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Victoria Road
Castletown
Isle of Man
14th June 2014

The Greatest Show on Earth.... Again

Every year, without fail I promise myself that i won't leave the press releases until after the race fortnight arguing that if I release updates throughout the event whilst information is fresh it will be for the best, however the TT has its own bubble that once you find yourself immersed within it you find that you are carried along with the tide whether you like it nor not. Oh I am not complaining, far from it, its bloody brilliant, I am just kicking myself that I am now left with the unenviable task of trying to disseminate all of the events into one short(ish) release ensuring that I try and capture some of the energy, anticipation, elation and disappointment that the mecca of road racing brings.

The weeks leading up to the TT are always fraught, no matter what you think you have covered something always comes up to bite you, this year was no different. For 2014 we have stepped it up a notch entering into all three road racing events held across the TT fortnight. With the Pre-TT Classic at the Billown Circuit in Castletown being the first we scheduled a private test day two weeks prior to the event. We are leading the Open Classic ARA championship and with some minor bugs to work out of the new bike the aim of the test day was to try new gearing and scrub in new tyres however a fairly major oil leak meant the bike was back at Slick performance to understand what had gone wrong.

The leak was caused by the head gasket splitting however we did find a couple of stuck valves and piston damage which would have eventually damaged the engine so new head gasket was fitted and the suspect piston replaced and Slick gave the engine an overhaul and we were set for the first road race of the season!

Pre TT

The Pre TT was going really well, although we are classed with much newer and more powerful machines we really do stand out, the Darvill Z1R



is a lovely machine, Slick is a magnificent engineer and with our styling and the wonderful paintwork from Westminster Restorations she draws a crowd. The weather was wet for the first practice but the Classic Conti's are magnificent and we were able to keep it pinned with Keef fully confident in all conditions these are truly the best classic tyres we have ever used! The second session saw us qualify in 2nd but on the last lap of practice on the last corner the engine blew a volume of oil out of the breather all over the back wheel. Keef (somehow) managed to keep her upright and push her home but due to the lack of time we couldn't get it fixed in time for the race so had to retire. No one was hurt and with the TT now starting we parked the bike up in the workshop and headed over to the TT Paddock



TT

For twenty-fourteen we were again working with Neal Champion however this year would see us enter the TT Zero race on-board a modified Brammo Empulse R. With entries in and rider settled in the paddock we awaited the arrival of our bike. I won't bore you with all the 'toing and froing' suffice to say the team moved heaven and earth to get the bike here and she arrived in practice week. The relief was palable.



Neal was again on our good friend Dave Clarke's ER650 SuperTwin and his own ZX10R. He was getting better and better all week however on Friday of practice week disaster struck!

Neal whilst astride his ZX10R decided to jump off at Greeba Bridge thus ruling him out of race week. The bike was recovered in, well in bits and he had a free flight in the 'chopper' to Nobles. He escaped without major injury but due to his 'off' we withdrew from the TT Zero race....

IET Conference

Our inclusion in the TT Zero race and our move into the eBike world is getting more attention (all good) than one anticipated so when we got a call from the Isle of Man Department of Economic Development (DoED) asking us to attend and present at an evening that the Institution of Engineering and Technology (IET) were hosting in Laxey. The team brought the production Brammo Empulse R to the event to show alongside the Ohio State University and Kingston University teams. We come from a very different angle (original petrol heads being converted to eBikes) and the team were hugely impressed with the enthusiasm and technology coming from the next generation from both sides of the Atlantic, we really are at the genesis of a new age of motoring and it really is exciting to be a part of it.



Peel TT Day – Mad Sunday



We bumped into Ian Davidson (organiser) a few weeks prior and were asked to bring the team and some of our bikes to his Mad Sunday event. The weather in Douglas, the south and east was grim, dense fog and drizzle covered much of this fair Isle but not Peel! We were given a prime spot with the Monster Energy truck and stunt area, happy, very happy! Our area was designated 'closed roads' which enabled us to demonstrate the production Empulse R, what this situation also afforded us was the opportunity to let

members of the public ride it including a TT Travelling Marshal. You can't explain how different it is, you expect the torque and power delivery to be much better but it's the handling that takes your breath away. Without all the moving parts there is no reciprocating mass creating gyroscopic effect from the motor which allows you to feel chassis and tyres flexing, it corners unbelievably, REALLY unbelievably, only after riding an eBike will you understand what it is all about, it really is the future!

