



Darvill Racing
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18th April 2012

Perdition Pembrey and Briscane Brands

(briscane \bri-ZAHNS\, noun: -The shattering effect of a high explosive. perdition \per-DISH-uhn\, noun: - Utter destruction or ruin.)

CRMC Pembrey – 8th & 9th April

Our season already in progress (Les in the ACU/Sorrymate.com Endurance Championship and Hottrax MotoGrande 600 series) Our classic opener was to be CRMC meeting at Pembrey, Chris 'Toffa' Firmin would once again be back on board Molnar Manx Norton's to contest the CRMC, BHR (British Historic Racing) and individual IHRO rounds.

The opening round was over the Easter weekend with 10 races to contend, Saturday was a bit cold and a bit damp however the forecast was looking good.



Race 1:

Toffa had a good 350cc race finishing second, tyres getting scrubbed in and more to come.

Race 2:

The next race was the 500cc race, competition was fierce but steady, tactical riding saw Toffa on the podium again, this time in 3rd.

Race 3:

After lunch there was the second 350cc race, Toffa pushed hard from the start leaving the competition standing and finishing 1st..! a great result. Race 4 was again onboard the 500cc machine, but whilst leading from the front Toffa pushed too hard losing the front.

Race 4:

The final race on Saturday was the Blue Riband ACU 500cc event, due to the extensive damage to the 500 Toffa had to race the 350. It was a tough race; however he finished in 5th, an amazing result. Saturday evening was a flurry of activity to rebuild the 500 in time for Sunday's races.

As dawn broke across the Pembrey circuit the teams overnight efforts proved that all the hard work paid off and the 500 was scrutineered and passed fit to race, phew!





Race 1:

The days races followed the same pattern as Saturday with the 350 race first. Straight out of the box Toffa was on the gas, another flawless race with a podium at the end, 2nd this time round.

Race 2:

Was back on board the 500, having to start from the back Toffa knew he had his work cut out and he got his head down and clawed back to 2nd.... Another fantastic result

Race 3:

This was always going to be tough, because of having to qualify on the 350 the previous day the grid position wasn't the best, however as usual he acquitted himself well and finished a respectable 4th.

With the end of the meeting in sight, tyres wearing out and one big crash already races 4 and 5 were 'under instruction', having said that Toffa rode really well finishing on the podium comfortably.

So apart from the one incident the tally was:

- 1x 1st place
- 5x 2nd place
- 1x 4th place
- 1x 5th place
- 1x DNF

Saturday	Result
Race 1	350cc - Single Cylinder (4a), Over 55s (4b), Twin Cylinder (4c) 2nd
Race 2	500cc - Grand Prix (5a), Clubman (5b). 500cc BSA Goldstars (5c) 3rd
Race 3	350cc - Single Cylinder (4a), Over 55s (4b), Twin Cylinder (4c) 1st
Race 4	500cc - Grand Prix (5a), Clubman (5b). 500cc BSA Goldstars (5c) DNF
Race 5	ACU UK Classic 500 (10a) 5th

Sunday	Result
Race 1	350cc - Single Cylinder (4a), Over 55s (4b), Twin Cylinder (4c) 2nd
Race 2	500cc - Grand Prix (5a), Clubman (5b). 500cc BSA Goldstars (5c) 2nd
Race 3	ACU UK Classic 500 (10a) 4th
Race 4	350cc - Single Cylinder (4a), Over 55s (4b), Twin Cylinder (4c) 2nd
Race 5	500cc - Grand Prix (5a), Clubman (5b). 500cc BSA Goldstars (5c) 2nd





BMCRC Michelin MiniTwins Brands Hatch – 14th & 15th April

The last of the team to begin his season is Rob onboard our Darvill-Suzuki SV650 competing in the national BMCRC MiniTwin Championship.

