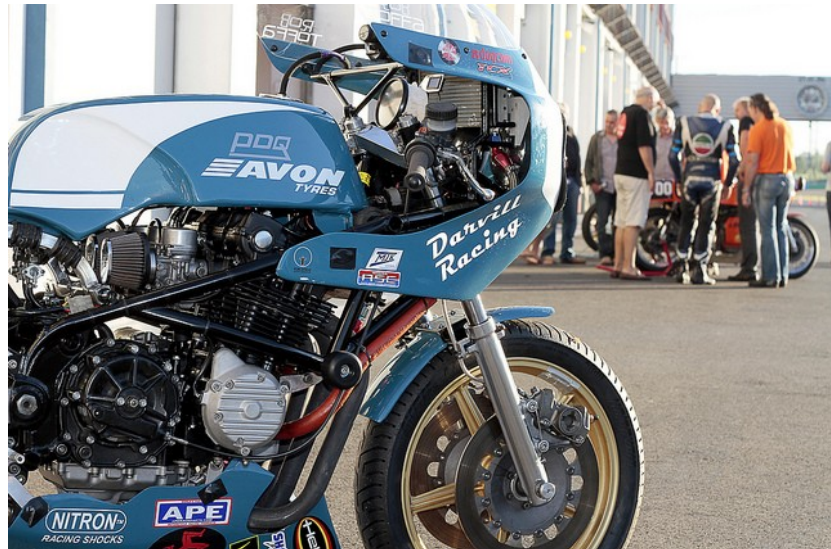




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Parkgate House  
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Isle of Man  
IM9 1EN  
5<sup>th</sup> October 2011

## Bang-on-it at the Bol

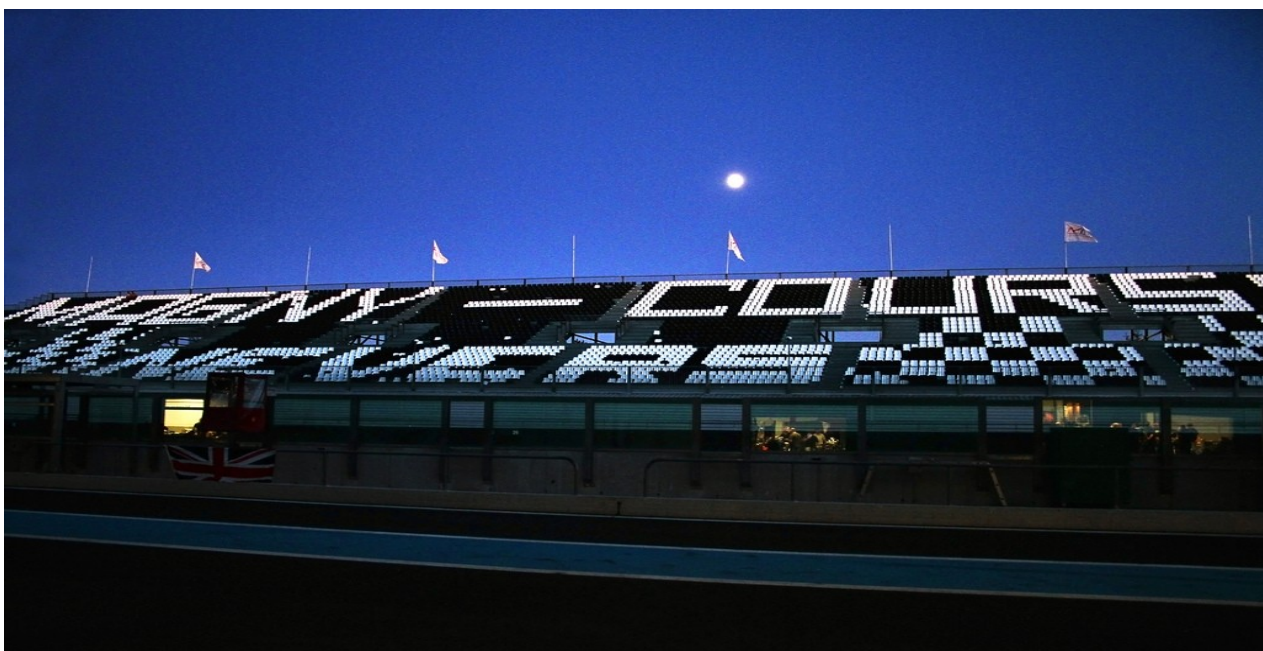
September saw us return to the Classic Bol d'Or at Magny Cours. We left the Isle of Man on Wednesday 6<sup>th</sup> on the Ben Me Chree arriving at Heysham at around midnight. The crossing was choppy but fortunately i had booked a cabin so we settled down to try and get some rest before our mammoth sprint to get to Folkestone by 07:00 the following day.



