



Parkgate House
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Isle of Man
19th August 2015

MotoE Championship – Round 2 Anglesey.

Fresh off the back of our podium at Nurbergring we set off for the western coast of Wales; Anglesey was our destination and the weather was horrendous...

It seems that all roads, actually in all directions were being drowned by the torrential rain and as we headed west it seemed that we were going to have to put on a brave face and lots of waterproof clothing. However as we came within fifty miles of the circuit the clouds broke, the tarmac became dry and our spirits lifted. Maybe this wasn't going to be so bad after all!



Fozzy has again put finger to keyboard providing us with his experience:

I watched bemused from the banking as rain was forced down the back of my navy cagoule by a bracing wind, So this is, 'camping'...My Mum was sitting where the orange and floral blue frame tent used to be with blood pouring from an open wound on her finger and Dad was hanging in the air from the corner of the same frame tent as it whipped and thrashed him about in the wind like terrier with a rabbit. It sounded different when they explained it to me when the family holiday was explained. Before we set off in the Cortina Estate with the hot black vinyl seats Anglesey sounded to me, the seven year old me at least, like a paradise of sand and sea, rubber dinghies and barnstormer kites.



Anglesey hasn't changed very much, not as much as I'd expected it to in 35 years but its closer to that paradise now because now it has a race track! Perched on a hill in that bracing wind watching the sea as it taunts it from the beaches below. It's not the windblown desolation you'd expect in that location either, it nice, really nice ...a smooth tarmac paddock, pit garages, club and national layout's, 'facilities' and camping but this time, anchored to that Welsh rock with sandbags and water



weights, this time it's a 'team name adorned' race awning not a '70s frame tent.. :)

It's time to go racing again;



The Team racing had arrived during the day on Friday and set the team awning up next to our partners for this MotoE series, 'Zongshen racing' from China. We're using their 'number three' satellite bike and as such enjoy their extremely efficient services in prepping and making changes to the bike. (if not the performance of the factory bikes). The weather was perfect and the North Glos' club welcomed us into their midst with enthusiasm. The format for this weekend was more familiar than the Nurburgring set-up; a morning warm-up had me as fastest Chinese bike

followed by an afternoon qualifying session. which ended with me as second fastest Chinese bike, 4th overall as the Number 1 bike of Chun Kay Kwok (real name!) found 4 seconds after morning warm up to take 3rd spot, Chris Purdie on the Sietta Agni with the inimitable Daley 'Daisy' Matheson taking top honours, as he would all weekend on the University of Nottingham's high powered monster.

I'd asked for changes before qualifying that improved my lap times, they were pretty conservative so for the first race on Sunday I asked for even lower gearing and another click of rebound damping to calm the slightly wallowy feel in the middle of the long corners. I didn't want to overdo the suspension changes as the soft rear Continental slick was starting to wear out and it may have been covering an issue I couldn't feel as the grip reduced. I had to make it last the weekend which unfortunately means we're at a disadvantage to those on an 'unlimited' tyre contract from Michelin! High corner speeds and worn out tyres can be a recipe for disaster but I was getting massive confidence from these tyres, the warnings were gradual and progressive giving me plenty of time to rescue any slides...

Race 1, the morning 'sprint race' was superb. Zongshen had made the changes I'd asked for and the bike felt good. Despite the gearing changes it was still a slow get away for me and I got balked behind the fast starting Graeme Smith on the Brammo street bike, with a six speed gearbox and sit-up handlebars it's a pretty wide old bus to get around and Graeme was holding the fast line, It wasn't until the fast back straight that I managed to slipstream Graeme and squeeze past into the uphill hairpin. A lap of extremely 'spirited riding' had me find the limit of the wearing Conti's and I hooked onto the back of a 3 bike battle for third, me and the other two Zongshen bikes We diced heavily for 3 laps, I knocked nearly 4 seconds off my qualifying time, but as my lack of power began to overcome the gains made by the magic adrenaline kick, the tyres joined in and although I was able to stay in front of the number 6 Zongshen piloted by Nelson Choi I had to watch as Chun Kay Kwok seemed to find his groove and chase down the second place bike ridden by Chris Purdie..



I was over the moon that I was able to mix it with the other guys for a few laps if a little frustrated that I didn't have the performance to join the scrap for second...





Race 2, the second longer race was my chance to manage my available power and perhaps use the more frugal set-up to enable my race-long pace to be higher and perhaps out-fox the others if they got distracted in another battle. It's usual to turn the performance down for the longer race to prevent over-keen riders forgetting the need to conserve power for a longer race but I asked Zongsen to leave the performance the same and let me try to manage the output for the long game. This request was either ignored or lost in translation as it was immediately clear as we left the line that my performance was much reduced from race one. not only that but in an effort to ensure the Agni bike was pushed off the podium the performance of the tiny number 6 bike with half the weight and only one motor (to the other's two) was turned right up which had the unwanted effect of burning the motor out, gifting me a position but preventing me from fighting for that 2nd or 3rd podium spot. Frustrating to say the least!

The next race is Cadwell, familiar territory for me but no camping stories :) Let's see if I can 'influence' some changes in my favour, a podium is possible with the right motor management but with the return from injury of last year's championship winner, Ho Chi Fung I'm not sure where we might stand in the overall Zongshen plan. Hopefully I'll have my boy Bobby with me again he's very motivating to have around and I always feel better when he's with me!

Bring on round 3 at Cadwell (12th and 13th Sept 2015)

- Photo credit to The Man Shed
- 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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