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Isle of Man
4th August 2015

MotoE Championship – Round 1 at the Nurburgring.

Finally we were able to begin our 2015 eBike series with MotoE and what a fantastic venue to kick this off – Nurburgring! Here in his own words our rider Fozzy gives us his experience:



The 'out of scope' excursion the Southern 100 last month was welcome prelude to the impending MotoE championships..Its been a long wait but it had finally arrived...

With the sad demise of Hotrax some of the MotoE championship rounds lost a host and the series promoter faced a massive task at the eleventh hour to replace the rounds that were originally to be run with with them. The first round originally scheduled to be run at Schleiz with the IDM championships was also lost due to issues again with the host. Happily the MotoE promoter was able to reschedule a round at the Nurburgring, split over the weekend with a GT car race on the historic Nordschleife and the Dortmunder Motorsport club using the GP circuit.. complicated but guess what? We still get to race motorbikes! :)

This year we're riding the Zongshen DC motor prototype (as a satellite team) with support from Zongshen themselves. Unfortunately it's not the fire-breathing AC motor bike as that is staying in China this year on demo duty being the world championship winning machine from last year.



After Sticker-ing up the bike with our own sponsor's decals we were ready to roll for the guided sighting laps. These were guided (marshal car in front and behind) as there had been GT cars racing all day on the circuit and it was very dirty and the circuit weren't comfortable letting us out at full speed without it being swept first so we had guided sighting laps due to the amount of time it takes to sweep the full circuit. the fact that the circuit we were using was only half of the circuit we'd



be racing on Sunday didn't seem to compute with the organisers but we were at least able to shake-down and test the bikes.

Sunday's race day was a hot day and we were sharing the venue with The Dortmunder Motorsport Club who were running a 'tag' endurance race and a few lightweight club races which gave us plenty of time to recharge the bikes between the first 'sprint' race and the second longer race.



Qualifying in the morning on the full 5.2km GP circuit was a short session and I put the little Zongshen number three bike on the front row in third place, fastest of the three Zongshen bikes racing this weekend! A surprise to me... (and the rest of the Zongshen team I think) I noticed that the pick-up of the motor was slow but had good 'top-end' speed so I asked for shorter gearing and 'Eddie' (not his real name I think) the Chinese team's crew chief suspected a 'reluctant' controller so he changed it for one

from the spare bike. And I was confident of a good result in the first race.

I fluffed the start but managed to get away right on the tail of the other two Zongshen bikes. The University of Nottingham 'ground up' prototype shot off like a stabbed rat, piloted by Daley 'Daisy' Matheson, a newcomer to MotoE and probable legend-in-the-making followed closely by Mark Miller on the Vercarmoto Yamaha R6 based prototype. It was apparent immediately that the changes we made didn't have a positive effect and I watched helplessly as all the other bikes pulled away from me. Unfortunately the incredibly engineered prototypes from Vercarmoto and University of Nottingham had mechanical issues on the first lap and had to retire leaving the three Zongshen bikes to duke it out for the podium slots. I took some ridiculous risks to reel in the other two which worked initially and helped massively by the soft sticky Continental slicks but the performance of the number three bike was clearly 'going off' and I had to settle for the bottom step as I watched the battle for the lead develop. The race sheets from race one showed my lap times a rather chunky 4 seconds off my qualifying times but the number one Zongshen bike 4 seconds faster than it's qualifying time, curious, very curious.

I fed back the information on wattage and temperature for each motor during the race and suggested a few changes to mitigate for the apparent deficit. Eddie took the decision to check the carbon brushes on the right hand motor (from my feedback) and change some of them for new ones. Ready for race two!





There was a vast improvement in the performance and I got away slightly ahead of the other two Zongshens but frustratingly watched as they both out accelerated me into the first turn. The improved performance meant that I could stay with the other two Zongshen bikes as the much faster Nottingham prototype disappeared into the distance. We diced hard for the P2 for two laps with proper multi-line attacks from all three riders using as much of the fabulous Nururgring GP curves and inclines as we

could and a little more. Later I checked my times and those early laps were on a par with my qualifying times, however as the race developed my right hand motor began to heat up and loose wattage and the upper battery pack began to overheat. I had to slow slightly to manage the temperature differential and hope that the longer race would give me chance to reel in the others if they overdid their energy use. Unfortunately (for me!) both riders professionally managed there energy consumption and were able to maintain their podium positions.

I'm spectacularly happy with how the bike handles (based on a GP 250) and only a little frustrated with my management of the challenges of electric racing but we did get on the podium and we did get to taste the champagne! And I'm head over heels in love with the Nurburgring

Bring on round 2 in Anglesey! (15th and 16th Aug 2015)



Photo credit to Darvill Racing

Words by the team at Darvill Racing

Thank you to our Sponsors and Darvill Devils Supporters club with a special thanks to Phil and John at Insight 2 Value.

Yours Sincerely,

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