



Parkgate House  
Victoria Road  
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Isle of Man  
16<sup>th</sup> September 2015

**To finish first, first you have to finish... In which this round was one of attrition!**

Round 3 of the European MotoE Championship saw the teams heading to Cadwell Park deep in the Lincolnshire countryside. A technical track of two halves favoured by riders from BSB to club level.



The journey from our base on the Isle of Man was always going to be a long one (with Cadwell located across the country) however with the sun shining as we left Douglas bay early on Friday morning and with the wagon loaded to the rooftop the 'Isle of Man' contingent watched the Island shrink away into the distance with spirits high. Practice and qualifying were to begin on Saturday and with our 'pitch' in the paddock already marked out we took a leisurely drive across the English countryside.

We arrived on site early in the afternoon and set about erecting the awning and putting 'stamp' on the paddock. We had a lovely spot on the hard standing just up from the Scrutineering Bay and with power being supplied by Cummins Power for the weekend (for charging purposes) we set about preparing for the 1<sup>st</sup> session at 08:50 the following morning. After a briefing with the Zongshen team to discuss setup parameters we had agreed to prepare the organisers Brammo Empulse R (having had experience with the brand we were happy to oblige).



Chi Fung Ho was back in the paddock and as current champion he was keen to stamp his authority on the 2015 series however he is riding the development Moto3 chassis, single motor prototype so a little down on power. Qualification was held on a drying track with both Zongshen riders struggling with the technical sections placing us in 3<sup>rd</sup> behind the more powerful Agni and Notts Uni bikes. Cracking work by the whole team and with all our prep for race day done it was time to kick back and enjoy the prize

giving in the clubhouse.

Overnight the temperature plummeted and we awoke somewhat 'refreshed' but expectant and with an early warm up session we set to our duties. The warm up session was a short one limited to 8





minutes and joining us would be the Ducati Desmo class. And as the riders departed the holding area we set about to record lap times and look to see what changes may be required ahead of the first race. Unfortunately as our rider passed us on the way to complete his first lap red flags began to appear and all the bikes were ushered into the pits (Desmos) and startline (eBikes) we realised that one of the Zongshen riders was missing! It transpired that Chi Fung had collided with series leader and co-rider Chun Kay Kwok also collecting a Desmo Ducati rider in the process!!! The session was then cancelled and we all returned to paddock to find out what had transpired?

Chun Kay was taken to hospital and returned later in the day but with a broken collarbone and rib he was now ruled out of the meeting and possibly the championship, what a shame however once Chun's bike had been repaired it allowed Chi Fung to jump into the seat of the faster bike.

#### Race One:

The first race was a 4 lap 'sprint' designed to allow the teams to turn up the power and give it 100% for the four laps of the 2.2mile circuit. The race started to form with Daley (UoN) out in front closely followed by Chi and Agni with our man in forth. This status quo remained in place until lap 3 when Daley suddenly stopped pushing Chi into 1<sup>st</sup> place and moving us all up the leader board.... We are now in a podium position, bring it home Fozz! This didn't last long as Chi lost the front end pushing too hard into the Gooseneck, we are now in second.... Fantastic and with his 'sensible' head on Fozzy 'brought her home' what a superb result.

#### Race Two:

The second race was a 9 lap 'endurance' event where the aim is to manage your available power in order to make it to the finish but in the quickest possible time. With Chun a non-starter and another competitor deciding to skip the warm up formation lap to conserve energy the riders set off. We were notified that the chap who had planned to skip the warm up lap (Max Symmonds) had taken a tumble and broken his collarbone in the previous 600cc race and now a nonstarter this reduced the competition, all the better for us. Off the line we settled into forth with the faster Zongshen bike, UoN's machine and Agni powered bike scurrying away. Within a few minutes the news came through that UoN's bike had stopped and we were up into 3<sup>rd</sup> place, we eventually saw Daley making his way back to the paddock, a





real shame for the University team as their bike is leagues ahead of everyone else with regards to power however no one got hurt and they will live to race another day.

It was an uneventful race with Fozzy sticking to his lines and conserving energy and having a lonely time of it in 3<sup>rd</sup> however a podium is a podium and our second of the weekend!!!!

Unbeknownst to us with Chun Kway and Daley not able to secure any finishes this promotes us to the top of the leader board and now leading the championship with Chun in second. We go into the Penultimate round with a healthy lead and all to play for.

