



Darvill Racing
 Parkgate House
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 IM9 1EN
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And that's racing.....

Well as I put finger to keyboard we are on our way back from a couple of weeks in Europe. It began with the 4ème Week-End de l'Excellence held in Reims. This event continues to grow at an exponential rate and although the ratio of cars to bikes is heavily weighted against us, our classic (original) machinery continues to be a most welcome attraction of this event.

In order to understand what it is like, I would best describe this as Goodwood Revival over closed roads (and its loong).

We truly love this event and will continue to attend for as long as we are invited.

(Image on the right is Lee full-throttle over the Start/Finish line)



From there we headed over to Switzerland for the International Motor Race Ollon-Villars.



This is the fifth time this historic event has been rerun in the format it originally used to have. The last event, in 1971, counted for the European Mountain Championship, and since the first race in 1953, ten hill-climbs have allowed crowds of up to 40,000 people to watch the biggest names in world motor-sport launching themselves up what was the biggest, the most attractive, and the most famous hill-climb in



Europe, between the wine producing borough of Ollon and the resort of Villars at the heart of the Swiss Alps, at the centre of Europe, 100 kms (60 miles) from Geneva, 200 kms. (120 miles) from Zurich, and against the majestic back-drop of the 'Dents du Midi' and 'Mont Blanc'

Such famous names as Toulo de Graffenried, Willy Daetwyler, Hans Ruesch, Heini Walter, Jo Siffert, Herbert Muller, Peter Schetty, Sylvio Moser, Jean Behra, Maurice Trintignant, Von Hanstein, Louis Chiron, Maglioli, Gendebien, Hans Stück, Innes Ireland, Patsy Burt, W. Von Trip,





Hans Hermann, Jo Bonnier, Edgar Barth, Cabianca, Greder, Scarfioti, Lorenzo, Bandini, Vaccarella, Stommelen, Gerhard Mitter, Jack Brabam, have competed in this event.

From the sensational Jim Clark to Francois Cevert, who still holds the record at 3 mins.47.05 secs.

Motor-bikes and combinations : Luidgi Taveri (3 World champion), Florian Camathias, Walter Rungg Angelo Tenconi, Dieter Braun, H.G. Anscheidt, Max Deubel, and brothers Castella, who still holds the record in combinations.



Now the hill-climb is going to be reborn, with the participation of historic racing and sports cars of the same type as those which competed originally.

Both the Ducati and the Darvill Spondon attracted a great deal of interest, due mainly to the rarity of the Ducati and the historical nature of the Darvill Spondon. Andy was approached by an American journalist, he remembers watching the Spondon bike being campaigned back in the early '70's, he recited warm

recollections of Darvill Racing (including Peter Darvill). He took lots of pictures and made plenty of notes, fingers-crossed this makes it to press..

The Ducati was the main weapon of choice at Reims this year, Andy agreed to put his thoughts down for me, and here is his view in his own words:

The Ducati bevel 900 performed faultlessly, so much so that the French lads i kept harassing came over to see me afterwards, as i had stayed with a more modern Ducati 888, i had been quicker through bends but could not outbrake, and we both seemed to have the same power as i could not catch him and he could not get away from me. i made my last attempt coming up to the chicane and managed to just about outbrake him, only to lose the place back as i hit a neutral on the way out. then around the long sweeping right hander he got a bit of a weave on whilst cornering which gave me the edge, i ran wide got alongside him, which gave me the line straight into the next chicane. So then i had the edge for the rest of the session. I received a standing ovation from the crowd in the grandstand, (they know me now) I gave them my now customary salute across the finish line, and went back to the paddock for more champagne. Later on I gave a small thank you speech from the commentary box, vive la France and all that stuff which seemed to go down well.



then after a few days break, I needed it as my thigh muscles were killing me as were my arms, and i could not hold anything properly with my right hand as that constant braking gave me muscle cramp in my hand, just goes to show, the modern stuff we ride nowadays is a damn sight more easier to ride. off to Switzerland for ollon villars.

