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The 65th Macau Grand Prix

INSIDE



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This year was probably one of the worst for road racing, with several accidents at the big internationals robbing us of some of our finest road racers. Furthermore, some of the Macau regulars have been involved in accidents and sustained serious injuries leaving them on a long road to recovery – we're talking about Steve Mercer and Ivan Lintin.

Glenn Irwin, Ian Hutchinson, James Hillier and Michael Dunlop have made no secret that they are done with Macau. Only time will tell if they ever return. So, all in all, nearly 10 of the regular Macau Grand Prix competitors will be missing this year.

But looking at the future of the Grand Prix, a new generation will appear. Don't get me wrong here, but looking at the ages of Michael Rutter, John McGuinness and Horst Saiger one has to ask how much longer these riders can assure the overall quality of the grid. Especially with these three riders – they could be and probably will still be as fast as most of the youngsters.

Unfortunately, we will miss another group of riders for an entirely different reason. There is a saying about being a man. Either you do something that only men are stupid enough to do – for instance, racing on roads - or you decide to take on responsibilities and become a father.

Conor Cummins, Dean Harrison, James Coward and Dan Cooper are all expecting the birth of a child during close to the event and therefore decided to give 2018 a miss.

Reflecting upon the entry rejects it was an expected move by the organisers to invite and accept more newcomers than ever.

Let's hope they will bring along the quality that everyone hopes for – or the Macau Motorcycle Grand Prix won't be a prestigious one anymore.

Thus, our rider profiles take on a different hue this year – splitting Senior, Apprentice and Junior classes rather than manufacturer entries. And, of course, we are well aware of the question why some of the riders don't make it into the magazine. It's not that we don't want to – we are limited in space as every single page costs a fortune. In addition, we don't know much about them and still believe that you have to earn a mention!

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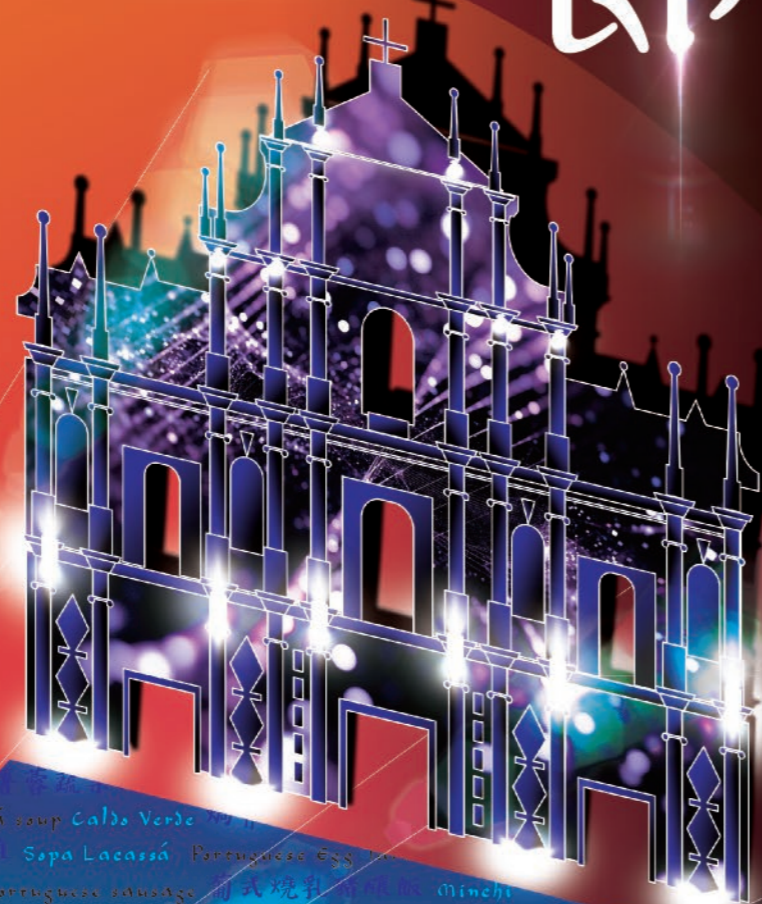
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2018
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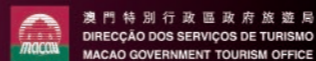
Viagem no Tempo em Macau

Time Travel in Macao



- Assad soup Caldo Verde
- 潮州 Sopa Lacassá Portuguese Egg
- Crusted portuguese sausage 葡式燒乳豬腩片 Minchi
- 葡撻 Chauriço Assado Curry crab Seamed meat combination with kidney
- Portuguese style sautéed clams Amêijoas à Bulhão Pato 葡式炒蜆
- Sweet potato cake 葡式焗薯餅 Casquinha de camarão recheada
- 燒馬介休 Amalhoada de porco Stuffed roast pig with rice
- 燒葡國臘腸 Plate of clams
- 葡式咖喱蟹紅豆豬手 Caril de lagosta e Grilos
- Golden or Macanese eatfish Galinha Dourada 免治雞
- stuffed crab shell 鮮蝦濃湯 Duzalhou assado
- 蝦蟹蓋 Carol de camarão African chicken
- Assad de Nana 甘香薯糕 Cocanuz
- 洋糕 Galinha Africana Baked chicken
- Minchi Feijoado 西洋炒粉
- 葡國雞 Behim de Lei
- Arroz doce
- Arroz doce

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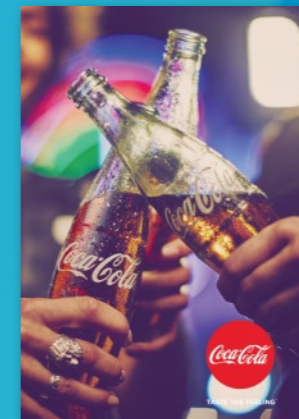
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Bad Year on the Road



BAD YEAR ON THE ROADS

A SPECIAL YEAR

NOT JUST AN ANNIVERSARY



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RIDER INTRODUCTION



PETER HICKMAN

SLIPSTREAMING



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BAD YEAR on the ROADS



"I'm not returning . . . it's too dangerous" - and with those words 2017 Macau Grand Prix winner Glenn Irwin opted out of this year's Macau Motorcycle Grand Prix event. A pity but not unexpected given the tragic end to last year's race which was red flagged after the tragic crash of Daniel Hegarty. Glenn's not a road racer per se and the steely resolve required to compete in Macau just 12 months after Dan's death just wasn't in him. Besides, he had nothing to prove.

It must be conceded that it's been a bad year on the roads but Macau really isn't a road race: a dangerous street circuit, yes, but not a true road circuit. A track that needs to be respected at every twist and turn? Absolutely. There are no run-off areas on the Guia Circuit, no gravel traps and no escape - just Armcos and foam padding. You take your chances at your own peril. It's best handled by dedicated road racers but as Glenn showed, given the right bike a 'short tracker' can win in Macau.

"I think we're allowed to feel emotional and even angry in a sense - it doesn't mean you want road racing banned or that you don't love the sport, but it leaves you questioning a lot of things."

Glenn was emotionally distraught at the end of last year's race. Perhaps he underestimated the dangers of racing in Macau. Conversely, the seasoned road racers that make up most of the grid reflected upon a fallen fellow rider. Saddened by the loss but fully understanding the risks, they rallied. Firstly, to support Glenn but quietly and professionally going about the business of picking up the pieces so that the tragedy of the day did not

overshadow the big picture...road racing and the Macau Grand Prix carry big risks and a high price to pay should you get it wrong.

Dan's crash followed a bad 12 months for road racing riders in general. Every year, we see heroes of the sport 'fall', either losing their lives or suffering horrific injuries that are either career ending or require long periods of rehabilitation. Even before the bikes were fired up for the first practice session of the 2017 Macau Grand Prix, two big names were already missing from the rider line up.



Ian Hutchison and John McGuiness were both missing in action having respectively been laid up due to incidents at the Isle of Man TT and NorthWest 200. In Ian's case, it resulted in another broken leg and although not as serious as his other mishaps it was not something any of us wanted to see happen to the 'Bingly Bullet', who has suffered horrific leg injuries throughout his career. If you're not aware of it, Ian actually shifts gears with his right foot, so badly damaged is his fused left ankle that it's impossible to shift with it on the bike.

In John's case, it was 'a stuck throttle' that saw him part ways with the bike at the 2017 NorthWest. John sustained career threatening injuries that day that would keep him out of racing until the 2018 Isle of Man TT Classic in August. Many suggested that he should retire and was lucky to be alive but John returns to Macau this year, a rejuvenated racer.

"I just want to be out there with the rest of the guys again, going as fast as we can and putting on a good show for the fans" he said prior to his return.

Not all riders have been so 'lucky'.

Twelve months ago, Daniel Hegarty paid the ultimate price on the Guia Circuit track. Heading down from Hairpin and entering Fishermen's Bend, Dan was pushing too hard, mis-judged the breaking zone and was tragically propelled into the Armco. On that day two other riders (Sheils and Cooper) who had become unwitting spectators due to bike failures witnessed firsthand the dangers involved with racing at Macau, ducking for cover as the bike hurtled towards them.

Almost immediately an eerie silence fell over the pit lane as everyone there realised that the incident was most likely a fatal one. Initially, only a few images flashed up on the TV screens, leaving people a little confused as to the identity of the rider involved. It soon became apparent, however, that the track had claimed Hegarty.

There is nothing to be said when hardened racers return to a pit lane in silence, some of them in tears and distraught at the scenes they had witnessed that day. Some criticised the decision of the Race Committee to file the riders past the scene under red flag conditions. We are not too sure, however, how else they could have ushered riders back to their positions in Macau, but perhaps they didn't need to.



It's not the IOM TT, but the riders are certainly able, under direction, to ride in the reverse direction on the course. Following a tragic accident at the Isle of Man this year involving a course car heading to the scene of the Dan Kneen accident, this will no longer remain just an option. We understand that new measures will be put into place for the Macau event, which involves the use of holding areas for bikes and screens to shield any crash scene from riders and prying eyes.

Having spoken directly with riders who were with Steve Mercer when he was struck by the course car that day, they "will never ride backwards on a circuit ever again", they say: not only did they witness the carnage that had unfolded but were still instructed to keep riding 'backwards' to the pit . . . something they declined to do. Not much has been published of late about Steve, his recovery and the accident, but we understand that legal action on behalf of Steve has allegedly been lodged.

Everyone who knew Dan Kneen liked him. The affable Manx Man and Onchan local was a crowd favourite and in career best form. Dan had posted his fastest ever lap around the Isle of Man TT course earlier in the week although in the end even local knowledge wasn't enough to render him safe passage around the 60.73km circuit. During a qualifying practice session at this year's event, Dan lost control of his Tyco BMW at the Churchtown section of the circuit and was declared dead at the scene. As a result, Kneen became the 147th competitor to die on the Mountain Course during an Isle of Man TT meeting.

Dan was joined by Michael Dunlop in the Tyco team for the 2018 TT - his ultimate undoing?



Riders are a competitive bunch and Michael is one of the best around. Perhaps Dan was simply pushing too hard when he lost control of his BMW.

Whatever the cause of his untimely passing was, followed by the unfortunate safety car incident involving Steve Mercer, it left a scar on the paddock which is still raw. We heard graphic accounts of the events of that day, but we simply choose to remember a fallen fellow rider.

Racing fans around the world were in a state of disbelief when it was reported that much loved road racer William Dunlop had died in a crash during practice for the Skerries 100 in County Dublin.





FOUR
OF A
KIND



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The older brother of TT legend Michael, the 32-year old was another big name that paid the ultimate price this year; William's father Robert was lost to an accident during practice for the North West 200 in 2008, while his uncle - 26-time TT winner Joey Dunlop - died in 2000 when he crashed in wet conditions racing in Estonia.

Dunlop's death shocked the close-knit racing community, coming a little more than a month after missing this year's Isle of Man TT to be with his partner, Janine, who was suffering complications with her pregnancy. It is heartbreakingly ironic that he was considering full retirement from the sport in the days leading up to the Skerries event. They were expecting their second child in September, leaving Glenn Irwin to express on social media what many of his co-riders felt:

"Extremely saddened to hear of William's passing today. A true gent and true talent. So humble that I'm sure he didn't even realise how good he was. Was an honour to race with you."

By all accounts 26-year old Yorkshireman James Cowton was hugely respected, too, by his fellow competitors. Unassuming, easygoing and affable, he had a unique talent for road racing, and was an up-and-coming star to watch. Cowton won his maiden international road race at the 2018 NorthWest 200, flying the colours of Northern Irish outfit McAdoo Racing in the second Supertwin race.

He had also won three races at the Southern 100 in previous years, culminating with a victory at the 2018 Supersport Race at the Cookstown 100, but yet again in a dark period in road racing tragedy struck during a four-rider incident heading into Stadium Bend at the 2018 Southern 100. Just six days after William's tragic passing, James lost his life.

"Sometimes you ask, is it worth it and at the moment I'm just trying to take everything in."

Ivan Lintin, another Macau regular and popular Isle of Man competitor was also caught up in the incident and left fighting for his life after the crash. Thankfully, Ivan is recovering but he will be another high profile competitor missing from this year's Macau event.

All in all, it's unquestionably been a bad year on the roads but perhaps the speeds, due to technology, have now outgrown at least the Irish tracks. Safety now needs to be considered like never before.

Let's hope that this year's Macau Motorcycle GP is safe and incident free.

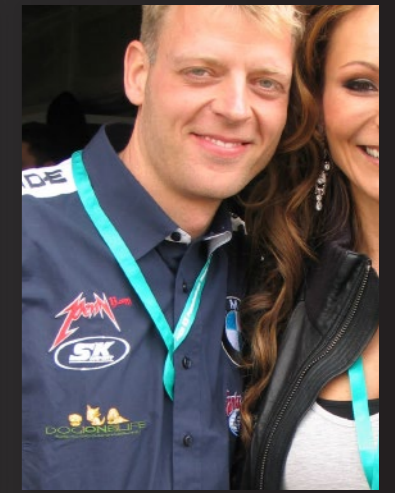


A SPECIAL YEAR - NOT JUST AN ANNIVERSARY

For our publication and our business 2018 was a very special year, and it will be a great pleasure to welcome home one of our best friends.

Faye Ho was introduced to this special motorcycle race back in 2006. Which was when I received a phone call with an invitation to lunch whilst working on bikes at the Zhuhai circuit. Two days later, I met this gorgeous woman in a Chinese restaurant in Hotel Lisboa.

Faye always liked the Macau GP and often visited the paddock, never having felt the vibe and buzz of the cars.



Faye loves the sport and the people behind it. And has unfailingly been an excellent co-host of our legendary parties by the MGM pool or Vista, and, of course, the Lions Bar – for some of the riders and mechanics an unforgettable experience!

We accordingly invited Faye to various race events, where she met another legend in Malaysia – the Doctor himself – Valentino Rossi.



Personal reasons then took her to faraway London thus it was probably meant to be when a particular person asked me for her phone number – I hope I'll never regret giving it.

So, this year it's her homecoming – Faye, we've missed you and are glad you're back to make this anniversary a very special one for all of us, yourself included. With Michael at your side plus a special bike in a special livery, we hope it's the homecoming you always wanted.

Faye loves her specials – she loves the buzz – and we love her.



Welcome home, beautiful!



So, she asked me whether she could sponsor my motorcycling racing team. Having just arrived a few months prior in Macau to set up a new business and promote the team and riders in order to find sponsorships for them, this was a great - and welcome - coincidence. Thus, that year Faye sponsored Stephen Thompson and Michael Weynand.

From there onwards, a very special friendship developed and she continued to support us with further sponsorships for track stars Stuart Easton, Gary Johnson, Cameron Donald, Keith Amor and Rico Penzkofer.





Peter is currently the fastest road racer in the world and it's hard to explain how he does it. But we have our very own version to explain it here - undoubtedly raising an eyebrow here and there but here goes.

Talking about sheer speed, talent and ability he is once again the man to beat this year. And given the absence of 2017 winner Glenn Irwin the odds are probably the highest that he will win this year's edition, putting his name into the record books of Macau. He's had an awesome year - making it into the title showdown of the BSB for the second time as a privateer and winning the TT in style like never seen before.

picture by Darren Marlowe - Octane Photography

PETER HICKMAN



When you watch and talk to Peter he is probably the easiest-going fella of the whole paddock and, indeed a very special character. He reminds us a lot of Stuart Easton but just more extrovert. He is determined, like no other in the road racing world. But speaking of sheer talent and ability he is even better than Michael Rutter in his prime. He is simply incredibly fast on short circuits, road circuits and even in endurance racing. Let's make it clear – he is probably the most talented overall rider to date.

If he can win again this year – he surely can – it only depends upon how good Jessopp gels with the Ducati.



MICHAEL RUTTER

No introduction necessary for this man – nor is there anything that hasn't been said or published somewhere. So let's take a different track . . .

Of course he is the record winner in Macau – he knows every single scratch on the armcos or FURCHE in the tarmac. He is usually fastest out of the box and takes a very analytical approach. But we have seen little changes in Michael in recent years. He was always a humble guy but we know how much he struggled to get it all together. Due to his age it wasn't easy to find the teams and support in order to make it an easy and relaxing life as a professional rider. He had to work hard and align with individuals that weren't that easygoing but he needed them in order to make it all click.

