



INSIDE

The 66th Macau Grand Prix - Special Edition

星級晉爵王者薈萃

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"SEE YOU LATER..."

These were the last words I heard from our Editor-In-Chief when we briefly met to discuss the content details and layout on this year's magazine. Unfortunately, 48 hours later I received a phone call with the sad news of his passing.

Since 2009 Mike Armstrong was heavily involved in our little one-off publication each year. His unique way of writing, his ability to draw an image with words and magical flow made the difference. Along with the support of the great photographers that provide the other half of this magazine's quality.



Mike has always been a bike and car enthusiast as well as a big fan of the 'Vincent Shadow'. His interest in the Macau Grand Prix began 'a lifetime ago' having watched the event since his move to the peninsula 28 years ago.

We, as native German speakers, are known for our harsh language and correctness in translation, sometimes struggling to bring across the real message of our thoughts. We often have been misunderstood. Mike's poetry and flowing words, mixed with political correctness, gave the magazine a soul and its standing as one of the best race event publications in the world, according to its regular readers.

With all the sadness, and now left without our soul-maker Mike, we've had a hard time continuing this publication but we owe it to him and his family to do so. We've had a chance to receive all his notes and critics from the past and this year's issue is a reflection of his dream publication...a different format, still with insightful content, whilst giving the great pictures the room they deserve.

So, here you hold that special tribute issue! It may be our last one, as it will be hard to replace such a unique editor who was always full of kindness.

On a special note, while having our regular talks in Mike's English-style library at his home in Coloane, we often joked about a bucket list. Taking into account his age and lifestyle, I always pushed him to complete his own bucket list. Finally, last year he went on a three months trip back to England, France, Scotland and Ireland. His dream was always to make his way to Germany or the Isle of Man to watch one of our races, something that was still to be ticked off his bucket list. In addition to this, he dreamed of finishing this novel, which he had been writing for the last 15 years, I believe.

So, here is the advice that I offer, probably the most serious advice out of this crazy life: Make your bucket list and start working it off step by step. Life is too short! No matter what perspective you look at it. We have only one life anyway. Let's stop wasting another minute of it and enjoy the good sides of life. Let's stick together in the good times as well as in the bad ones. Now enjoy this special edition dedicated to the one and only Mike Armstrong.

Thanks for following us over the years ... 'see you later'.





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SHOOTING

My first visit to the Macau Grand Prix was in 2008. I had read about this world race for years but never really expected to make the trip from Ireland. Out of the blue the chance arose to photograph the motorcycle race and I grabbed it with both hands.

Sitting beside Northern Irish MotoGP racer, Alan Patterson and veteran sponsor, The Motorcycle on the Right provided a fairly comprehensive guide as to what kind of entertainment Macau had to offer. When it came to figuring out the best places to photograph from I was all on my own though.

MACAU

—By Stephen Davison

SHOOTING MACAU

iO A column by Stephen Davison

WHO IS MISSING... AND WHY?



On reviewing the 2019 Macau Motorcycle Grand Prix entry list, you may be forgiven for thinking that previous years presented more quality in regard to the depth of the entire field. I have to agree. This, unfortunately is quite simple to explain. We are now facing the real possibility of a generation change amongst our riders. With Michael Rutter in his 50th season of racing, and with rumors suggesting that he will hang up the leathers, change is inevitable. To be honest I don't believe the rumours about 'The Blade' just only time will tell. John McGuinness is the other living legend that seems to have been in the sport forever...what does the future hold for the man they call 'McPint'? Let's get into that a little later when we introduce the Gladiators of the 66th Macau Grand Prix on two wheels.

For now, let's start with the ones that are missing this year.

WHO IS MISSING

i6 Where are Irwin, Jessopp and Harrison?

PODIUM CONTENDERS

Hickman and Rutter...who else? **31**



It has probably never been easier to define the podium contenders for the class of 2023, the 66th Macau Grand Prix. Two of the podium contenders have decided to miss out on this year's event. Glenn Irwin has just announced his deal for next year with... and couldn't get anything at risk as he has probably just reached his career season in his young career.

And Martin Jessopp, who holds the mighty unbreakable record of taking the most podiums, is in trouble without a crew has decided to call 'time out' on racing and is now guiding his daughter through her career.

THE JOB'S FUCKED

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'THE JOB'S FUCKED'

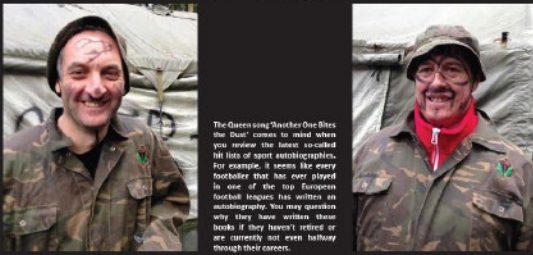




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ANOTHER ONE WRITES A BOOK



The Queen song 'Another One Bites the Dust' comes to mind when you realise the latest so-called hit lists of sport autobiographies. For example, it seems like every footballer that has ever played in one of the top European football leagues has written an autobiography. You may wonder why they have written these books if they haven't retired or are currently still even halfway through their careers.

ANOTHER ONE WRITES A BOOK

57 Michael Rutter - The life of a racer

CLASSIC GT CARS

What makes a car collectible? 107

IF TEENAGED BOYS HAVE ITS PICTURE TAPED TO THE WALL, YOU ARE LOOKING IN THE RIGHT DIRECTION.

A big teenage lad, we all collected something, probably coins, stamps, or games but for the motor heads among us it surely was (and still is) to collect car models. There they are, we all grew up with them, of us, 50 car car models, which sometimes turned into real life used cars. One by one collaborations with Super Models, this leads to about future investments in Classic GT cars featuring the car models that's being. The following report will introduce you to some cars which represent a real eye to value in the future. Therefore, the big question of course is: **What Makes a Car Collectible?**

Cars with historical importance, ones that pioneered new technology or saved the day for consumer expectations, can become collectible especially if they are rare and beautiful.

A young lad adds to a car's value, as an association with a respected designer, racer or builder such as the likes of Raymond Loewy or Carroll Shelby. Prior celebrity ownership can also help, especially if the individual is associated with cars, such as Steve McQueen, Paul Newman or James Dean. The most expensive collectible cars certainly have all of these.

As a basic rule of thumb, if a vintage race has its picture taped to the wall, you're looking in the right direction. When these boys grow up, they want to buy the Mustang that made them heavy in their youth.

The car market never stops the hunt for cars. It's a commitment you give passionately and it can also provide a currency, being since vehicles can be transported to countries with favourable exchange rates.

MACAU GT MASTERS

The big show continues 121

THE BIG SHOW CONTINUES - MACAU GT MASTERS



GT Cars have always been fascinating and especially in Macau they are the true highlight of the race program, besides the bikes of course. Collector people don't just race cars, they are watching the GTs for a while already, as they are already enjoying and who doesn't dream of having one of them standing along a race track in their own garage.

It might help to make them going the full race distance without piling up at the bottom of San Francisco Hill. But there is also a different aspect which makes them going the full distance. It's about watching and you can't miss the chance to see the cars in action, as they are not only a sight to behold, but they are also a sight to see. It's about watching the cars in action, as they are not only a sight to behold, but they are also a sight to see. It's about watching the cars in action, as they are not only a sight to behold, but they are also a sight to see.

The Bucket List in Motorcycle Racing



THE BUCKET LIST

101 Race events you must experience before you...

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SHOOTING

My first visit to the Macau Grand Prix was in 2003. I had read about this exotic race for years but never really expected to make the trip from Ireland. Out of the blue the chance arose to photograph the motorcycle race and I grabbed it with both hands.

Sitting beside Northern Irish Macau racer, Alan Patterson and veteran sponsor, Tiny McKinstry on the flight provided a fairly comprehensive guide as to what kind of entertainment Macau had to offer. When it came to figuring out the best places to photograph from I was all on my own though.

MACAU

– by Stephen Davison



Picture by Stephen Davison - PaceMakerPressInternational

The Guia circuit was much the same 16 years ago as it is today but there are many more restrictions on where I can take photographs from today than there was in 2003. Back then there was very little catch fencing above the Armco and as a member of the accredited Press, access was largely unrestricted. During the days before practice began I walked the circuit, seeking out places to shoot Michael Rutter, John McGuinness and Steve Plater in action.

I spend most of the summer months photographing motorcycle racing on closed public roads in Ireland and the UK. I always try to include the things that make it obvious it is a road race rather than a short circuit. On my first trip to Macau I wanted to capture the famous yellow and black Armco barriers with some of the towering hotels and casinos in the background.



Picture by Stephen Davison - PirelliPressInternational

There were three things that hit me straight away on the first morning of action. It seemed strange to me that motorbikes were the first racing machines out on track at 7.30am for the first morning of practice. They still are today and it still feels odd. Just a few hours after normal city traffic has been whizzing around the streets, the bikes are the first to encounter any dropped fluids or greasiness on the city streets.

Another thing that hit me between the eyes that morning was the lack of people around the track. Used to seeing race fans poking their heads through holes in hedges or even shimmying up the odd tree for a better view in Ireland or the Isle of Man, I was stunned to find no one spectating at any of the fantastic spots I was photographing from.



Picture by Stephen Davison - PaceMakerPressInternational

I soon learned that race fans had to purchase tickets to watch from the grandstands at the pits and Lisboa Bend. Anyone who tried to linger for a glimpse of the action at any other point on the circuit was quickly moved on by the stern Macau police.

Most impressive of all though was the sound and speed of the bikes. I just never expected it

to be so fast given all the obvious surrounding dangers! The angles of lean were incredible given that there is absolutely no run off whatsoever at any point on the track and the scream of the engine reverberating between the buildings was deafening. Every sense was lit up!

In spite of my lack of circuit knowledge I got amazingly lucky that first Macau morning.

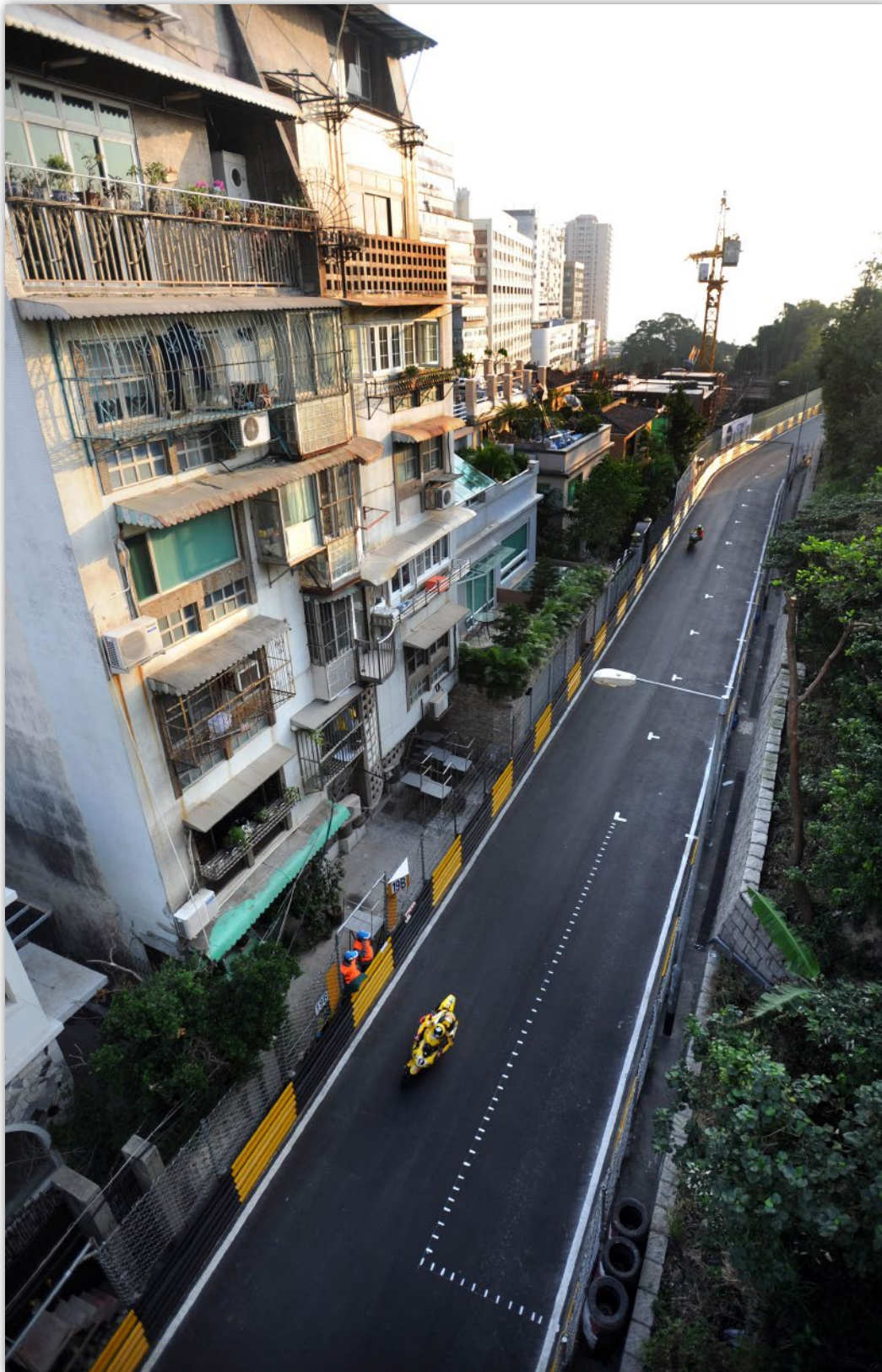


Picture by Stephen Davison - PaceMakerPressInternational

Peering through the lens I heard the scream of an approaching machine and pressed the button to capture a black and red blur. I sensed something unusual had happened in front of my lens as the shutter clicked but the old adage says if you see it you have missed the picture. Scrolling back through my shots I was amazed to see Steve Plater's right shoulder scraping

against the yellow wall. I couldn't believe my beginner's luck! In the 15 years since I've only been fortunate enough to capture a similar moment on just one other occasion.

Capturing that picture sealed the Macau deal for me and I have returned to the Grand Prix of the East for 15 of the last 16 years.



In road racing the circuit is always king and Macau is no exception. The Isle of Man TT, North West 200 and Ulster Grand Prix all run on roads that are very different from one another. This provides each event with its own, distinct, personality.

They are also very different from those found in Macau. The Armco and concrete lined city streets of Macau are totally unique in motorcycle racing, providing perhaps the most daunting challenge on the planet for those riders who race the Guia circuit.



WHO IS MISSING... AND WHY?



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John McGuinness is the other living legend that seems to have been in the sport forever...what does the future hold for the man they call 'McPint'? Let's get into that a little later when we introduce the gladiators of the 66th Macau Grand Prix on two wheels.

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GLENN IRWIN



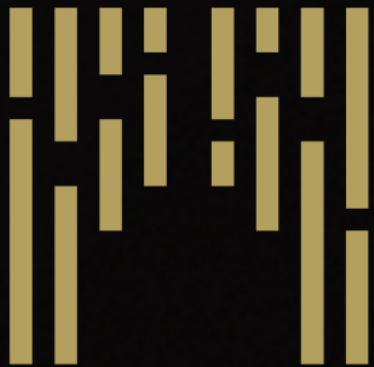
What a farce of a season Glenn left behind him. From being a title contender in BSB with the PBM team and multiple winner on the roads such as Macau and the North West, Glenn opted for a switch to Leon Haslam's abandoned Kawasaki ZX10RR with the JG Speedfit by Bournemouth Racing and the legendary Jack Valentine.

