

History of Honda RC212V, MotoGP Bike by Honda Motor Company

Today, we are going to talk about the history of one of the least successful bikes in the history of HRC, the "RC212V".

Development Stage:-

RC212V Concept
To



built by HRC
showcase in the Valencia Testing

By the year of 2006, Bikes such as the M1 and the RC211V were making speeds in excess of 330 KM/Hr.

The FIM, who were the governing body of Motorcycle racing, had decided that it would get more dangerous for riders after the sad demise of Japanese Rider, Daijro Kato at Suzuka. So, the FIM redesigned the rules to put a limit of the CC Capacity to 800CC. This meant that the bikes were a little slower, but they were lighter than their 990CC Siblings. Thus, they carried more Speeds into the corners, thus, setting faster lap times. Honda's challenger for 2007 was the RC212V. This bike had an 800 CC V4; Honda was more focused on the handling and stability aspects of the Bike. They made the bike smaller than the 211V and were slower than its competitors.

2007, Chaos in Winning



Nicky Hayden testing the bike in
Sepang, Malaysia.

The 2007 season marked the downfall of the RC212V'S Hype as it was usually outpaced by the speed of the Ducati and the Cornering ability of the Yamaha. HRC's chief, Satoru Horiike claimed that the Development team back in Japan had made a mistake in the R&D Of the bike. Dani Pedrosa challenged Casey Stoner for the title. However, their previous Champion, Nicky Hayden, had completely fallen out of contention immediately as the bike never fit his riding style. Other privateer team riders felt the bike was lacking many parts which were built in a limited manner by HRC.

2008, Few Changes=Minute results



Hayden and Pedrosa aboard
The 2008 bike

The 2008 season saw a newly Revised bike, as Honda went back to their under tail exhaust system and smaller rear tire fender compared to 2007. This season also saw changes to the engine as a Pneumatic Valve system was tested in place of the dual overhead camshaft (DOHC) setup. In this setup, the valves were opened and closed using Pressurized Nitrogen. This season saw many rider changes after it as Honda specifically chose which private team got factory spec machines and who didn't. Marco Melandri was quoted saying, "In the past few tests I've seen a big progression with Pedrosa's bike, but we're still waiting for new parts from Honda". Nicky Hayden felt the team was favouring Pedrosa more as they saw more potential in him than they did with Nicky. Hayden Eventually, signed with rivals Ducati for the 2009 season.

2009, Goals Are Met



2009 RC212V, as ridden by

Dani Pedrosa

2009 brought a change of faces with Italian Andrea Dovizioso came in to replace the departing Nicky Hayden. The bike had gotten better this season as Honda started to take more pole positions and race wins with the 212V than they did in the past 2 seasons. This season also saw a change of Mechanical parts as a new pair of Öhlins suspension was tested in place of the older Showa suspension. They ended the season in 2nd position behind rivals Yamaha.

2010, Better Results



The 2010 season was a repeat of 2009 with increased power and a Higher redline for the engine (19,000 RPM, to be exact) and the bike was lower in height in order to achieve a lower centre of gravity. For 2010, the factory team riders are Pedrosa and Dovizioso, and the satellite team riders are Hiroshi Aoyama, Randy de Puniet, Melandri and Marco Simoncelli. All riders are using Öhlins suspension components this year. The electronic systems were given an update to meet the thirst of the engine. Also, Honda hired Andre Zugna and Cristian Battaglia, formerly Yamaha race engineers, and Carlo Luzzi, formerly Jorge Lorenzo's telemetry technician at Yamaha.

2011, Champions after 5 years, But another casualty on a Honda



2011 RC212V, Pictured
Father and his team
After his tragic passing

with Marco Simoncelli's
mechanic
away in Sepang, Malaysia

The 2011 season saw a new rider aboard the RC212V in the form of Casey Stoner. However, He did not replace anyone as Dovizioso still had a contract with Honda till the end of 2011. So, the Factory Team, Repsol Honda fielded 3 riders as their official riders. New changes were made to the transmission as a new "Seamless Transmission" concept was used in order to prevent torque being cut during gearshifts.

This move was a Masterstroke as Honda regained the title with Casey stoner winning the rider's title after 4 years of waiting after his maiden title with Ducati. Honda won its constructor's title after a gap of 5 years. However, it came at a Cost. On race day at Sepang, Malaysia, Italian and Honda-Gresini rider Marco Simoncelli suffered fatal crashes to his head after crashing into fellow countryman Valentino Rossi's Ducati and Colin Edward's Tech3 Yamaha. He was immediately taken to the hospital and eventually died of his injuries. At the final race in Valencia, His #58 San Carlo-Gresini-Honda was ridden by his long-time friend and American racing legend, Kevin Schwantz for a lap of honour commemorating his racing stint in MotoGP. This season also marked the end of the RC212V's lifespan as it was to make way for the RC213V which was to contest from 2012 onwards and would go on to set Records and Break existing records with Spaniard Marc Marquez onboard it from 2013.

Some Statistics:-

Race Starts: - 89

Race Wins: - 24

Titles (Constructor):- 1 (2011)

Titles (Rider):- 1 (Casey Stoner)

Preceded By: - RC211V

Succeeded By: - RC213V