But, then, as in most of our lives, things change with a certain woman coming along. And this one is a very special story I can't really tell here. But he did it all right and hopefully he doesn't mess it up. Watching Michael this year in BSB and on the roads it was a pleasure to see him even though it was probably the toughest part of it all. With the opportunities he now has and finally seeing he is in the middle of the transformation – from a simply hired and paid rider to a future team owner and manager, and considering his age – we say it's about time.

picture by Darren Marlowe - Citane Photography



I don't see any other rider that we've worked with in road racing except John McGuinness who has the ability to make it from a world class rider to a world class team manager and team owner. Trust me – he will.

So what do we expect from him in Macau this year? Of course, a podium is the minimum aim that he has; he surely wants to win but I doubt that he will take that little extra risk. He is smart and knows that he doesn't need to prove anything to anyone. He simply enjoys his racing and he loves the buzz of Macau. Taking into consideration that he has a so-called MotoGP replica – it's surely a great bike to ride and probably one of the best looking in the paddock – even his talent and ability can't make this bike run away from Hickman.

But we love to have a look and hearing the sound of it and we love to finally welcome back our very special friend – gorgeous Faye. We will probably see Michael smiling more than ever.



The Legend lives on – and he’s back. Following a long recovery, the longest in his career, some might question why he is coming back. What does he have to prove? Some might think it’s money – trust me, there is no money to be earned in Macau. John always said he loves Macau and if there was a season of just TT and Macau races that would be fine by him!

And John is one of those characters who doesn’t want to walk away just like that – not on a low. He wants to decide by himself when it’s time to hang up the helmet and leathers, not be forced out.

We’ve spent a lot of time talking to John over the years and have always respected him - not for his superb achievements but for his character and honesty. John has always been the real deal. Straightforward deals – you pay for what you get. And if you treat him with respect he gives you all the love and respect you need to run a successful racing team.

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HAPPY HOUR FROM 5PM TO 8PM

When Birdy mentioned last year he wanted to bring two bikes to Macau we always wondered who to put on it – who was either good enough to win or great to get along with. There aren't many. I actually thought of only Rutter, McGuinness and Jessopp. Rutter would probably have taken the ride if things had worked out prior to the season. Jessopp got the ride and can probably win it.

But McGuinness without a ride was the perfect solution. He worked for many years with PBM and was always successful. And it was the PBM team that John won the Macau GP with back in 2001 and achieved most of his podium finishes. So, it's almost like a lost family member returning.

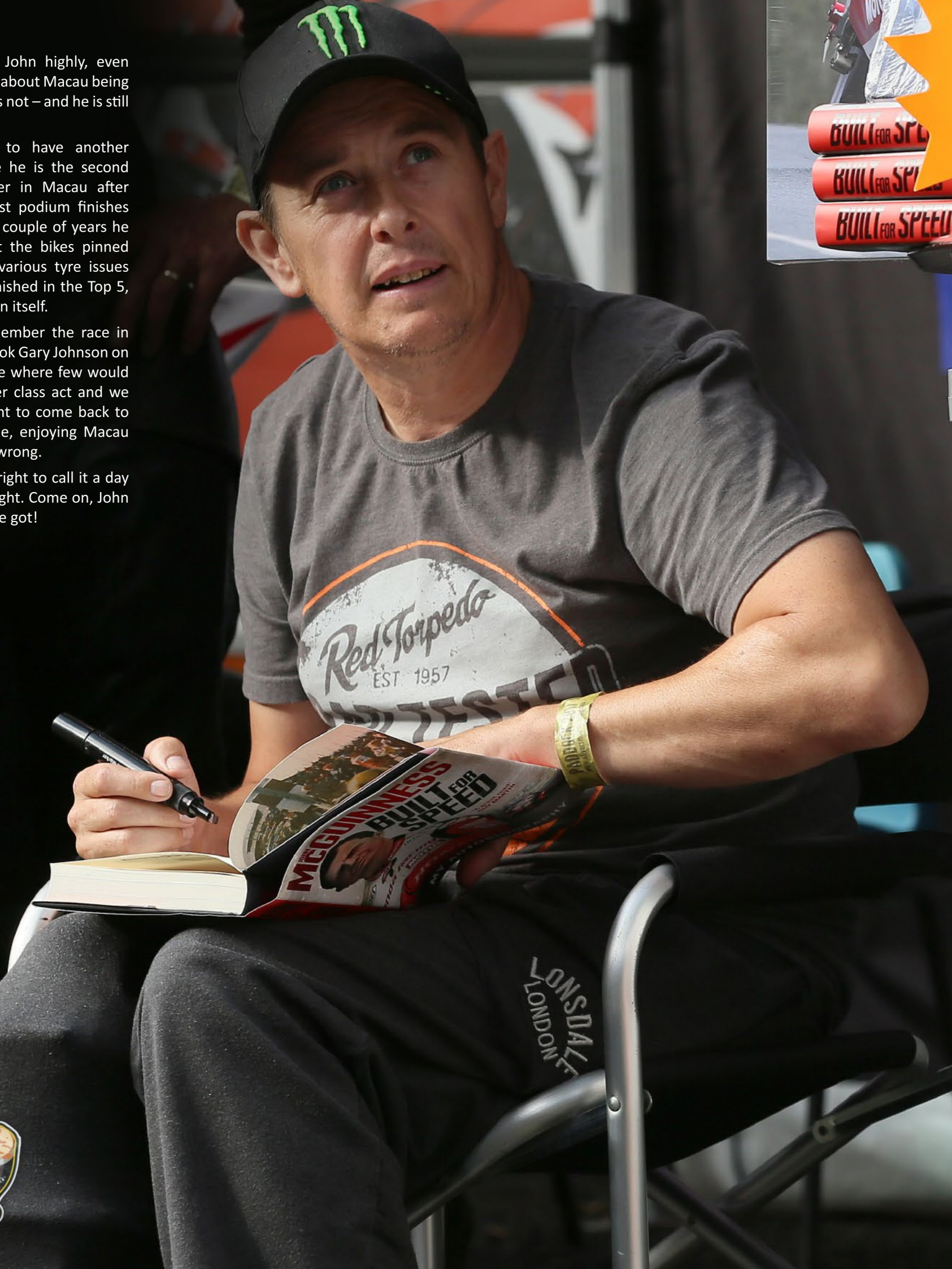


We've always rated John highly, even though he joked a lot about Macau being a holiday race. But it's not – and he is still a racer.

He always wanted to have another podium and to date he is the second most successful rider in Macau after Rutter, with the most podium finishes here. Yes, in the last couple of years he has struggled to get the bikes pinned over the race with various tyre issues but he has always finished in the Top 5, which is remarkable in itself.

And we love to remember the race in 2015 when he overtook Gary Johnson on the outside in a place where few would dare – he is a master class act and we expect the old McPint to come back to Macau, enjoy his ride, enjoying Macau and prove everyone wrong.

Yes, it should be his right to call it a day when he thinks it's right. Come on, John - show us what you've got!

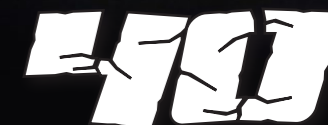




MARTIN JESSOPP

picture by Macau Grand Prix Committee

Various podium finishes in Macau aren't coming along without a reason. And Martin has constantly improved his riding and approach to the roads. He won his first international this year – at the North West. And some consistent Top 7 finishes at the TT are a great accomplishment, too, and show his quality.



But the race he always wanted to win is Macau.

He thought he could challenge Hickman and Irwin last year but he struggled so much with the electronics. Originally he planned to take along his regular BSB bike with the strongest engine available and give it all to win the race. But with the abandoned seat of Irwin in the PBM team there were a few phone calls and whatsapp messages to do and a deal was in place.

Martin's team is surely the best privateer team that road racing has ever produced. The determination and quality of each of his team members is amazing. But it all costs a king's ransom.

Having the offer to ride one of Paul Bird's bikes is like getting offered a GP ride. There is no arguing that the best team in the Macau paddock has and always will be the PBM Motorsport team. The bikes are incredibly well prepared, the team is the most professional in the UK, and we all know Birdy wants to win Macau otherwise he wouldn't come.

So for Jessopp it's probably the best chance ever to win the Macau Grand Prix – sitting on the fastest bike, working with the most experienced and best crew and having access to anything he needs to win. In the end it all comes down to making it click with the bike. Practice time is limited as was the testing time before. But if it all goes smoothly - the team knows how to set up the bike – it's also up to Martin how fast he can find the confidence in himself and the bike to make it all work. We believe in this formula and therefore we put our money on him this year.



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FIRST
LOOK



DUCATI
PANIGALE
V4R

When Ducati unveiled its first-ever V4 superbike – the Panigale V4 Stradale – many people questioned why it arrived with an 1103cc, an engine that is illegal in the World Superbike class.

Ducati reiterated over and over that the V4 was designed for street riding – hence the Stradale name that translates to Road – and didn't worry about homologation for World SBK.

This immediately poised speculation of the release of a smaller V4 Panigale that would meet World SBK's V-engine cap of 1000cc.

That bike was released last week during Ducati's typical Sunday-night premier at EICMA Milan Motorcycle Show. Meet the Ducati Panigale V4 R – a machine we can't wait to ride.

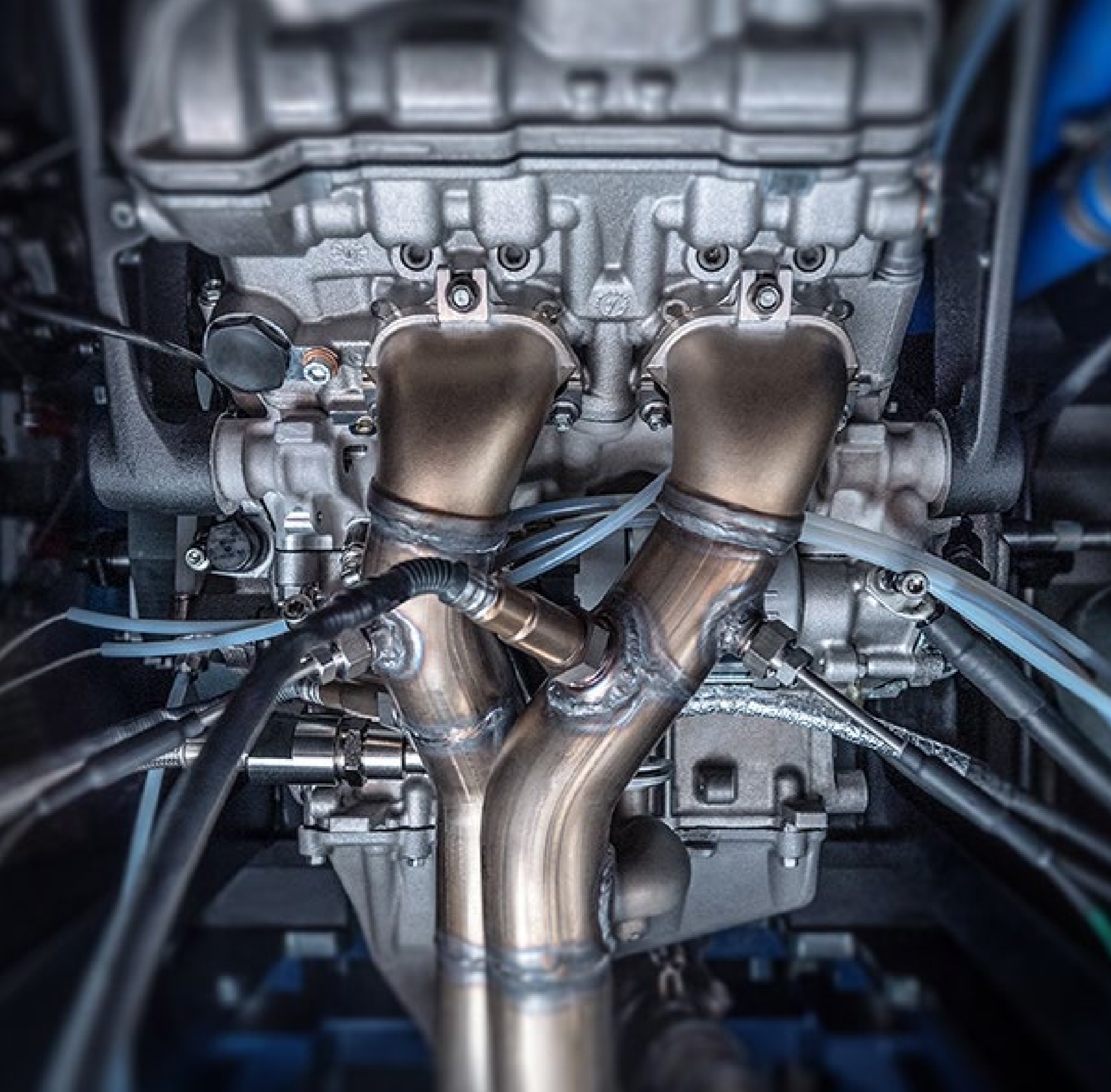
Fast facts about the all-new Ducati Panigale V4 R:

1. In its most basic form, the Panigale V4 R is a V4S with a 998cc Desmosedici engine that now is legal for World Superbike. Ducati confirms the bike will be used in the 2019 World SBK Championship with riders Chaz Davies and Alvaro Bautista, who arrives from the MotoGP class.

2. The race-ready engine produces 221 horsepower at 15,250 rpm, and 82 ft/lbs of torque at 11,500 rpm. When equipped with a Ducati Performance exhaust supplied by Akrapovic, the engine makes an incredible 234 horsepower at 15,500 rpm.

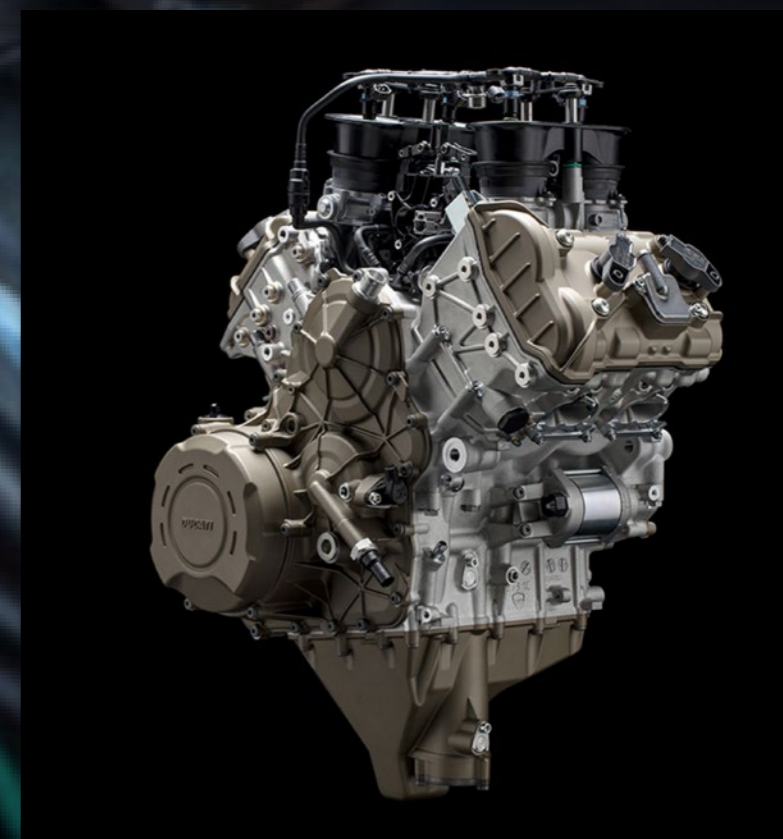
3. Like the V4 Stradale, the 90-degree engine's cylinders are banked 42 degrees from the horizontal. The V4 R's engine has 14:1 compression ratio with a rev-limited or 16,000 rpm (16,500 in sixth gear), and has a counter-rotating crankshaft.





Engine

- 221 HP @ 15,250 RPM (16,500 RPM limiter)
- 81×48.4mm bore and stroke
- Titanium conrods (-100g each)
- New crank, 1.1kg lighter
- Forged pistons
- New camshaft
- Bigger inlet valves and ducts
- Bigger throttle bodies (+4mm) and dedicated trumpets
- New oil pump & lighter rotor
- Valve service @ 15,000 miles



What's really rude though is that if you whip the Euro4 compliant exhaust off, replace it with a full system and remove some road-going bits like mirrors and number plate hangers, it'll make 234 HP and weigh just 165KG. That's 1.42hp per kg.



The other highlights of the new Ducati Panigale V4 R's engine are:

- Forged steel crankshaft with reduced stroke
- Molded aluminum pistons with single compression ring plus oil ring
- Titanium con rods
- Titanium intake valves
- Oval throttle bodies (Ø 56 mm equivalent) and aerodynamic throttle openings
- Dedicated variable-height air intake horns
- Exhaust manifolds of optimized length
- Cylinder heads with larger intake ducts
- High-permeability Sprintfilter P08 air filter



5. We typically get into the chassis and suspension here, but let's first discuss the bodywork that is based off the Ducati MotoGP GP16 prototype and its carbon-fiber wings. The bodywork arrives directly from Ducati Corse racing efforts, including the aerodynamic windscreen (0.6 inches higher and wider), nose fairing and side fairing, along with special air vents to assist in cooling efforts. As for the wings, Ducati says that they "augment stability at all times, reducing electronic control intervention and boosting rider confidence, helping him keep the throttle open longer and brake later going into the bends."