On paper, it all looked promising with the switch to the championship winning Kawasaki combination, but from the first race onwards Glenn could not come to grips with the bike's handling. Replacing crew chief didn't help either nor did his repeat win at the North West, which he hoped would get him back his self-confidence. A mutual agreement was found and he left Kawasaki to join the TAS (Tyco BMW) crew for the following races. Things went much better quite quickly as he secured a Top 5 finish shortly after. But negotiations with the TAS team principal for the 2020 season, including a possible return to Macau on the Tyco BMW, went down the wrong path. They split after only four rounds of BSB and without completing the season.

TAS wasn't in the best position either after what they have described as two disastrous seasons on the roads and short circuits. No doubt Glenn is a great rider, surely at the same level as Peter Hickman. He is fast on both the roads and short circuits and it's no secret that Glenn also fancies a debut at the TT in the future.

He deeply expressed his desire to return to Macau and he surely will...probably next year.

"A return to the forthcoming Macau Grand Prix had been mooted, but it's now off the agenda. The original plan was taking the Tyco BMW in cooperation with Penz13, but then I failed to find an agreement with Tyco for 2020 so it was no option anymore. Then Penz offered me to ride their Yamaha R1 Superbike, which was very tempting. However as Macau takes place in mid-November I couldn't commit to anything because of my deal with..., that obviously did not allow me to race with them. I surely want to return to Macau despite what I said two years ago that it's not an option after the tragic accident and loss of Dan Hegarty. But the organisers did some improvements and to be honest Macau is a very thrilling and pleasant event."



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DALEY MATHISON

What a character he was and what a treasure for the Penz13 team when he joined them together with Davey Todd last year in Macau.

There was no doubt from the first minute the team worked with him that they wanted to stay together to see if Daley could take another step forward, after winning the privateer championship at the Isle of Man in 2018.

It quickly turned out that Davey and Daley seemed to be brothers, just from other mothers. From their Macau debut in 2018 onwards they nearly spent every single day together until the TT. But then everything changed.

From the beginning Daley felt he had a great opportunity to prove his talent and to achieve his ambition in becoming recognised as one of the top-rated road racers in the world. According to him, Penz had prepared the best bike he had ever ridden and his time to shine was now. In addition to the Internationals he was signed to race the International Road Racing Championship alongside his new best buddy Davey and it all seemed to be heading in the right direction... but then he did not return from the 3rd lap of the opening Superbike race at the Isle of Man leaving behind a beautiful daughter and lovely wife. A very sad loss for his family, friends and team.

R.I.P. Daley...you will always be missed!

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DANNY WEBB

Danny enjoyed some pretty successful years with the Penz13 team, a team that picked him up in 2016 when he was basically down and out of racing. After having failed to secure another Moto3 ride, Danny tried to establish himself with rides in the World and British Supersport Championships, which proved to be unsuccessful.

He looked to reinvent himself on the roads and found a safe haven in the German squad. With the full support of the team, Danny was able to set his mark as a highly rated road racer and was fast on almost every circuit he went, with the Isle of Man TT being the exception perhaps. By winning the IRRC in his first year and with a stellar performance in the 2018 Macau Grand Prix, where he finished 4th, he re-established his name.

It, however, was an open secret that he always wanted to return to World Championship level, who wouldn't? Road racing was just something to keep him in business. The Penz13 team trusted in his ability and pushed him all the way through to the Endurance World Championship (EWC) to race alongside the likes of Markus Reiterberger, Sheridan Morais and Michael Laverty.

With the Germans having to sit out on the first two rounds of the EWC 2019/2020 season and Webb eventually receiving an offer to return with a ride in the World Supersport Championship, he took his chance.

Was his decision the right one? Only time will tell. It seems, however, it's not all as solid and set in stone as it sounds.

MICHAEL DUNLOP

Michael has always been a bit of a mystery man. Sometimes he will say that Macau is an event that he doesn't want to do again as he dislikes the circuit and of course he hates to fly across the globe. He is also not the most affordable rider in the paddock.

But when you speak to him in private he always reminisces about Macau and remembers well his debut there on the PBM Kawasaki, joined by his brother William. Like most riders, he recollects stories of the good times and the nights out. In actual fact, Michael likes Macau! He likes the circuit and he doesn't mind flying across the globe and with a little bit of money (*not as much as you believe*) he is very keen on returning.

But this year he was struck with injuries and of course a lack of competitive ride options as all the top teams had confirmed their rider line-ups a long time ago. As for TAS Racing they have no real desire to go racing in Macau.

TAS have not been competitive in the BSB recently and as a result they have had some difficult years on the roads, so we don't believe we will see Michael returning in the short term to the shores of Macau... fingers crossed for next year. Will he stay with the TAS team? We have some doubts. We believe he will regroup with his own inner circle and do it the Dunlop way.

If we are right, it will be the best chance to get him back to Macau, as it will then be his own decision on when and how to return.





Picture by Stephen Davison - PaceMakerPressInternational

DEAN HARRISON

Dean has had another incredible season in 2019 and highlighted his career with a prestigious win at the Senior TT. Additionally, he has competed in more short circuit racing than any time before, which enabled him to prepare for the hard-to-beat Peter Hickman.

His Silicone Engineering Kawasaki team is probably one of the most illustrious teams in the paddock and is built around Harrison from the ground up.

Dean has previously skipped the event and understandably has opted to put his family first after his wife gave birth to their first child...but we remember his debut in Macau. He made it clear in an interview that everyone would remember his name in the road racing scene and that he will win the Macau Grand Prix at some point. This year we think he is missing out on that very opportunity by choosing to give the event a miss again.

As to why, it is not so clear but the team has other priorities at the moment and so does Dean. So, let's hope we get to see Dean again in Macau next year.





Picture by Stephen Davison - PaceMakerPressInternational

MARTIN JESSOPP

Over the journey Martin established himself as one of the most consistent podium finishers in the history of the Macau Grand Prix. However, having realised that the operating costs involved in running a private team in one of the most competitive National Championships, the British Superbike (BSB) were simply too high, the difficult decision to fold the Riders BMW team was made. That meant that Martin was left without a competitive full season ride, and to be competitive in the international road racing scene you need a ride in a championship like the BSB; talk about a catch 22 situation! And perhaps seeing his daughter growing up and realising she is probably more talented than himself (*she's just reached the junior world finals in motocross*) he's found a bigger meaning in life.

This year, Martin was hoping to get an on again/off again ride in BSB and perhaps a few international road races under his belt but this has not eventuated. His fall at Imatra as a wild card in the IRRC, where he suffered some serious injuries from a broken shoulder blade and ankle along with a badly bruised hip certainly didn't help matters either.

At last years' Macau GP event, he probably had his best chance ever to win, even though it's a big task to beat Hickman. What only a few know is, that Martin broke his hands just 2 weeks before the Grand Prix and wasn't really race-fit. For those who know Martin, he is a different breed and as tough as they come! We spoke with him many times during the season, offering him a competitive ride, and we know it wasn't an easy decision for him to turn us down. We respect him for that. He made up his mind last year that his Macau chapter is now closed.





CONOR CUMMINS

Conor quite recently got married, became a father and built his own coffee empire at the Isle of Man - things that keep you quite busy I suppose.

He is also part of a very special family: the Padgetts. Everyone knows that Clive only goes to Macau if you 'bag it for him' and help with the finances too, otherwise it simply doesn't make sense to him as none of his sponsors have any interest nor any financial return from racing in Macau.

Conor has made it pretty clear that if he goes to Macau he wants to win and must feel competitive right away, something that he only feels with the Padgetts at the moment. So not even the money could convince him to give it another go this year.

Undoubtedly Conor is one of the fastest riders, whenever he makes the trip to Macau. One of the best and memorable races ever was the 2010 event where he followed Stuart Easton like a shadow all the way, both skillfully avoided a black cat that ran across the track directly in their path, only to tangle with some back markers that played into the hands of Easton. Conor finished a defiant second that year, memorable nonetheless.





Picture by Stephen Davison - PaceMakerPressInternational

MACAO GRAND PRIX

OUR SELECTION



Picture by Stephen Davison - PaceMakerPressInternational

In last year's edition, we commenced featuring the teams and we will continue to do so, probably not to the same extent in this edition. However, it's important to highlight the guys pulling the strings behind the scenes.

This year we've also decided to mix things up a little as we take a look at the riders from three different perspectives. The Podium Contenders – All riding for the bigger teams with professional backgrounds, structure and support. Who's Climbing the Ladder – Here we give you a bit of an insight about which riders are climbing the ladder and have the potential to take over one of those hotly contested seats in a big team in the future. And lastly, the Privateer Sector – Highly committed and talented riders that usually qualify for the Privateer Championship at races like the Isle of Man TT.

So, it's not just about projecting the Top 10 anymore. Riders, please don't be angry if you can't find your name or picture in the lists. We've had to make a cut somewhere and unfortunately there are plenty of factors influencing when to make the cut:

The cost of printing this magazine is higher than you can probably imagine as it is financed by way of sponsorship relating to the top teams. Some smaller companies that like our approach help out too and of course the support from the Macau Government Tourism Office is crucial. We are still the only magazine that publishes internationally and in English and the number of pages defines the cost in the end;

At times, we can't find any good quality pictures. A picture of good quality we define as having a resolution of a minimum of 300dpi and in its uniqueness. We are fortunate to have the help of Stephen Davison, Darren Marlowe and our very special Finnish photographers;

Last but not least, maybe we are not INSIDE enough to know all about you, as we haven't had the chance to talk to you or we are unable to find anything about your racing activities on social media or your website. Think about it...it's the presentation of what you do that matters the most in order to attract attention for media and sponsors.



Picture by Stephen Davison - RaceMediaPressInterNational

It has probably never been easier to define the podium contenders for the class of 2019, the 66th Macau Grand Prix.

Two of the podium guarantees have decided to miss out on this year's event. Glenn Irwin has just announced his deal for next year with...and couldn't put anything at risk as he has probably just recorded the worst season in his young career.

And Martin Jessopp, who holds the slightly unenviable record of taking the most podiums, six in total without a win.

He decided to call 'time out' on racing and is now guiding his daughter through her career.

PETER HICKMAN



To be realistic, there is no way we cannot have Peter Hickman on top of our list. He is currently riding better than any time before in his career and has already bagged three prestigious wins in Macau in the past four years.

He won races at every single international meeting, with TT wins in the Superbike and Supersport class, a STK win at the North West, while he won every single race that he entered at the Ulster Grand Prix. What makes him so outstanding is his competitiveness on short circuit. This year he made it into the showdown of the British Superbike Championship, rode as a Wildcard in the World Superbike Championship resulting in a Top 10 finish and rode impressively in the Endurance World Championship.

Peter is on the same bike or very similar in all of his races, equipped with factory backed parts. He has probably more miles on the bike than any other rider. What's most astonishing is when you watch him in the paddock, at parc fermé or even on the starting grid, he is so calm, cool and collected. You'll regularly see him speaking with newcomers, selflessly giving them much appreciated advice, joking with mechanics and giving 'face time' to media and sponsors – he is such a genuine character.



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SMITH RACING TEAM



The Smith Racing Team is possibly the main key to his success and confidence. It's the team that makes the difference. You actually have to consider SMITH Racing to be a privateer team as its majorly funded by the Smith Family business. What looks on the outside to be an official BMW outlet, simply is not. It's a customer racing team, which means that each and every part has to be purchased from the BMW Motorrad Motorsport headquarter in Munich. Of course, where required (*surely for Macau*) he will have access to a very special engine. Until mid-season the new BMW S1000RR wasn't even available for any other team than the so-called 'factory representatives' in national championships. There were even doubts from Munich when Hicky decided to go with the BSB bike to compete at the North West and TT. Such a newly developed bike always throws up a few surprises – the production of the bike being put on hold various times.

Against all odds, Hicky won the STK race at the North West, being the first international win for the new model of the year. For the SBK, it was either the tricky conditions at the North West and/or the reliability of the engine at the Isle of Man where Hicky hardly managed to finished a lap in the practice week, so in true Hickman fashion he opted for the STK spec bike and claimed the SBK win.

The official version was that Hicky was running a stock engine at the Ulster. We all know he was not. A so called 'blue print' engine is built using the optimum of parts that are available for stock production. The new S1000RR easily delivers 210 bhp in the STK version and with optimised Dyno tuned electronics you already have a horsepower advantage over the older 6.2 spec SBK engines that were available for the previous model. But all that doesn't matter. The chassis is just a tremendous improvement and when you put a quality rider like Hicky on board a bike prepared by the SMITH Crew. It's tailor-made from top to bottom; how are you going to beat this? Just about impossible!

So, something has to go dramatically wrong to take away his fourth win in Macau. But we doubt it will, as his closest friends and mechanics will turn the bike upside down, prep it and check it over and over again to minimise the risk of a DNF. Those closest to him are Darren Jones (*his crew chief*), James Buckingham, Peter Clifford, Luke Brown, Wayne Nichols and Mathew Walker.



If you haven't heard yet, it's Michael's 30th anniversary in racing. So, get some chocolate's, flowers and maybe some champagne and send them down to pit 36, the boys will love it! With eight wins in Macau, a total of 19 podium finishes, an amazing team behind him, the love of his life by his side and the most sophisticated motorcycle ever to have raced on the Guia Circuit, the only reason Michael won't make it onto the podium this year will be something that he will have no control over.

We can't remember a single magazine over the last 13 issues that we haven't spoken about Michael. We have worked with him on various occasions, either as a contracted rider in 2015 or in a contracted team on various Macau GPs in the past. He is always a pleasure to work with and a true gentleman.

What's left to say about him now. Maybe we can share with you some more jaw dropping facts about the man they call the 'Blade'.

25 years ago, Michael made his Macau debut on a McCulloch Ducati 888; the same year that Steve Hislop won the race on the Harris Yamaha. This year marks his 30th anniversary in professional racing and what a career it has been. He has spent most of his time racing in the British Superbike Championship where he has totaled 29 wins.

MICHAEL RUTTER



Picture by Darren Marlowe - OctanePhotography

Aspire-Ho



Picture by Darren Marlowe - OctanePhotography

Perhaps what most people don't know is that he has also raced on the World Superbike stage (*with a podium in 1997*) and during the two-stroke era (*1999*) he competed in several MotoGP events with several point scoring rides.

In Real Road Racing his record speaks for itself: a multiple winner at the Isle of Man TT, seven in total and for many years basically the man to beat at the North West with 14 victories.

For Michael, you might think that after 30 years in racing it's time to walk away, but he certainly isn't. There have been two critical moments in recent times that have given him a new lease of life on his racing career. After running for two years under the SMT banner he realised that most of the work was done by him anyway, so he decided to run his very own setup. Not long after, somebody re-introduced him to a very special woman and since then it all has gone in the right direction.

Having been with the love of his life since the end of 2017 everything changed around him. Some people may say it's the money that helped him to get back on his feet but they would be totally wrong.

Of course, a little help here and there has been an advantage (*which we would all welcome*) but if you know Michael he is the most honest person you can find, along with his pure determination for the sport. He loves his independence and his most loyal sponsor Bathams continues to play a big role in the success of the team.