Having missed the first round to ensure that the bike was right we descended on Brands Hatch on Friday 13th (was this an omen, possibly?) for test day. The bike performed flawlessly and Rob spent his time ‘dialling-in’ as he had not ridden at Brands since 2007 (having been involved in Endurance racing for the last few seasons).



The meeting was over two days with two races per day. The grid is really big with 35 starters, Rob qualified in 16th with old tyres but less than a second separated him from 9th

Race 1:

Rob got off to a good start and up into 9th but a serious incident on lap 2 meant a restart and he was boxed after a bad start off the line finishing in 14th

Race 2:

A better start and Rob battled throughout, finding pace but struggling with starting position given the grid size. After 7 hard laps he finished in 13th and only a couple of seconds from a top ten finish.

As the sound of generators began to whirl into life and BBQ’s were warming, we prepared the bike for Sunday and settled down for the evening.



Sunday:

Race 1:

The weather was cold but more importantly dry. Rob had his race-face on and was ready for it. As the lights went out Rob took off like a bat out of hell.... Up to 6th going into Graham Hill bend when a Rookie tagged the rear of the bike sending it catapulting into the gravel and proceeded to run over Rob wrecking his lid, leathers and gloves... **Disaster!**



With the bike back in the pits (and in pieces) we realised that the spares we had would not cover this repair, the bike was destroyed. However we have a lot of good friend in the paddock and wheels, forks, subframe, swinging arm, full race system, yokes, bikini fairing and a lot of extra hands enabled us to cobble together a bike together for race 2.



Race 2:

Rob was in pain but determined to race, due to the previous DNF he had to start from the back of the 35 strong grid but he gritted his teeth and as the lights went out he went for it!

It was a furious race but Rob had a point to prove and managed to claw back 19 places to finish in 16th, a remarkable result and was lapping half a second quicker than he had all weekend.

British Historic Racing (BHR) Mallory Park – 9th April

Toffa was in action for a one-day meeting at Mallory Park. There were four races to contend 2x 500cc races and 2x 750cc races (riding the 500cc in this category). The BHR series is a relaxed affair sharing the paddock with the Landsdowne GP Series.

Race 1 – 500cc

A cold and bitter Mallory park awaited Toffa as he lined up on the grid, qualifying on the front row enabled him to get a good start, it was a close fought fight however Toffa managed to hold off the completion for a 1st place.

Race 2 – 750cc

Compared to the 750cc twins the 500 is underpowered, however it is quicker to turn and accelerate and this meant Toffa could make a break for it getting valuable airspace between his nearest competitors and gave him just enough to keep them at bay... another 1st!

Race 3 – 500cc



By now Toffa had his 'bit' between his teeth and out to win, from the start he left them standing and managed to take the win and also broke the lap record 4 times (yes four times) in the course of the race.... Another 1st Magic...!

Race 4 – 750cc

Having already upset the 750cc competitors by winning the previous race Toffa used his head and double-filled the tank (to the brim) before the 500 race, as the 750 race was being held straight after he lined straight up on the grid... with the tyres already at race temperature ;o)



So into Gerards Bend and Toffa has left them standing, managing to get an 8 second lead by the time the competition had their tyres up to temp. I am not sure we will get away with that again; however it was a win and 4 from 4 for Toffa, a stark contrast to our experiences down at Brands Hatch.

Summary

So in the space of one week we have destroyed two bikes, two sets of leathers, two lids and two pairs of gloves but also landed a number of podiums.... A real juxtaposition! The Manx Norton is fully repaired but the SV650 is in a sorry state, almost all of it was wrecked and we are now furiously sourcing parts and hope to be able to make it to the WSB grid at Donnington on the weekend of 11th – 13th May. Whilst we budget for accidents, full rebuilds are rare and coupled with the rider protection damage it's a tough start for us.

Next up is Snetterton over the weekend of 21st – 22nd April with Les aboard the Superstock 600 Honda.

I would like to thank all our sponsors for making this possible without whom we would be sat at home wishing we weren't!

Yours Sincerely,

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