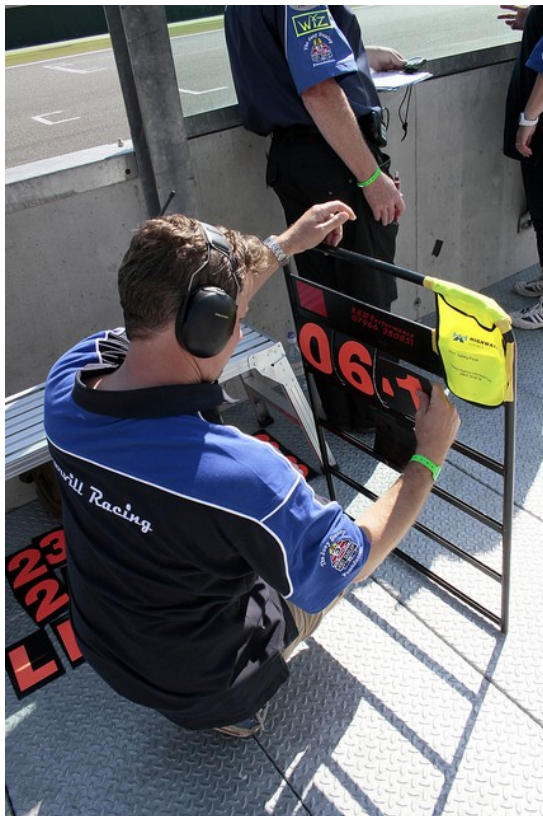
We had two stops to make in order to collect some of the Team and to meet up with Rob, both of these were in Buckinghamshire so i put my foot down and hit the UK Motorway network.

It was tight but we made it onto the Euro Tunnel with 5 minutes to spare, got my estimation spot on, a little too close for comfort though!

We exited the terminal (French side) and began our journey south. Historically we have caught late sailings meaning that most of our European journey's have been nocturnal, this time however we were arriving in







Calais at 09:00 (CET) so a daylight journey ahead was the order of the day....!

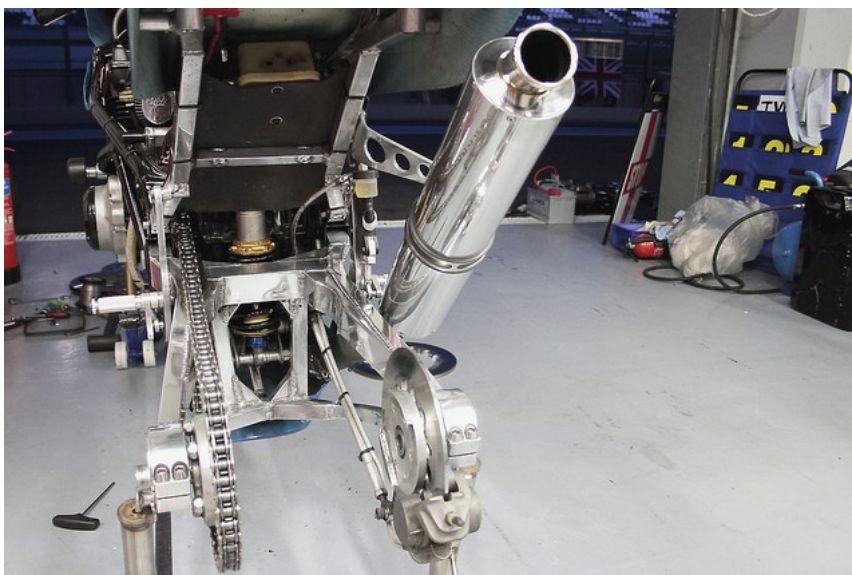
Weather throughout the night had seemed to be chasing us, nipping out our heels; this continued into France but as we journeyed south there seemed to be a glimmer of azure blue on the distant horizon. The journey from Castletown to Magny Cours is massive 797 miles, however that means we were heading south, towards the sun!