Today you will meet a more relaxed and driven Michael Rutter than ever before. He is arguably the one man that can make the transition from a professional rider to a successful team manager. This year he entered Taylor McKenzie in the British Superstock championship on a BMW S1000RR and had a good shot at the title for most of the series until the Suzuki rider, Richard Cooper, eventually secured the title.

Being successful and making such a smooth transition from a rider that occasionally races in the BSB Superstock and International Road Races, to a fully-fledged team manager and owner, means that you need to have a very trusted team around you. Alec Tauge is probably the most noticeable in the team.

The 'maniac', (*which we say with the greatest respect*) who spends hours evaluating, checking and rechecking the bike to ensure that results don't come down to mere luck. Warren Bardsley, a free-lance mechanic who usually works for Paul Bird Motorsport in the British Superbike Championship, as well as Graham Ward add up the inner circle of his team.

MGM BY BATHAMS RACING

Faye Ho doesn't need any introduction in Macau. She became involved in the Macau Grand Prix working many years with INSIDE on team sponsorships and helping us to bring some of the biggest teams to Macau for the race. She left to live in the UK in 2011 and whilst it took a while to get her back, we all know the reason why she returned to get involved with the GP once again. She loves the buzz and thrill of motorcycle racing and has been a prominent figure in the paddock from 2006 to 2011, most prominently for her fantastically insane parties that she used to throw together with us at MGM.



Since she shares her life with Michael there was a reason to return and we know Faye loves to make a statement and leave a big impression. And she did by becoming team owner, contracting Peter Hickman, leasing his championship bike along with most of the crew from Smith Racing and coloring it all under the Aspire Ho banner. What a winning formula, certainly a guarantee to be successful.

And what a party it was last year at Cubic, just like in the old days at MGM Lions Bar. Thank you Faye!

To be fair, we have to end this column here as we have already mentioned that the riders that could have seriously threatened the podium under normal circumstances won't be here this year.

Rutter



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JOHN MCGUINNESS



“The Job’s Fucked”...

was a recent message. You can interpret that in many different ways. However, the living legend has struggled more than at any other time in his long career. He is the same age as Michael Rutter and both these guys have shared most of that time not only as direct competitors but also as friends. Watching them together at either a media or PR event is a treat and there is always a story or two and friendly banter on offer.

So, if you need some light entertainment, invite both of them to your next event and let them go at it...they surely will deliver.

Off stage John wasn’t able to deliver quite as well, as the recovery time from his wild accident at the North West 200 in 2017 took much longer than expected. It was also just a matter of time until Honda let him go. He was aware that day would come as he was only offered year to year contracts.

So, what else was out there for John that would give him the money that he needed to keep his material status and family life happy? He had countless offers from teams to continue racing the roads but none of them had the financial backing that was needed to secure such a big name. Eventually it was up to the marque British manufacturer, Norton, to step up. What better option could you possibly have than contracting living TT legend John McGuinness. Great PR for both of them, a British rider on a British bike taking on the most prestigious race in the world, the Isle of Man TT.

But the specification of the Norton doesn’t lend itself well to appear on other road racing circuits nor was there any further interest of Norton than racing at the TT to promote their latest bike model and driving sales forward.

Riding for various manufacturers in other races wasn’t clearly defined in his contract and he surely didn’t want to bite the hand that feeds him. Still he wasn’t happy with his riding in the first place. He hasn’t lost the confidence in himself but working with a team of young university engineers that have never seen a track like the Isle of Man doesn’t give you the same trust that you would find riding for Honda.

And the rest of the story is history...the job’s fucked. Another TT had gone without having a chance to ride it at competitive level.

DAVID JOHNSON

The likeable Australian made his way from Down Under to the UK a couple of times this year to race the big Internationals for Honda in 2019. Perhaps the biggest surprise came when he finished on the podium of the STK race at the Isle of Man this year – just don't tell him that!

Unfortunately, 'Davo' faced the same problem with the Honda as Hutchy did and only having a one year deal, paved the way for him to jump at the chance to ride for Paul Bird on the PBM Ducati V4R.

Davo has probably never been on the radar for a Macau GP podium but if you know him and the team that he is aligned with you have to think he's got a chance. With the best bike on the grid, a professional team behind him and a good season in the bank, you might think he is your best bet against Hicky...but hold your horses.

The biggest problem here is that he has never ridden the bike before! He will have his first close look at the Ducati in pit 37 and will finally swing his leg over the beast for the first time at the free practice session.

"I am very thankful for the opportunity given by Paul to ride with the PBM Ducati V4R. I did not get the chance to ride the V4R before Macau but I know that the bike will be amazing. So it's all down to me to get the feel for as soon as possible! I have some V4 experience from my two years riding with Norton (2016-2017) so at least I'll have a bit of an idea of the power characteristics...I can't wait to get out there."





TAK CHUN RACING BY PBM

PBM is Paul Bird Motorsport, the collective name for the Cumbrian businessman, Paul Bird's global motorsport operation which combines motorsport on both two and four wheels. The real road racing freaks remember the times when John McGuinness was riding the MonsterMob Ducati or when the three Ducati in Zong Zhen colors turned up in Macau with McGuinness, Ronny Smith and Stuart Easton - it was Birdy's setup. As a successful team in the British Championship, PBM got the chance to service for Kawasaki as the official factory team in the World Superbikes and from there to MotoGP with a self-developed chassis and Aprilia engines.

The team returned to the British Superbike Championship full time in 2014 and have since added more titles to their unprecedented successes. The last three years PBM teamed up with the local Tak Chun Group delivering another win with Glenn Irwin.

Birdy loves to win and when it comes to riders and team he chooses the best. For the 2019 season he hired none other than ex-MotoGP rider Scott Redding and former BSB champion Josh Brookes aboard the brand-new factory backed Ducati Panigale V4R, making sure that success has nothing to do with luck but hard work, determination and of course the financial background you need to play at champions league level.

His team is a well-established crew and many of them have been very familiar faces for years. Probably not always easy to work with a multi-millionaire like Paul Bird, the more professional you have to be as an employee. Most prominent figures within the team are:

Philip Borley (*Technical Director*) – Previously in charge of the MotoGP bikes' technical development, 'The Doc' is responsible for the ongoing development of the team's bikes and technology with his vast array of knowledge and experience. He liaises closely with Ducati Corse as they jointly share responsibility for the success and development of the Ducati Panigale V4R on BSB level.

John Mowatt (*Team Coordinator*) – Former crew chief to Shane Byrne and Glenn Irwin, John assumed the responsibility of team coordinator in 2018. He has worked for PBM for over ten years and has been responsible for much of the team's success in recent years. He has worked with the likes of Tom Sykes, Noriyuki Haga, Ben Bostrom, Michael Rutter and John McGuinness in the past.

Sam Neate (*Race Technician*), Macauley Wright (*Tyre Technician*), and Ryan Rainey (*Crew Chief*) complement this well-established crew.



IAN HUTCHINSON



Another legend returns to Macau in 2019 and despite the mutterings of last year ‘that he was done with the race’ you can’t take such things too seriously sometimes. Road Racers are a special breed.

If Hutchy’s season had gone according to plan then you wouldn’t have expected him to return. Not that he doesn’t want to race in Macau but the fact he’s been under contract with Honda and knowing that they are not keen on the race, it simply doesn’t fit into their business strategy nor into their budget, made it difficult. Occasionally the Honda crew made their way back to Macau but only when they received sponsorship backing or when John McGuinness was riding for them...him begging, helped convincing them to give it a go. If you simply take a look at the racing facts regarding Ian Hutchinson, a multiple race winner at big Internationals and the only rider in history to take five TT wins in a week you start to understand why the fans want to see him back in Macau.

Who could forget Hutchy’s incredible 2013 Macau GP race win when returning from serious injury onboard the Milwaukee Yamaha. The race win completed one of the most successful comebacks racing fans have ever seen. John McGuinness describing it at the time as the most impressive comeback story ever.

Fast forward to 2019, this year’s season was far from satisfying for Hutchy. He came off his Honda again at this year’s TT which certainly didn’t help his confidence. He wasn’t fully fit but he wasn’t far from it either. Following his crash and after deciding to have another operation to remove a plate from his leg, he had to sit out this year’s Ulster Grand Prix, one of his favorite events. With not a lot of riding time under his belt this year you surely wouldn’t be taking him straight up for a podium.

“The Macau GP will always be a special place for me. I’ve had some of the best times of my racing career there and the whole atmosphere of the place is something I love. The last two years since my crash have been very difficult but the start of this year was going really well in testing but for bad weather at the NW200 and an incident on the second night of practice at the TT, it’s been disappointing results-wise. After the TT I chose to get the plate in my femur removed as soon as possible, which meant missing the Ulster GP. Originally, it was planned to be removed in November. This would leave me open to compete in Macau and set myself up for the 2020 season. It will be a tough challenge, not having raced a bike since the TT but Shaun Muir has given me a great opportunity and a great bike in the new BMW, so hopefully I can repay them with a decent result!”



Hutchy

LEE JOHNSON




Reviewing the season we think you should have 'The General' in mind. Being back in his own team structure with a massive sponsor, friends and an incredible crew.

When Lee appeared a couple of years ago he looked like the next big hit. Under the East Coast Construction banner of racing enthusiast Phil Reed, he had incredible success on race day, being a small privateer setup up. In those days it was Jamie Ferguson by his side wherever he went. Most impressive were his performances on a Superstock BMW S1000RR and the 635 Triumph. He, however, tended to struggle on the full-spec Superbike where he never found the same comfort as on the stocker.

Lee was eventually contracted by Honda and Phil, who was like a father to Lee, had to hit the pause button on his team operations. Unfortunately, like most other riders recently, Lee did not quite gel with the Honda crew and bike. Probably a big factor was that the Honda factory runs on a totally different philosophy, representing the Japanese flagship in the motorcycle industry. And it seems that the General loves to have his family around.

Talking about family, Lee recently became a father. This was perhaps the catalyst for him to return to his privateering ways and to start over with his real family in the background, his fiancée and son, as well as his former crew, trusted sponsors and friends. Unfortunately for Lee his son will probably outgrow his father in a very short time...Ooooops!



So, what kind of a year has Lee had on the bike? In the big bike classes, he is always great on the stock bike, however, he continues to struggle on the Superbike - it's simply not his class. But what a threat he is in the light weight classes and especially the SSP to Peter Hickman and Dean Harrison. Looking through the images of the season it was always Lee who shared the same image space with Hicky on the track. He ultimately beat him, fair and square, at the Isle of Man securing his first ever TT win!

What do we expect from the little Ashcourt man? He will show a stellar performance in the practice and qualifying sessions and surely be in the mix for most of the race. We expect nothing less than a Top 6 finish, ending the 2019 season on a high. An incredible one for the 'General'.

**THE ISLE OF MAN
TT
13**



GARY JOHNSON

Gary has had two steady years with the Lee Hardy crew on a Kawasaki with some Top 10 results and a good ride in Macau last year. The big surprise to us was that he was left without a ride for Macau this year. At the Ulster GP we heard news that Gary might team up with Phil Reed's ensemble partnering Lee Johnson, which was a smart move from both.

Gary might be a bit of hard work, in terms of working around the bike to find his preferred setup, but with the BMW he actually has some good experience and knowledge with regard to which direction to go with it.

Overall Gary has had some decent results in Macau over the last couple of years but will he be comfortable enough to be a real threat for the podium? The important thing for him will be getting out there and gelling with the circuit and bike as quickly as possible without turning the bike upside down. It will also be interesting to watch how well Lee and Gary will be able to work together. If Gary follows the advice of Lee and his crew we are sure that he will be up to speed quickly, showing us his true talent.

"I'm looking forward to the job to be honest. I've always been a fan of the Macau Grand Prix and after obviously taking my injury at Oulton Park. I knocked myself clean out and gave myself third-degree burns down the back of my leg from a red-hot tyre of Michael Rutter's bike, after he parked his Zimmerframed BMW in the middle of the circuit only a week before NW200! It's made this year's roads campaign a case of taking part, not competing. It was mega-disappointing after such a strong pre-season testing. Phil and I get on well, having won my first TT with him and the team, which was heavily driven by my influence as at that early stage as a team they were relatively new. Not had a lot of time on the bike but Phil allowed me to bring a lot of my knowledge and past data to the job to try and speed it up as we are both in it for the right reason: to get a result!"



ASHCOURT RACING TEAM

BY EAST COAST ENGINEERING

If there was no Hicky and Rutter working as a team, both Lee and Gary would be the best bet for the team award as they both have the potential to finish within the Top 5. The crew of the Ashcourt Racing Team is probably the best in the privateer sector with the resources and setup of a factory team. Did we mention that they are well-presented, too. That's all you need - watch this space.



Davey will be a bit of a dark horse in this year's Grand Prix. When he joined the Penz13 team for last year's debut he immediately felt comfortable on the bike...a great sign and a crucial moment that led him to signing up for the whole season with the Germans for the International Road Racing Championship and the Internationals.

Looking back at the season so far it has been a good one with Davey delivering what the team expected from him and what he probably expected from himself. Knowing Davey for his confidence and self-belief he gelled well with the bike and his lead mechanic, Benny. Sometimes he got a bit lost in setting up the bike as he wanted to follow his own instinct until the team kicked in, helping with data and the experience they have from working with various top riders in the past.

It was a bit of a rollercoaster ride with many ups and downs throughout the season, especially after he sadly lost his team mate and good friend Daley at this year's TT. Reviewing the results of the season, he must be pleased as he constantly improved his speed at the Internationals with podium finishes at the North West and the Ulster Grand Prix.

Despite the worries of the team that he might push too hard, he proved everyone wrong and was steady and safe at all circuits. His results have convinced road racing paddocks that he will be one to watch in the future. Wins at international events can't be too far around the corner. There is no secret that Davey wants to win a TT, but he is even more determined to show his speed and talent on short circuits. He just needs a regular BSB team to pick him up while giving him the freedom to follow his dream to win all of the Internationals. He was also the second British rider to win the International Road Racing Championship, winning nine out of twelve races.



DAVEY TODD

We can't wait to see him wearing his very pink and colourful leather, helmet and riding that bike at this year's event. All in designs that were inspired by people with intellectual disabilities that attended a conference back in April this year in Macau. He's already mentioned that this will be his strongest motivation for the race.

There's no doubt that if Davey can perform as well as he has been during the season with the Penz13 team, he'll be up there mixing it with Rutter, Hutchy, Davo and Gary Johnson for a podium this year.

Best of luck boy and hope we will see you grow and glow in the future.



7400

*Aaaaaand,
enjoy.*



MGM RACING BY PENZ13



The Penz13 team is usually one of the biggest in the Macau GP paddock and has been for many years. Although they are hard to judge at times, they are rich in experience on roads and recently secured their second IRRC title in a row with Davey on board.

It was a tough year for Rico Penzkofer and his crew as they believed they had found their dream team with Davey, Daley and Danny. But Daley wasn't to return from the TT, the hardest time and loss for the team in many years.

Most racing fans are familiar with the team from the Endurance World Championship where they were a title contender until suffering their first technical problem in four years at Oschersleben, cruelly forcing them out of title contention.

With Danny Webb following his dream into the World Supersport Championship and Davey pursuing his chase for a BSB ride there will be a need for regrouping at the Penz13 team for the 2020 season. Knowing them well, we have no doubt that they have already taken action and that a decision and announcement regarding their plans for next season can't be too far away.



THE JOB'S FUCKED,





WHAT'S NEXT...

