell Thunderstorm pistons, heads and valves;

polished conrods;

Andrews tappets

Carburetor:

Mikuni HSR 42; modified by R&R

Air Filter:

carbon Ram Air

Ignition:

programmable

Smartec

Exhaust:

Buell Racing with Lambda sensor

Gearbox:

modified 5-speed Buell

Final Drive:

belt, modified by R&R

Frame:

1998 Buell, rear modified by R&R

Shocks:

WP

Forks:

WP; nickel plated

Triple Trees:

R&R

Front Wheel:

Buell

Rear Wheel:

Buell, widened to 6.1x17"

Brakes:

R&R discs; Brembo calipers; Spiegler hoses

Handlebars:

SSC-BREVA

Rearsets:

Buell/Tarazzo

Seat:

Buell S1, reupholstered by R&R

Oil Tank:

one-off by R&R

Front Fender:

carbon

Electrics:

Gera

Headlight:

twin lights by R&R

Taillights:

standard

Indicators:

Kellermann

Instruments:

digital information by R&R & Tellert

Paint:

Züchner Airbrush Design

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The standard Buell rear wheel has been widened and now measures 6.1x17".



Hidden from view, the oil tank is a complete one-off by R&R.



Engine modifications include Thunderstorm pistons, flowed heads and valves, and Andrews tappets.



The front end features R&R twin headlights and triple trees.



The Continuous Traction System (CTS) allows gear changing at full revs.



High-tech digital information centre by RRC & Tellert.



The adjustable rearsets are a combination of Buell passenger pegs and Tarazzo levers.



R&R X1 CARBON

Also built by R&R Customizing, this Buell X1 features a host of one-off features. The bike owes its name to the many carbon fibre parts used, which include the twin light mini fairing, front mudguard, bellypan, exhaust silencer, and tank panels.

Other features include polished PM wheels, polished swingarm, and aluminum rearsets. The back of the frame has been modified, and the taillight has been reduced in size by 20mm. A 190/50 ZR17 tire ensures plenty of rubber at the rear, to help manage the 107bhp at the back wheel.

The fuel injection system has been replaced with a carburettor, and the ugly stock air filter has been swapped for a sexy RRC "Big Blower".

To contrast with the carbon fibre, the bike has been painted an eye-catching yellow, with the drive wheels painted to match. The pulley wheel has also been lightened. Other finishing touches include a new seat, "Streetfighter" 850mm handlebars and Tiger Eye bar end indicators.

R&R
S3

This must be the most glamorous towing bike ever to be seen in the drag strip pits. As Thomas Häfner and the Top Gas Team 69 crew's chief mechanic, Thomas Voll, owner of R&R Customizing (RRC) in Germany, has used his custom Buell S3 as exactly that, attracting more attention than the dragsters themselves!

Every single part on Thomas' Buell has been modified, polished or worked on in some way, with over 900 hours of work going into its reincarnation. On the performance side, the heads were flowed, and Andrews aluminum rods fitted. A HSR42 Mikuni carb is fed by a carbon Ram Air system, and the stock Buell camshaft has been balanced. Buell's own brand of high performance Thunderstorm pistons, cylinder heads and valves have also been fitted. A programmable Smartec ignition allows for different performance curves, and can be used with a laptop at the race track. The polished Buell "Racing" exhaust has a Lambda sensor for emission testing; the data also goes into the electronic ignition program. The digital information instrument by RRC & Tellert enables the reading and recording of speed, rpm, fuel mix, acceleration values, battery state, gear indication, temperature, oil pressure and the Continuous Traction System. Although the primary drive was left stock, the gearbox teeth were reworked and lightened. Every ounce of weight-saving makes a difference to the performance at the rear wheel – even the holes drilled in the pulley give a few more bhp.

The frame, swingarm and WP upside-down forks have been nickel-plated and polished. The rear of the frame has also been modified. The triple trees, handlebar clamp and twin headlight unit were machined by Thomas. The oil tank is a complete one-off, made from 40 pieces and able to hold 1.5 litres more oil than the original.

The stock brake system was retained at the front but the rear disc is by R&R, with a twin-piston Brembo caliper. The master cylinder and lever is also Brembo, and Spiegler stainless steel hoses help to uprate the system. The Buell rear wheel has been widened to 6.1x17". Other features include R&R twin headlights, Kellermann handlebar indicators, re-upholstered S1 seat and carbon front fender. The finishing touch was the paintjob, conceived by Thomas Voll and Sigi Zimmer, and realized by Zimmer Airbrush Design, in a matt finish.