Toll after Toll, after Toll we trundled ever onward relentlessly filling up on Diesel (all three wagons were very heavy) finally reaching Magny Cours at 2pm. There is a little Super Marche in Magny Cours (the town) which we trundled into, parked up and open the doors. The thermometer read 25 degrees, thinking nothing of it we headed into the shop to get some supplies as our catering crew were having vehicle troubles and wouldn't be on site until Friday morning.

We paid for our 'bounty' and left the air conditioned store.... the heat hit us.... WOW it was hot! The standing temperature was a balmy 29 degrees.

Signing-on was a formality and we headed into the circuit and onto the Pits. In previous years the pit allocation was pre determined and you received a map of the pit allocated and any other instructions, this year however, with the event of new management this was not forthcoming, no matter how hard i pressed the answer received (after translation) was that this had not been decided....???

We were told to locate a gentleman in the paddock who would have the answers. We found him and we were pointed at the location on his map. This pit was already taken with two teams?!?! I questioned this (in my best French) and we were directed to a new pit (after a heated exchange). We were half way through unpacking when we were forced to move again, this time there was a dispute again as to who had been allocated this pit. Frustrating isn't the word, we couldn't understand why there were a number of free pits and yet we were struggling to find a space? This went on for about an hour until we were relocated to share a pit with one of the only three British Teams at the event Team Glam.





In a roundabout way this was a really fortuitous as Darvill Racing has purchased one of Team Glam's Kawasaki Z1R machines and it gave us valuable opportunities to discuss their machinery and enquire into the history of the bike we now own.

It was somewhat cramped with two teams in one pit but we all mucked-in and made the best of it in true 'Brit' style. We finished setting up the pit and set about discussing the plan of action for Friday.

We were up early on Friday to glorious sunshine with little cloud and virtually no wind. We needed to ensure that we were ready for FP1, and set about getting the fuel and team ready.

We had tested the RSC engine at the Festival of 1000 Bikes the previous month and Rob had made some changes to the suspension which we needed to fettle before FP2 on Saturday morning. We decided that Rob should take her out first, the rationale behind this was that he had tested her at Mallory and would be the best judge of what the net effect of the changes were compared to our base settings. Additionally FP1 was the first opportunity to test the new 2-way Peltor Pit communications equipment. We had purchased these to enable quick, clear and noise-free communications between the pit wall and the pits and also to allow me



to get up to date information quickly as required.

Times were quicker than last year and it was obvious that a good deal of work had been done to our competitors machines since the last meeting.

Rob quickly identified some issues with the front end, we were getting excessive 'chatter' under braking and the handling wasn't quite there. Free practice is all about dialling-in the bikes, riders and team to ensure that when qualifying begins we are ready to deliver.



Over FP1, 2 and 3 we ironed-out the suspension but were still getting 'chatter' on heavy braking. We turned our attention to the discs and identified that the brand new discs were beginning to 'dish' and that the material (metal that the disc is made from) was actually beginning to pull-away from the disc causing an uneven surface that induced the 'chatter'. We resorted to using the best of the original discs (over 30 years old) and set out to qualify.