(Stephen Davison Column – Part 2)

As an invitation-only event that doesn't appear to be short of funds, the Macau GP can attract the best road racers in the world. It isn't everyone's cup of tea though and some top riders such as Guy Martin and the Dunlop brothers, Michael and William, failed to gel with the street circuit. Guy famously crashed on the opening laps of practice two years in a row and William Dunlop, who lost his life in a crash at the Skerries 100 last year, went down on the exit of Fisherman's during 2011 practice. Guy quit Macau after his second crash in 2008 and the Dunlops never returned to a track where their father, Robert, had been a race winner after their debuts.

Today the Macau GP organisers face similar challenges to those faced by the promoters of the NW200, TT and UGP in recruiting riders to their event. Many of the current road racing stars are approaching the point where they will start considering hanging up their leathers. The decline of events like Scarborough and the Irish National races, traditional proving grounds for aspiring road racers, has placed a greater dependency on attracting riders to the roads from the short circuit scene. This has had only limited success.





Picture by Stephen Davison - PaceMakerPressInternational

A series of recent fatalities has also robbed the sport of a wealth of shining talent. Malachi Mitchell Thomas, James Cowton, Adam Lyon, Dan Kneen and William Dunlop represent a 'Lost Generation' of road racers whose absence is keenly felt.

Former Macau winner Stuart Easton has now retired and other Guia circuit regulars are approaching a similar crossroads. The Master of Macau, eight times winner Michael Rutter, is 47, just two days younger than 23 times TT winner, John McGuinness. Although both riders are still winning races, they cannot go on forever.

Peter Hickman, the current dominant force in the sport and a three time Macau winner, has been a brilliant recruit to the roads from the British Superbike series. Glenn Irwin, the 2017 Macau winner, and Richard Cooper have made their marks, but more new talent is urgently required.

With very limited practice time available to those racing on perhaps the world's least forgiving circuit, Macau isn't an inviting place for newcomers. Serious crashes in recent years involving those experiencing the Guia circuit for the first time has provided an obvious warning.



Picture by Stephen Davison - PaceMakerPressInternational

Safety concerns remain a perennial issue in motorcycle road racing and are a hot topic in Macau. The death of Dan Hegarty during the 2017 race led to intense debate and much soul searching. In the aftermath Macau race officials visited other road race venues, seeking ideas on changes that might help reduce the risks. Many fear another fatality, and the international adverse reaction it attracts, might spell the end of motorcycle racing on the Guia circuit as it has at Pike's Peak after the death of Carlin Dunne at this year's US event. The FIA now enjoys a controlling influence in Macau, particularly with regard to safety matters, but the opportunities to improve track safety for motorcycles are limited.

It simply isn't possible to remove walls or barriers in Macau to provide additional run off in the same way as the organisers of the Ulster Grand Prix have done at Dundrod. The introduction of chicanes to slow the riders down on the fastest sections of the NW200 has proved extremely unpopular and would be almost impossible to implement on a city street circuit. Even the deployment of Recticel bales is limited by the confines of the unique Macau track. Beyond ensuring riders, who compete at Macau, have adequate racing experience and are provided with an intense induction process specific to the Guia circuit, the organisers have little scope for significant change.

Established in 1997, **Seapower** is the market leader and a renowned professional distributor of Spirits, Wine, Beer and Beverages in Macau SAR, China. **Seapower** has exclusive distribution rights in Macau for a wide range of major brands from the world's largest brand owners, and it currently represents one of the world's top five spirits companies including global leader and multiple brand owner - Pernod Ricard and Suntory. **Seapower** also distributes the best-in class wines from all major wine regions of the world.

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Picture by Stephen Davison - PaceMakerPressInternational

Last year's horrific F3 crash involving Sophia Floersch highlights the fact it isn't only the motorcycle racers who face the risks of racing on a closed public roads circuit. A fatality during a 2012 car race highlighted the same point. Providing more track time for the motorcycles would be an obvious improvement, but that seems an unlikely prospect in a schedule that already prioritises the four wheel action.

The Macau Motorcycle Grand Prix remains very popular with the public and there will always be those who want to pit their skills and nerve against the dangers whatever the risks. Trying to capture the essence of that struggle is what draws me back to this exciting event and city each November.

The risks on both sides of the barriers demand a healthy dose of respect from everyone. Today, photographers are no longer allowed to photograph at Solitude where I enjoyed my 'lightning strike' moment in 2003.

Almost every part of the circuit has now been catch fenced and those parts which haven't soon will be. Dozens of little nooks and crannies once used as vantage points are now out of bounds to photographers. That makes me a little sad because Macau is a very, very special place and the opportunities to show the world just how unique it is are disappearing.

SAM WEST



Sam makes it into our column for the very first time. We don't get the opportunity to speak with him very often, really just a hello in the paddock. However, more often than not, we start seeing his name at the pointy spots of the times sheets. And speaking with others regarding the topic on 'who are the riders to fill the boots of the big boys in the future' his name always seems to crop up.

His biggest and most recognisable performance improvements have been at the TT, where he surely will be found in the Top 10 next year. He has recently added the Irish roads to his racing calendar. We don't know exactly why, but if he's looking to ride more, with the aim of getting himself better and sharper in an attempt to take the next step then what better place than the Irish Roads! We look forward to seeing his progress.

For Macau, we would expect him to replicate something similar to his TT result, close or just within the Top 10 but surely a Top 15 finish. It might sound a bit like 'that's not very impressive' but trust me racing at Macau, the TT or even the Irish roads at that level takes some big balls and commitment. The media might not talk about people that just finish Top 10 or 15 but it's a great achievement in our perspective.

"It will be my 5th Macau GP and I'll be riding again for the 3rd time with the PRL team on a BMW S1000RR. The last few years with this team have gone really well, it's well organised with good kit and great mechanics. Last year's Macau I had a strong performance in all sessions, but in the race the bike had issues and I dropped down to 11th. Hopefully this year everyone will have a good safe race and we can compete for a front position."





We always refer to Didier as being the clown of the paddock. He is weird, no doubt but he is the fastest German rider since Rico Penzkofer retired. He has won four titles in the International Road Racing Championship and has been a runner-up on various occasions. He belongs onto the MUST-INVITE list for the Macau Grand Prix nowadays.

As a roofer by profession with his day-to-day job repairing the roofs above peoples' heads and all his hard-earned cash goes into racing bikes, as securing sponsorships for road racing in Germany is an impossible task. There is no money for any sort of motorcycle racing. Strange, it's the strongest and most important market for the motorcycle industry in Europe...go figure.

Now it all comes down to his friends and family to help him finance the sport. We understand that the likeable German has even been thinking about retirement recently as he realises every year that it takes more and more out of him... financially, physically and mentally. With the highly competitive level of the IRRC these days he has had to put a lot more into it in order to stay ahead of the charging pack.

So, here's my advice Didier – there is a German team that runs all the big Internationals and for the last two years won the IRRC but they struggle to find a German rider. Living just a few kilometers away from that team you might want to pick up the phone, organise a meeting and discuss the idea of finally teaming up...just a thought!

Didier's biggest task is going to be finally achieving that Top 10 finish in Macau. Whenever he was on it, a technical failure ripped it from his grasp. He had another great year, there are always ups and downs, but he did secure the runner-up title behind Davey Todd in the IRRC, and he was never that far off. Something he can be proud of.

So, Didier, as you are no longer that much of a clown and are riding better than ever: why don't you give it a proper go?

"I am very happy to be back in Macau. The competition is big and there are well-known riders. My goal would be to finish in the Top 10 and complete the race without technical problems. Let's see what works, but I am motivated and will prepare myself well."



Picture by Markku Sikiö - Finland

DAN KRUGER



Canadian Dan Kruger, recently crowned as Vice-Champion of the China Superbike Championship 2019, will once again line-up with the German squad at this year's GP. With an impressive debut, back in 2014 at the Guia Circuit, he again joined forces in 2015 with a very special mission alongside teammate Michael Rutter.

Those days the pair of them conquered the Macau streets on very special bikes, designed by people with intellectual disabilities (*ID*) from Macau. Unfortunately, the following year Dan was not able to race in Macau due to a serious concussion that occurred at the EWC Suzuka 8 Hour Race in Japan, as well as injuries sustained at the neighboring Zhuhai International Circuit in China, where he broke his back. It took him nearly two years to fully recover from those injuries.

In the meantime, Dan appeared as a Keynote Speaker and Art Workshop Supervisor at the Inclusion Conference in Macau. The purpose was to follow up with the development of the people with ID, giving his input on life experience, racing, and motorcycle design art that was featured on the bikes of Danny Webb and Gary Johnson in the years 2016 until 2018. This year he will finally be able to complete his goal of returning to ride in Macau.

In the latest edition of the Inclusion Conference in April 2019, more than one hundred people with ID from Macau and around the world were involved in various design workshops. This time not only designing the bikes of the 2019 Macau Motorcycle GP edition, but also various helmets and leathers.

Lining up alongside Davey Todd and Erno Kostamo, the trio will be racing some very uniquely designed BMW motorcycles. Their leather suits and helmets will be featuring the talent of the people with intellectual disabilities. With strong support from MGM Macau, this project began in 2014 and its legacy still lives on.

"It was always my dream to race the Macau GP and it was the MGM by Penz13 team that helped me to fulfill that dream back in 2014. It was a long journey to get there, having raced with the team at the North West 200, the Isle of Man TT, and some of the International Road Racing Championship rounds in Europe including Imatra and Frohburg. I can't thank them enough for involving me in this very special project.

I was honored to attend, on several occasions as a keynote speaker, the related conference in Macau. During these conferences, we all came together and shared stories about inclusive education and had breakout workshops where the intellectually disabled conference attendees designed some very beautiful bikes, helmets and even leather suits for some of the top road racers in the world. I simply fell in love with this project and it became an important part of my life to support and contribute to it. After five years, I can now close the circle and return to Macau – racing again in a very special outfit designed by people that mean the world to me. Thanks to the MGM Macau and the Penz13 team for giving me this great opportunity."

DAN #71



Picture by Stephen Davison - PaceMakerPressInternational

ERNO KOSTAMO



Finland's leading IRRC competitor, Erno Kostamo, will again make the long and arduous trip to compete at the world-famous Macau Grand Prix. Fourth in this year's IRRC Superbike series, it's been another productive season for the highly rated Finnish racer.

Season highlights from his latest IRRC season have included Superbike race success at Terlicko, multiple rostrum finishes on his home soil at Imatranajo, plus Top 3 finishes at Hengelo and Circuit de Chimay.

Additionally, 2019 has seen Kostamo make his debut in one of the big three international roads events (*being Isle of Man TT, North West 200 and Ulster GP*), enjoying an impressive maiden North West 200 campaign with Penz13.

17th in last year's Macau GP, he's another one to watch as he aims to further enhance his already accomplished real road racing CV.

"Macau GP is one of the greatest real road races in the world. In 2007, when I was racing in Spain with Ajo Motorsport, I thought my career was at its peak, and at that time I never even dreamed of racing in Macau. Eleven years have passed along with one decision to quit racing, so it's great to see that my career is still advancing. I know I have the pace to succeed, but given the speciality of the track, it's better to head out without any specific goals, and concentrate on safe riding and keeping my head straight. Upping the speed in a safe way comes only with experience."



EKE 38

Picture by Markku Sikiö - Finland

BRIAN McCORMACK

Former Irish Superbike Champion and leading Irish Road Racing exponent, Brian will finally make his return to Macau with the great support of the local Roadhouse Macau. It's no secret that the boss, Ciarán Carruthers, likes to support his homeland riders as he has done in the past with Derek Sheils.

Brian secured this year's Privateer Championship at the Isle of Man, with what could only be described as a very small privateer team. It has never been easy for the Irish rider to find the financial backing needed to form a competitive team to take on the big boys, but as is his nature, he is a big boy, big dreamer and a big achiever.

The question for him now is where it will take him in the future as such racing operation requires more support and a more professional team structure in order to break into the next level. But we are sure he has a plan and he can strongly rely on his close friends and supporters around him.

"After missing the Macau GP the last two years I'm really excited to bring my newly formed ON1 Racing/The Roadhouse Macau BMW team over this year.

After what has been an amazing year on roads and tracks and becoming fastest southern Irishman around the TT, with Top 10 finishes there and at the Ulster, with also many wins on short circuits, I'm looking forward to continuing the goods for around the amazing Macau circuit.

Hopefully I am allowed back into a few bars, as my main sponsor Ciarán and staff from The Roadhouse Macau bar said he will sponsor me this year, once I promise to stay away from the Jack Daniels and trying to pull my own pints. And I thought I was well behaved."





Picture by Stephen Davison - PaceMakerPressInternational



MICHAEL SWEENEY

Michael has spent most of his career racing on Irish soil and is always one of those riders in the mix to take out the Irish Championship. He loves to compete and races in every class he can. On the international stage, he is a regular starter at the North West, Isle of Man TT and Ulster GP. He runs a professional privateer setup that, for its size, has had some good results.

This year has been another good year for Sweeney and the team although he was unable to secure the Irish Superbike Championship. He fought hard against Derek Sheils, bagging numerous wins and only missing out by a few points at season's end. However, he did manage to secure both the Irish Supersport and Supertwin titles. He also lapped at over 130 mph at the Ulster Grand Prix for the first time posting a Top 6 finish. At the Southern 100 he stood on three podiums but more impressively at Killalane he walked away with four wins over three classes, making him the current leader of the prestigious DUKE Road Race Championship.

We're looking forward to seeing what he can do at Macau this year...a decent result is on the cards.

"Our first visit to Macau was when I rode for John Burrows and since then we have rode under MJR racing, which we will again do this year. It's a privilege for myself and team to be invited to Macau each year. It's such an amazing place and we so much look forward to getting back each year. Target is to try build on our results from last year and maybe even get inside the Top 10, which will not be easy because of the very strong field of riders. But the team and I will be giving 110% to do the best job we can."





Picture by Stephen Davison - PaceMakerPressInternational



DOMINIC HERBERTSON

Dominic is one of those riders with Jordan, West, McCormack and Sheils that find themselves constantly finishing in the Top 15 of the regular road races. He continues to deliver solid improvements year on year. Not necessarily considered as a rider in contention for race wins, but part of the newer generation. With recent wins at the Classic TT, a highlight in his career so far, arguably his best yet to come.

For the second year in a row he will be part of the Dafabet lineup with Jordan by his side. The team provides decent machinery, which gives him the right environment to steadily grow. He's probably not in a position to secure a factory backed ride any time soon but as he is not a full-time professional maybe that's not required. His name is already written in the history books of the TT, at least on the Classic pages and he simply enjoys racing. His goal for Macau will be a Top 10 finish and appreciating racing alongside the big boys.

"It is great to be back for the 2019 Macau Grand Prix. It is definitely a unique place filled with character and without a doubt one of the most physically and mentally demanding tracks on the racing calendar. Nowhere else in the world do you get to race through a city filled with the brightest lights on earth. I can imagine it like being in the movie TRON. Last year was my newcomer year, which was definitely an eye opener, but my attitude going into this year is no different than last. Fast, smooth and learn every lap. Returning back with the RC Express team, onboard the same ZX1000RR is a big confidence boost. We all know how to work together and being able to build on that is key. There is a lot to look forward to and I cannot wait to get going."





Picture by Stephen Davison - PaceMakerPressInternational



Horst is quite a regular in our column as he consistently finishes within the Top 10 in Macau. In recent years, it's been interesting to see Horst's entourage following him around, almost like a Chinese bus tour group, wherever he goes. We would not expect that such a busy rider as Horst would be able to juggle the responsibility of being a tour leader, however, he has learned that it makes funding his racing so much easier, besides his family needs to be fed!

