



Parkgate House
Victoria Road
Castletown
Isle of Man
12th October 2015

We did it - 3rd Place in the 2015 European MotoE Championship!

WOW..... Where to start? It's been a phenomenal season and I am so very proud to be able to say that we finished on the podium in 3rd place in the Championship (with only 2 points between us and 2nd place)!



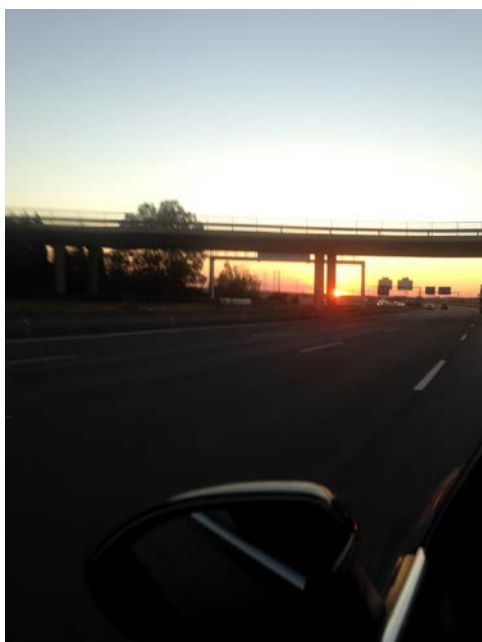
Chris 'Fozzy' Foster has been hammering the keyboard, here are his thoughts on the last two rounds:

The final Portimao round of the MotoE championship was so close to the last round (Round 4) at Pembrey I hardly had time to draw breath let alone write up the Pembrey race. Luckily for us it was a fairly uneventful if enjoyable race meeting. We continued to be confused by the huge difference in performance of the two equally spec'd Zongshen bikes and as such finished only where we could given the performance of the other bikes on the grid; 4th and 4th.

We'd decided between us, The Boss and I that it was more likely for us to be able to make the final round at Portimao if we pooled our limited remaining resources (and budget) and drove down to the Algarve circuit. This would have been a good idea if we'd had a couple more days either side to do it. As it stood though we both had working commitments and had to drive down in one hit as well as return in one long non-stop run too. We've made better decisions! 29hrs straight in each direction is a long long way to drive, I feel like the car has become part of me. As road trips go that was one of the longest I've done!

We arrived in time for lunch on the Friday test day and took the opportunity to get a few exploratory laps in. Portimao is my new favourite circuit; The gradients, blind brows and long opening radius curves are a complete racer's joy and there's so many lines to choose from it makes for great racing. The lack of performance on was still evident and taking us through into Saturday qualifying and the afternoon sprint race (5th place) we were starting to come up with a few ideas. I'd picked up a second time improvement with a couple of suspension setting changes, and another couple fitting a brand new set of sumptuous Conti medium slicks, the last front was 8 races old but still not finished





with! We were still a few seconds adrift which just wasn't right, we were gaining ground in the heavy breaking and long corners but losing out on the gradients and straights which make up most of the circuit.

We spent the evening scratching our chins and working out what we could do. We decided that as we had entered into an agreement to ride this satellite bike and Zongshen had done all they could to address the difference that it was time to take matters into our own hands. We downloaded the control software for the controllers on this DC powered bike and investigated the controller settings. Sure enough we spotted a few obvious settings that would immediately coax a little more torque from the little Agni Saietta motors without sacrificing any reliability. We noticed that the commutators in both motors (the round copper bit that runs on the carbon brushes) were rough and dirty and needed cleaning up, the long straights and regular gradient changes were taking their toll on the hardware. This coupled with a gearing change based on optimal motor speeds would theoretically redress the deficit.

I slept badly running through all the possible combinations of the following day. I was in second place in the championship The Zongshen rider Chun Kay Kwok was fit enough to ride following his shoulder injury and was riding well. In order to maintain second place I needed to beat him in both the remaining races which seemed a tall order given the performance of the bike in the Saturday race. We'd made these changes and were confident it would improve the performance but had no idea if it would cause the motors to get hot or 'over current' burning the brushes which we've seen from both the other Zongshen bikes this season when they turned them up too far. We squeezed out in an early warm up to quickly check if what we'd done had worked but were only allowed one flying lap, performance was definitely up as I took over 4 seconds off my previous best lap time (equalling Chun Kay Kwok's best time) but we still didn't know if the changes would be reliable; Motor, battery and controller temp's were all below what we'd been seeing all weekend so it looked encouraging at least! :)

In the first race of Sunday it was immediately obvious that the changes were spot on and we all got away together and I stayed with both the other Zongshen bikes as usual but after the second lap instead of watching them both pull away from me I began to gap them... I kept the pace up for another lap and glanced back a few times to check they were still tripping each other up...for the final lap, as I had no hope of catching the other faster bikes, I decided to knock the pace off a bit and protect the motors and remaining available voltage, I kept an eye on Chun Kay Kwok as he began to reel me in and in the last few corners upped my pace back up...I hadn't banked on him knocking a further second off his best lap time and we crossed the line through the chequered flag in a photo finish!



It's difficult to put into words what this season has meant to us but none of it could have been done without the support of our sponsors whom we cannot thank enough:



- Guy and Jean at Held Rider Equipment
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- Photo credit to Darvill Racing & Kerry Rawson Photography
- Words by the team at Darvill Racing

Yours Sincerely,



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Team Principal



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