Both Rob and Toff were putting in great laps at around the 2 minute mark that gave us an aggregate starting position of 14... not a bad position to be in!

Rk	N°	Cl.	Team	Pilote Bleu	Nat	Pilote Blanc	Nat	Marque/Manuf
1	56	1135	BFP RACING	MOSBEUX Philippe	F	MIZERA Eric	F	KAWASAKI
2	2	1150	HAMPE RACING TEAM / CLUB 14	HAQUIN Christian	F	HAMPE Gilles	F	KAWASAKI
3	3	1050	MOTO BEL'	CHARLES-ARTIGUES Christophe	F	SLEURS Laurent	F	MOTO GUZZI
4	91		TEAM RACING MOTORBIKE	HATE Jean-Luc	F	BONVICINI Dominique	F	SUZUKI
5	90	1000	MOTO 90 / EISEN	EISEN Thierry	F	EISEN Vincent	F	KAWASAKI
6	65		ACR ENDURANCE KAWASAKI	MATTHIES Ronald	All	WOBKER Ralf	All	RAU-KAWASAKI
7	144	1105	TEAM TAURUS	SARDI Samuele	Ita	ZACCARELLI Oreste	Ita	MOTO GUZZI
8	21	1000	RDK 21-R	CORNU Jacques	F	BATON Philippe	F	KAWASAKI
9	111	1000	GERMAN CLASSIC ENDURANCE TEAM	KAISER Manfred	All	GANTER Christian	All	NICO BAKHER
10	17	1015	TECMAS	BLAIN Joël	F	SOULAT Joël	F	KAWASAKI
11	36	1060	ASSURANCES BACHELET	BACHELET Franck	F	FORAY Jean	F	HONDA
12	7	1062	VOLLE GAAZ	ATISY Eddy	BEL	JOURET Vincent	BEL	PEM MORENA HONDA
13	69	1075	DD MOTO TEAM	JOHNER Patrick	F	COCHE Frédéric	F	HONDA NIKKO BAKER
14	23	998	DARVILL RACING	FIRMIN Chris	GB	WITTEY Rob	GB	SPONDON HONDA
15	24	1170	'3T RACING TEAM	VAUTIER Yannick	F	BONNOT Rémy	F	KAWASAKI

The Team (as a unit) were working exceptionally well, everyone performing their functions to the best of their ability, assisted greatly with the new communication equipment (plus it helped greatly in drowning-out the excessive noise of the classic machines).



The Bol d'Or Classic is split into two individual 2hr races. The first is run in the afternoon with a night time finish, the second is run in the daytime. Positions are awarded for each race and the aggregate of the two is your overall position at the end of the meeting.

#### Race 1:

Race one began in hot conditions with the track temperature at 49 degrees centigrade, this would mean that the tyre wear and fuel consumption would need to be closely monitored. Team Glam had to start at the back as their bike did not have a starter motor, however all credit to them, Bob had come from the back to P3 by Lap 1 (overtaking 53 people along the way) and they were in P1 by lap 3... now that is a QUICK bike..!



We had our own race to run and stuck to our plan, making headway throughout the race. We had to stick to a 3-stop strategy as our Spondon fuel tank only holds 20ltrs, this meant that we lost a couple of positions with the extra time in the pits, however we managed to make our way up to 7<sup>th</sup> and hold this position (3 laps down on Team Glam) to the end... a massive achievement as we were the only Heritage machine competing.