He is part of the same generation as McGuinness and Rutter. There is still a few race years left in him to secure a Top 10 finish in one of the Internationals, but not a lot. Nowadays, he spends most of his time as an instructor for the Swiss R3 Yamaha Cup, passing on his experience to the youngsters. He previously travelled to Macau with one of his closest friends, Pirelli/Metzeler Germany representative Thomas Thierolf, assuring that at least the right rubber is on the rim when he was too busy with entertaining the travelers. Unfortunately, Thomas won't be joining the Happy Macau Travel Group this year as he is taking some time out taking care of his health.

Horst is the only competitive Yamaha rider on the roads and the bikes are nothing short of proven equipment. His biggest trouble is making the beast work to its full potential but we're not sure if the jockey still has the full commitment to ride it till it throws him off...what for? You are right Horst, your PR work is great and of benefit for the whole sport, something that is more important than a Top 5, but you never know, it might come along anyway.

HORST SAIGER





Picture by Stephen Davison - PaceMakerPressInternational



PAUL JORDAN



Paul is one of those riders, we personally rate as highly as Todd, potentially making it into the Top 6 of the world's best road racers. He was fast all year long, again making steady improvements. He is a rider that we believe will be picked up very shortly for his shot at the 'next level'. On the outside (*or is that INSIDE*), it appears that his problem remains the fact that he is currently only riding the big three, with Macau now added to the racing program.

Surely more riding is required but he is in between a rock and a hard place. He either takes it ride by ride, which doesn't cost him any money, or he turns professional. That usually only happens when you get a shot at it with a good bike and team, fighting for podiums everywhere you go. That's hard to secure at the moment as there are some very fast riders that aren't ready to retire and not a lot of teams with the budget and resources required. Nowadays, most of the big teams combine a full championship BSB ride with the Internationals at the North West, TT and Ulster...as with Todd, there currently is no space.

"The Macau Grand Prix is a unique circuit unlike any other race I have ever competed in. I am looking forward to returning for my second year with the Dafabet/RC Express Racing Team and improving on 14th position, where I finished last year on my first time to the Macau circuit.

This year I'd like to improve on my times from last year and also push to be within the Top 10, anything after that will be a bonus. I've worked hard all season and it's my second time at Macau with the same team, so hopefully we can put on a good performance for the spectators, team and all the sponsors that help me throughout the season."



Picture by Stephen Davison - PaceMakerPressInternational

Paul Jordan #22

STEVE HENEGHAN

Steve has come to Macau for a number of years now and is a very special case. He is not one of those riders that you will find in the entry lists of the regular big International races as his business keeps him far too busy for that. He runs a spare parts and service company back in the UK and is a distributor for some of the world's best brands in the motorcycle racing industry.

So, here is a hint: if you live in Asia and find the same trouble as most here to get the desired parts, which you have seen on other race bikes and your distributor tells you 'Out of Stock' or 'Delivery Time 2 months', the search for 'Reactive Parts' online and contact him. Their range of products is fantastic and you can find nearly everything you need to build a race bike.

"So, another season has almost come to an end, and myself and the Reactive Parts team have been lucky enough to be invited back to Macau to once again race around the challenging Guia Circuit.

It has become almost a ritual now, once summer is over in the UK, winter can't start until we take the chequered flag at the Macau GP. So, we crate up our bike and spares, tools and tyres and get them to London Heathrow for shipping, and the journey begins.

For this year's bike, the journey actually began in 2018. It was purchased from Ducati Coventry (UK) in February purely as a measurement tool for the range of parts we manufacture and distribute at Reactive Parts. Bodywork, footrest kits, bars, radiators, clock brackets, carbon carts, etc. - the list is endless.

After our Yamaha R1 engine blew up, we decided to bring the Panigale V4 to the track in Italy for a test, and the rest, as they say, is history.

It's Macau debut in 2018 was not the best. It proved to be very unstable at speed, difficult off the corner, and its gearbox sensor failed on the first lap of the race. We retired on lap five.

For 2019, we have a host of new parts, and a full season racing on it. A new swing arm and fuel tank are the main changes. I am also reunited with the team personnel we ran in 2016 and 2017, from MSS Performance. Both Nick and Jeb are very experienced at Macau and I'm sure we can achieve personal best...."



Picture by Darren Marlowe - OctanePhotography



DEREK SHEILS

Derek returned to the Irish Road, his 'home base', in 2019 after a year of jumping between the Irish Superbike Championship, IRRC and the Internationals in 2018. He simply loves the buzz. Regrouping with the Burrows Engineering team of former leading Irish road racer John Burrows, he couldn't find any other team giving him better facilities, equipment and human resources. There is no other team that can give him better facilities, equipment and the human resources than the Burrows Engineering team. How fast Derek can be around Macau was shown by his performance in the practice and qualifying sessions two years ago.

When he rode the Penz13 BMW last year he didn't really show his true potential as he struggled with confidence in the bike and its settings. In 2019, riding his beloved Suzuki and in familiar surroundings at the Burrows Team, we expect a pace from him in-line with his 2017 results.

"I am looking forward to Macau, it is a rider's circuit with a little of everything. I will arrive with a GSXR Suzuki supplied and ran by the Burrows engineering RK racing team.

My goal for Macau ideally would be a Top 5 but until we get over there and spin some laps it's hard to know, hopefully we can hit a good setup early and fine tune it from there.

On the home front, we have won a few races on the Burrows RK racing machine and have had some great results running the Roadhouse Macau Racing Yamaha R6 with the help of Ciarán Carruthers (*The Roadhouse Macau*), who himself has an amazing story traveling from Dublin to Macau.

All in all, I am looking forward to getting to Macau as it is a great privilege to be invited and hopefully some good results."





Picture by Stephen Davison - PaceMakerPressInternational





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Unfortunately, the choice of newcomers for last year's Macau Grand Prix shone the spotlight directly onto the effectiveness of the selection committee. Many questions were raised regarding the skill level of some of the riders selected, with the inevitable finger-pointing starting early. We clearly remember the first free practice session that was led by two newcomers, both with a full head of steam as they escorted Rutter and Hickman around the track. Of course, you could argue that Hicky always takes his time to get up to speed but knowing Michael he usually dictates every single session as there is simply no way to make up for his experience and determination at this event. However, on this day two novices led the way without knowing what they were doing. They treated the Guia circuit with little or no respect until ultimately the session was red flagged with both riders crashing out suffering serious injuries.

This year we again see there are riders from various championships that are seriously interested in racing Macau but also ask for serious money...but what other choice is there. Let's remember the old days.

When Mike Trimby was running the Macau Motorcycle Grand Prix you had to have a serious strategy or a great record to convince the big boss to let you ride. Another principle was that whatever rider wanted to head to Macau he better had everything squared away with a competitive team. Mike always said "Riders come and go but it's the teams that you need to rely on, as they are the one's putting everything together".

Prize money wasn't worth anything either, certainly nowhere near covering costs, and as for appearance fees, forget it. Macau was always known as a prestige race. Some even called it a holiday race because if you kept your team small enough (*in the space limited Macau pits where you actually don't want many mechanics*) then you could use the overall package for an extended trip to Thailand.

Of course, there are plenty of riders that want to race in Macau. It is rated at least as dangerous as the TT. There is simply no run off, except at the end of Lisboa, everywhere else is basically blind.

The selection process of the organisers today is actually not a bad one, as you have to race any of the three Motorcycle World Championships and/or be racing the big Internationals such as the North West 200, the Isle of Man TT and the Ulster Grand Prix. However, it should not simply come down to just entering these races to get your Macau entry. If the aim is to keep the Macau GP as a prestigious race, then organizers need to keep the entry list to the highest that they can...a required Top 20 finish would help to ensure we see the highest quality field.

This year we saw some of the IRRC riders submitting entries to race the Macau GP. Don't get me wrong, the IRRC is a great championship but only the top five riders are in serious contention. The next three or four riders probably need another season under their belt to close the gap. Of late, these riders believed that if they went to the North West they would be selected for Macau. That's not how it works. There is more to it than that, especially from a team perspective where the structure should be there to support the rider and their needs.

Of course, they can't just line up the superstars, we wouldn't even have half a grid. Privateers have always been a part of the road racing scene and at the moment we have some great privateers putting their everything into the sport. This year we have even extended our

MAKING THE CUT...

selection of featured riders as they truly deserve it. They have shown good results all year and have been competitive for quite some time now. The success of this privateer group is great for the sport with a flow on effect of new sponsorship dollars and high-quality mechanics making it into 'the game'.

The Top 10 in Macau for the last six or seven years basically has been a given. Over that time, we have seen many riders show their true talent, some display a lack of riding time that surely hampered their results and others that were with good teams that unfortunately lacked factory support, something that should never be overlooked. However it seems that we are now facing a change - from the maniacs that race in a club championship somewhere and fall for promises like: "I can take you to Macau but you need to race at the North West". We all know that the North West grid is easy to make, as the organisers just want to have a selection of international riders to fill the second group of the grid.

What we need to do here is ask the hard question: What's going to happen when The Blade, McPint, Hutchy and the current crop of superstars hang up their leathers? Where is the next generation?

Maybe we are at a cross-road and it will take another two or three years before Macau will again be regarded as a prestigious race, (*see Stephen Davison Column*) or are we actually close to the end of the line for road racing. We truly hope not.



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Since 2008, MGM has left its indelible mark on the annual Macau Grand Prix. From then until 2013 star riders such as Rico Penzkofer, Mark Miller, Michael Rutter, Gary Johnson, Bruce Anstey and Jeremy Toye have all worn helmets featuring the MGM logo. Since 2014, SK Support and its business partners, Macau Business SK Events and the Charity Association of Macau Business Readers have been involved in a very meaningful project where together they have organised the world's largest conference for people with intellectual disabilities (ID).



MGM was once again a key sponsor of the 2019 Conference - Education and Parenting of People with Intellectual Disability, an initiative driven by diverse keynote speakers and creative art workshop sessions. In these workshops, held as an integral part of the conference, the intellectually disabled painted numerous colourful canvases in oils and acrylics. Additionally, the participants began working on designs for the helmets, leathers and bikes which will again be seen on the track at the Macau Grand Prix this year. All of these bike designs will be featured by the Penz13 BMW Motorrad team.

This is not the first time these colourful designs have appeared on the track. 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.



Traditionally the riders are also accompanied by promotional umbrella girls on the grid. In recent times, in keeping with the design concepts established in the conferences, local people with ID have received the honour of this role, representing their riders and bikes live on TV, right from the front row of the grid.





In the 2018 and 2019 conferences, the related art workshops were abuzz with the creation of designs for the special bikes, helmets and leathers. With the combination of the submitted works from the intellectually disabled artists, the designs were reproduced on Danny Webb's suit and helmet in 2018.





This year Davey Todd and Dan Kruger will display the colourful results of the outstanding creativity. These artworks, which will firstly be revealed at the annual Macau Grand Prix Road Show, will once again be featured on the track together with the other very special bikes of Peter Hickman, Michael Rutter and Erno Kostamo, all proudly carrying the MGM logo on their liveries.



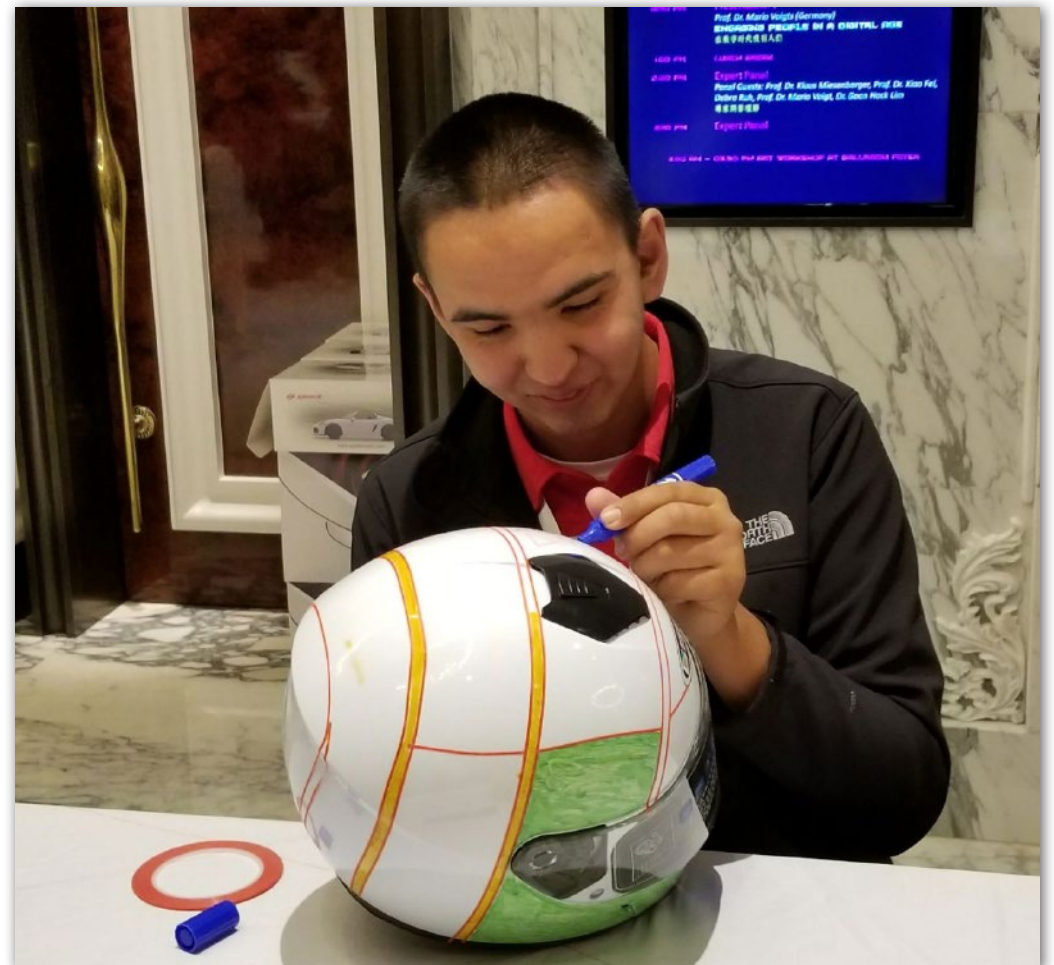
While last year's leather design of Webb was truly remarkable, we can't wait to see the leathers of Dan Kruger and Davey Todd this year! Not only will the designs be once again reflecting MGM's commitment to the wider community, demonstrating how CSR and Macau's most important sporting event can send a meaningful message to local society, they will also be seen by millions of people watching one of the world's most exciting road races on TV or through other media around the globe.

It all started with Michael Rutter and Dan Kruger back in 2014. Five years later, both riders return to Macau again to complete this important undertaking. Dan's dedications are more than the racing side of things. He has shared his life experience in motivational and inspiring keynote speeches for people with ID at the Inclusion Conferences held at MGM COTAI, as well as at the International School of Macau and the University of St. Joseph. He has also taken part in various sport and art workshops related to this conference.





This year and just before the opening of the Macau Grand Prix Road Show, Michael Rutter, Peter Hickman, Davey Todd, Dan Kruger and Erno Kostamo will take part in a charity walk for the Parent Association of People with Intellectual Disabilities (IC2), helping them to collect a much-needed funding. The boys will autograph posters, magazines, caps etc. as well as sharing stories about life and of course...bikes.