6. Compared to the V4 Stradale's frame, the V4 R's monocoque frame that uses is lighter and stiffer for racing. The single-sided aluminum rear swingarm's pivot can now be adjusted four positions (2mm apart).

2019 Ducati Panigale V4 R top profile 7. The Ducati Panigale V4 R's suspensions is optimized for serious track riding, and features mechanical Öhlins suspension over the Stradale's electronic semi-active suspension. The highlights of the suspension include:



- Pressurized Öhlins NPX 25-30 fork with manual adjustment
- Öhlins TTX36 shock absorber with manual adjustment
- Öhlins steering damper with manual adjustment

8. Braking duties up front are handled by the Brembo Stylema monobloc calipers that squeeze 330mm discs. Out back, a Brembo two-piston caliper squeezes a 220mm disc. Bosch cornering ABS is standard.



9. The Ducati Panigale V4 R rolls on black Marchesini forged aluminum wheels wrapped in Pirelli Diablo Supercrosa SP tires (120/70 front; 200/60 rear).

10. The Ducati Panigale V4 R arrives with all of the latest in Ducati electronics where are possible due to a six-axis Bosch inertial measurement unit (IMU). The electronics – all adjustable via a dial on the left control – include:

- Bosch Cornering ABS EVO (three levels)
- Ducati Traction Control EVO (DTC) EVO (seven levels)
- Ducati Slide Control (DSC) (two levels)
- Ducati Wheelie Control EVO (DWC) EVO (seven levels)
- Ducati Power Launch (DPL)
- Ducati Quick Shift up/down EVO (DQS) EVO
- Engine Brake Control EVO (EBC) EVO



The Panigale V4 R arrives with new riding modes:

- Race Riding Model (full 221 horsepower with electronics set for race conditions)
- Sport (221 horsepower with more electronic intervention)
- Street (221 horsepower, even more electronic intervention)

12. The Panigale V4 R arrives with the same 5" full TFT color display instrumentation borrowed from the V4 Stradale. The only tweaks are some graphic changes, revised to appeal to racing.

13. A pit limiter debuts on the Panigale V4 R. Once switched on by a button, on the right controller, it will limit the pit-lane speed to a range within 25-50 mph.



14. Other electronics typical of Ducati include Ducati Multimedia System (hooks to phone via bluetooth); Ducat Lap Timer GPS (automatically tracks laps at any track); and Ducati Data Analyzer + GPS (saves data from all sessions).

The Ducati Panigale V4 R also arrives with:

- 4.2-gallon aluminum gas tank
- Single-seat configuration
- Full LED Headlight with Daytime Riding Lights
- Lithium-ion batter
- Carbon-fiber mudguards
- Aluminum mirror-hole covers and plate holder removal kit





Gary was and still is a highly rated road racer even though he's had some difficult times. He stayed on with Lee Hardy this year and has had some decent results in the internationals. Last year, in Macau, he saw his bike for the first time there – no testing and, of course, it would have been foolish to expect a podium result. But his pace wasn't bad at all. In knowing the bike now and knowing his desire for another podium finish here he will surely be fast and a safe bet for a Top 6 finish.

His recent interview in one of the UK publications surprised us – on the other hand, this lad always was very confident in himself. He calls it a race for second; with Hickman going straight for the win, he only expects himself, Jessopp and Rutter to race for 2nd . . .

“I think the battle is going to be for second, and it's going to be a big one between a few of us,” he said. “Peter's got to be the favourite. He's coming in off the Senior TT win and has been riding in BSB pretty much week in, week out. He's on form at the moment and he's going to be very hard to beat.”

“I think if Michael can get it working for him he'll be battling all the way,” he continued. “It's an incredible piece of kit and I'm looking forward to seeing what he can do with it. I'm also sure Martin Jessopp is going to be strong on the Be Wiser Ducati so he's going to be up there, too.”

GARY JOHNSON





"I feel like I'm in a strong position because I'm with the same team again, and we just need a bit more time on the bike. I can see it being a fierce fight at the front with the four of us, but if Peter gets away it could end up being the race for second."

Buddy – I know you won't like reading this – you forgot that John McGuinness is on the same Ducati as Jessopp and is still a master act. Remember, it was him overtaking you on the outside in the downhill section where usually no overtaking is possible . . . and what about some of the other riders like Sheils and Webb – both mounted with strong BMWs and now with lots of track knowledge and the desire to make an impact. So, we will list a couple more riders in the following pages to remind you . . .

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Horst Saiger has moved on to another chapter of his life – becoming a father and leaving the green factory to change bikes for the blue big bang Yamahas. Becoming a dad usually turns things all the way around but having known the Austrian for a long time he had turned things around in his life already before becoming a father. So, let us explain.

Being on a Yamaha - a great bike on short circuits but no result in any road race - he surprised a lot of people with the move. For more than a decade he had never raced anything but a Kawasaki. But it did not move him any further. We even call him a cat – as he walked away a couple of times from huge crashes where he tried to prove that he can challenge the Senior class in road racing.

Always running as a small privateer and challenged by the pursuit of securing sponsorship, he found that there is a way of actually earning money much easier. He realised that by relying on prize money and appearance fees from teams and organisers wouldn't take him anywhere. So he set up his own merchandise, promotes himself heavily via social media and invites huge fan groups to follow him from race event to race event, even offering clients to be part of his team – all of which funds a living. And a very decent one, too, he makes out of these fees. Wherever he appears it's like a celebrity followed by a tremendous entourage: not always to the pleasure of teams or organisers in terms of issuing paddock passes, it must be said. But it's the publicity (maybe just in Austria and Liechtenstein!) that convinces the organisers to do that all for him.

At certain races he drives that to the maximum such as the North West, TT Isle of Man, Terlicko and Macau; and with the revenues generated with all this team travel, merchandising and DVD sales he can survive for the rest of the year.

He is a great poser but running half a travel agency, travel guide, crew chief, mechanics, data boy and rider won't bring out the best in a racer. We understand where you are coming from, Horst, and as you are not an evergreen anymore we fully support your way of being a professional road racer - you were always among the best of them from Europe since entering that stage around 10 years ago. That said, you might need to be aware that there is a great danger running at the front at the sort of speed the front runner put up there. It requires one job only – being a rider only. You're a family man now so please don't take it to the limit anymore . . .

Good luck, buddy . . . a decent Top 8 finish



HORST SAIGER





Derek Sheils is a bit of an underdog. Wherever he races he surprises. Looking at the Irish roads he is one of the most successful in recent years. With various Wild Cards in the IRRC he showed his speed, especially in Horice at the beginning of the year. A lot of people expected more from him at the TT but it was absolutely not his fault to not score there. A fault in the electronic suspension and the lack of data for Dunlop tires didn't allow him to show his true speed.

But when we recall the Macau practice sessions from last year he was among the Top 5 in every single one. The Burrows Engineering Suzuki he rode last year was a well-handling bike – just a little down on power and worn out, not allowing him to show the same pace in the race, from which he retired within just 3 laps.

Anyway, he's back – after requesting a break in order to find out whether he is still keen on racing roads. Various incidents this year made him re-evaluate his position and found him still with a desire to race and enjoy the roads. He got mounted with a newly built superbike by the Penz squad and had a decent run in Frohburg just a couple of weeks ago, beaten only by his teammate Danny Webb.



DEREK SHEILS



We are fully confident that if he can find a way to set up the bike on Dunlop tires he can then chase the Senior Class in front of him and we wouldn't be surprised if he actually knocks on the door for a podium. But there are several factors that need to gel. Good luck, buddy – waving the Irish Flag high for the RoadHouse, Duffy's, The Penz squad – and, of course, for his personal pride!



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We call him the clown – he calls himself the roofer from East Germany. According to him he is the poorest road racer with a small garage gang around him fighting the factory teams in the IRR. He is a funny bloke and this is what you read in the German media – something he doesn't spread other than to certain people in his garage gang.

We all love Didier – not for the jokes he tells on the out lap after the races and surely not for his strange warm-up lap procedures where he mostly pulls wheelies and waves to the crowd...it's a different approach in doing a warm-up. And we surely don't love him for the stupid glasses he wears on the grid and ridiculous hats he dons – we love him for his honesty and hardworking mentality. He is the fastest road racer from the European continent and apart from the TT he has impressed with great results in all the races. He won the IRR four times, beating former GP riders like Lonbois and LeGrelle fair and square.

It's his eighth appearance in Macau if we are correct, and every year his target is a top 10 finish. He has done it once but since then has struggled with his mindset in Macau – wanting it too much sometimes. Didier, if you take it easy it will come and it's a good year . . . and not because some riders are missing. We believe it's your year as you have grown tremendously as a rider and a character this season. Racing and challenging Webb at every single IRR has lifted your own speed and ability to the next level. And we hope you've fixed your 6.2 engine because that would make things a little easier down the long straights...if not...then look for the slipstream.



DIDIER GRAMS





Danny Webb probably made the biggest step in his career this year. The former Moto3 and 125cc world championship rider found a second career in road racing to perform a clean sweep in the International Road Racing Championship (IRRC).

Some might argue it's not the TT Isle of Man or the North West 200 - but if you are an INSIDER then you won't compare these races at all as they are all of a different type. Apart from Frohburg all the IRRC tracks have been new to him and yet he put lap records on the scoreboard in Imatra, Terlicko, Horice and Frohburg. He has totally changed his riding style and according to the latest interviews he gave in various publications has found himself in a much better place, being a much better rider and a happy man - with his love Rhianne constantly by his side . . .

We've seen many riders impressing on their first appearance on roads - at tremendous speed - but Danny has always been different. He humbly says he isn't very bright but he takes the challenges in road racing in a very clever way - even surprising his own team on how he approaches each track and session on it. He takes his time in qualifying - sets his pace comfortably with what he has in terms of bike setup - then he comes and tells his mechanics what he needs in order to catch the pacesetters.

DANNY WEBB





When he gets it – he doesn't take it to the edge yet – he sets his mind first upon evaluating the risks but knowing that his ability in riding motorcycles can give him the speed to top up. And secretly, when you ask him after qualifying what he thinks of the race he says: "Don't worry, mate, I'll win that race. I know where I am faster and can take the race and set a new lap record."

But hold on, here – feel free to do the same procedure in Macau whilst learning from the Senior Class as it's not your turn yet. We're pretty sure that you'll have the speed to comfortably enter the Top 6 but this would be an awesome result already. But knowing the Weapon – he is up for something there . . . mounted with his favorite bike, having his love around and in the best spirit he has ever been . . . he might even surprise himself.

But take it easy - the Penz squad has made big plans for you in 2019!



To all those who think ordinary is an opportunity missed,
Who seize the day with both hands.
And take the night somewhere it will never forget.

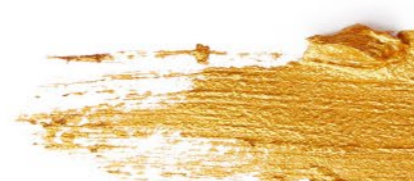
For those who see life as an adventure and
seek inspiration wherever they travel.
Who feed their imagination and devour the new.

For those who believe art belongs on the dance floor,
just as much as any gallery wall.

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A WINNING COMBINATION

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Unveiling Ceremony of Penz13 BMW Motorrad by MGM China
and Special Olympics Macau



MGM Macau has been involved in the annual Macau Motorcycle Grand Prix since 2008. Up to 2013, various star riders such as Rico Penzkofer, Mark Miller, Michael Rutter, Gary Johnson, Bruce Anstey and Jeremy Toy wore helmets featuring the MGM Macau and the Lions Bar logo on it.

This partnership was based upon a commercial value as the annual Macau GP Champions Party was brought to MGM Macau in return.

With the closure of the nightclub MGM shifted its core and together with SK Support a new partnership was created – based purely upon Corporate Social Responsibility (CSR).



seen on various occasions in the Macau Motorcycle Grand Prix. All of these bike designs have been featured with German Motorcycle Manufacturer BMW Motorrad run by Penz13.

Surely, everyone remembers their first appearance with Michael Rutter, Dan Kruger and Gary Johnson in 2014 – the same year they won the prestigious team trophy.

Since 2014, SK Support has been involved with a very meaningful project incorporating Macau Business SK Events as well as the Association of Macau Business Readers. Together, they organise the world's biggest conference for people with intellectual disabilities.

MGM Macau came on board as a host for one of these Conference days in tandem with various keynote speakers and workshop sessions - plus a very special art workshop. In these workshops the intellectually disabled paint numerous colourful canvases in oils and acrylics but also design helmets, leather suits and bike designs



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**WHEEL
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Motorcycle and Car designs

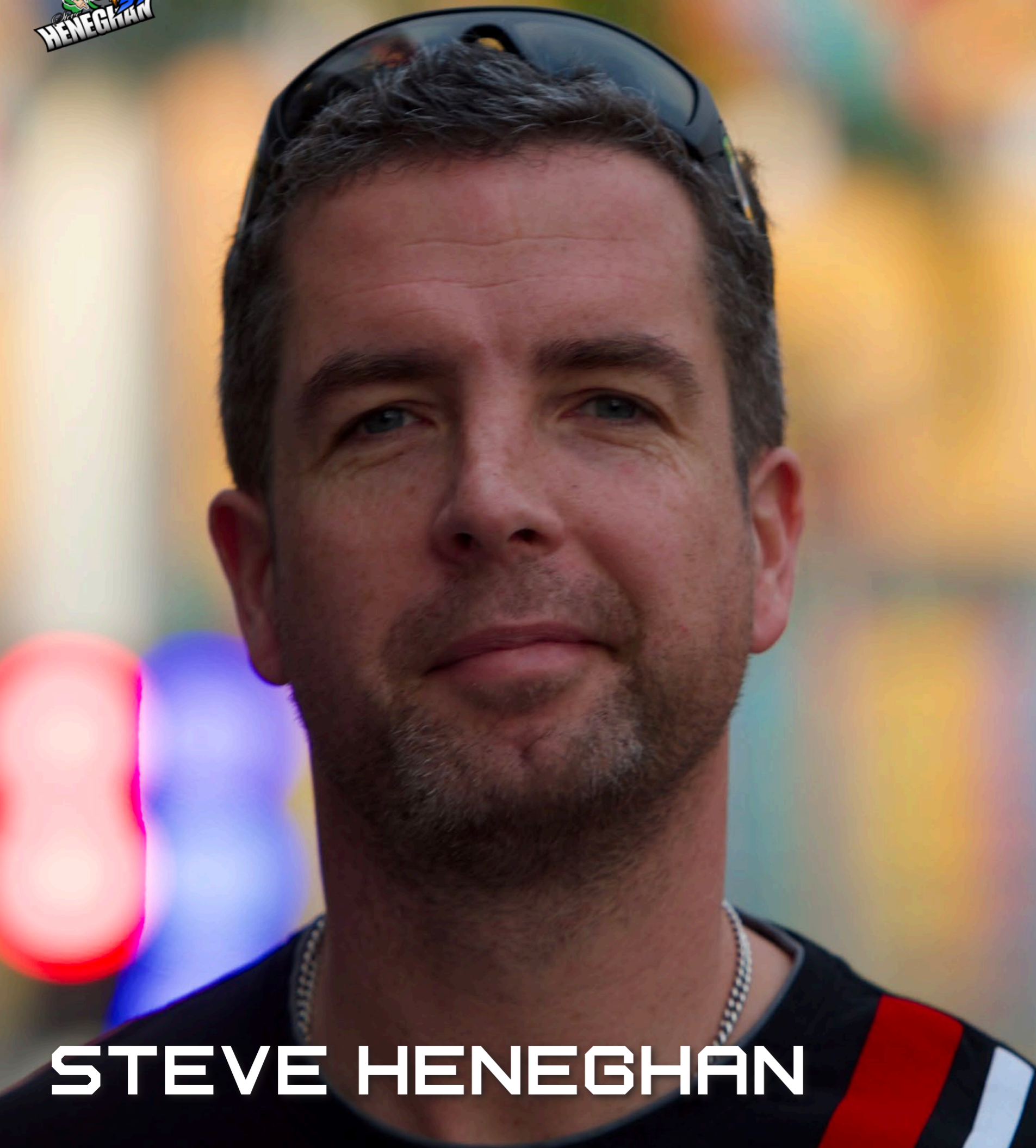


At this year's Conference the art workshop once again had at its core the creation of a very special bike, helmet and leathers design. The combination of all submitted artworks of the intellectually disabled have been assembled and reproduced in Danny Webb's BMW Motorrad, his Psi leathers and Xlite helmet. This year's design is truly remarkable, reflecting once again MGM Macau's commitment to society, and demonstrating how CSR and Macau's most important sporting event can co-operate to the benefit of the community.

These artworks have been revealed at this year's Macau Grand Prix Road Show, and we can't wait to see them on track together with the other very special bikes of Peter Hickman, Michael Rutter and Derek Sheils – all carrying the MGM Macau logo on their livery.

Thanks, MGM Macau for making this happen – you have made this Grand Prix a truly remarkable one for those with intellectual disabilities as more than 60 will be our guests at this year's event, visiting riders and teams in the paddock and taking photos with their bikes, helmets and leathers, while watching the practice sessions and racing from the Grand Stand later on.