Ramsey Sprint

Every year there is a sprint event run by Straightliners and Trevor Duckworth held in Ramsey adjacent to the Irish Sea. We decided to send Keef along with the Empulse R. As there isn't a class for electric bikes the organisers scratched their head and placed us in with the 600cc production bikes? Whilst being massively out-gunned with rear-wheel horsepower the Brammo impressed, it impressed unbelievably for some. Keef having won the event a number of times is no stranger to drag racing and put the bike through her paces. For a time we were sitting in second however by the end of the day we ended up in 5th, a brilliant result showing that these bikes really do hold their own. There were many people that went away from that event with a very different view of production electric motorbikes!



Post TT

With race week being plagued by our inclement weather we kept a very close eye on what might happen, Senior Race Day saw the best weather we have seen in many years (for the Blue Ribband event) however by the evening we witnessed magnificent thunderstorms and torrential rain leading to localised flooding.

The Post TT was our last outing of the 2014 TT Festival and we really wanted to



race however safety must come first and the organisers abandoned the meeting, it was horrendous and the right decision was made by the S100 club, not an easy one however.

Liverpool Festival of Business

The DoED invited the team to attend their Green Tech – Zero emissions event as part of the 50-day long Festival of Business. The Isle of Man Government took over one of these days to dedicate to the TT Zero and Business Sectors that are leading the way in technological development.

The Isle of Man is unlike anywhere else on the planet, our Government not only supports all forms of business it enables local business to leverage their contacts and agreements globally. We are very lucky to be based here.

There was a great deal of interest in all the race bikes and of course John McGuinness and the Mugen bike, it is a thing of beauty! Unfortunately due to the weather they couldn't be demonstrated however as we also had the production bike we were able to hand the keys over to our guest rider

Chris Northover. Chris is an accomplished racer (BSB Superbikes), stunt and off road rider and is also a journalist for SuperBike Magazine. If you don't know who Chris is, type his name and 'Storm the Embassy' into Google!

Well mere mortals like you and I would not think to try rolling burnouts, stoppies, wheelies and powerslides in the wet yet alone on cobblestones..... that doesn't faze Chris and also proves that these bikes are 'proper' bikes and no longer can be claimed a 'gimmic':



<http://www.superbike.co.uk/bike-tests/actual-electric-sports-bikes-you-can-actually-buy-welcome-to-the-future/>



Summary:

So not the best TT we have ever had race wise but excellent in all other aspects, we continue to build excellent profile for all our sponsors and supporters whilst remaining grounded but focused on our journey.



What's next?

Its non stop.... We are part of the <http://www.pod-point.com/> finale at Dunsfold Park (home of Top Gear), we will be providing riders and eBikes (<http://www.zap-map.com/catuk/events/9915.php>) for pillion rides for Jurnolists, a head to head with an electric race car and a 3 way race finale between our riders all on eBikes.

Then its straight off to **Goodwood Festival of Speed**, we will be demonstrating eBikes up along the legendary hillclimb and donning our DJ's for the famous Ball (can't wait for that)

Then the big one, we will be making history as we become the first team (ever) to compete with Internal Combustion Engines (ICE's) on the roads at the International Southern 100, we will be using a stock Brammo Empulse R converting this to SuperStock specifications and competing in the 125cc/400cc class. We will be down on top speed against both ICE machine types but more than make up for it in acceleration and cornering speed. We can't wait.

Following this we will be joining the new MotoE Series and racing across the UK and Europe <http://www.motoeracing.com/>



And then onto 2015..... We can't tell you yet but next season is going to be huge for us!

Darvill Racing is a team effort which extends to our supporters and sponsors, our Darvill Devils and our sister company Darvill Distribution, our photographers and tech support. Together we are a family and thank everyone for all the time, effort and support they give us without whom it wouldn't be possible

Images by Al Smith (www.Pistonlife.com) /Ray Proctor/Peter Faragher (www.wpfotos.co.uk)



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Best Regards,

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