More than 60 people with ID had been MGM's guests at the Grand Prix, excitedly visiting riders and teams in the paddock, taking photos with their bikes, helmets and leathers. During practice sessions and racing they were given access to great seats in the grandstand. This year we will invite even more as most of the teams have donated their grandstand tickets in order to enable them to watch the races from the best possible vantage point and it is so heart-warming for us to watch them cheering on from up there.





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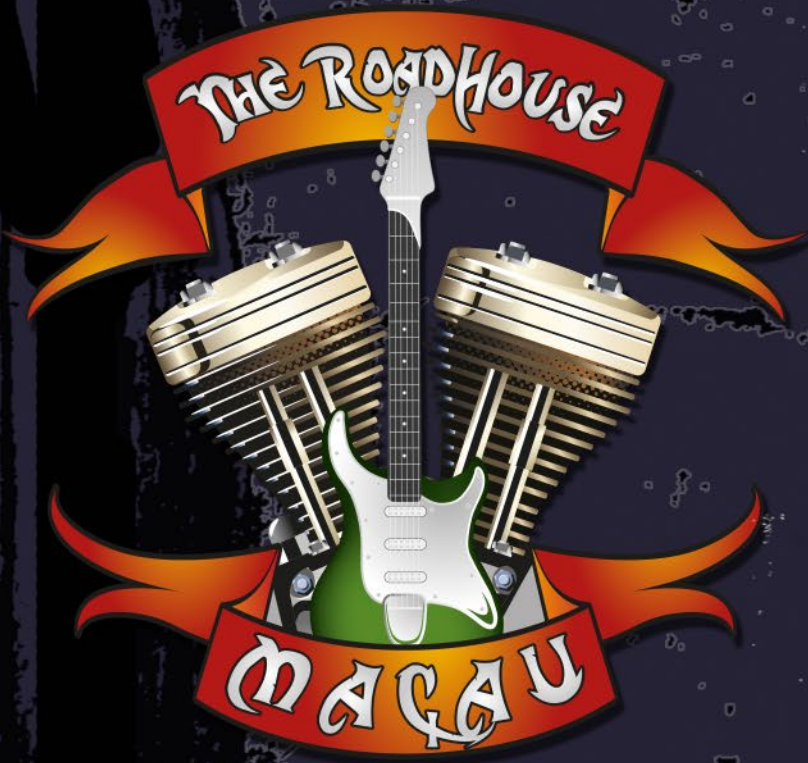
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Many thanks to MGM for making this happen.

You have made this Grand Prix, in the 20th anniversary of the Macau SAR, a truly remarkable one for those with intellectual disabilities and for the millions of viewers watching this great event!





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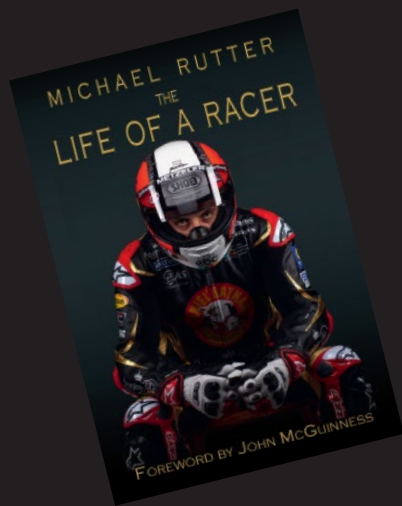


Macau GP polo shirts of Michael Rutter,
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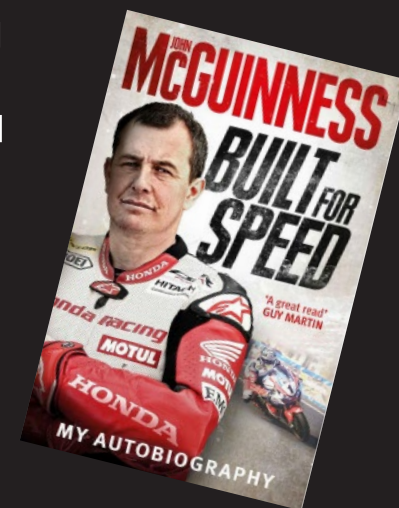
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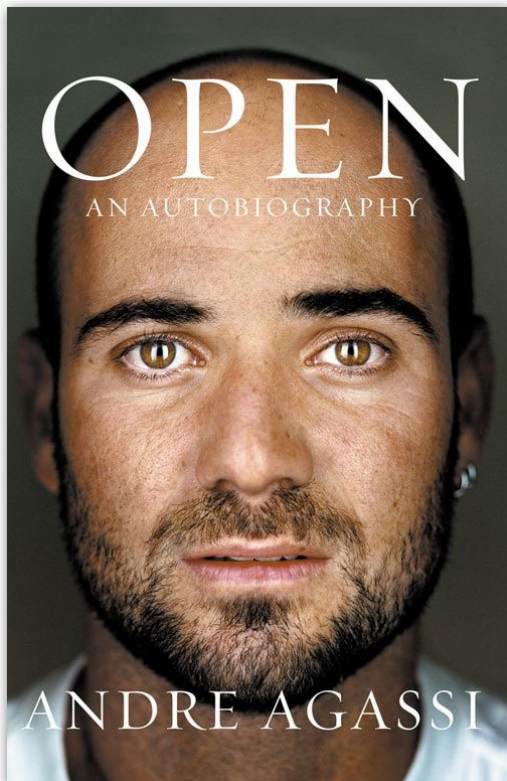


ANOTHER ONE WRITES A BOOK



The Queen song 'Another One Bites the Dust' comes to mind when you review the latest so-called hit lists of sport autobiographies. For example, it seems like every footballer that has ever played in one of the top European football leagues has written an autobiography. You may question why they have written these books if they haven't retired or are currently not even halfway through their careers.





It's usually a money drive. There are countless numbers of these books you can find on bookstore shelves or at airports around the world. Arguably, only a few of these are worth reading and not to be regarded simply as a waste of time.

There are probably only two or three sports industry books that come to mind that, in my opinion, are worth reading and after some research it appears that I share the same opinion as most critics. Top of that list is surely Andre Agassi's OPEN. What a book,...eye opening and fascinating from the first to the last page. Another one worth mentioning is UNDISPUTED TRUTH, an autobiography by Mike Tyson.

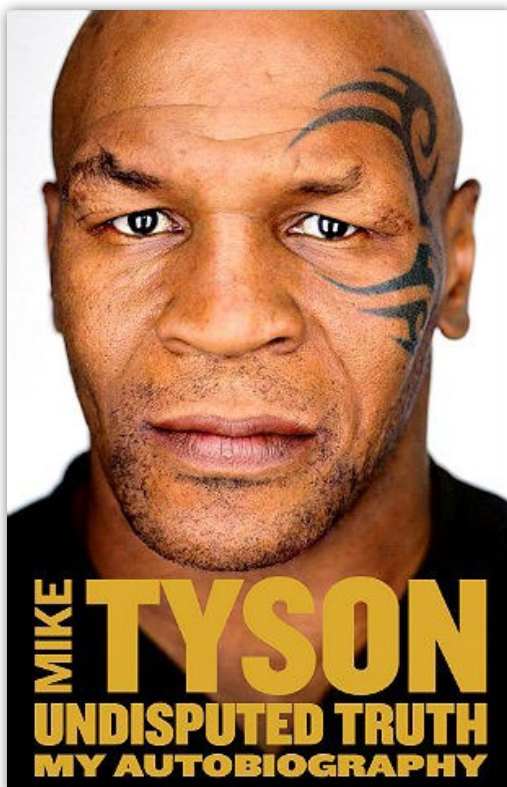
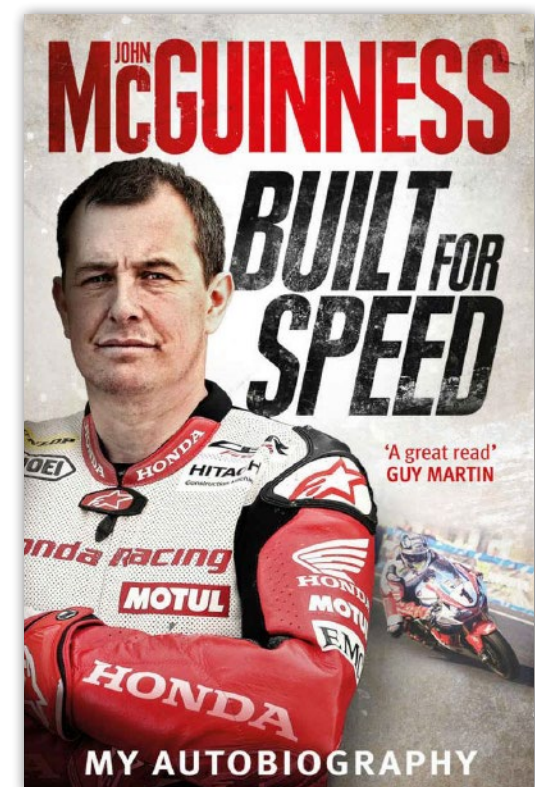
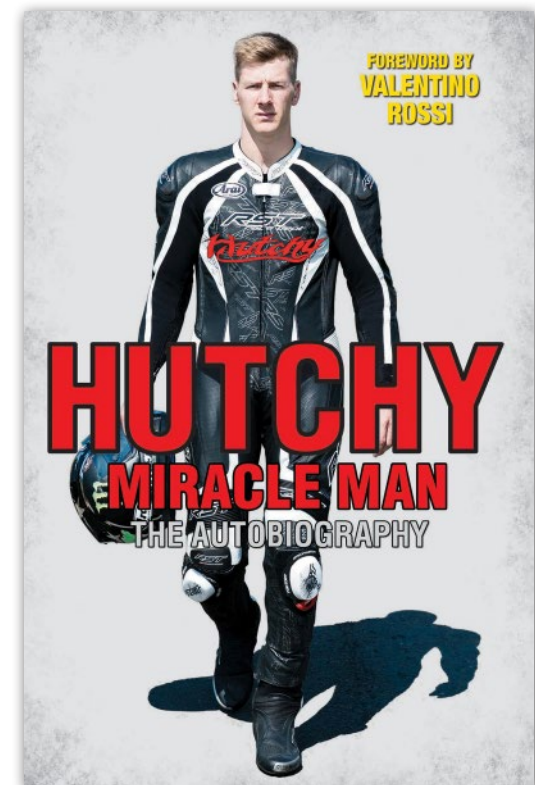
In motorsport, you usually come across books featuring Formula One drivers. THE LIFE OF SENNA and Fangio's My RACING LIFE are must-read publications. Others, probably not.

In motorcycle racing and specifically related to road racing, modern publications include Guy Martin's MY AUTOBIOGRAPHY. Knowing him personally, I actually don't understand what all the fuss was, and still is about him. Maybe just because he is different, not to say a totally weird character. But what has he achieved that changed the world? Probably nothing, except trying to be himself...but lately, at least in public, he has even stopped doing that. I actually haven't read the book yet as I did not see a point in reading it. He is just half way through his life and in racing he hasn't achieved even half of what others have in their careers. The objective of publishing the book was money, not necessarily by him, but rather the PR machine backing him.

Another book published in 2017 was titled HUTCHY MIRACLE MAN. Obviously the book is about Ian Hutchinson, but what is the difference you ask? Even though he is still racing, he has an incredible story to share, making it into the history books of the greatest motorcycle race on earth as the only man to win five races in a week. The fascinating part of the book and his career is his long journey of recovery from life threatening injuries, his pure desire to come back and his determination to overcome all the challenges. It's worth the time to read and hopefully there will be a Part II when he hangs up his leathers.

The legend himself, John McGuinness also put pen to paper (*or at least his ghost writer did*) to write the book BUILT FOR SPEED which was first published in 2017. He probably had a lot of time on his hands and at that point of his career where the money wasn't so easily earned anymore. A new generation had pushed into the limelight. Why is it worth reading the book then? It's simply the character of the man himself and the stories of the people that he met and shared the race track with.

Whenever you have a chance to chat with him, he will tell you endless hilarious stories from the paddocks, his work with various teams and the biggest moments and struggles of his career. He once said "I am a legend. Its written on my leathers". He is, and the book is definitely worth a read when there is no possibility to have a pint with McPint himself.



MICHAEL RUTTER THE LIFE OF A RACER



FOREWORD BY JOHN MCGUINNESS

And then... 'Another one writes a book'... Michael Rutter's 30th anniversary in racing will be celebrated with his publication. While McGuinness's book was complemented with a foreword by Guy Martin (*not really the best of friends but respected*), it is McGuinness writing the foreword for Michael. That alone will be worth buying the book for. Not really sure that Michael knew what he was getting himself into when asking McGuinness to write it. You have to understand they behave like kids whenever they appear together, taking the piss out of each other. If you know John, he of course just thought "hell yes, I will give it a proper go". You can imagine how hilarious it is. If that is not an argument to buy his book, then I'll give you another. Behind Michael's career has always been his Dad, either as a motivation to exceed his success or, to do it differently. I'm also sure that after 30 years in racing that he has plenty of anecdotes worth sharing. The drive behind the book is of course additional income, but how much money can you make with a book, unless it's a best seller around the globe. But close friends kept asking him "Why don't YOU write a book?"

I can say I know Michael quite well and followed 2/3rd's of his career very closely. He is the most honest and genuine character you can come across in the paddock. I used to tease him in our publication here by saying... "I need the money, I have a mortgage to pay". For the first time, I would be happy to hand over a 20 Pound note to get his book, but I guess I won't... in principle. So, if I don't get a free copy from him directly I'll surely get it from someone else. Nevertheless, I guarantee it will be a MUST-READ publication, at least in the racing world.

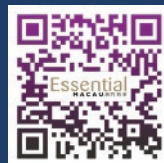




M U L T I M E D I A G R O U P S I N C E 2 0 0 4



PRINT WEB VIDEO



The Bucket List in Motorcycle Racing



I mentioned in our foreword that having a bucket list is a meaningful idea. It keeps you on track to experience adventures in life that excite you and ensure that every day counts. We often tend to just live from day-to-day without thinking too much about the future and have the notion that 'one day I'll get to it'. Maybe, one day, experiences that you always wanted to do are suddenly out of question because other commitments just simply took over your daily life, or you got too old, fat and lazy to travel.

The usual dreams of bike enthusiasts or racing nerds is to go to a MotoGP race, witness

the excitement of the Isle of Man, head up to the incredible North West 200 or certainly visit Macau to watch the insanity that thrills in this little metropolis.

Our bucket list is all about race events that possibly aren't on others. It seems we have lost the opportunity to tick an additional one off with the 'Pikes Peak' being canceled for the coming year. Unfortunately, once off the calendar, it either takes years to reappear or never will.

So here are the ones that have to be ticked off in 2020, if you haven't done so already.



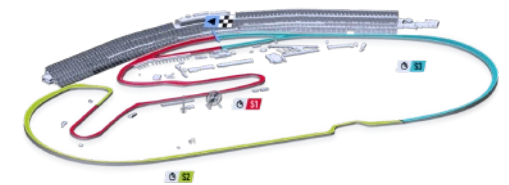
The Daytona Bike Week is held annually in Daytona Beach, Florida and the surrounding area. Daytona Beach is famous for its hard-packed white sand beach, which allows motor vehicles to drive along the shore. This beach is what originally made Daytona Beach a motorsports mecca with the old Daytona Beach Road Course hosting races for over 50 years. In 1959, the Daytona International Speedway replaced the road course.