STEVE HENEGHAN

Steve Heneghan actually should be among the Seniors taking his number of appearances in Macau. But he is a very different rider and personality. He didn't choose to be a rider by profession – but he is a true professional when it comes to business in road racing and motorcycle racing generally. Running a big company – he claims it's a small business! – Reactive Parts has become one of the biggest retailers for motorcycle racing parts in the UK after market.



We hardly see him on the race track, and when you hear from him on social media he is probably sitting on an airplane going to meet another potential customer or supplier or even sitting in his very own airplane enjoying another flight. No, it's not a private jet – he's not that rich yet – but a smaller propeller airplane he got a license for that seems to suit a small medium enterprise.

What do we love about Steve? Talking to him during the TT every year – where he has appeared as a spectator or sponsor in recent years – he always talks enthusiastically about racing in Macau where we sometimes wonder if he gets a confirmation to race there even before winners like Rutter or Hickman!

He reckons that with the speed he has done on his fastest lap the year before he could have finished in the Top 10 . . . and with the latest bike he's built he will surely be a potential Top 6. But being realistic and looking at the timesheets – comparing them year to year – it takes a little faster times to do that.

He is a great rider but an even better businessman. Every year, he specifically builds a new bike for Macau, just finishing it a couple of weeks before it goes into a crate for the Asian encounter – with hardly enough test mileage racked up to be released on the street circuit in Asia. The bikes are usually equipped with the best parts that money can buy. They always look immaculate and some of the best looking bikes in the garages.

He also looks good on them. Clean leathers, perfectly gelled hair and the front cover smile on his face. Go for it, Steve . . . but I doubt your bike will be as beautiful as your garage mate's – who has a bike which probably takes triple your annual budget bike build.

But maybe it will still work out with a Top 10 finish. We all wish for that but if it doesn't happen don't feel sad. You still made it to another Macau Grand Prix.





picture by Darren Marlowe

David Johnson is a bit of a dark horse in Macau. His speed is unquestionable and he is always a top 5 rider wherever he appears, whether at the Isle of Man TT, the North West 200 or the Ulster Grand Prix.

It hasn't worked out so far in Macau and maybe that's because he hasn't had the right ride – the right team. He rode for Norton at the Isle of Man and for TAS in the Ulster Grand Prix, giving the HP4 Race its podium debut in international road racing.

He jumps from team to team which on the one hand signals you can hire him for On-Off races for the right money but on the other hand it might explain why he hasn't scored yet in Macau.

For the Guia Circuit in particular it's important to know the bike well due to limited track time. He hoped to get the TAS boys over but that unfortunately fell through due to sponsorship money for the team to cover expenses. So he teamed up with PR Racing – a team he's had form with – back in 2013.

Without doubt the team has its credentials as a BSB regular. So let's see what Davo can do with it – usually, he just jumps on a bike, requests a few twists and off he goes for a fast lap. His talent should get him into the Top 6 easily if the package does it this year. We hope so and look forward to some exciting racing action from a rapid rider.

DAVID JOHNSON

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Without doubt he is the fastest road racer from Eastern Europe. And has been among the top runners in the IRRRC for years. He has ridden in the North West and Macau before, returning some credible results.

But this year he struggled a little to find his best form. With a couple of podium finishes in the bag he is coming to Macau for the third time. His target will be a Top 10 finish but knowing Marek it won't be as easy as it sounds. He sometimes turns blind. Instead of looking left and right in his own pit in the IRRRC where he is surrounded by the Webbs, Jessopps, Todds, Cowards, etc. With the advantage of track knowledge and bike setup – he struggled with the pace that these guys were delivering despite the fact that there were newcomers. He spends hours with his chief mechanic analysing suspension and engine management – looking for improvements there – but later realising it's not a bike issue but a mental and physical challenge that he needs to overcome.

He's learned a lot and towards the end of the season he actually followed guidance by the crew chief and even took the offer of his teammates to get tracked along for a fast lap in qualifying. But he also realises he has to work more on his fitness and mental strengths.

In Macau he will form a unit with one of the most experienced crew chiefs there - Peter Bleackley - who worked with lots of riders in Macau before and even won a couple of GPs. And he will have a new teammate in Daley Mathison who has had a great season as well. So, let's see if he accepts the lead of 'Pistol' and gets to grip with bike and track in order to deliver a Top 10 performance.

We wish it for him and it would be a nice season ending for him and his whole WEPOL team.



MAREK CERVENY





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Davey is probably the most pursued road racer at the moment – which is what we thought might happen after witnessing his stellar performance as a newcomer at this year’s TT and various other appearances on the Irish roads. That said, something isn’t going according to plan.

What most people don’t know is that Davey has raced for half his life. He is a very fast supermoto rider and just recently changed to the road racing paddock having found himself without a ride following an unlucky encounter in the British Superstock Championship.

What surprises us even more is that he had to pay for his rides on the Burrows Engineering Suzuki for most of this season. Unfortunately for the Burrows team - but a logical move by Todd - was for him to take on another ride that is a little more competitive and away from the dangerous Irish roads. And not paying for it in the first place.

But he should receive an offer from factory backed outlets like Tyco or Bournemount Kawasaki for next year as they compete in both the British Championship and international road races.

If not, he will surely get an offer from the Penz squad, who would love to partner him with Webb in the International Road Races and Endurance World Championship. This could be a smart move, at least for next year, producing more incredible performances. Maybe his age raises doubts in signing him up. And just being 23 years old and racing on roads whilst others are still chasing a GP or World SBK career.

DAVEY TODD

The Penz squad signed him for Frohburg, where he delivered great results with three podiums out of three races. He won all the newcomer trophies up for grabs... and he's also been signed up for Macau, where no such trophy currently exists. It's probably best not having one as he is the kind of rider who goes out there, learns the track, and finishes the race. If he feels comfortable then he is expected to emulate Plater, Easton, Hickman or Irwin . . . coming back the second year to win. He is a future game-changer, of the ilk we see coming once every five years.

So take it easy, pal. Work and enjoy the time with the team (they're a great bunch) and accept it with pride if you just finish in the top 10 – in itself a great achievement for any rider's first year in Macau.





ERNO KOSTAMO

When people read the name Erno Kostamo and know who he is they are either hard core road racing fans or Finnish. Erno is, in fact, a former 125cc rider from the Ajo Motorsport academy and a former Finnish Supersport champion. Finland has produced some very good riders in recent decades and one of the best road races on earth actually happens to be in that country – in Imatra. (see the IRRC story).

Some of these hard core fans might even argue he won't be suitable for Macau as he appears to be a very aggressive rider. He certainly doesn't take prisoners. Even Danny Webb has his concerns – not to say qualms – as it was always Kostamo not Grams that he feared for race laurels. Kostamo took out Webb on his debut in Hengelo and since then a kind of rivalry has emerged . . . respectful but threatening.

Kostamo got the opportunity to race in Macau due to the withdrawal of Nadiyah Shoots, billed to be the first woman ever to race the street circuit on a superbike. When mentioning his name to the Macau GP organisers none of them had ever heard of him but looking him up on the net and evaluating his results this year made it an easy decision to take him to Macau.

So, Erno, as we mentioned to you earlier . . . breathe in and breathe out. You are a great rider and you've come a long way – but there is only one shot at Macau to making it a repeatable visit. Finish the first race without putting yourself or anyone else in danger because there's nothing to win in the first year but everything to lose.

You have a great opportunity to learn and ride with the best that pure road racing has to offer. Watch and learn.

To be honest, we had not heard the name before nor did we know that he races on roads, but when someone close mentioned him in the context of a Macau debut we looked him up and immediately recognised him; not because of his face but because of the bike he has ridden all year – the Eddie Stobart BMW in dark green.

And in reviewing his results it's actually quite an impressive resume for a 26-year old road racer. Winning the Ulster Grand Prix even on the lightweights or finishing in the top 12 at the TT is not an easy task. And finding him without a ride there wasn't much of a leap to getting him a ride with the Germans. With young German talent thin on the ground the team continues to follow up with promising 'foreigners' prior to releasing them to the bigger UK-based teams who can also give them a chance to race, at least in BSB.

But how good is Mathison? We hoped to see something in Frohburg but unfortunately after four laps in his first practice the chain snapped and whipped deep into his thigh, causing him to miss all the remaining qualifying and leaving him 21st on the starting grid.

Fresh from surgery, after three hours the team was most surprised that he asked them to prepare the bike for the race. With 17 staples in his thigh, and badly bruised, he finished seventh.

His character and ever smiling face, his determination to race and his politeness towards all team members made it easy for Penzkofer to call him up for Macau. So let's see how he can cope with this notoriously difficult street circuit and how fast he can shake off the West-East jetlag. Mathison is heavily tipped to be a great addition from the new generation of road racers.

DALEY MATHISON



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Another one we never heard of but certainly one to feature – meet Paul Jordan. The up-and-coming rider from Northern Ireland teams up with Herbertson on the Dafabet Devitt Kawasaki – the same team that entered Ivan Lintin last year.

His name came to the attention of the Macau GP organisers courtesy of various podiums at the Irish road races and some decent results at this year's TT.

The former British 125cc championship rider might be able to gel with the Guia circuit as he comes from short circuits, and with his results on the Irish roads in the last two years he deserves this ride in Macau even though he hasn't yet demonstrated his real capabilities on the big superbikes.

PAUL JORDAN

Paul Jordan #22



Dominic Herbertson? Even we had to look him up on the net as we certainly had no clue about him. But in reviewing his race bio it transcends that he is one of the very few riders who actually have a home page so we could learn a bit apart from the usual

news stories put out by a certain untrustworthy road racing news platform . . .

Dominic followed in the footsteps of his father and has raced the TT mountain circuit several times, mostly impressing with decent runs in the Supertwin class. In the last three years he also entered various superbike and superstock races all over the UK aboard a BMW S1000RR.

Still very little to judge him on – we rely upon others who rank him highly as an upcoming star in real road racing. So let's see what he's got and hopefully Dominic honours this very special invitation to Macau to line up with the best the sport has to offer.



DOMINIC HERBERTSON

Our readers might think this year's issue looks a bit like a Penz13 promotional magazine. This is not our intention but the reason for featuring this specific team is quite simple – they had an incredible year and we would like to get to the bottom of it and show how a team works. I have been working with many teams, with all sort of manufacturers . . . but there is a reason why I have been working with Penz13 for nearly 10 years now.

And not just because they're Germans!



What makes a Team Tick?



The Penz13 team was founded in 2008 when today's team Principal Rico Penzkofer was still competing as a rider in various championships. Remarkably, his CV as a rider is quite impressive – for instance, he was the first and only rider to win every single race in the Yamaha Cup, and stepping up to the Supersport class in the German Championship later. Furthermore, he rode for Ducati in the German Championship as well as in the World Championship and after that he became a factory rider for BMW in the World Endurance on the HP2 and rode in the famous Boxer Cup.

It is also perhaps worth mentioning that Rico made his debut in Macau in 2006 onboard a YART Yamaha. He loved road racing from the very beginning, starting with it in his home in East Germany on the Schleiz and Frohburg tracks, where he won a variety of races. And at long last, in 2007, he asked us to make his biggest dream come true by taking him to the legendary Isle of Man.



With him came two of his most trusted mechanics - Gordon Unger and Lars Saenger. While Gordon has followed him all the way to today, Lars took time out from racing but rejoined the team this year.



In 2009, Rico founded the Penz13 team, appearing with a brand new BMW S1000RR in factory look and stunning the competition with a stellar performance, while leading some of the practice sessions and finishing the race in 5th. Followed by a breakfast meeting in the Mandarin Oriental in Macau, which all of us remember clearly, since it was there that the idea was born to enter the Endurance World Championship with the BMW.

It does, of course, take an awful lot of money, manpower and mostly commitment and enthusiasm to make such a mission work. But after all the blood, sweat and tears, it had obviously worked when he became world cup winner in 2012, running consistently in the top 5 thereafter. In the 2017/2018 season they even had a chance to win the World Championship but were forced to pull the plug after two 24-hour races lying in second position.

Nevertheless, they did it again this year albeit under totally different circumstances. With WEPOL, the team found a new partner and sponsor and with some extra funding and restructuring they produced a great story to tell once again.

By being forced out of the World Endurance they decided to focus on road racing, entering the International Road Racing Championship as well as the TT Isle of Man and today's Macau Grand Prix.

The team - consisting of former Moto3 World Championship rider Danny Webb, Czech Road Racing Champion Marek Cerveny, four times World Endurance Champion Matthieu Lagrive, TT specialist Jamie Coward, and some high profile wild card riders in various rounds - scored full points in every single round of the IRRC and finally returned to the Endurance World Championship with a brand new manufacturer by the end of this season.

We already know that only a working together and perfectly co-ordinated team can produce such success so let's introduce the reasons behind this success, making such an incredible year possible in the first place.

Before we talk about people, we have to go back to the very basics. First we need a reliable bike – the BMW S1000RR proved to be one of the best bikes out of the box – purchasable at the next dealership. With all the bits and pieces that the after-market can offer it takes, secondly, some decent funding, which is why you need a reliable and trusted sponsor. WEPOL is the one that the Penz squad found, or rather they found each other – a perfect match of two components – consisting of an enthusiastic company owner, Ludek Weag, and a former motorcycle racer who invested everything he had left in building up a solid team structure.

Next, you need the best mechanics on the planet. Should be easy, since a mechanic has a dream job, travelling the



world, always being around the superstars and earning a lot of money - at least that's what most people think.

But the truth is different. The daily mechanic fee in BSB or in road races is £100 a day. Of course, your travel is paid for, and so is the food . . . but you are not always sleeping in a luxury hotel near the track. Often, you are sleeping in a truck, in bunk beds sharing 20 square metres with seven team members. You are working on a bad day 12 to 14 hours nonstop in heat, storm, rain or snow – it doesn't matter. You are responsible for all the needs of your rider.

And if you are very lucky he makes you change the suspension 27 times a week and turns the bike upside down every single practice session and by the end you are back there where you started and you just realise how much time you've wasted looking for a problem on the bike, whereas the problem was somewhere else the whole time (I'm sure you all know who we are talking about).

If you hit the jackpot, you are in possession of a truck driving licence, which might force you to drive the truck back and forth as well – easily making a weekend a 60-hour working experience. Survive all this and you are highly respected and chased in every single racing paddock, because then you are simply one of the best mechanics on the planet.

And that brings us to the introduction of these magicians.



Gordon has worked for the team for more than 10 years now. He is the soulmate of Rico and they probably have the most controversial relationship I have ever witnessed.

Gordon is a former sidecar and rally driver, and (maybe due to that) is also a very moody character and a party animal. If a rider works and treats him well and respectfully, he will appreciate it and treat the rider the same – and will be the best mechanic you could wish for with the sky being the limit, making him work endless hours and getting the jobs done. He might never get a job in the MotoGP as his way of working is a little different than usual.

Don't get me wrong, he would never let you go out if there was any chance that there's something wrong with the bike. But he simply approaches working on the bike differently.

Usually, mechanics sit down and analyse a problem, evaluating things and discussing options with the crew chief on what would be the best solution.

Gordon simply fixes it. I haven't witnessed a single problem that he couldn't fix in all the time I have worked with the team. He hates lock wiring things that much that he even hides the lock wire and pliers. He criticises everything straight from the beginning. If something is out of routine then you don't have the biggest fan in Gordon. So, it takes a lot of work and convincing to make him go out of his comfort zone but he knows and respects things that will make things better but you have to show him. Seeing is believing.

He has magic hands that either replace certain tools or equipment – he pulls a rear spindle simply by putting his finger inside while others need after-market parts. He changes a clutch with his bare hands in a 24 hours race with temperatures easily reaching 200 degrees, and all in 3 minutes. And if you go out with him and somehow get into trouble, if Gordon is around you don't have to worry. He will fix that, too.

Gordon Unger – 'The Fixer'





Thomas is another character that you won't let go once you have him on a team. He is one of the cleanest and most precise mechanics I've ever worked with. Everything is always immaculate and he is a freak for detail. He loves the little things that make a bike look like factory. And Thomas was and still is a fast rider himself. Everyone knows his Stingl Yamaha that could probably compete in the Moto2 World Championship. He really looks after himself in terms of nutrition, is a fitness maniac and sports a real six-pack.

He loves to take the bike apart, washing, polishing every single bolt and nut. Always asking for replacement parts just because he can't get it as clean as it was when it was new. He has his own lathe in the back of the truck that gets to work every single race meeting. He loves precision tools and always complains why we don't have this or that. He is also very challenging and whatever you ask him to do he will respond with 'Why?' Then you have to simply answer because I said so . . . he will do it.

And he's a great entertainer. When the team goes out for dinner others will clean their hands and maybe put a new shirt on. But Thomas will rush to get a shower, putting the best clothes on and looking like he is going on a date with a celebrity.

***Thomas Stingl -
'The Artist'***

Benny Jerzenbeck – 'The Perfectionist'

Benny is a former 125cc world championship rider and the first rider I've personally worked with professionally. He actually took me to road racing and to Macau for my first time. I remember the times we were sitting in his basement and staring for hours at a bike, while sharing a pint or two and suddenly finding another bolt that could possibly be replaced or shortened. He is very similar in his work to Stingl, especially in his experience in road racing, world endurance and general knowledge about racing and engineering. This left us with no choice but to make him part of the team. He studied engineering, was a test driver for tyres and basically knows everything about bikes. He simply loves and lives them.

