



Darvill Racing
 Parkgate House
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 IM9 1EN
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TT 2009 Report:

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With the TT now fading from memory I have finally had some time to sit and reflect on the season thus far and furnish you with a report on our TT escapades....

For the 2009 season we had decided to concentrate on the two-stroke machines for the TT that were once again ran at the Billown circuit.

We entered into two classes 125 and 250 and had some serious competition, chiefly from Chris Palmer, Dan Sayle, Ian Lougher and William Dunlop.

We qualified in 6th on the 125 in the first qualifying session, and were pleased with this given the machinery and riders, however on the 3rd lap of the 2nd qualifying session the gear linkage snapped on the exit of Church Bends as Tony was in the process of laying down a blistering flying lap....



When we were able to retrieve the bike we set about replacing and restoring the linkage parts in preparation for the 1st race. The weather continued to play havoc with the carburetion, going from cold and damp to hot, misty and then sunny and very dry, we decided to re-jet the bike just before the 1st race to compensate for the cold damp conditions, this proved to be an error on my part as the sun broke through and the temperature went up by a number of degrees and humidity dropped considerably, so in order not to damage the bike I made the decision to pull the machine from the 1st race.

With ample time between races I thought it prudent to replace the piston and check the barrel to ensure we were fully ready for the 2nd outing, we discovered that the first piston was about to seize and wreck the engine, caused by the limited tolerances of the JHA head and the changing conditions... Phew that could have been very serious....



Sooo finally onto the second race, line up with the pack and were off, start wasn't bad and remained with the 2nd pack for 2 laps and as Tony started the 3rd lap, whilst making headway into the machines in front of us disaster.... The bike begins to slow and was about to seize.... Tony was able to pull the clutch in and avert disaster.....

What about the 250, well no such trouble with the engine, this performed flawlessly, actually we were able to overtake any of the other machines in a



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straight line (and got the better of Lougher and Dunlop in qualifying, very satisfying) and qualified in 10th, why so far down the pack, we were plagued by suspension issues, front-end chatter, drift etcetera,. We prayed to the Ohlins Fairies for some divine inspiration, but it wasn't meant to be.... I decided to pull the 250 on safety grounds (for both my rider and those around him).



Sooo in reflection not the best TT we have ever had, but that's racing.....!!!

Whats next:

We have the Festival of 1000 Bikes at Mallory Park next month, we will use this as a test of the race bikes and if we can get the suspension sorted on the RS250 we will enter this in the Southern 100 a couple of days later. After this we have a couple of meetings at Croft and one possibly at Cadwell Park before we hit the ground running for the Manx GP.

More updates soon...



Yours Sincerely,

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