Dubbed the 'World's Largest Motorcycle Event', Daytona Bike Week is a 10-day event filled with high-octane street festivals, concerts, motorcycle races, bike shows, rallies, manufacturer showcases and much more. The event was established more than seven decades ago and has grown into a crowd of over 500'000 motorcyclists who make it an annual pilgrimage.

The superbike race used to be one of the most prestigious events in the sport. A win at Daytona makes a racer's career. Today the race is a 200 mile event on a 3.2 mile course where now Supersport bikes (600cc) use the same infield road course that is used in the Rolex 24 Hour race.



Whether you're seeking custom bikes or just great camaraderie, Daytona Beach delivers an all-out experience, in a legendary beach destination. While you're there, check out all the amazing arts and cultural opportunities too! The entire city is one big fairground where live concerts, thousands of bikes, vendors and a lot of bars cater to the masses in this annual event.

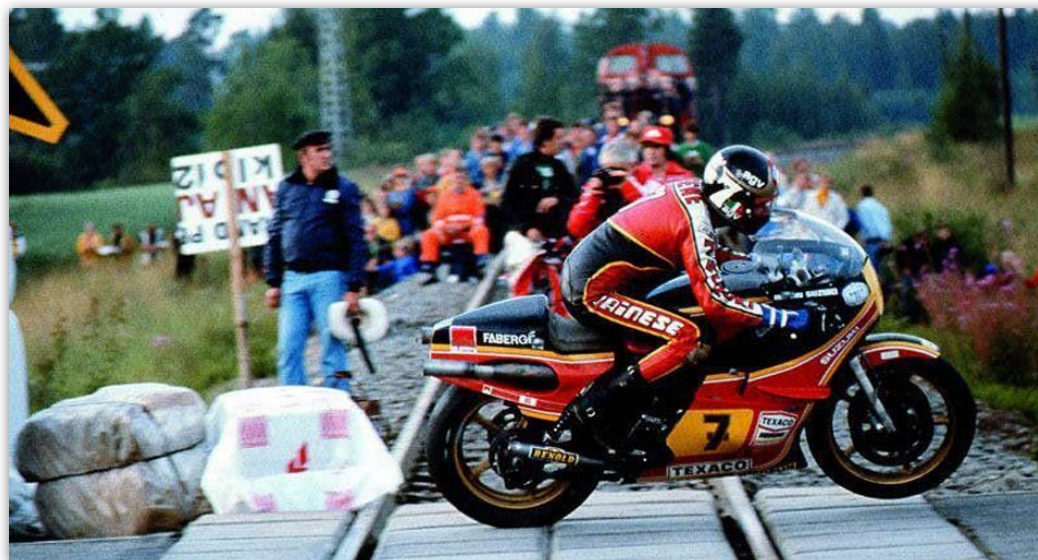


DAYTONA INTERNATIONAL SPEEDWAY

1801 W International Speedway Blvd
Daytona Beach, FL 32114 United States
www.daytonainternationalspeedway.com

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 is well known among tourists, not only for its location but for the famous River Vuoksi and the Imatra Rapids, a popular sightseeing site.

The first ever 'Imatranajo' was held in 1962. The races in 1962 and 1963 were international races but without World Championship status. From 1964 Imatra experienced its golden years, hosting some of the world's best races in the World Championship Grand Prix series. 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.



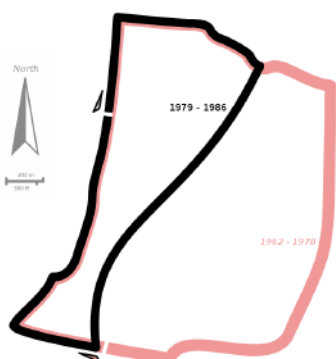
The 'King' of Finland (*not only on the track*) was Giacomo Agostini with 17 wins in 500cc and 350cc. The 500s raced here for the last time in 1981 and victory went to Marco Lucchinelli in that legendary season when he won his only fantastic world title with a Gallina Suzuki.

Imatra, notorious for its railway crossing, was the last full street circuit on the 500 Grand Prix calendar. Like many riders, King Kenny Roberts hated the place, not least because he failed to finish the 1981 Finnish GP due to a broken power-valve housing, which effectively ended his hopes of a fourth consecutive world title.

"You can't really blame Yamaha for the breakage – they don't have a railway crossing in their test track," said Roberts.

In 2016, following a 30-year hiatus, 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. Imatra and its circuit today are best known for its fast straights, pristine scenery, hospitality and welcoming people. With more than 50'000 spectators every year, it's now nearly back to its old glory and the competition is as exciting as ever. So, if it is not the iconic scenery picture with the bikes crossing a railway line, then it should be the great Finnish hospitality and race organization that makes it a MUST DO on your bucket list.

Imatra Circuit



MOTORCLUB IMATRA (IMK)

PL 14, 55101 IMATRA, FINLAND

www.imatranajo.fi



Today, fans come in their thousands to sample the atmosphere and famous Dundrod welcome, with competition on track as fierce as ever. Besides being officially the World's Fastest Road Race, it is the unique track layout and the best race organization on the planet of modern road racing. When the countdown to race start vibes through the speakers on the grid, it gives you goose bumps and you realize in what a special place you are.

The event was first promoted in 1922 by the Ulster Motorcycle Club, and originally ran on the 20.5 mile Clady circuit, located just a few miles from the modern Dundrod circuit. In 1949 the status of the event was elevated, as a new World Championship was established, and the Ulster Grand Prix was to be chosen as a round of this series.

Back in those days approximately 100'000 spectators attended the Ulster Grand Prix and was one of the biggest sporting events in Ireland, remaining extremely popular ever since.

The 1960s, 70s and 80s saw legendary names such as Mike Hailwood, Giacomo Agostini, Ray McCullough, Joey Dunlop and many more do battle on track. Despite the event losing its official Grand Prix status in 1973 the Ulster has gone from strength to strength and become a key feature on the road racing calendar.



ULSTER GRAND PRIX CIRCUIT

Dundrod, Belfast
BT28 3TB, Northern Ireland
www.ulstergrandprix.net

England's greatest sporting estate is home to three of the biggest sporting events in the world:

The Festival of Speed

The Qatar Goodwood Festival

The Goodwood Revival

The 3-day Goodwood Revival is located south of London on a 12'000 acre estate of Goodwood House and held each September at the Goodwood Circuit. It's one of the world's most popular motor race meetings and the only UK event which recreates the golden era of motor sport from the 1950s and 1960s, staged entirely in period theme. It is as much about recreating the fashion and culture of the post-war years as it is about historic racecars on a racetrack, entirely remaining in its original form.

The festival includes Grand Prix cars from these days, sports and GT cars, historic saloon cars, Formula Juniors and of course...motorbikes. Famous names from motorsport past and present, such as David Coulthard, Giacomo Agostini, Jean Alesi, John McGuinness, Valentino Rossi, Michael Rutter as well as celebrities such as Chris Rea and Rowan Atkinson are regular visitors and competitors.



GOODWOOD MOTOR CIRCUIT

Chichester, West Sussex PO18 0PH, UK

www.goodwood.com



This year's tradition of the motor world and society's passion for old race bikes was also celebrated by Dani Pedrosa, racing a 57-year-old Grand Prix machine (*Norton*).

Dani Pedrosa on Goodwood 2019:

"It was a special feeling because you know, being used to the modern bikes then jumping around 60 years back, it was a big jump, but I would say the most difficult was the gearbox, because it's on the right foot. So, really, my brain was working all the time, to just not mess up the action.

On a bike, Goodwood is quite a difficult track because you have blind corners and many apexes, so you really have to know the track well to know where to put the front wheel and when you roll or when you shut the throttle. And then you have one left corner so the left side of the tyre is really on the limits, and every time you go through that corner you're like 'e'er, let's see if I get through'.

But the experience was so good. And the track is so fast, so every time I was on the track I was able to be a bit faster and improve my lap times."

Photos by Pete Summers and Oli Tennant

A large, stylized, 3D gold-colored number '70' with the Chinese characters '周年' (Anniversary) positioned above the '0'. The background features a red field with the Chinese flag's stars and fireworks in the upper right corner.

周年
70

A celebratory graphic for the 70th anniversary of the PRC. It features a red background with the Chinese flag's stars and fireworks. In the foreground, there are silhouettes of the Great Wall of China on the left and the Oriental Pearl Tower on the right. The text is centered and reads: '熱烈祝賀 中華人民共和國成立70周年 1949-2019'.

熱烈祝賀
中華人民共和國成立70周年
1949-2019



德晉集團
TAK CHUN GROUP



IF TEENAGED BOYS HAVE ITS PICTURE
TAPED TO THE WALL, YOU ARE LOOKING
IN THE RIGHT DIRECTION...



As a teenaged kid, we all collected something...probably coins, stamps, or games but for the petrol-heads among us it surely was (*and still is*) to collect car models. Time flies and we all grew up, well most of us, so did our car models which somehow turned into real life-sized cars. Because of our collaboration with Spark Models, this topic is about future investments in Classic GT Cars featuring the car models that truly belong. The following pages will introduce you to some cars which realistically may rise in value in the future. Therefore, the big question of course is:

What Makes a Car Collectible?

Cars with historical importance, ones that pioneered new technology or raised the bar for consumer expectations, can become collectible especially if they are rare and beautiful.

A racing history adds to a car's allure, as can an association with a respected designer, racer or builder such as the likes of Raymond Loewy or Carroll Shelby. Prior celebrity ownership can also help, especially if the individual is associated with cars, such as Steve McQueen, Paul Newman or James Garner. The most expensive collectible cars combine these attributes.

As a basic rule of thumb, if teenaged boys have its picture taped to the wall, you're looking in the right direction. When those boys grow up, they want to buy the things that made them happy in their youth.

The car market mirrors the market for art. It's an investment you enjoy aesthetically and it can also provide a currency hedge since vehicles can be exported to countries with favourable exchange rates.

XJS V12

Model years: 1983 - 1991
Engine: V12
Torque: 431 Nm / 317 lb.ft @ 3000 rpm
Transmission: 3 speed automatic
Drive: RWD
Weight: 1755 kg / 3869 lbs
Top speed: 149 mph
Acceleration: to 60 mph in 8.1 seconds
Max. power: 291 bhp / 217 kW @ 5500 rpm



Introduced in the mid 70s, the XJS was a big step for the company. Under the long hood, there was the well-known 3.6 litre six-cylinder. However, you could opt for a 5.3 litre V12 engine, which was a better choice if you wanted the full GT experience.

The XJS was an extremely popular choice, especially in America where Jaguar sold the majority of 115'000 cars they made. Due to its elegance, power, and speed, the XJS remained in production for an incredible 21 years. And, it is still a respectable car in every way. So, it is no surprise that prices are rising each year.

Model year: 1972
Engine: in row 6 cylinder
Torque: 271 Nm / 199 lb.ft @ 4300 rpm
Transmission: 4 speed manual
Drive: RWD
Weight: 1374 kg / 3029 lbs
Top speed: 139 mph
Acceleration: to 60 mph in 7.5 seconds
Max. power: 200 bhp / 149 kW @ 6000 rpm



2002

The 2002 helped to establish BMW's reputation as a maker of agile, affordable, and surprisingly powerful vehicles. Data available to Hagerty Insurance suggests the price of a Concours d'Elegance vehicle is \$42'900, an increase from \$33'200 in 2013. Prices appear to have similarly risen for vehicles in excellent and good condition, from \$19'000 and \$11'100 in 2013 to \$26'000 and \$15'300 respectively today. Fair condition vehicles witnessed a more modest appreciation, rising from \$6'800 to about \$8'700 respectively today, according to available data.

The BMW 2002 proved to be a major milestone for the company as it worked to rebuild itself again after the Second World War. To catch a glimpse of the process BMW had been through during the 1940s and 1950s we need to remember that two vehicles that had played a major role in the companies 'fight for survival' were the little Italian designed Isetta bubble car and the Volkswagen-like BMW 700. Small, inexpensive cars that BMW was able to produce and sell in sufficient numbers to keep the company afloat.



Model years: **1993 - 1997**
Engine: **in row 6 cylinders**
Torque: **441 Nm / 325 lb.ft @ 4800 rpm**
Transmission: **5 speed manual**
Drive: **RWD**
Weight: **1585 kg / 3494 lbs**
Top speed: **155 mph**
Acceleration: **to 60 mph in 5.1 seconds**
Max. power: **326 bhp / 243 kW @ 5600 rpm**

SUPRA



Another two-door offering that does plenty for Toyota's sporting reputation, the Supra, in twin-turbo, Mk4 guise remains an impeccable blend of sculpted styling, Japanese reliability and punchy performance.

Built between 1993 and 1997, the slippery sports car still cuts a dash with its aerodynamic

lines and one-piece wing, while its sequential turbos mean the three litre straight-six can deliver a thumping 326 hp, paired with fantastic balance.

Always wanted one? Now's the time to buy, as the new Supra hits the streets and nostalgia washes over everyone who had a Mk4 on their bedroom wall, the upward price trajectory is only going to accelerate.

Model years: 1998 - 2001
Engine: V8
Torque: 460 Nm / 339 lb.ft @ 2700 rpm
Transmission: 5 speed automatic
Drive: RWD
Weight: 1795 kg / 3957 lbs
Top speed: 155 mph
Acceleration: to 60 mph in 6.0 seconds
Max. power: 302 bhp / 225 kW @ 5600 rpm

SL500



(the image above shows the SL600 with a V12 engine)

The Mercedes-Benz SL500 is a fun, sporty convertible which is popular among collectors thanks to its powerful performance and sleek body.

Hagerty's data suggests that a car in concours condition might sell for \$31'500 in 2018, up from \$23'300 in 2013. A car in excellent condition today might sell for \$17'800, an increase from 2013s price of \$15'900. Cars in good or fair condition in 2018 might sell for \$11'700 or \$6'300, compared to 2013s prices of \$9'800 and \$6'500 for the same vehicle.

The Mercedes-Benz SL500 has presence. No matter the neighbourhood, a SL is a sign of good taste. It is an expression of conspicuous consumption.

The SL500 is something of a paradox, however. It is big, heavy and offers a luxurious ambience, but its stance is one of sportiness. A new sport package adds to this. So, some may accuse this car of having a confusing role. But those people have not spent much time in a SL500. It is, in fact, an incredible car for a top-down summer drive on a winding country road.



Model years: **1978 - 1991**
Engine: **V8**
Torque: **430 Nm @ 6200 rpm**
Transmission: **5 Speed manual**
Drive: **RWD**
Weight: **1580kg / 3483 lbs**
Top speed: **171 mph**
Acceleration: **to 60 mph in 5.6 seconds**
Max. power: **326 bhp / 243 kW @ 6200 rpm**

928 GTS



Back in the mid-70s, Porsche decided the 911 was outdated and it wasn't profitable enough to keep the company up and running. So, the board approved the development of a new model with a water-cooled V8 engine in the front and with different design, technology and appearance. Then in 1977, Porsche introduced the 928 but kept the 911 in production.

In contrast to the 911, which still had some VW Beetle cues, the 928 looked like it came from another planet. Despite the fact that early 928s delivered below 300 hp, the car was fast.

Porsche made it for effortless cruising and driving over the continents in comfort, speed, and luxury.