When at work, nothing can distract him. He wants to get things done immediately. You can't say "Let's do it later" or "Do this one first". He wants to know everything, and if he doesn't understand it he will make sure he learns – whether it's the language or something about the bike's performance on track. He is constantly analysing things and looking for a solution. He wants the right bolt, in the right shape, the perfect length, and if you can't provide it then expect "Come on; give it to me, I will help myself" . . . and off he goes.



Thomas is a truck driver by profession. He came to the team about four years ago. He kind of lives in his own world sometimes. You never know where he is, and you hardly notice that he is around. Blachi is the right man to trust a 40-ton truck and half a million euros-worth of bikes and equipment with.

He makes sure it gets from A to B, no matter the distance, whether it has to be transported from Germany to Spain or from the Czech Republic to Finland. Surely, he will be on time. He parks the truck in the perfect spot, he puts up, together with his best mate Ulbi, the awning, and both are puzzling the floor together. The lights are mounted in the right place and the power lines are done. But before he goes on such trip he makes sure everything is immaculate. Everything is strapped tight. The truck gets his last check-up and is ready for a 4,000km journey. He is very precise in his driving hours – never misses a break by law or another check-up on tyres.

He is the tyre man. When you arrive at the track all race tyres are properly sorted and marked and you simply tell him what to fit to which bike. Everything is in place, tyre warmers switched on at the right



time and no matter how many bikes are set for a race weekend he has checked every single one of them. And don't worry that a tyre is not right, or a rim banned – he finds every single spot and tells you right away if something is wrong.

And of course we have to mention here his right hand man - Ulbi - together they build the dream team of logistics and tyres.



**Thomas Blachut –
'The Tyre Man'**

Since this year the team has had a proper hospitality unit. Hans - that is how we call him - is in charge of the good mood within the team. There is a saying that an army marches on its stomach. If the food is great the mood in the team is good.



But he is also ensuring that you always have a smile on your face. He is constantly commenting on everything with a certain sarcasm, while his kitchen setup is spotless, with everything in place and in order. You will always find something to eat and if you have a special request he'll cook or bake anything you normally only get at your mum's house.



**Thomas Riedel –
'The Chef'**



**Peter Bleackley –
'Bold Chief'**

I first met Peter in Macau in 2002 when he was the chief mechanic for Michael Rutter and I immediately liked him because he is probably one of the funniest characters in the road racing community. He has worked with many riders in different teams and different manufacturers.

He has so many lines or phrases or simple stories to tell that he's a laugh-a-minute kind of guy. He rejoined the team this year because he loves German sausages so much! According to his Facebook comments the team has German sausage for breakfast, lunch and dinner every day. Funnily enough, he recently went vegetarian. Too many sausages?!

He is the perfect crew chief, as he analyses every single word a rider says, writing it down on endless sheets of paper. Ask him for a suspension setting on a bike in 2007 ridden at the Isle of Man and he will have it somewhere and can even remember what caused the problem and how he fixed it. He loves to take suspensions apart and loves new tools. Recently, we had a test in Spain and he asked to book him extra luggage so he could bring along all his latest electric tools to play around with.

And mentioned, the best reason to have him on a team is he'll make you laugh all weekend, with a joke for everyone and a quote that perfectly describes a person without mentioning a name.





**Eric Lindemann –
'The Genius'**

Regular readers might know that this team works with electronic suspension. When Tractive Suspension approached us in 2017 and asked whether we would be interested in working with them we all had reservations as we had worked with the standard electronic suspension from ZF before and learned that without a crew of engineers and factory support on site there is no chance of making it work.

But Tractive sent none other than the master brain of suspension – Eric Lindemann. He was joined by Lars Wuerdemann in the first year, who now works for Xlite and ensures that Webb has the right lid. Lindeman was also the mastermind behind the WP, one of the biggest suspension manufacturers in the world today.

It seems that Eric has a solution for everything – if you can explain in detail what you feel on the bike. He then goes away for a while, rolls a cigarette and comes up with a plan. He returns to the pit, asks the mechanics to take out the shock or forks and performs his magic. So far it has always worked and improved the bikes. If he is not on track – the first thing Webb and Coward are doing is texting Eric on Whatsapp, then Eric sends a message to Gordon and the same procedure unfolds - shocks or fork out, with changes made accordingly. We have no idea how he does it but it's probably 30 years of experience in talking to riders and of course he is the chief developer of Tractive . . . so who else could do the job if not him?





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There are many others in the team, especially when it gets to the World Endurance, with up to 18 working for the team on a regular basis. But the abovementioned mechanics are the ones that take care on the roads. And we are happy to have that bunch of people around us because they are the ones that get the best performances out of our riders. I've never met a Penz13 rider who didn't like any one of them. The biggest problems for the riders are probably me and Rico. But that's another story.

There's one more thing I have to say. We recently changed manufacturers in the Endurance World Championship, from BMW to Yamaha – a deal which came together

within just four weeks before the first race at the Bol d'Or of the 2018/19 season.

Nobody expected the WEPOL team to be competitive with three new riders (as only Webb remained) and a brand new bike just purchased and built in a month and tested the week prior to the race.

In the end the team was able to fight for the win only to lose out due to a safety car period and missing the pit exit by a second but finishing the race in 3rd and lying in 2nd position in the world championship for now – as a privateer team.

Putting the tick into team is that straightforward.





In 2003, the motorcycle clubs HAMOVE (Hengelo Gld, The Netherlands), KV Ostend Motorsport vzw (Oostende, Belgium) and MSC Frohburger Dreieck (Frohburg, Germany) created the so-called 'Three Nation Cup' in an attempt to unite the few road races in Europe. The main incentive was to build a strong enough championship, preventing the further ban of road races in Europe or collapse of the remaining races due to strong challenges to funding such races. Those days the only remarkable road races were the TT on the Isle of Man, which wasn't well either at that time, the North West 200, and the Macau Grand Prix.

The goal of the cup organisers was to create an international series, starting with ten riders of each nation from the Netherlands, Germany and Belgium with races held in Hengelo, Oostende and the Joey Dunlop Open in Frohburg. A 6-race championship was formed, and of course riders were not of an international level.

In 2009, other race co-ordinators and riders from more than the three original countries approached the Three Nation Cup organisers, asking to join. The International Road Racing Championship (IRRC) was born and quickly grew into a decent competition with more and more guest appearances by international road racing stars.

The Penz13 team especially helped bringing in the top riders and regular TT front runners as the Frohburg circuit is not far from the team's base. Riders like Michael Dunlop, Martin Finnegan, Michael Rutter, Simon Andrews, Gary Johnson, Lee Johnston, Danny Webb, Alessandro Polita, Derek Sheils, Dan Kneen, Jamie Coward, Martin Jessopp, Daley Mathison, Davey Todd and William Dunlop made various appearances in the IRRC, especially in Imatra and Frohburg.

Today, the IRRC is the only international road racing championship in the world and we would like to introduce the race tracks here - hoping that more and more high profile riders will join us either as fully signed in riders or as wild cards.



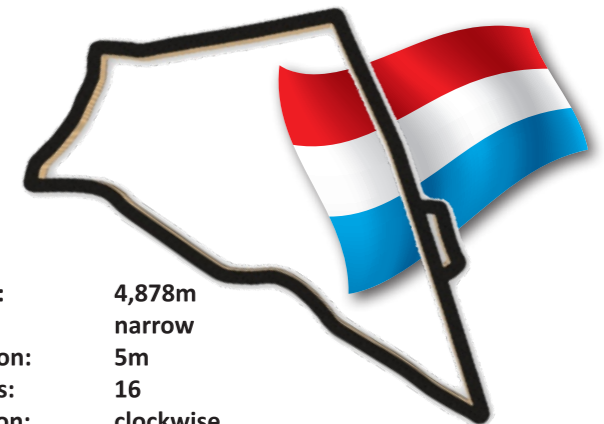
A DUTCH MASTERSTROKE

Early in the 60s Dutch racing fanatics made plans to organise races in Hengelo, a city in the eastern part of the Netherlands. In 1967 their planning finally came to fruition with the first races actually held there. More than 10,000 spectators came to the track on the 19th and 20th August; the new, spectacular and furious races met with resoundingly positive feedback from organisers, spectators, riders and press.

In 1969, the circuit was named Varsseling and in the early 70s the races finally went international, attracting famous GT riders like Barry Sheene, Jan de Vries, Jarno Saarinen, Teuvo Lämsivuori, Kent Andersson, Bruno Kneubühler and Takazumi Katayama. The track's popularity grew markedly after an excellent move in 1976 when the date of the race was moved to Easter Monday, resulting in a record 20,000 spectators turning out for the event. With Japanese rider Katayama racing a prototype Honda four-stroke with oval pistons on the Varsseling in 1981, Hengelo attracted the attention of the world's press once more. In 2002, the next

masterstroke followed, with HAMOVE, a dutch car and motorsports club, proposing an international cup on road circuits. The club approached the organisations in Oostende (Belgium) and Frohburg (Germany) and luckily they were interested and enthusiastic enough to start an international cup together. It was the beginning of the Three Nations Cup, in which ten German, ten Belgium and ten Dutch riders raced each other in two matches over race weekend. The competition took its next step in 2010, becoming more international and modern - and the International Road Racing Championship was born.

The Varsseling is a unique circuit with fast parts and beautiful curves. The first curve after the start is a spectacular but very tough one. If there is a crash on the first lap, nine out of 10 times it probably happens on this curve. The next curve is the van Manenbocht, where riders have to stand on the brakes and reduce speed to less than 80 km/h. After the van Manenbocht there is a straight line and some beautiful curves follow quickly one after the other. Riders throw their bike five times to the left and right within 200 metres, ending in the slow Boschbocht. The part of the circuit that follows after this curve is fast, with some beautiful curves. Lastly, comes the Molenbocht, where most of the overtaking happens.



Length: 4,878m
 Width: narrow
 Elevation: 5m
 Corners: 16
 Direction: clockwise



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TRAPPISTS AND RACETRACKS

Chimay - a small town in the Belgian province of Hainut – populated by some 10,000 inhabitants and well known for a brewery that produces not only beer but cheese (go figure!) - boasts a farreching history in motorsports. So what could be better than visiting the Chimay Brewery for a cold one after an exhausting day at the racetrack! The beer is genuinely unique, since the brewery is famous for being one of only eleven breweries worldwide producing Trappist beer, brewed by Trappist monks who, amongst higher callings, put their devotion into the water, malted barley, wheat starch, sugar, hop extract and yeast that devotees crave...But back to road racing.



In 1978, however, a fatal accident on the Chimay circuit occurred during the 750cc race, in which Hervé Regout lost control of his Yamaha TZ 750 in the quick right turn before the start and finish area.

The French rider was thrown from his bike uninjured, but a mechanic was seriously injured and a young photographer killed by the machine as it slid into the pitlane. This incident seriously compromised the use of the famous Tour de Contrôle building at the circuit, and after a further year's use the start line was moved in 1980, to which a new tower and pit area – separated from the track by crash barriers – was added.

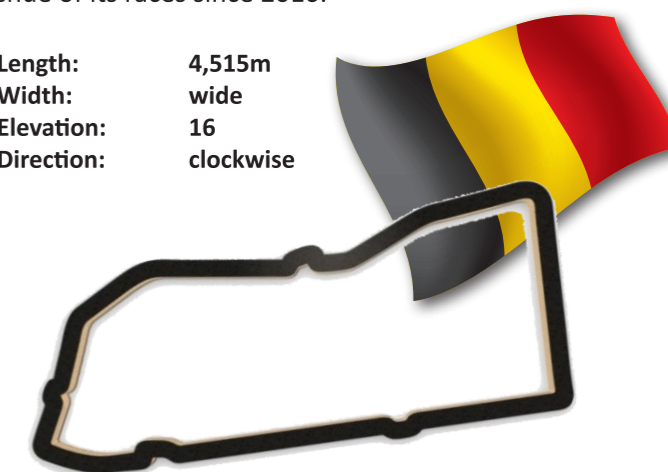
In 1995, a new course was inaugurated, two-thirds shorter than the old circuit but fully taking into account modern safety regulations. To date, the Chimay Circuit is one of the most loyal of IRRC partners, having served as the venue of its races since 2010.

The story begins in 1926, when local motorsport enthusiast Jules Buisseret created a race on roads close to the Belgian border town. The first Grand Prix des Frontières took place on a 10.87km course which ran from Chimay to Salles, up past an imposing roadside chapel, on towards Thierissart and over a railway bridge, before turning back to the town via a series of sweeping bends.

The Chimay circuit, as you might imagine, is known for its picturesque layout winding through idyllic pastoral landscapes and villages. Nevertheless, it retains the qualities of a fast and technical, worked circuit of long straight lines intersected with turns and chicanes.

Largely for amateur racers, the event soon attracted substantial crowds, becoming a firm fixture on the Belgian racing scene, with professional drivers gradually taking an interest.

Length: 4,515m
Width: wide
Elevation: 16
Direction: clockwise



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Těrlicko is a village in the Moravian-Silesian Region of the Czech Republic of some 4,000 inhabitants. But it's definitely worth a visit; particularly when one of the Czech Republic's most iconic and popular motorsports venues holds the IRRC road racing championship on its local streets. The race barrels through small towns and villages on normal roads, warts and all, and past road signs and street paraphernalia. And, incidentally, offers a splendid, priceless trophy - The Golden Miners Lamp.

The early days of the circuit date to 1965 when races moved from the district of Karviná to a newly built road around the Těrlicko dam, with two surrounding roads slicing through Havířov-Životice. The connection of these three roads has created the race circuit of today.

The track has always been very popular among racers, especially because of its atmosphere, which is similar to that of a football match thanks to an average of 25,000 spectators.

The first international road race on 'Těrlický okruh' took place 51 years ago, when local Automobile Club Kovona Karviná managed to register it on the FIM calendar. This initiative attracted riders from more than 10 different countries, including the world championship's third-placed Dutchman Gees van Dongen. Czech rider Bohumil Staša won at an average speed of 140 km/h.

Aside from Staša (four times overall winner of The Golden Miners Lamp), in the past Hungarian national team member János Drápal particularly excelled on the Těrlicko track, winning the trophy five times. He also managed to reach a record average speed of 175 km per hour in the 350cc category on a Yamaha in 1980, thereby anointing the track one of the fastest in Europe.

The circuit has a unique feature in that races have been held in both directions, first counterclockwise until 1982, and then clockwise to today for safety reasons. The long-time tradition of this unique race event stopped in 1990 for 18 long years because of management disagreements. A 2007 exhibition in 2007 on the occasion of the 40th anniversary of The Golden Miners Lamp race was instrumental in renewing interest in the

Length:	6,100m
Width:	6.5m – 8m
Elevation:	65m
Corners:	4 left – 3 right
Direction:	clockwise

race, and in 2008 racing motorcycles finally returned to the Czech roads.

The International Road Racing Championship took place in Těrlicko in 2011 and 2012, paying the greatest homage to The Golden Miners Lamp race in its modern decade-long history. Since then it's continued to hold high level competitions, with the likes of Rico Penzkofer, Danny Webb, Horst Saiger, Marek Cerveny, Kamil Holan, Petr Biciste and Xavier Denis just some of the continental European road race stars gracing Těrlicko in recent years. Luckily, in 2018 the fast, flowing, bumpy roads of Těrlicko returned following a six-year break from the IRRC calendar.

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FINNISH TO THE FINISH

Spectacular road racing also takes place in the freezing north of Europe; namely, in Imatra, Finland. The southeastern town is close to the border with Russia and not only well known among tourists because of that but because of its famous River Vuoksi and the Imatra Rapids, a popular sightseeing site.

The first ever Tourist Trophy in Imatra - featuring both bikes and midget cars - was organised in 1953. After a long pause, the first ever 'Imatranajo' was held in 1962. The races in 1962 and 1963 were international races but without World Championship status. At the close of 1963, the Imatra Motorclub was asked if it thought it had the capability to organise the World championship event . . . and Imatra got the nod for World Championship status - the legendary Imatranajo was born.

From 1964 to 1982, Imatra experienced its golden years, hosting some of the world's best races in the world championship grand prix series. In its formative years, the track was 6,030m long, with bikes reaching average speeds of 170km/h. After 1978, a shortened version of the track was used, renowned for its long straights and almost 90-degree turns, meaning fast, powerful bikes dominated, reaching top speeds of over 260km/h.

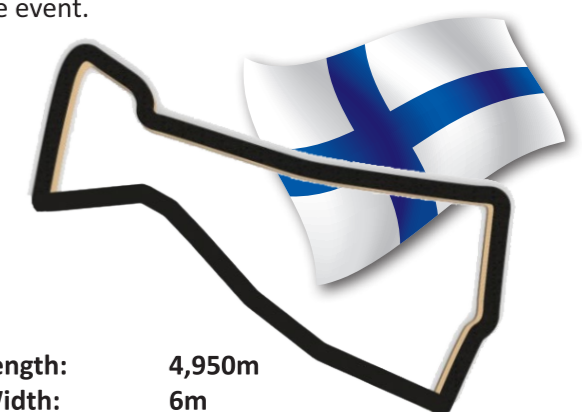
The Finnish town became popular among tourists from all over the world, attracting 70,000 people there, doubling the small community's population over the years.

Plenty of big stars have raced in Imatra: legends like Barry Sheen and Giacomo Agostini, who still holds the record for most victories in Imatra; Jarno Saarinen, who confirmed his 250cc world championship in Imatra in 1972; and Joey Dunlop, who participated in the event in 1986.