Due to the Swiss hillclimb being 5 miles up the side of a mountain, we decided to run the Ducati in the event as if you have an off here it will be serious and the Darvill bike is too valuable. The hillclimb is difficult to learn and if you get it wrong you fly through the air vertically down or hit a wall. As was proved by several motorcyclists being taken to hospital, and a car left the road and landed on top of a spectators car which put a stop to the Saturdays runs completely.





The Ducati was not the perfect lady she normally proves to be, with steering problems manifesting themselves on several occasions, a bit of a fright but something to work on now i have returned.

So a bit of a story, a load of champagne drunk, and a load of money spent, back to normality now

Here is the bad news....

Unfortunately whilst riding for Eschelon Racing in the last round of the British F1 Sidecar Championship, Chris (Toffa) was injured. He and Gary were laying in fifth when the Sidecar in front of them locked-up unexpectedly forcing Gary to brake, this led the outfit to spin clockwise leaving Toffa facing an oncoming sidecar that was unable to stop. The sidecar hit Toffa side-on propelling him out of the chair where another outfit that had avoided the collision proceeded to drive over the top of Toffa.

We have watched the video footage a number of times and this has been confirmed as an accident that no one could have avoided. Chris sustained significant bruising to his left-leg (from the second collision) but the most damage was to Chris's left shoulder, he sustained a posterior dislocation of said shoulder. Thankfully the leathers, lid and body armour took the brunt of the multiple impacts and no breakages occurred.

Unfortunately this means that Toffa's season is over and he is currently undergoing an intensive rehabilitation programme with a full recovery expected by mid December.

I have in light of this decided not to place someone else on the bike for the next Endurance event, primarily this is due to the working partnership with Rob and the Team and also the dynamic between both Rob and Toffa as our main riders, this is a special relationship borne over years of competing against each other and working together, they both have similar riding styles and instinctively know what the other is thinking... and as the Team Principal this is something not easily recreated.

The other negative side to this is the BSB rounds that Toffa was also lined-up for are also now cancelled which is a shame as the exposure would have been gladly received.

So what next...?

Well this gives me time to finally sort out the Website (I know I have been saying this all season but I really have no excuse now) and also some time to get on the road to meet new suppliers and line up some new Sponsorship meetings, we must be doing something right as we have had interest in Darvill Racing as far away as the good old US of A...!!

We are also looking at preparing another race engine the Endurance season next year, and with the cost avoidance of us not racing again this season we will be able to facilitate this.

Giving thoughts to our season, at this present time the following events are being considered:





Individual Events:

- Bol 'Or Classic
- 4hrs de Mettet (4hrs Classic endurance race in Belgium)
- Jurby 6hr Endurance race (Isle of Man)
- Manx Grand Prix – this is subject to building a competitive machine , I will be discussing this with Toffa over the next few months.
- Festival of 1000 Bikes – I am working on something special for this
- 5ème Week-End de l'Excellence held in Reims
- International Motor Race Ollon-Villars - Switzerland

Championships

- Lansdowne Cup – Molnar-Manx Norton
- BSB - Support races, these will be attended to fit in around the above
- CRMC – 350 Classic Honda

I am also looking at what we can do with the Ducati's (250, 748 and 851), not sure at this moment in time but as soon as I have had a 'brainwave' I will communicate this to you all.

Once the diaries of all of the race series are published and the other events have 'slotted' in the gaps I will send out a 'end of year' message with the final results (I hope Gary and Chris can claim the title at the last round..!) and a better definition of our plans for 2011.



Finally:

Without all your help it and assistance none of this could have been possible, your continued support of both Darvill Racing and myself is greatly appreciated, and with the great results we have had this year I am confident we can build on this in 2011...

All my thanks,

Alex Aitchison
Team Principal



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