It furthermore kept improving the 928, and in 1987 introduced the S4 version. It featured a 5.0 litre V8 engine producing 320 hp and a host of other modifications that improved the performance. Today, the 928 is still a fast and capable GT car. Best of all, the prices are still affordable, but you should better hurry up before they rise.

Model years: 2007 - 2009
Engine: V8
Torque: 819.0 Nm / 604 lb.ft @ 6500 rpm
Drive: RWD
Weight: 1508 kg / 3325 lbs
Top speed: 205 mph
Acceleration: to 60 mph in 3.4 seconds
Max. power: 638 bhp / 476 kW @ 6500 rpm



CC ZR1

Classic C1 to C3 Corvettes are already too expensive for the average car buyer. Also, the standard C4, despite its great handling, may be too low on power for some owners. The solution is the ZR1, the mighty C4 Corvette which could outrun most of the supercars in the early '90s. Under the hood, they installed the LT4, a Lotus-engineered V8 engine with quad-cam heads and 32 valves to produce 375 hp and later 400 hp.

The engine is an engineering marvel and performs exceptionally well. With a beefed-up suspension, gearbox and pair of extra-wide rear tyres, the Corvette ZR1 can accelerate from Zero to 60 mph in 4.5 seconds. And that is what made it one of the fastest cars of the era as well as a true modern classic.

3200 GT

Model years: 1998 - 2002
Engine: V8
Torque: 491 Nm / 362 lb.ft @ 4500 rpm
Transmission: 6 speed manual
Drive: RWD
Weight: 1590 kg / 3505 lbs
Top speed: 174 mph
Acceleration: to 60mph in 5.0 seconds
Max. power: 365 bhp / 272 kW @ 6250 rpm



Complete with the must-have 'boomerang' taillights, manual gearbox option, and bi-turbo V8, the 3200 GT is from an era that manufacturers are trying hard to replicate now, when digital and analogue were in perfect harmony.

As with any Italian sports car of the late 1990s, don't expect the finest interior ergonomics or highest-quality equipment, but also don't expect to care after hearing the exhaust note.

Being released in 1999, the 3200 GT only just qualifies for this list. With production only lasting three years, you can be sure there aren't many out there either. This was the first New Maserati offered with Ferrari input and it had great styling and a really powerful engine.

Make sure it's been regularly serviced and you could be on to a winner.

Model years: 2000 - 2002
Engine: in row 6 cylinder
Torque: 350 Nm / 258 lb.ft @ 4900 rpm
Drive: RWD
Weight: 1345 kg / 2865 lbs
Top speed: 155 mph
Acceleration: to 60 mph in 5.3 seconds
Max. power: 321 bhp / 239 kW @ 7400 rpm

Z3 COUPÉ



Hollywood...hooray for Hollywood! BMW introduced its latest sports car through a cameo appearance in the James Bond movie GoldenEye, in which 007, forsaking his usual Aston Martin, takes up the driver's seat of a Z3. It seemed the world became momentarily smitten with the car in no small part because of its fetching appearance, which fit the ever-elegant Bond as perfectly as his Saville Row suit.

The car shall normally be a weekend car which has been well kept and garaged most of their lives. Right now, there are several Z3 convertibles in the online classifieds with relatively low miles that are getting on in years. A really decent example will cost the same as two new 15" Macbook Pros, or 120 cases of premium craft beer. Obviously the Coupé version is the real deal, but already costs you an arm and a leg.

3000 GT

Model years: 1990 - 1994
Engine: V6
Torque: 415 Nm / 306 lb.ft @ 2500 rpm
Transmission: 5 speed manual
Drive: AWD
Weight: 1719 kg / 3790 lbs
Top speed: 159 mph
Acceleration: to 60 mph in 5.8 seconds
Max. power: 296 bhp / 221 kW @ 6000 rpm



The 3000 GT is another '90s legend mainstream sports car enthusiasts have forgotten, which is quite a shame. With its pop up headlights, rear panorama glass, and big spoiler, the 3000 GT screams early '90s car design.

However, there is much more about this car than contemporary nostalgia since it is one serious driving machine. Under the hood is a 3.0 litre twin-turbo V6 with 300 hp that sends power to all four wheels over an intelligent AWD system.

Model years: 2002 - 2003
Engine: V8
Torque: 400 Nm / 295 lb.ft @ 4250 rpm
Transmission: 5 speed manual
Drive: RWD
Weight: 1380 kg / 3042 lbs
Top speed: 176 mph
Acceleration: to 60 mph in 4.9 seconds
Max. power: 351 bhp / 262 kW @ 6500 rpm

ESPRIT V8



They offered the Esprit from the early '70s all the way up to the early 2000s. It was always a fantastic supercar despite the fact it had a smaller engine than its competitors. But the last and best version was the V8 that produced 350 hp.

With its lightweight body, it could outrun many competitors while still retaining that classic wedge look. This was a bona fide exotic car, yet the current prices are relatively affordable. However, that will change, so you should buy this piece of classic British engineering right now.

IMPREZA

<i>Model years:</i>	2000 - 2003
<i>Engine:</i>	Boxer 4
<i>Torque:</i>	292 Nm / 215 lb.ft @ 3600 rpm
<i>Transmission:</i>	5 speed manual
<i>Drive:</i>	AWD
<i>Weight:</i>	1340 kg / 2954 lbs
<i>Top speed:</i>	143 mph
<i>Acceleration:</i>	to 60 mph in 6.0 seconds
<i>Max. power:</i>	292 Nm / 215 lb.ft @ 3600 rpm



Enthusiasts who want something they can really sink their feet into should look at the WRX. The all-out Subie has a great performance hardware as well as a functional hood scoop, limited-slip rear differential, dual-outlet exhaust and the option of 17 inch wheels. Inside the cockpit are alloy pedals, front side airbags, 6-disc CD changer, sport seats and a Momo leather-wrapped steering wheel.

High power and relatively low weight allow this rocket to blast from zero to 60 mph in just over six seconds. And the all-wheel drive means that those who live in less than perfect climates can enjoy this performance car all year round.

Model years: 1990 - 1996
Engine: V6
Torque: 375 Nm / 276 lb.ft @ 3600 rpm
Transmission: 5 speed manual
Drive: RWD
Weight: 1620 kg / 3571 lbs
Top speed: 155 mph
Acceleration: to 60 mph in 5.8 seconds
Max. power: 279 bhp / 208 kW @ 6400 rpm

300 ZX



One of the best cars in the long line of Z-named Nissan sports coupés was the 300 ZX they introduced in 1990 and discontinued in 1996. Car enthusiasts respect this model since the 300 ZX was a proper sports coupé and it came with the technology and performance to rival much more expensive, exclusive cars.

The prices for this model are currently at around \$10'000 for decent examples with full-service history and no accidents. You can find them at lower prices, but it is possible they will not be as good. Since the '90s Japanese cars are slowly becoming more desirable, you better hurry up since the Nissan 300 ZX could soon go up in the skies.

spark



Get your Macau GT grid as Collectibles from SPARK

Check out the website

www.sparkmodel.com

THE BIG SHOW CONTINUES - MACAU GT MASTERS



GT Cars have always been fascinating especially in Macau, as they are the true highlight of the racing program...besides the bikes of course...and Chinese people love fast and expensive cars!

We've been featuring the GTs for a while now, as they are simply stunning. Who doesn't dream of having one of them alongside a race bike in his very own garage?

However, there is a big change in this year's GT Masters. For the very first time, only Gold and Platinum drivers are entitled to enter the race. On one hand, leaving the business of racing to the professionals probably isn't a bad idea, on the other hand it takes away the chance for locals to race in front of their home crowd.

So in the end, we will only see the big manufactures (*all of them German*) race on the Guia circuit. It might help them go the full race distance without piling up at the bottom of San Francisco Hill but maybe, just maybe, we will see even more intense action and more money going to dust as the pro's go at it.

So, bring on the show – we are as much a fan of yours as you are of ours.



CARL BAMBER



LAURENS VANTHOOR



Factory drivers Earl Bamber and Laurens Vanthoor will man the cockpits of the two Porsche 911 GT3 R fielded by Rowe Racing this year. Vanthoor won the 2016 race after a spectacular and intense fight with his current teammate Bamber.



Porsche 911 GT3 R

The thoroughbred race car is based on the road-legal 911 GT3 RS (991.2) and uses a largely identical 4.0-litre flat-six engine linked to a sequential six-speed gearbox. Without restrictors, the naturally aspirated mill can churn more than 542 horsepower (404 kilowatts) and offers a wider usable rev range compared to its predecessor.

Compared to the 911 GT3 R the 2019-spec model has gone through some changes to boost aero in the same vein as the tweaks Porsche applied for the road car. Further modifications included increasing the tire circumference at the front wheels from 650 to 680 millimeters and installing the latest development of the company's double wishbone suspension.



PORSCHE



ABSOLUTE
RACING



KÉVIN ESTRE

World sports car champion Kévin Estre travels to Macau riding high on the back of his overall victory at the 24 Hours of Spa-Francorchamps. The Frenchman drives one of Absolute Racing's Porsche GT3 R's. Swiss racer Alexandre Imperatori will compete in the sister car for the Asian customer squad.



**ALEXANDRE
IMPERATORI**

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



With Maro Engel on board there is another Macau winner behind the wheel for Mercedes-AMG Team GruppeM Racing. The 34-year-old won the race in 2014 and 2015, whilst in last year's race he finished second ahead of Mortara.

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



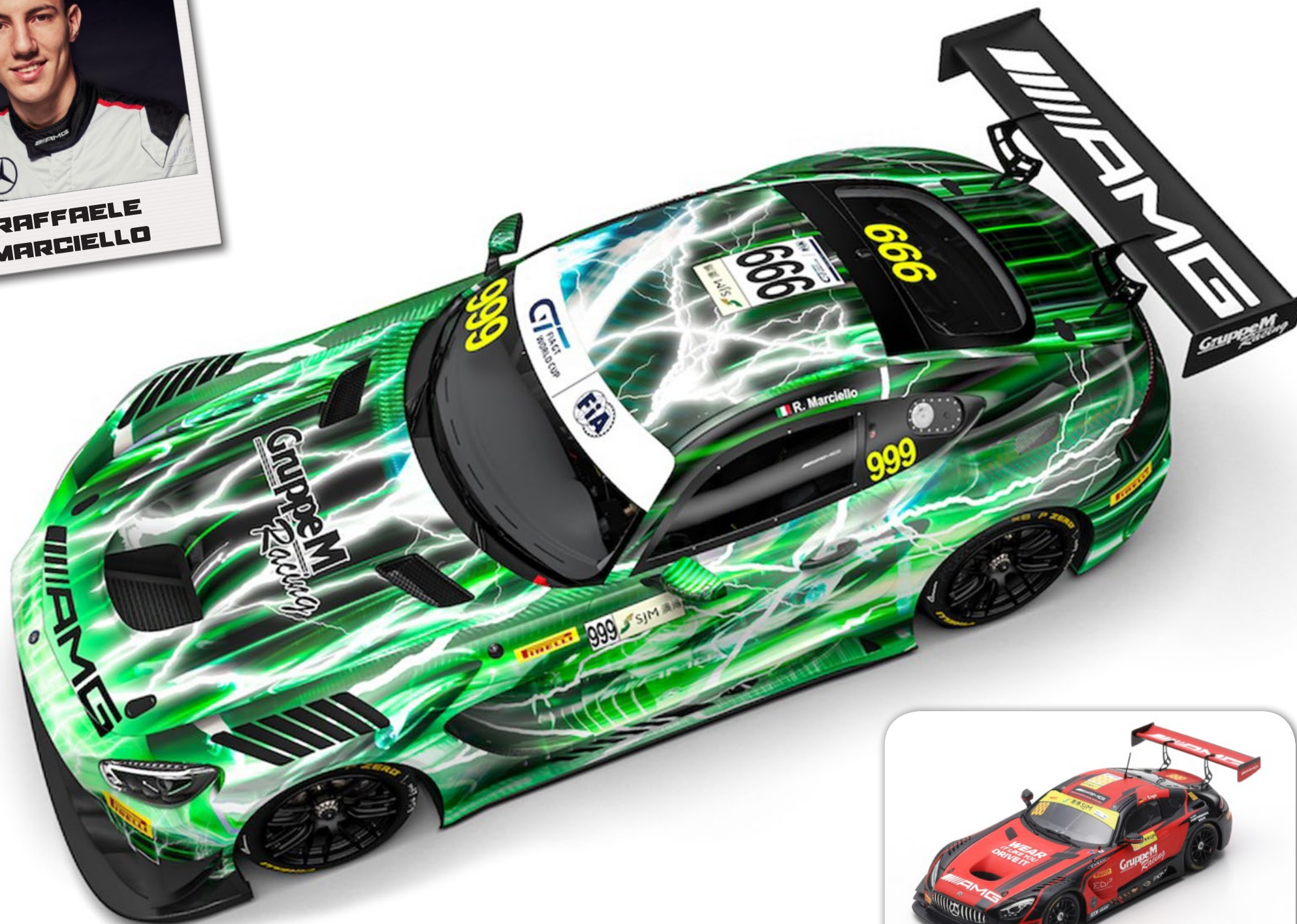
Mortara returns to the Macau Guia street circuit for a 12th consecutive season in a bid to add to his tally of four wins in the GT Cup, three before it gained FIA world status in 2015.

The Italian will drive a Mercedes-AMG GT3 for the factory-backed Craft Bamboo squad. Known as 'Mr. Macau' the Guia Circuit suits him particularly well, where the 32-year-old has amassed an enviable winning record both in GT and F3 cars.



The second car fielded by GruppeM, also with factory backing will be driven by Raffaele Marciello. Raffaele has proven his abilities as a GT driver not least by winning the 2018 Blancpain GT Series drivers' title.

AMG
DRIVING PERFORMANCE





Farfus is the defending GT World Cup winner who returns to Macau this year to contest the race for the Schnitzer BMW squad, the same team he claimed victory for last year.

Last year's race was very emotional for a number of reasons, the biggest being that it was the last race with Charly Lamm at the helm of BMW Team Schnitzer. Only a few weeks after the event he unfortunately passed away but Augusto made him proud that day as he had a perfect run on the Sunday with a start to finish victory. Lamm said afterwards that it was one of the greatest moments of his racing career.

This year, BMW Team Schnitzer will be looking to make Charly proud once again.

BMW M6 GT3

Since 2016, the BMW M6 GT3 has taken to the track as the top model in BMW Motorsport's customer racing range. It is powered by a 4.4-litre V8 engine with M TwinPower Turbo technology. The engine has dry sump lubrication and generates up to 585 hp, whilst the car weighs less than 1'300 kilograms. In 2018, the BMW M6 GT3 was given an extensive Evo package. Among other things, the BMW Motorsport engineers modified the suspension, differential, braking system and aerodynamics.



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



Sheer
Driving Pleasure





Audi R8 LMS

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



Making his second appearance on the Guia circuit with Audi Sport Team WRT will be the 21-year-old Belgian, Dries Vanthoor. Eighth on his debut last year he is the younger brother of 2016 FIA GT World Cup winner racing for Audi, Laurens Vanthoor.

Vanthoor will be joined by fellow 2019 Suzuka 10 Hours winner Kelvin van der Linde. The 23-year-old South African was recently crowned the 2019 ADAC GT Masters Champion and will be making his Macau debut with Audi Sport Team Rutronik. Sixth on his debut at Macau last year, this time Germany's Christopher Haase has entered with Team Phoenix Racing.



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