Unfortunately, 1982 saw the last world championship race in Imatra, following the death of sidecar world champion Jock Taylor. From 1983 to 1986 Imatranajo was still part of the European championship, but the glorious days of the world championship races were over as races moved towards safer, purpose-built tracks.

In 2016, following 30 years of abstinence, Imatranajo finally returned to the race calendar as part of The International Road Racing Championship (IRRC). The track was modified for modern race bikes by adding run-off areas and chicanes to the circuit thus Imatra and its circuit today are best known for its fast straights, pristine scenery, hospitality and happy people.

Over the last three years the event has regained some of its former glory, seeing many international top riders participate in the event, including Danny Webb, Michael Rutter, Dan Kneen, Didier Grams, Horst Saiger and many other road racing stars. The top Finnish racers include Erno Kostamo and Juha Kallio from Markka Racing. Erno makes his debut on the Guia Circuit of Macau this year, being one of the very few Finnish racers to ever attend the event.



Length: 4,950m
Width: 6m
Elevation: 11m
Corners: 10 right / 9 left
Direction: clockwise



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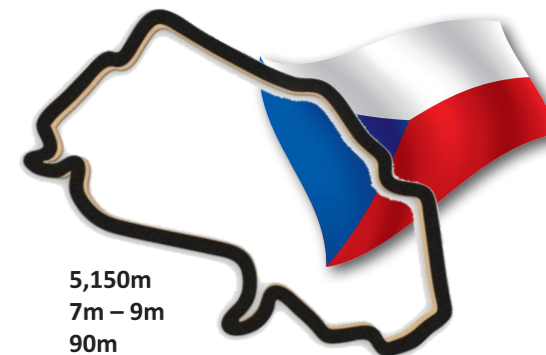


Hořice is a small town in the Hradec Králové Region of the Czech Republic supporting around 9,000 inhabitants. That might sound like another sleepy hollow in the middle of nowhere – but nothing could be further from the truth! Hořice, in fact, serves as the annual meet of two prestigious and historic road races, hosting both IRRC races and the legendary ‘300 Curves of Gustav Havel’, which was first held in 1936. This intriguing title emanates from the fact that the riders race round 312 curves after 12 rounds on this track. In 1968, the race was additionally named after Czech rider Gustav Havel - one of the best in the world - who tragically died in a motorcycle crash in 1967.

Forced to close down during the war, the first post-war race took place in 1961. Hořice’s most significant landmark was in 1968, when foreign riders appeared for the first time on the starting grid. The first foreigner to win a race in Hořice, in fact, was Ingo Koppe. Following a one-year break due to financial difficulties, the race was successfully renewed in 1994, and included supersport and superbike championships.

Another important year for Hořice’s reputation was in 2011 when Irish riders decided to participate in the races, as well; for instance, Michael Pearson, who toppled the track record.

From 2014 to today, the Hořice Road Racing Circuit has served as the site of the IRRC races, which continues to bring top-class riders to the Czech track year after year.



Length: 5,150m
Width: 7m – 9m
Elevation: 90m
Corners: 15 right / 11 left
Direction: clockwise

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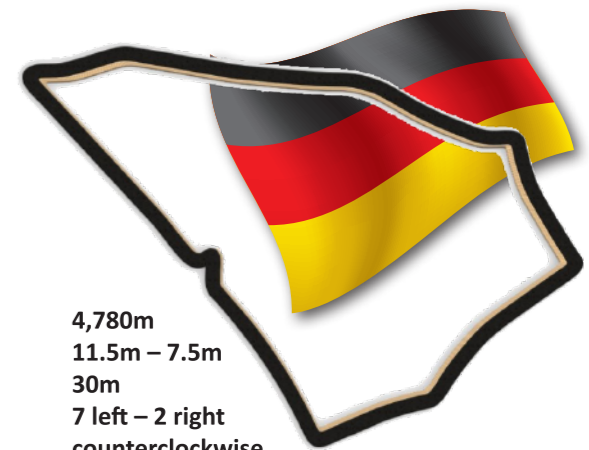


Every year, in Frohburg - a small German town situated between Leipzig and Dresden - normal roads in a conventional industrial estate are set up for professional road racing, with the IRRC races the highlight of the event. The first race on the so called 'Frohburger Dreieck' took place in 1960 and despite political tensions in the DDR riders from all around the world raced on here until 1972. Famous riders like Heinz Rosner, Graham Dickson, Ginger Molloy, Eric Hinton, Ivar Sauter, Han Leenheer and Sweden's two times 125cc world champion Kent Andersson definitively shaped the Frohburg races in the 60s.

The popular event, however, suffered a huge setback in 1968 when it was cancelled after all preparations had been made, with the roads blocked by the restlessness of the 'Prague Spring'. And the following years had it anything but easy, too. The infamous 'Honecker-Regime' introduced new regulations which banned riders from 'Western countries' participating in the event on the Frohburger Dreieck. More, they banned 'capitalist' Yamaha and Morbidelli bikes from competing, leaving riders to race MZ mounts only.

Following the fall of the Wall in 1989, times would change for the better. Finally, foreigners could appear on the track again. This made one of the biggest highlights in the event's history possible, when in 1995 Joey Dunlop, acclaimed as one of the most iconic and most successful road racers ever, chased his motorcycle over the roads of the Frohburger Dreieck.

The Frohburger Dreieck - a venue of the championship from the very beginning in 2003 - hosts IRRC races to this day and is enjoying great popularity among local and global motorsports fans alike.



Length: 4,780m
 Width: 11.5m - 7.5m
 Elevation: 30m
 Corners: 7 left - 2 right
 Direction: counterclockwise

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CANADIAN DAN KRUGER PODIUMS IN CHINA TO CLINCH 2ND OVERALL IN 2018 CHINA SUPERBIKE CHAMPIONSHIP



Kawasaki Asia supported rider Dan Kruger took advantage of Factory Ducati's V4 misfortune in what would be the final Race of the Championship to take a very critical 2nd Place in the Speed Hero Superbike finale in China.

With a Super-Typhoon on its way, the China Government cancelled all sporting events for what should have been Race Two on the Sunday.

That would give Canadian Dan Kruger and his Kawasaki-supported team 2nd overall in the Championship for 2018 in China just 8 points behind Factory Ducati's Test Rider Alessandro Valia on the more powerful and larger displacement Ducati V4.

Kruger made impressive progress this round and lapped consistently with personal best all-time laps turning plenty of heads and surprising many due to the horrific injuries he had suffered several years ago. The heat was intense and threat of the super-typhoon was on every teams mind.

"We tested here 3 weeks ago and we put in almost 200 laps over 4 days and sorted out a lot of the issues we were having with the electronics and suspension. I also got really comfortable on a race bike again. We were quick from the first lap out during this past race weekend and it felt great. In qualifying, we were up almost a full second in the final sector on a Qualifying tyre and got into a massive slide coming onto the front straight which turned into a violent tank slapper. It was pretty scary and we obviously threw the lap away but we definitely have had the pace all weekend"

The race had 42 bikes on the grid and Kruger slotted into 4th heading into the first turn but quickly moved to 3rd and then disaster struck for the Factory Ducati Team on their new V4. They were forced to withdraw with a mechanical problem which moved us up to 2nd. Dan's

pace could have seen him challenge for the win but he was struggling all week with severe arm pump and decided to focus on the Championship and manage his gap and focus on getting the chequered flag. In the end, the race was red-flagged with 2 laps to go and as a result was considered official.

The team is working fantastic together and all the main sponsors are over the moon with our speed and consistency. We would like to thank all of our sponsors for all of their generous support throughout the season including Titanic Kawasaki, Motul, RK, Ktech, Moto-tron, Brembo, Xlite, BG, Pirelli, Dainese, Hindle, EBC, Sprint Filters, Kintetik Batteries, Nature Power and the entire Race team along with our families and friends.



The cranky world of motorsports consists of so many different vehicles, championships, categories, sub-categories, etc. that it can be difficult if not downright confusing to keep track. Thus, it is not the easiest task to settle upon a general definition of a GT car. We will, however, endeavour to do our best.

Starting with the basics, GT means Grand Touring or more properly Gran Turismo in the original Italian.

People have always wanted to go fast, but sports cars were initially - say it softly - impractical, and they certainly weren't the sort of vehicle you'd take on longer trips, thus the Grand Tourer was born. Most people would never travel 200 miles in a sports car, but if you asked them to travel long distances in a GT most would answer with a big YES!

Why? Because such a car is larger, in most cases, but still quick, enjoyable, and with a sporting focus. And, importantly, with enough practicality and storage capacity to be able to handle longer trips and overnights with some comfort and luxury. One might even say that sitting in the driver's seat of a Grand Tourer is as comfortable as sleeping on a plush mattress. Such a car should be able to transport at least two people with their luggage and still offer room to spare.

Blending pure driving thrills with a comfortable, continent-crushing demeanour is no small task; the two are almost diametrically opposed. Yet, that's what we demand from a proper GT for it to be as relaxing as a limousine on the run to the Alps or as sharp as a sports car on your favourite mountain passes.

To cut to the chase, a Grand Tourer can make long-distance driving comfortable, speedy - and downright stylish!



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MID-ENGINE MAVERICKS

It seems like nobody is talking about the new Mercedes AMG GT S, but the German car is probably the most underrated model currently produced! The low publicity possibly arises from Mercedes' reputation as a solid, trustworthy carmaker, not famous for producing exotic sports cars. But you won't be disappointed taking an unprejudiced look at the new Merc.

The AMG GT has the right aggressive, attractive sports car styling cues, such as the huge rear wing, the giant exhausts and front intakes that look like they could provide shelter for anyone. The steering is perfectly weighted and the brakes heroic. A gurgling comes from a 515 horsepower twin-turbo 4.0-litre V8 connected to a seven-speed dual-clutch automatic transmission. The result is 0 to 60 mph in 3.5 seconds, rear-wheel drive and a lot more than petty gurgling. At full throttle, with the exhaust activated, the AMG GT S sounds like a German muscle car.

Certainly, we know plenty of Mercs that had all of that but they missed balance, poise and sports car excitement. This jewel, however, is different, with driving it the best part.

The AMG GT feels stable, planted and ready to take on any curve you could possibly imagine at just about any speed you could muster up the courage for.

And then there's the hidden brother, who shows up when you put the AMG GT back into normal mode. It becomes the car you can drive to dinner in the city, comfortably cruise around in and hand the keys to the valet without anybody noticing it or fawning over it. Something a Ferrari or a Lambo cannot provide.

The brand new Mercedes AMG GT S is exciting, impressive and an all-around amazing sports car.

Manufactured:	Since 2017
Engine:	4.0 L V8
Displacement:	3,982 cc
Power:	515 hp
Torque:	670 nm
Transmissions:	7-speed dual clutch
Drive:	mid-engined, rear-wheel
Weight:	1,645 kg
Top Speed:	190 mph
Acceleration:	0-60 mph in 3.5 sec

MERCEDES AMG GT S



The Ford GT is a mid-engined two-seater supercar from the American stable with its roots in the classic 1964 GT40, a racing car designed and built by Ford with the specific goal of beating Ferrari in the LeMans 24 Hours. Why was Ford so determined to beat Ferrari? Simply for personal reasons: Enzo Ferrari rebuffed Henry Ford II's 1963 buyout offer, upsetting Ford so much that he set the main focus of the Ford Motor Company to embarrassing the principal of the prancing horse at the prestigious race in France.

And beat Ferrari it did: Following a difficult start, the GT40 went on to take LeMans four years in a row, from 1966 to 1969, with a legendary 1-2-3 finish on its first outing.

These successes are making the Ford GT40 one of the most iconic GT cars ever, perhaps THE most iconic one in history. In 2015, a newly redesigned Ford GT was unveiled at the North American International Auto Show with plans for limited production in 2016.

Even before production began, however, the GT went racing, taking the first two pole positions in the 2016 LeMans 24 Hours, and going on to win the race and relegate Ferrari to second place. It was a sweet victory for Ford, coming exactly 50 years after the original GT40s took the checkered flag for first, second, and third at this track in 1966.



FORD GT

According to Ford, 'The GT will exhibit one of the best power-to-weight ratios of any production car,' courtesy of its lightweight carbon fibre construction. The windshield of the vehicle is made of Gorilla Glass manufactured by Corning, which is also used for manufacturing smartphone screens. The special glass reduces the weight of the vehicle by allowing for a thinner layer providing the same strength as a conventional glass windshield.

Production began in December 2016, with a planned production of 250 a year for two years, while potential purchasers had to apply to Ford, with buyers handpicked by the GT team. With over 6,500 orders submitted during the one-month application window, Ford decided to expand the initial production period to four years and 1,000 cars. One question might be unanswered so far: Why did Ford use the controversial V6 engine instead of the previously all-conquering V8?

Simple answer: The Ford GT is more about packaging and aerodynamics and driving behaviour, which is why the V6 is the right engine for the Ford GT – it's a chassis car, not an engine car!

Manufactured:	Since 2016
Engine:	3.5 L V6
Displacement:	3,497 cc
Power:	647 hp @ 6,250 rpm
Torque:	746 nm @ 5,900 rpm
Transmissions:	7-speed twin clutch
Drive:	mid-engined, rear-wheel
Weight:	1,385 kg
Top Speed:	216 mph
Acceleration:	0-60 mph in 2.8 sec



BRITS FIRE TWIN BROADSIDE

The new DB11 is Aston Martin's long awaited successor to the DB9. Looking undeniably Aston-like, it wraps things up in a more sophisticated GT package. With the CEO confirming that he wants to see more distinction in Aston's model line-up, the DB11 offers a much stronger emphasis on comfort and refinement than its predecessor. The car has a distinctly relaxed character on the road, since engineers have implemented a torque converter automatic transmission and a long travel suspension support.

The cabin has also been subjected to a new design, while both hardware and software have been lifted from Mercedes, making the new DB11 a properly modern piece of kit. While the bonnet is a 'clam-shell' design made from a single sheet of aluminum, the turbocharged engine develops a relentless stream of power, in turn lending the car a newfound sense of effortlessness – one that not even the DB9 could match.

Whether using it on a daily basis or on a long transcontinental trip the new Aston feels like a much more habitable place to spend time compared to its forebears.

Model years:	2016-present
Engine:	5.2 L twin-turbo V12
Displacement:	5,204 cc
Power:	600 hp @ 6,500 rpm
Torque:	700 nm @ 5,000 rpm
Transmissions:	8-speed ZF automatic
Drive:	front-mid-engine, rear-wheel
Weight:	1,875 kg
Top Speed:	200 mph
Acceleration:	0-60 mph in 3.6 sec

ASTON MARTIN DB11 V12



BENTLEY CONTINENTAL GT W12

The Bentley Continental GT W12 is the first production car ever to sport entire body side paneling made from the 'Super Formed process', a precision technique which allows more complex, sharply defined aluminum body lines. The new Continental GT has been completely re-engineered and according to its engineers is "100 per cent brand new".

Fortunately, the Bentley looks, drives and feels a whole lot better than its predecessor, which is a good thing because it faces plenty of competition, not least in the form of the new Aston Martin DB11.

Model years:	2018-present
Engine:	6.0 L twin-turbo W12
Displacement:	5,950 cc
Power:	626 hp @ 6,000 rpm
Torque:	900 nm @ 4,500 rpm
Transmissions:	8-speed dual-clutch
Drive:	mid-mounted, rear-wheel
Weight:	2,244 kg
Top Speed:	207 mph
Acceleration:	0-60 mph in 3.6 sec

The result of developing the car's all-new platform from scratch is a unique Bentley that continues on the path of refinement and luxury but with an improved focus upon driving and dynamics.

"The car is 76 kg lighter than before," explains Bentley's director of Chassis Engineering. "But now that we can control everything it does so much more precisely, controlling its weight and its dynamic behaviour; the fact that it weighs what it does doesn't really matter. Because as you'll see when you drive it on the track the level of control we've managed to install in the car is in a completely different league than from before."

At its heart this Bentley is still powered by a 6.0-litre twin-turbo W12, and despite featuring the same capacity and similar fundamental design as the previous W12 it is genuinely a brand new engine mated to a brand new dual clutch gearbox.

The new Bentley gives you a more sporting feel and, additionally, is more powerful and economical.

The DB11 should prepare itself for a rough ride!



STREET CRED BEEMERS BOWL INTO TOWN



BMW has re-entered the FIA WEC stage with its new flagship BMW M8 GTE, and thus returned to the famous Le Mans 24 Hours following a six-year hiatus. However, the first race of the new GT sports car was at the Daytona 24 Hours. Behind all of that BMW produced a documentary which offers some insights associated with their new approach of '#Mission8' linked to the launches of the BMW M8 GTE, the BMW M8 and the BMW 8 Series.

The overall mission is to continue BMW Motorsport's success story in GT racing, in the FIA World Endurance Championship, and in the IMSA WeatherTech SportsCar Championship. The German carmaker says it wants to "explore the world of Motorsports . . . [bringing its cars] . . . from the racetracks to the streets."

The M8 GTE is the first car manufactured by BMW from the ground up as a homologated Grand Touring Endurance vehicle rather than based upon an existing design, and was developed together with the upcoming BMW M8, unveiled in September 2017 at the Frankfurt Motor Show. The close link between production and motor racing was one of the cornerstones of the BMW M8 GTE's development and the knowledge gained from race outings with the new car was directly incorporated into the development of the production model.

