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Alex Gault Racing: Mid Term Report

Since **Round one** at Brands Hatch things have gone down hill fast as you might remember **Round 2** at Thruxton was a nightmare.

Round 3 and another catastrophe on the only track in this championship that Alex had raced at before, he never qualified for the race. An engine blow-up early in the second qualifying session meant that his time from the first session (which had been conducted in worse weather conditions) stood; it was not good enough to make the 36 strong grid from the 53 entries.

Round 4 held the next weekend at Oulton Park was, I think, a turning point. We knew the situation with the Malaguti and had spent a lot of money on our own data acquisition system and were starting to understand the bike. With it being a wet race we were again hopeful of a good result. Unfortunately Alex crashed out on lap 6, absolutely destroying the bike in the process.

Round 5 was held in Southern Ireland at Mondello Park, and again disaster as a crash on lap three saw the bike destroyed again. Now this is hard to explain but when you are

racing a bike that is not fast in a strait line; the only place you can make up time is going round corners, if you push too hard round the corners you crash. (Alex has crashed out at every round of this championship so far; thanks to Vemar Helmets, M-tech leathers, W2 Boots and a great deal of luck, this has been without injury).

With no spares available from Malaguti it has been almost impossible to carry on. However we are not quitters and we manage, it just makes it much more difficult, takes more time and money than it should. Under these conditions I think Alex's poor performance so far, is quite understandable. Due to riding under instructions in Q1 and an engine component failure in Q2 he just made the last row of the grid, if I remember correctly in 42nd position from 46 starters. Again under instruction to finish the race; he finished in 21st position. **To tell you the truth I had lost the plot, the start of this season has been so disappointing for us & expensive for me, he was told if he crashed or the engine blew up, it would be his last race on the Malaguti.**

With a three week break till round 6 we managed to put a lot of things right, getting time

to have the first proper test sessions on the bike and hopefully getting Alex some confidence in it. I think it worked; at **Round 6** we had our best round of the championship so far, we completed every session, Alex improved his times in every session, had his best start position on the grid & came home 15th in the race. Looking at the big picture I am very pleased with this result (it could have been better, the wrong set up saw him lose two places in the last few laps. My fault again but my

Young Alex is taking lots of rough with not too much smooth as bad fortune dogs the team in 2005

learning curve is vertical this year) Keep in mind this is the most competitive year of this championship so far I have been told at this round alone the top 12 riders broke the old lap record. Alex's own time of 1.29.983 was almost 5 seconds faster than he has ever gone

round this track.

Round 7 Knockhill; Believe it or not Alex has never raced on

this circuit before having only had a few sessions round there on a rest day back in March, so we did not know what to expect. Again the Malaguti behaved impeccably, Alex completed every session, getting faster each session at one point sitting in provisional



P2 he eventually ended up on 14th position on the grid with less than a second separating P2 from P16 on the grid, Pole went to Kevin Coghlan who was in a class of his own, taking the win in the race and setting a new lap record in the process. On our part we were very hopeful of a good result. In morning "Warm up" Alex had set the third fastest time at 55.3 seconds, a time which would have put him on P5 of the grid. In the race from his fourteenth start position by the end of the opening lap he was in twelfth passing another two riders along Brabham and into Clark. Sitting in 8th as Alex followed Rob Guiver and Chris Weston into the Taylor hairpin the two ran wide and Alex saw his chance to get a few more

places. He cut inside but hit a bump just as the power kicked in; a vicious high side saw Alex crash out of the race and all our hopes were dashed. I guess that is why we are addicted to racing, gigantic highs and enormous lows separated by seconds. Despite the obvious disappointment we must take out of this what we can; regardless of the result this was Alex's best performances in this championship to-date and we'll try to build on this at the next round at Snetterton.

You can get the latest news from Alex's web site at www.minimotoracer.com and you can also contact the team through it, if you can spare a few bob to keep him racing.

Alex Gault Racing.