**9ème Bol d'Or Classic  
Bol d'or Classic  
Classement Bol d'Or Classic - Manche 1**

Pl	N°	Concurrent	Cl	Team	Tr	Temps	Moy/Ec	Meill. Tour
1	114	TEAM GLAM RACING		P & M	57	2:00:50.705	57 Trs	01:54.736
2	2	HAMPE RACING TEAM / CLUB 14	1150	Performance	57	2:01:27.178	00:36.473	01:57.352
3	7	VOLLE GAAAZ	1062	MONO AMORTISSEUR LATERAL	55	2:01:06.225	55 Trs	02:03.932
4	36	ASSURANCES BACHELET	1060	RS	55	2:01:46.552	00:40.327	02:03.045
5	91	TEAM RACING MOTORBIKE		GSX 1100	55	2:02:18.746	01:12.521	02:01.971
6	11	R.C.R	1074	GSX	55	2:02:26.401	01:20.176	02:05.642
7	23	DARVILL RACING	998	Darvill Endurance	54	2:01:39.061	54 Trs	02:03.653
8	22	GolgWing Classic Racing Team - GWCRT	1062	Bol d'Or RCB	54	2:01:42.217	00:03.156	02:03.540
9	73	MAGNI EXPERIENCE	1062	LE MANS	54	2:01:46.840	00:07.779	02:06.740
10	58	ISATMOT	1000	R100	54	2:02:37.414	00:58.353	02:04.443

A Heritage machine is an original machine in its original form using original components. All the other bikes in the field are either original machines using modern parts and material technology (modern engine internals and suspension methods as an example) or replica machines using modern parts.

We were very proud to be able to achieve this result give all of our bikes components were over 30 years old. However it was evident that we would need to develop the Kawasaki we have purchased in order to be competitive, but that's for next season.

Overnight we checked the bike over and settled-down to enjoy the festive atmosphere of the Bol d'Or nightlife.

This year the organisers had decided to run a round of the ICGP 2-Stroke Championship, whilst this was interesting to watch it meant that there were less people attending to 'parade' their machines and the net effect of this was to reduce the number of spectators and their families and it decreased the track time we had available... I hope that they do something to change this in 2013 as it really didn't work too well!







## Race 2,

We lined-up on the start line resuming our position of 14, Toffa was to lead off and as the flag dropped he got off to a cracking start making his way up to 5<sup>th</sup>, we settled down into our routine but on Lap 5 Toff pulled into the pits with smoke billowing out of the dry clutch. We took the bike into the garage and set about removing the item and found that the inner case had split and that the seal had failed causing oil to seep out onto the clutch plates. Further investigation confirmed our worse fears; the main shaft bearing in the gearbox had collapse causing the case to split and effectively ended our race.



We were not the only team to suffer, it appears that the excessive heat took its toll, Moto Bel (the previous year's winners) engine seized in race 1 meaning that they didn't finish but they managed to rebuild this overnight and finish 1<sup>st</sup> in the second race. Triple World Endurance Champions were also having problems, they finished 4<sup>th</sup> last year but only managed an overall 36<sup>th</sup> place. We were credited with 40<sup>th</sup> position (out of 56) due to our achievements in race 1:

36 4	PHASE ONE ENDURANCE	984	Z 1000	26	42	68	68	4:04:53.479
37 98	LES FRERES GAZ	1000	SUZUKI 1000 GS	39	39	78	68	4:05:28.990
38 9	PAM MOTOS TEAM	750	CR 750	44	38	82	53	4:07:46.651
39 3	MOTO BEL'	1050	850 LE MANS	1	1	57		2:01:59.958
40 23	DARVILL RACING	998	Darvill Endurance	7	7	54		2:01:39.061



We will be back, this time with a Kawasaki engine in a P&M frame, this means more power and better handling in order that we can be competitive. We have proved that the Team has the potential to win this and we will now focus on preparing this machine as an enabler achieve our potential.

So what's next...?

Now begins the hard work, we have a lot to do over the winter to prepare the bikes, meet with our current sponsors and work with them and their marketing plans to ensure we are aligned. We then have to explore new opportunities with new partners, supporters and sponsors and finalise our 2012 programme.

I don't want to give too much away but we are currently looking at 3 domestic championships, 1 modern endurance series, continuing the classic endurance events in Europe and also the Manx GP, lots of exciting prospects.



Yours Sincerely,

Alex Aitchison  
Team Principal



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