The heart of the BMW M8 GTE is its 4.0-litre, V8 turbo engine, which really likes to be heard: the motor produces a rich and throaty sound characterised by the typical rumble of the turbocharger when it gets up to speed. The steering wheel of the BMW M8 GTE is the new benchmark standard in the GT class, with an entirely new development based upon Formula 1 specifications. The drivers were actively involved in the process – made possible by virtual reality - testing the design in virtual space and giving direct feedback to the engineers.

Focusing on a lightweight construction for the highest possible efficiency and maximum endurance enabled engineers to decrease the overall weight by using ultra-light CFRP components. With a length of 4.98 m and a width of 2.05 m, the BMW M8 GTE weighs in at around 1,220 kilograms. The search for ways of optimising vehicle weight takes in even the smallest detail, and has knock-on effects for the serial production models of the BMW 8 Series. In the engine compartment, the cylinder block and cylinder head are taken from the serial production engine to save decisive extra grams that can make the difference between victory or failure in endurance racing events.

The phrase 'Form follows function' certainly applies hardly anywhere as much as it does in motor sport, with the design and construction of racing cars naturally driven by their intended function. The look of the BMW M8 GTE owes much to the basic proportions of the series production model: it has classical two-box proportions with a stretched bonnet and visually highlights the mass overhanging the rear wheels.

Despite all the facts and preparations, success in motorsport can never be taken as a given thus the BMW M8 GTE has had to wait for rewards in their first races of the season. Finishing 7th and 9th in Daytona and 12th in Le Mans was not what the team had imagined. All beginnings are difficult!

But then, in the Michelin GT Challenge at Virginia International Raceway on 19th August, Alexander Sims and Connor De Phillippi finally scored took their first checkered flag with the new race car, while teammates Jesse Krohn and John Edwards made it a double podium for BMW Motorsport, coming in third. Three weeks later, Sims and De Phillippi claimed their second victory in a row.

They're on a roll . . .



04 | Things Toyota Did to Create the Supra Racing Concept



Things That Will Make the Supra Special | 04

- 1 - The overall design has been around for five years, but the final production car isn't slated for debut until the Detroit Motor Show in 2019.
- 2 - Propulsion should come from a range of turbocharged inline sixes from BMW. Power is expected to peak at more than 300kW for the range-topping GR variant.
- 3 - The rear-wheel drive coupe is expected to use a specifically designed ZF eight-speed, torque converter automatic transmission. Sadly there's been no word on a possible manual option.
- 4 - The Supra's basic architecture is believed to be based off BMW's CLAR rear-wheel drive platform. Double wishbone front suspension should accompany a five-link rear setup with a rumoured electronically-controlled locking rear diff.



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We've missed Toyota in motorsports since the last Supra disappeared in 2002. Toyota preferred to focus on cars for its conventional customers than on furious sports cars but the mystique of the car - largely centered around the fourth-generation A80 with the big wing and fearsome twin-turbo inline-six engine - has lived on in popular culture.

In 2009, with new CEO Akio Toyoda a big fan of motorsports and a racer himself, things would change! During a meeting with BMW-Boss Reithofer in 2012, both agreed to a working co-operation.

Basically, it was a long-term strategic collaboration in four fields: joint development of a fuel cell system, joint development of architecture and components for a future sports vehicle, collaboration on powertrain electrification, and joint research and development on lightweight technologies. Out of that, a new Supra was born, developed together by both Toyota and BMW - the Toyota Supra A90.

And of course a new Supra is a pretty big deal!

The main question is why Toyota decided to team up with the German automaker.

Simple: Tetsuya Tada-san, chief engineer of the all-new A90 Toyota Supra, defined a future Supra with two fundamental pillars: rear-wheel drive and straight six engines – BMW being an expert in both!

Besides all the speculation and rumours, however, the new Supra was tested on the 18th September 2019 in Madrid. We collected the basic pointers and facts from different reviews. On the one hand, Toyota still retains many secrets - not publishing specifications such as weight, 0-60 times and horsepower, for example, claiming, 'The car is still being finalised. The truth is we don't know the final numbers ourselves.'

But on the other hand we have already assimilated some interesting news about the car.

Toyota's tasks in the development were the basic Supra concept and designs for exterior and interior, while BMW's focus was on the vehicle's development and production – hardware comes from the Germans, calibration and tuning from the Japanese.

Some facts that are certain/very likely:

The Supra will be based upon the 3.0-litre B58 unit, which currently produces 500 nm in BMW's 40i models and also gets the eight-speed ZF transmission and BMW's electronic M differential. According to Toyota, the car weighs less than 1,500 kg. So far, horsepower is around 365, while 4.5 seconds from 0 to 60 mph can only be surmised.

Lastly, you probably want to hear about the drive feeling of the new A90. The Toyota's nose happily takes to direction changes even with an abrupt turn-in, and the car firmly resists understeer even when picking up the throttle. But the A90 likes a certain driving style: if you drag the brakes too long the transitions through corners become staccato; if you go neutral through an apex the car is light and skittish.

Rather, the Supra likes to be braked early, and then comes alive under a stabilising throttle. A firm push on the gas through the apex settles the car down and moves you through corners firmly and quickly. One wishes the car pivoted more from its hips but its width and front-engine, rear-wheel-drive configuration work against it.

In conclusion, it doesn't feel like we already know the Supra yet - but we're definitely excited and look forward to hearing more from the new Japanese supercar!



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FANFARE FOR FANATICS



There's an interesting motorsports project going on in the middle of Europe; or to be more precise, in Germany. Team IronForce wants to bring motorsports back to what it once was: a true and pure passion for cars, a professional sports competition combined with joy and fun, and simply a spectacular but still accessible show for the fans.

But how can you achieve that?

Perhaps with Jean-Pierre Kraemer, a German YouTube star and car fanatic, with 1.5 million subscribers, making him the most successful German YouTuber in the automotive sector. He and Jan-Erik Slooten, driver and co-founder of Ring Police, had the idea of "making motorsports great again", resulting in the birth of Team IronForce, launched in this year's ADAC GT Masters in Germany.

Slooten has the crew and the infrastructure plus a broader motorsports experience whilst JP opens the door to sponsors and his huge online community.

JP weekly uploads videos on all platforms - YT channels: JP Performance and Team Ring Police - offering insights into the motorsports world like no one has before. They share race preparations and training, moments at the track and in the pit, and basically everything that is connected to the final goal of bringing the car onto the grid. One of the most viewed videos trumpets the

arrival of their pure race car, complete with 20-minute explanation of every single detail. In a later video, the car gets its unmistakably look which Ring Police is famous for.

The car, lovingly called baby or UFO, is a Porsche 911 GT3 R and shared by Jan-Erik Slooten and former FIA GT1 world champion Lucas Luhr. And both really try hard to satisfy the curiosity of motorsports fans, enriching them with as many insights as possible. Meanwhile, a narrow alley next to their pit allows people to watch the team work on the car through a window, and they invite everyone on their website to ask all possible questions - whether online or in real life.

The ADAC GT Masters, the championship they are participating in, is a GT-based auto racing series supported by the German ADAC automotive club. The pro-am championship uses a similar formula to that employed by the FIA GT3. Each event consists of two 60-minute races, including outings on the legendary Nürburgring.

The first season for Team IronForce was a pretty tough one, with ups and downs, and plenty of lessons for team and drivers. But overall, the whole project, with the main objective of bringing motorsports closer to its fans, remains a huge success - with lots more to come we are promised!



HOLLYWOOD & GT CARS

Screen Sensations

Toyota promotes the new flagship from its luxury division Lexus in Marvel's Black Panther movie. The story revolves around the return of T'Challa to his homeland, the isolated, technologically advanced African nation of Wakanda, where he hopes to succeed to the throne and take his rightful place as king. But when a powerful old enemy reappears T'Challa's mettle as king and Black Panther is tested as he is drawn into a formidable conflict that puts the fate of the nation and the entire world at risk (natch) . . .



BLACK PANTHER

In one sequence, Black Panther clings to the roof of a Lexus LC 500 as it careens, weightless and invulnerable, across the urban streetscapes of Busan, South Korea.

"The LC's aggressive styling, high performance and agile handling are a perfect fit for the Black Panther's quick, cat-like reflexes and superhuman feats. We're excited to see the duo in action", says Brian Bolain, Lexus General Manager of International Strategic Communications.

The movie sequence wasn't the only collaborative activity of the Lexus LC 500 and Black Panther. The car producer and Marvel designed a Black Panther Inspired LC Concept Coupe, created advertising for the Super Bowl LII, and published several online comics starring superhero and supercar.

The big cinematic strategy for promoting automobiles, in fact, has a rich history.

In Michael Bay's 2007 'Transformers', for instance, a Chevrolet Camaro was used as the Bumblebee character whilst Nissan promoted its top-selling model in the U.S., the Rogue compact crossover, in 2016's 'Rogue One: A Star Wars Story'. The scope of Lexus' and Marvel's engagement, however, is overwhelming.

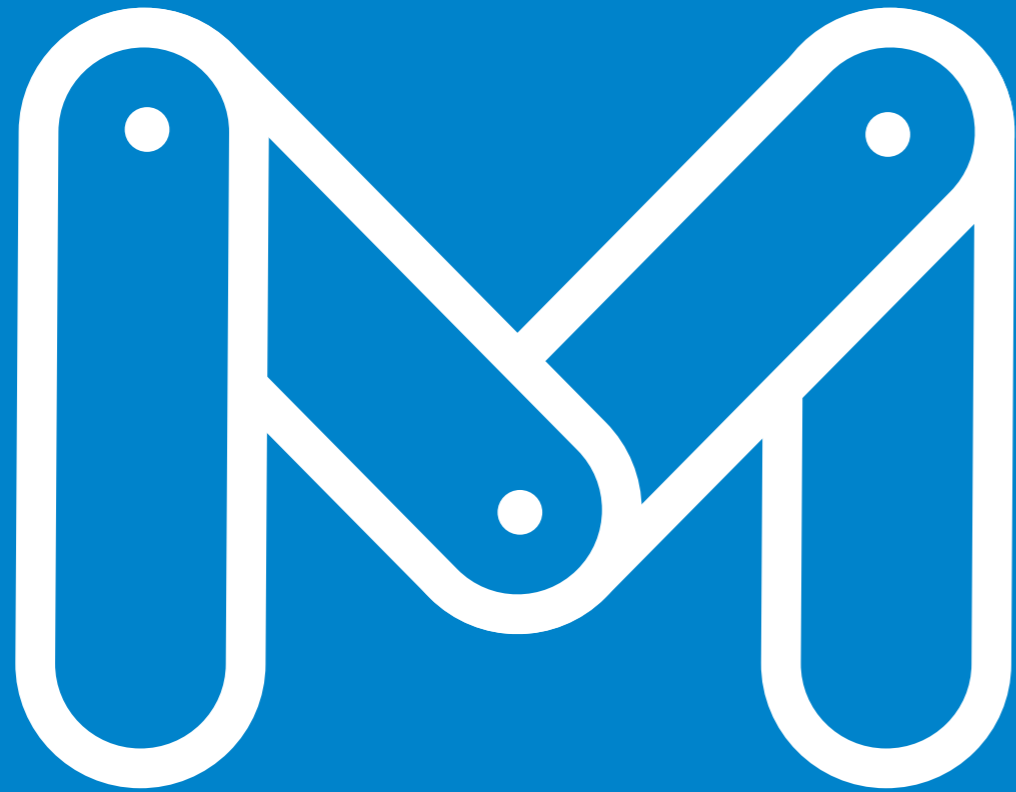
Back to the Lexus LC 500 itself. The Grand Tourer comes with a 5.0-litre naturally aspirated V8 engine and a new 10-speed automatic transmission. The engine provides 471 horsepower and suits the car's character well since it is quick without being explosive. It is the first Lexus ever built employing the company's front engine and rear wheel drive platform set-up, making the LC 500 a landmark car for the company.

According to Akio Toyoda, the Lexus was never planned as a production car: "We had no intention of turning it into a production car. But [. . .] the reaction of our customers changed our minds. We listened, and we made it real."

Yes, they did. The Japanese made a grand touring coupe with some of the most old-school underpinnings around. The sumptuous interior rivals anything from the European kings of luxury, while the fat, rumbling exhaust note is unlike anything that's come out of a Lexus tailpipe before. Marvellous.

Manufactured:	Since 2017
Engine:	5.0 L 2UR-GSE V8
Displacement:	4,969 cc
Power:	471 hp
Torque:	540 nm
Transmissions:	10-speed automatic
Drive:	front-engined, rear-wheel
Weight:	1,935 kg
Top Speed:	186 mph
Acceleration:	0-60 mph in 4.7 sec





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Aston Martin V8 Zagato



Rowan Atkinson – universally known as Mr. Bean or Johnny English, and to those of a certain vintage Blackadder – is an unabashedly ardent lover of and participant in car racing. And not just on the silver screen.

His car collection includes, among others, a Renault 5 GT Turbo, a McLaren F1 and an

Audi R8, which he also races, as he did with his former Aston Martin V8 Zagato. This one he purchased in 1998 and had it converted to Aston Martin Owners Club racing series C2 specs.

Conversion was undertaken by Aston Martin Works Service, with the total rebuild costing an eye-watering US\$300,000 less a few notes.

Whereupon the actor raced the V8 Zagato at an Owners Club event on the Croft Circuit, where his vehicle left the track and collided with a barrier.

Fortunately, he escaped unhurt, but we don't want to imagine the costs of repair, what with that other unfortunate incident with the McLaren . . . but best not dwell on that.

Originally, the Aston Martin V8 Zagato served as a grand tourer of the 1980s. Surprisingly, a sketch of the car was enough to get it into production almost immediately.

Power is produced by a double overhead camshaft, 5.3-litre naturally aspirated 8-cylinder powerplant, with 2 valves per cylinder developing power and torque figures of 432 horsepower at 6000 rpm and 536 nm at 5100 rpm, respectively.

The V8 Zagato, as the name suggests, was based on the Aston Martin V8, but with a body by the famed Zagato coachbuilder, while the design was an angular modern interpretation of the delicious Aston Martin DB4 GT Zagato of the 1960s.

***What You Bean Doing to Yourself,
Johnny?***





The Transporter

Actor Jason Statham is no stranger to amazing cars, starring, for example, as bad guy Deckard Shaw in *Fast & Furious 7* where he gets to chase people in a silver Jaguar F-Type. His latest purchase in real life kicks things up to another level, though, in the form of his brand new Ferrari F12 Berlinetta. The hard-man actor seems to be quite satisfied with his extravagant wheels but then owning an F12 would put a smile on anyone's face.

The officially named Ferrari F12 Berlinetta is a front mid-engine, rear-wheel-drive grand tourer which debuted at the 2012 Geneva Motor Show, replacing the 599 GT. The F12 has already proved to be one of the most powerful road cars Ferrari has ever created, not only named Supercar of the Year 2012 by Top Gear car magazine but also won the International Engine of the Year Awards

2013 in the categories Best Performance and Best Engine above 4.0-litres.

This outstanding vehicle has a 6.3-litre naturally aspirated V12 engine mounted in the front of the car, the opposite of Ferrari's typical placement, bestowing upon the F12 Berlinetta its long nose vis-a-vis other cars from the Italian stable. The Ferrari puts down 730 horsepower, enabling the Berlinetta to achieve 60 mph from a standing start in 3.1 seconds, and 0-120 mph in 8.5 seconds. Also jaw-dropping is its top speed of 211 mph.

At one point in time, it lapped Ferrari's private racetrack, the Fiorano Circuit, faster than any other car in the lineup. Let's hope Statham has some track time planned to put all that horsepower to good use; otherwise, it's going to be complete Chaos.

Ferrari F12 Berlinetta



You might have heard of Steven Tyler. He was a member of the 'Future Villain Band' in the 1978 Beatles film *Sgt. Pepper's Lonely Hearts Club Band* and he's the lead singer of Aerosmith, an American rock band. He's also a Rock and Roll Hall of Famer, American Idol judge and owner of the most impressive lips in the music industry. Oh, by the way, he's also crazy about fast and extraordinary cars. He is such a big fan, in fact, that the conventional Venom GT wasn't good enough for him, not by a long shot.

"Steven came to us and asked if we could build his Venom GT as a roadster," recalls John Hennessey, performance chief of Hennessey Performance Engineering. "We had to make a few structural changes to our integrated roll cage in order to be able to fit the removable top."

Actually, the Hennessey Venom GT is already a hell of a car, and renowned for battling Bugatti for the title of the fastest car in the world. It is no secret that the Hennessey took the title with a top speed of 270 mph



– doing, incidentally, 0-200 mph in only 14.51 seconds! Tyler's Venom GT Spyder - based on a Lotus Exige - produces nothing less than 1,244 horsepower from its 7.0-litre Hennessey-built twin-turbo V8, adhering to Hennessey's one-horsepower-per-one-kilogram approach. There's bags of torque, and a 0-60 mph that you shouldn't really concern yourself with because if you're going full throttle in one of these babies your eyes should be fixed firmly on the road ahead. Suffice to say John reckons it pushes out "tested 0-200mph times of under 16 seconds".

