

**The 71<sup>TH</sup> Macau Grand Prix - Special Edition**



**71<sup>TH</sup> MACAU GRAND PRIX**





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## EDITOR'S NOTE



This year we weren't sure whether or not we would continue publishing INSIDE, but reflecting on the two anniversaries that we are celebrating this year we thought we would at least give it a go, even despite the fact that printed publications don't make any business sense in this day and age. In the end we hoped that there were like-minded people out there that appreciated a high-quality magazine (*mainly due to the images provided by Stephen Davison, not our edits – thanks Stephen*).

Maybe it's the final chapter as it's getting more and more difficult year by year to come up with something new and exciting without repeating ourselves or continuing to step on other peoples' toes, which we usually do. Let's wait and see.

We do hope you take this issue and use it like a picture book, getting some images autographed or even ripping it apart in order to frame some of them. The rest of the pages won't make great use as toilet paper but surely will help in setting up a BBQ fire (*tongue in cheek*).

Even though we haven't had the Formula 3 race in town for some time now, we have decided to purposely cut them out of this year's INSIDE edition. No doubt they will receive plenty of coverage by all the other outlets around so 'C'est la Vie'.

We like GT cars and our trusted partner and friend Hugo Ripert from SPARK has supported us again so of course we have a little 4-wheel section dedicated to this category.

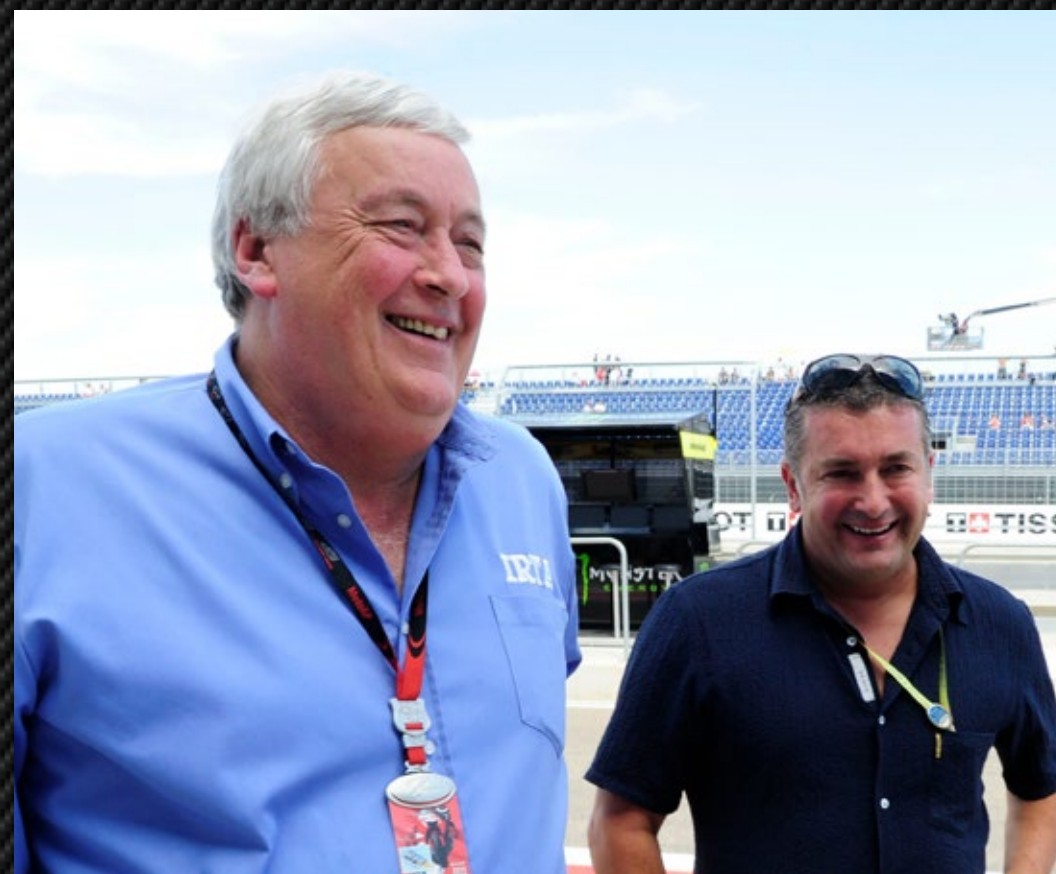
The heavy lifting in this year's issue is dedicated to our heroes, the people behind the Macau Motorcycle Grand Prix. This year sees the running of the 55<sup>th</sup> edition of the event where we have witnessed real legends hurtling the Guia circuit on two wheels since 1967. So we focus on the game changers of the event itself in terms of riders and bikes...the ones that made the difference.

Unfortunately 2023 was a terrible year as we lost two of our best friends...real Macau legends. So, in this year's edition we tried hard to reflect on their legacies. Paul Bird, who created history in both British Motorsport and in Macau, a true friend and partner since we first met and the person we dedicate this issue to - the Godfather of motorcycle racing, Mike Trimby.

