



Darvill Racing
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Saturday 13th February 2010

Darvill Racing – Back at the Bol d’Or

I am very pleased to announce that we have been invited to compete at 2010 Classic Bol d’Or, this mark a return to European Endurance racing after a ten year gap.

We will be competing under our preferred race number of #23 under which we have had many success. Our entry see us line-up against some of the world’s most experienced and recognised Teams, these include Phase One Endurance, Wurth Endurance and 3 T Racing; please review the Starting line which I have included for your perusal.

In order to launch a cohesive attack on this prestigious race we have brought out of retirement our Spondon-Framed 1979 Endurance Machine. This utilised a Works Honda RCB 998cc Engine, with a split chassis design which incorporates a aluminium swinging arm and tubular steel frame, it was last raced in the early eighties and completed in the Bol d’Or and the European rounds of the World Endurance Championship. During this time it was ridden by a number of riders, however primarily Alistair (Jock) Copeland, Daryl Pendlebury and Mick Hunt.

This has been sat at the back of one of the out-buildings for a number of years and therefore required a complete rebuild in order to get this ready for the season.

We have taken this to a few show over the years, started her up and let the public see and hear her.

The picture on the left is the GP trim she was last raced in. this was taken at Donnington in 2005.

The engine that is currently fitted is a stage 3 Honda RSC1000 engine, been modified from the Works standard to include a lightened and balanced Moriwaki Crankshaft, hence the unusual cover on the left-hand side of the engine, 750cc barrels and pistons with shortened Con-Rods for GP racing.



We are refitting a brand new (never used or raced) works RCB engine of the 2010 season and this GP engine will then form the spare unit in case of any unforeseen engine issues.

Last year we spent time digging out spares and old fairings and these were then used begin the rebuild, the following images have been taken throughout the rebuild.





We decided to use an old fairing to make a new mold, this included the seat unit, we were able to reduce the weight of the seat unit by 2kg along...
It all helps...

The design of the frame allows us to easily remove the engine, this is especially useful in endurance races when the need to facilitate this can become apparent



You start to get some idea of what the finished article will be like, we have two very different tanks that we might use, the square angular tank was originally designed especially for this frame and used for two seasons in Endurance races, when the bike was used for shorter distance GP races a lower more aesthetically pleasing tank was designed.



You can see how high the original tank sits, it works very well for the Endurance races but due to the height it is quite difficult to move your arms across the tank during cornering.



We have fully rebuilt the bike, every nut and bolt has been removed, checked, replaced with original equipment in those instances where fatigue and age have taken their toll.

The frame has been crack-tested and recoated in preparation for the rebuild.

This view gives a good view of the frame and the finish

The rear shock was beyond repair and was a bespoke item, we took the original unit to NITRON Racing Shocks and commissioned them to make us another bespoke unit to identically match the original unit, this was something totally different for them and I am very grateful for the time and effort that they offered this challenge, they have supplied us with a unit that uses modern materials but is identical to the original in terms of design and function.

We have employed a similar approach for the forks; these have been reconditioned using bespoke White Power springs and the latest fork oil to deliver the best possible suspension characteristics whilst adhering to the regulations and in keeping with the original design.



THE THUNDERSPRINT



Here is the restored and rebuilt RSC Engine, we have completely restored and retuned the components to deliver the maximum amount of HP whilst ensuring we don't detonate the engine in our pursuit of power.



This engine, due to its uniqueness has caused us some headaches... the image on the right is one of these... The lift on the special Cams is so large that many hours were spent ensuring that we correctly 'dialed-in', we don't want to undo all the hard work and effort...!

The bike is now nearing completion and we are in the process of booking the first tests on the track, I have not included pictures of the completed machine as I have booked a session with our Photography Team (Small Red Gorilla Photography) at their studio in Chesham (Buckinghamshire). They will ensure that we get decent images of the machine and riders (in all their glory) before we descend on 'Circuit de Nevers Magny-Cours'.

I will keep you all updated on progress, as I did last year, with regular newsletters of our trials and tribulations..

Many thanks again for your support this year...!

Yours Sincerely,

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