Speed like that doesn't come cheap with Steven Tyler paying approaching US\$2 million for his poisonous arachnid. But what a bite!

Model years:	2011-2017
Engine:	7.0 L V8 with 1,244 hp @ 6,600 rpm
Torque:	1,566 nm @ 4,400 rpm
Transmissions:	6-speed Ricardo manual
Drive:	mid-mounted, rear-wheel drive
Weight:	1,244 kg
Top Speed:	270 mph
Acceleration:	0-60 mph in 2.7 sec



Itsy-bitsy Spyder

Hennessey Venom GT Spyder



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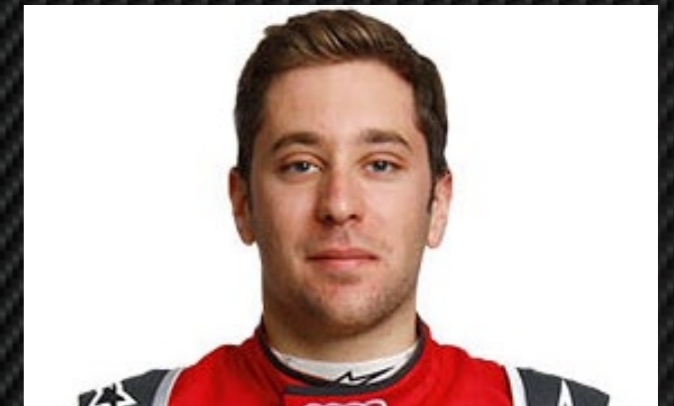
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Audi Sport



Audi R8 LMS

Engine:	Rear-mounted V10
Displacement:	5'200 cc
Power:	585 hp
Torque:	500 nm
Top Speed:	189 mph
Gear:	6-speed with paddle shifters
Bodywork:	Carbon fibre composite / aluminium bodywork
Weight:	1'225 kg



Robin Frijns

Robin Frijns, who narrowly missed out winning last year by finishing second in the Main Race behind Mortara, will gun for his first victory at Macau once again. The Dutchman comes with the Audi Sport WRT Team, with which he also participated in the Blancpain GT Series Endurance Cup, respectably finishing 6th in the 6h, 10th in the 12h and 8th in the 24h of Spa. He narrowly missed podium in the driver's ranking, being 5th best driver in the Intercontinental GT Challenge - but won this year's Bathurst 12-Hour.



Christopher Haase

Christopher Haase fastens his seatbelt in an Audi R8 LMS GT3 for the Audi Sport Team Rutronik on the Guia Circuit. It's his first appearance in Macau and he probably comes in confidently, after a satisfying season with a podium in the Blancpain Sprint Series on the Nürburgring and first place in the California 8-Hours within the Intercontinental GT Challenge, making him second in the Challenge's drivers ranking.





Augusto Farfus

Brazilian Augusto Farfus will race the Macau roads with a BMW M6 GT3 for the traditional BMW Team Schnitzer. Farfus has mainly driven in the DTM this year, finishing the season in 16th position, a highlight being the Brands Hatch's first race in England finishing second.

But the Brazilian knows the Guia Circuit well, having raced it from 2005 until 2010 in the World Touring Car Championship, taking first and third on it in two races in an Alfa Romeo 156 in 2005, and winning the second race in 2009 in a BMW 320si.

Who knows what's in store for him nine years later in another BMW in the FIA GT World Cup . . .



BMW M6 GT3

Engine:	Front-mounted V8 Twin Turbo
Displacement:	4'400 cc
Power:	Up to 585 hp
Torque:	700 nm
Top Speed:	155 mph
Gear:	6-speed sequential racing transmission
Bodywork:	Carbon fibre exterior / aluminium frame
Weight:	< 1'300 kg





Maro Engel

Maro Engel strives for his second win in Macau, since teammate Edoardo Mortara finished first on the Guia Circuit last year. But Engel doesn't have to hide behind him following his 2015 win with a further two podium finishes in recent years. His season hasn't been bad, either, so far, with a fourth place in the Intercontinental GT Challenge driver's ranking behind teammate Raffaele Marciello, who is also fronting up at Macau. Engel and his Team Black Falcon initially triumphed on the road to seal the Blancpain Endurance Cup title but were subsequently disqualified for a regulation breach. The team has since taken up its right to appeal the decision. But guess who got elevated to top spot by that? – Correct! Marciello.

Engine:	Naturally aspirated V8
Displacement:	6'208 cc
Power:	550 hp
Torque:	>500 nm
Top Speed:	206 mph
Gear:	6-speed competition gearbox
Chassis:	Carbon fibre-reinforced polymer / aluminium space frame
Weight:	1'285 kg

Raffaele Marciello

Raffaele Marciello is on a roll. He has had an outstanding season so far, especially in the third quarter of 2018 - not only being third in the overall driver's ranking of the Intercontinental GT Challenge but being crowned overall driver's champion of the Blancpain GT Series. He is racing for Hong Kong based Mercedes-AMG Team Gruppe M Racing in Macau, and is, despite last year's unlucky performance, most fancied for the FIA GT World Cup title according to some bookmakers.



AMG
DRIVING PERFORMANCE



Oliver Jarvis

Oliver Jarvis makes his return to Macau for the first time since winning the Formula 3 event in 2007. The Briton will drive a Nissan GT-R NISMO for KCMG in which he contested the Suzuka 10-Hours round of the Intercontinental GT Challenge in August. He also raced for Mazda in this year's IMSA SportsCar Championship.

"I've always been desperate to go back and disappointed that I haven't raced a GT car there earlier, but there was always a clash when I was racing in the World Endurance Championship,"



NISSAN GT-R NISMO GT3

Engine:	DOHC twin-turbo V6
Displacement:	3'799 cc
Power:	600 hp
Torque:	690 nm
Top Speed:	205 mph
Gear:	6-speed racing transmission
Weight:	1'300 kg



The three-car line-up from the Chinese KCMG squad is completed by Alexandre Imperatori and Tsugio Matsuda, who are both part of the team's Blancpain GT Series Asia roster.





Laurens Vanthoor

2016 winner Laurens Vanthoor - one of the three previous FIA GT World Cup winners attending this year - is driving a Porsche 911 GT3 R for the Manthey Racing team. The Belgian wants to show little brother Dries who's boss since he will also race in Macau but in an Audi R8 LMS for the Audi Sport Team WRT Speedstar. We look forward to the family gathering on the Guia Circuit!



Earl Bamber

Earl Bamber is Laurens' team member in Macau. The 28-year old New Zealander has already won the Le Mans 24-Hours twice in the LMP1 class, namely in 2017 and 2015. His performance in this year's WeatherTech SportsCar Championship is also noteworthy, having only narrowly been off-podium in the overall results, ranked fourth, before the last race in Petit Le Mans.

Porsche 911 GT3R 991

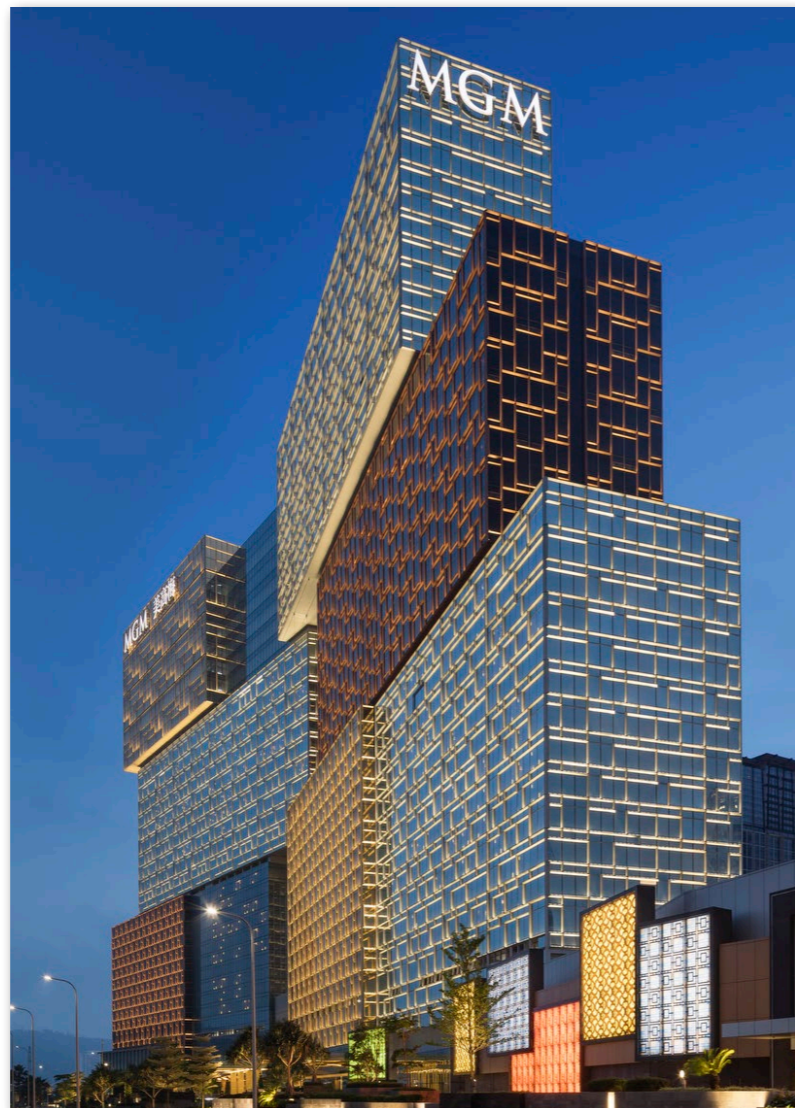
Engine:	Rear-mounted Boxer 6
Displacement:	4'000 cc
Power:	500 hp
Torque:	460 nm
Top Speed:	199 mph
Gear:	6-speed RWD
Chassis:	Aluminium – Steel composites
Weight:	1'220 kg



In July, MGM was honored to win the PATA Gold Award in the CSR category with its “Making Great Moment to the Community” program, acknowledging for its on-going commitment to the local community, its employees and shareholders, as well as the environment. Organized by Pacific Asia Travel Association (PATA) and supported by the Macao Government Tourism Office since 1995, the PATA Gold Award has attracted 200 entries from 87 organizations and individuals worldwide this year.

Within the same month, MGM was awarded with the “Outstanding Corporate Social Responsibility Award” and the “Ambassadors of Corporate Social Responsibility” by the Mirror Post of Hong Kong at the 7th Cross-Strait-Four-Region Outstanding Corporate Social Responsibility Award. It marks the second time that the Company has received the Award.

All these accolades highlight our commitment to the community of Macau, our team members and the environment. While we are actively supporting Macau into a World Center of Tourism and Leisure, we will continue to be inspired by these awards and strive to contribute to Macau’s better tomorrow today.



Community out reach

A Day with MGM



This is the eighth consecutive year that we’ve organized “A Day with MGM,” a summer program to help local youth to unleash their potential to learn hands-on working experience at our luxury integrated resorts. This year the program attracted more than 80 local teenagers aged 13 - 17 from Sheng Kung Hui Macau Social Service Coordination Office and General Union of Neighborhood Association of Macao.

This one full day involvement have allowed students to learn practical skills and gain insights on the daily operations and work culture of 16 different departments at MGM COTAI including Food and Beverage; Fitness Center; Hotel Front Desk; Concierge; Room Service; Banquets; Kitchen; Warehouse; I.T and Human Resources.



Fun Culinary Day



This year marked the fifth year that MGM rolls out the Fun Culinary Day that welcomed 60 children from Women's General Association of Macau. They spent the day with 25 MGM volunteers and F&B professionals learning different cooking skills and sharing a series of fun activities.

MGM Golden Lion Summer Camp



With the support and coordination of YMCA, MGM have sponsored 90 local high school students from 30 different schools including the children of MGM team members to enjoy the three-day MGM Golden Lion Summer Camp in Hong Kong.



The Golden Lion Summer Camp seeks to combine a life enriching experience with exciting outdoor adventures and opportunities for them to develop their leadership and communication skills.

MGM visits School for Special Education and Youth Correctional Institution



It is part of our DNA to give back to the community especially to the local children with special needs. This is the fifth year that MGM volunteers including our Golden Lion Soccer Team have visited Concordia School for Special Education and Macau Youth Correctional Institution to share life lessons, be good motivators and offer different interactive activities.





MGM Raises Awareness on Social Inclusion

MGM once again sponsored the Conference on Inclusive Education, Sports and Social Media organized by the Charity Association of Macau Business Readers as one of its initiatives in raising public awareness on social inclusion.

A line-up of international speakers were invited to share insights at the Conference on the topic of social inclusion for nearly 400 audience members from various fields, including athletes with disabilities from Golf Masters, coaches, representatives from local community associations, university students, as well as MGM's management team members and Volunteer Team. The Conference highlighted the importance of creating a more welcoming and inclusive world for all, where individual differences are appreciated and respected.

tween all participants, leading to a better understanding and awareness of everyone's individual contribution to society with social inclusion at its heart.



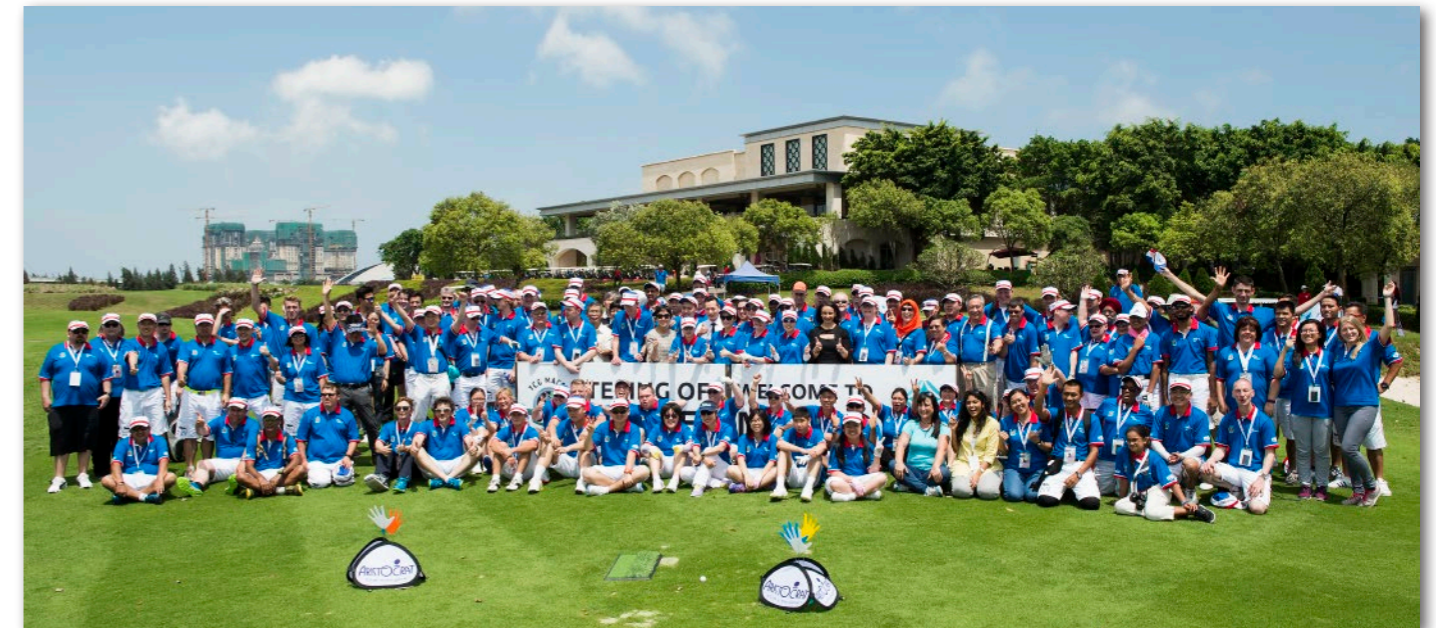
Supporting Social Inclusion through Art

On the Conference day, more than 100 athletes with disabilities gathered at MGM COTAI's Ballroom Foyer for an art workshop. The athletes, accompanied by MGM's Volunteer Team members and local artists from Art for All Association, collectively created designs for mannequins, motorbike toy models and helmets and more. The activity helped to weave a closer connection be-



Supporting Social Inclusion through Sports

MGM has been a keen supporter to Golf Masters, ever since its inaugural tournament in 2012. With the vision to Create a Better Tomorrow Today, MGM is committed to taking part in different philanthropic initiatives at raising public awareness on the importance of social inclusion, bringing the community closer together and contributing towards a better and brighter future for Macau.



Caring for senior citizens

Over 80 MGM volunteer team members assisted in the event to serve and entertain the senior citizens. The event concluded with an entertaining tea ceremony and face changing performance.



On the other hand, since 2015 MGM Golden Lion Volunteer Haircut Team dedicates their free time to become professional hairdressers to provide haircuts for local senior citizens. A group of 20 Volunteer Haircut Team members set out to three local elderly centers this year to offer complimentary haircut services to over 200 senior citizens.

This is the ninth consecutive year that MGM organized the "Health Day for Senior Buddies" and has benefited over 1,600 local senior citizens from different social welfare associations under the Caritas Macau and Macau Tung Sin Tong Charitable Society. We invited 20 professional medical practitioners to MGM, to provide free one-on-one health consultations for over 200 local senior citizens, after which each person received a package of prescribed herbal soups for their wellbeing.





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