The most controversial section of our annual edition is the 'Rider Introduction' and as usual I'm sure we will put some noses out of joint this year. Some love it and some hate it, we all know why.

Winners come equipped with a certain intelligence – or native cunning – that not only propels their talent but places them in positions to raise funds for every expensive rung of the ladder. Which might explain to some of our rider readers why they haven't made it despite great promise. Regardless, we love them all! We respect and admire the fact that they enjoy their lives in what Frank Sinatra crooned as 'My Way'.

Unfortunately, the last true gladiators of our society are a fading breed...the true motorcycle racer – the Road Racer – is running out of road.







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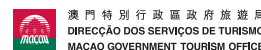


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## ...AND SOME OF THE MOST ICONIC BIKES WE HAVE SEEN IN MACAU

Despite that we are celebrating the 70<sup>th</sup> anniversary of the Macau Grand Prix its actually the 55<sup>th</sup> edition of the motorcycle race which deserves our full attention and we thought of reflecting on some of the most important and unique bikes that the circuit has seen.

Additionally, we wanted to remember the GAME CHANGERS of the Macau Motorcycle Grand Prix.

In terms of game changers, we recognise those riders that lifted the quality and competitiveness of the event to the next level.

So don't take us the wrong way. We are truly not historians and in case we get a fact wrong here or there on bike specifications, we apologise. And it does not necessarily mean that featuring a bike here means that the specific rider was a game changer, but we had to mention some of these bikes as they were simply beautiful and truly reflected technical innovation.







Running a steadily growing and successful event, the HCAA thought it would be a good time to get motorcycles involved. Regarded as a sprint race with 30 laps it was Japanese's former GP rider Hiroshi Hasegawa on a Yamaha RD 05 taking the first victory. He completed the 30 laps in 1hour 53min and 34sec ahead of Hong Kong's Siu Man To (*Honda*) and Indonesian Thio Soen Biaw (*Suzuki*).

### Hiroshi Hasegawa and Yamaha RD 56

- *The machine that made Yamaha famous as 'the two-stroke maker'* -

This model was a further development of the RD 48. Its two-stroke, rotary disc valve, 2-cylinder engine was powered up to 45 PS (*PferdeStärke*) and it was mounted on a featherbed type double cradle frame. The front and rear suspensions were also strengthened along with other improvements that made it a new machine all in all. Its debut race was the 1<sup>st</sup> All-Japan Road Race of 1962. The following year it performed very competitively overseas, with Fumio Ito riding it to victory in the Belgian GP. Further maturation in 1964 and 1965 brought the RD 56 to the level where Phil Read was able to win the World GP 250 Rider title on it and help bring Yamaha the Manufacturer's title as well. At a time when the GP was predominately competed with 4-stroke machines, the RD 56 gave Yamaha the reputation as the leader in 2-stroke racers.

### High-powered 250cc V4 machine – RD 05 to race that time in GP

To compete against the Honda V-6 machine introduced in 1964, Yamaha developed the RD 05 with a two-stroke V-4 engine as its new race machine to replace the RD 56. The new V-4 engine used the proven rotary disc valve, and to achieve sufficient V bank angle it was designed with the concept of two RA 97 air-cooled 2-cylinder engines stacked one on top of the other. The RD 05 debuted in the 1965 Italian GP.

## 1967 MACAU MOTORCYCLE GRAND PRIX

For the next round it was outfitted with liquid cooling but its only GP victory would come at the Japan GP of the 1966 season. For the 1967 season it was completely re-engineered as the RD 05A with every possible effort made to reduce weight and size. Although RD 05A fell short of winning the title that year, it returned to win both the manufacturer and rider titles in 1968.





## YAMAHA RD 56 GP specification

*Engine:* Air-cooled, two-stroke, in-line 2-cylinder, 249cc  
56.0 mm (*bore*) x 50.7 mm (*stroke*)

*Performance:* 50 bhp @ 11'000 rpm

*Transmission:* 7-speed

## YAMAHA RD 56







*Just imagine the stamina that John must have had, also practicing and racing that same year the Brabham FVA in the 45 laps of the Macau GP.*

**Yamaha TD2 specification**

*Engine:* Air-cooled, DS6 two-stroke, 2 parallel-cylinders, 250 cc

*Performance:* 44 bhp @ 10'000 rpm  
31 Nm @ 9'500 rpm

*Weight:* 105 kg





***The man that raced and won everything in Macau, on motorcycles and cars***

The 3<sup>rd</sup> Macau Motorcycle Grand Prix in 1969 saw John MacDonald (HK) becoming the first and only man ever to have won both the Macau Grand Prix (1965) and the Macau Motorcycle Grand Prix taking the 30 laps in 1hour 45min 31.50sec on a Yamaha TD2.

