



Darvill Racing
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 IM9 1EN
 March 2010

Darvill Racing Back at the Bol d’Or – Part 2

As I put finger to keyboard we only have 33 days left till the gates at Magny-Cours open and we make our return to European endurance racing.

So how is the rebuild going, well I am very glad to be able to report that this is almost complete just a handful of items left and then we will be ready for the Dyno and then shakedown tests.

The plan currently is to either attend a Bemsee round at Brands (time permitting) or a test day at Mallory, this will allow us to fettle the bike and also see how our refuelling rigs work with this extraordinary machine, the tank is rather large and the frame quite wide, a very unusual shape for its time.

I am very pleased to be able to welcome some new sponsors for the 2010 season:



RockOil – They will be supplying our lubricants this season. We were tied with RockOil back in the early 80’s; it is an honour to be working with them again in 2010.



NorfolkLine – New to Darvill Racing they have kindly agreed to assist us in our logistics for the Classic Bol d’Or



NFW-NDT are a UKAS accredited test laboratory based in Maidenhead that have a plethora of sophisticated equipment used to test components, for our classic and vintage parts this is an invaluable service to ensure our machines are up to the rigors a season racing.

We will be moving into the studio at the end of the month to complete a photo shoot, as soon as this is complete we will send you all copies for your offices, desks, workshops, home and workplace, look out for them soon.





We have had to fabricate a belly pan for the event, this is due to recent regulations that require each four-stroke machine has the facility to hold the contents of the engine oil in an under tray in the event of a leak.

Whilst this wasn't present when the machine when it was originally built in 1979, it does give us the opportunity to utilise the space for your logos. I sure that there will be some interesting photo opportunities during the event.

Nothing has been left to chance, we have restored and rebuilt every component. The images of the bike give a good indication of the level of detail we have been working to, not only does it have the capability to win (with every finger and toe firmly crossed) it will look good in the process.

Both riders are in top-shape and eager to see what this formidable machine is capable of, it has some very unique design compents, these include:

- 7 bearings in the front wheel
- Leading caliper brakes
- The frame sits around the forks which are extremely wide (we have no idea how this will menifest itself on track
- A long wheelbase of 59", 4" longer than the usual bikes of the era



The new website will be finished in time for the event, it has some exciting new features, and as soon as it is ready I will let you all know.

I look forward to updating you all soon.

Yours Sincerely,

Alex Aitchison
Team Principal



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THE THUNDERSPRINT