The final round is being held at Portimao and with 3 races this could go 'down to the wire' and with funds extremely tight we are actively looking to secure the funding for the final round.



Fozzy has spent a quiet moment (if there is such a thing in our lives) and put finger to keyboard.... Here are his thoughts on the weekend:

*Ok, so no camping stories, but I do have an overriding echo of a memory in my crash addled brain where after having set up an awning on the side of my old Mercedes bus in fine dry weather I was woken in the night by strong wind and rain as the awning lifted and whorled off down the Cadwell Park paddock at 3am in the morning replete with my under-pant clad form hanging from the frame. I'm starting to wonder why, after all these years I still enjoy camping. I almost never do it properly. :)*

*The echo of the memory persisted as we woke on Saturday morning before practice, lots of rain and a little wind, Cadwell Park is nothing if not consistent in its meteorological offerings. We were to be hosted by the newly invigorated Derby Phoenix club which has lost nothing of its friendly welcoming atmosphere but also gained the ruthless efficiency of Dave and Bernadette Stewart who I'm always glad to see at the helm.*



*The wet conditions got me all excited as although I don't particularly like racing in wet conditions (who does?) I do seem to go well in the wet and wet conditions go a long way to level off any performance discrepancies with the faster bike and once you're mounted and on track riding in the wet really isn't so bad and more recently my wet riding confidence has had a massive boost from the remarkable Continental Race Attack tyres that I'm really getting on well with so much so that I was the only*



MotoE bike that elected to go out for the morning warm up at 9am! There's nothing quite like having a racetrack to yourself **\*\*grins\*\*** I had a jolly nice ride round and re-familiarised myself with the Cadwell layout which I know quite well having ridden here so often.

Afternoon qualifying was dry and sunny and went very well, I was several seconds faster than my team mates and I think going out for the tentative wet warm up in the morning enabled me to go out with full confidence in the afternoon dry conditions. Unfortunately for my team mates one of the reasons I was so much faster is that the returning rider Ho Chi Fung took a bit of a risk early on in the session and wiped out his team mate Chun kay Kwok who crashed heavily along with one of the Ducatis we were out with and broke his collarbone and rib putting him out of action for a couple of weeks at least. The bike wasn't too heavily damaged and the Zongshen team swarmed around the bike and it was repaired in no time flat.

For the first 'sprint' race for which conditions were perfect I was instructed to occupy grid position 4 despite qualifying in 2nd the

previous day which was slightly confusing? However with only 5 bikes on the grid and my bike being by far the slowest away it didn't really matter where I started from the end result would be the same. I would be the last into the first corner, I set about making up what I could in the corners. I shadowed the Brammo for the first lap and narrowly missed running into Max Simmons as he accidentally 'chinned' the emergency stop and then looked ahead to see if I could gain any time on Ho Chi Fung as he rode the second factory Zongshen that had recently been vacated by Chun Kay Kwok, that didn't look like it was likely as although I was running with the little satellite Zongshen 'turned up' a little bit it still wasn't a match for the factory bike who was pulling a mighty lead early on that didn't last long though, as I entered Coppice I saw the tell-tale scrape lines from the gel-coat fairing that indicated Ho Chi Fung had slid off as he tipped in for Charlie's 'in'. I accepted the place with good

grace and got my head down to try and catch the Agni bike which was performing very well! As the race developed and the gaps between us began to grow I noticed the Nottingham bike with Daley Matheson on board stationary at the side of the track on Park Straight. This elevated me to second place and the Agni which was now beyond reach to first place I started to gain on the Agni as he reduced his pace to improve his chances of finishing. A smart move from a very accomplished young rider who increased his pace again as he saw me gaining ground...





*The second longer 'endurance' race was less eventful, we lost Daley with a bike issue on the warm up lap and Ho Chi Fung stayed mounted this time to chase down and pass the Agni bike for the well-deserved win. I had to watch again as both the Agni and Zongshen factory bike gained over half a lap on me to battle for the lead leaving me to mop up the final place for third,.*



*With all the various crashes and machine issues this weekend my consistency and the reliability of the lower performance*

*Zongshen remarkably sees me leave Cadwell this weekend leading the championship by 10 points!!! An unexpected treat for sure but you do have to be 'in it to win it' as they say and without the commitment of Darvill Racing's Alex Aitchison and Insight 2 Value as sponsors we wouldn't be able to capitalise on these small victories.*

Round 4 at Pembrey (26th and 27th Sept 2015)

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- 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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