Enter John MacDonald. Four-times winner of the Macau Grand Prix in 1965, 1972, 1973 and 1975. Recipient of the Motorcycle GP crown in 1969, and first over the line in the Guia saloon final in 1972. To put these achievements into perspective you would have to compare them with those of somebody who has racked up the same kind of success. Nobody ever has. So it seemed like a good idea to ask a man, who has made the track his own, what it takes to get on the winners' podium in Macau.

**JOHN MACDONALD**



*"If there is one asset a competitor should have in spades on this circuit, it is the support of the right people." says MacDonald. "Ling Chi Fun was my mechanic while Derek Duggan or Angus Lemont, sometimes both, managed to attend every race, with many others aiding and abetting. And money helps! Cathay Pacific's support through the early 70s meant they wrote the cheques but it was the mutual trust between Cathay's MD Keith Sillett, David Lomax, Richard Tuthill and Francis Yip that really made the operation tick."*



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## THE TRIMBY ERA

Prior to Mike Trimby's involvement, it was only Chas Mortimer and Mick Grant that followed the money trail (*please refer to the Mike Trimby editorial*). While Chas was the first British rider to take the laurels in 1976 it was legendary Mick Grant that won the 25 laps race in 1977 on a Kawasaki KR750 (*an inline-triple, liquid-cooled, two-stroke 750cc*) and set the new lap record in 2min 48.38sec.



## MICK GRANT

Grant is not only known for his great records as a TT rider taking the average speed barrier of 110 mph first, he was also an accomplished GP rider finishing the 1977 season in 8<sup>th</sup> overall. In 1979 Honda chose Grant to help develop the oval-cylindered NR500.

In 1977 Mick Grant was a factory Kawasaki rider when he made his debut at the Macau Grand Prix in winning the 25 laps race on a Kawasaki KR 750 with a best lap time of 2min 48.38sec.

He returned the following years with Mike Trimby and took his tally to another win at his final appearance in the 1984 race over 30 laps on Berry Sheen's former Suzuki RGB 500.



### Kawasaki KR 750 specifications

**Engine:** Water-cooled, 3-cylinder, piston-port two-stroke 747 cc  
68.0 mm (bore) x 68.0mm (stroke)  
Three 38 mm Mikuni carburetors

**Performance:** 125 bhp @ 9'500 rpm  
95 Nm @ 8'700 rpm

**Frame:** Tubular steel chassis

*Mick Grant:*

*'We were doing 180 mph at Daytona on the banking in 1977 with this bike'*



**1977 MACAU MOTORCYCLE GRAND PRIX**





In 1978, the Macau Grand Prix celebrated its 25<sup>th</sup> anniversary in grand style. Bob Harper, ably assisted by Teddy, went about organising a "Race of Giants". The 12<sup>th</sup> Macau Motorcycle Grand Prix became one of the feature races getting more overseas riders involved - organized by the legendary Mike Trimby. One of Mike's conditions in doing so was him being allowed to race the 25 laps as well. Japanese rider Sadeo Asami won his first of many motorcycle GP in Macau.

**S**adeo Asami was the first rider to win three Macau Grand Prix races in a row, between 1978 and 1980, thus ensuring his place in the record books. He first came to notice in 1974 when he placed third.

Asami raced in the 250cc, 350cc, 500cc and 750cc world championship throughout his career including the TT Isle of Man in 1978.



Back to Macau at the end of the year, he took his first win coming home ahead of British riders Steve Parrish and Mike Trimby on his 750cc Yamaha. The following year the GP was held over two 15 lap legs for the first time and Asami won both to get the better of Parrish and Bernard Murray. We saw a repeat of the same podium result in 1980 completing his third win.

In between his busy racing schedule he even found time to race the World Endurance Championship in 1979 and 1980 with the best result at the Bol d'Or as second (*Asami/Roche/Rigal/Pons*).

## 1978 MACAU MOTORCYCLE GRAND PRIX



1978 Macau 12th Motorcycle GP Result (25 laps) Average Speed 80.00mph		
1 (9)	Sadeo Asami 浅見貞男 JPN Yamaha TZ750	1:10 25.70
2 (4)	Steve Parrish GBR Yamaha TZ750	1:12 36.62
3 (6)	Mike Trimby GBR Yamaha TZ350	1:13 11.95
4 (9)	Akira Terui 輝井 稯 JPN Yamaha TZ750	+1 lap
5 (19)	Sou Toshimitsu 蘇利 光 JPN Suzuki RG500	+1 lap
6 (10)	B. Murray GBR Yamaha TZ750	+1 lap
7 (3)	Ghrard Vogt DEU Yamaha TZ750	+1 lap
8 (12)	Thomas Chiu USA Yamaha TZ750	+1 lap
9 (7)	J. Scaysbrook GBR Ducati	+2 laps
10 (90)	坂井 JPN Yamaha TZ750	+3 laps
Fastest Lap : (9) Saïdo Asami		2:45.38

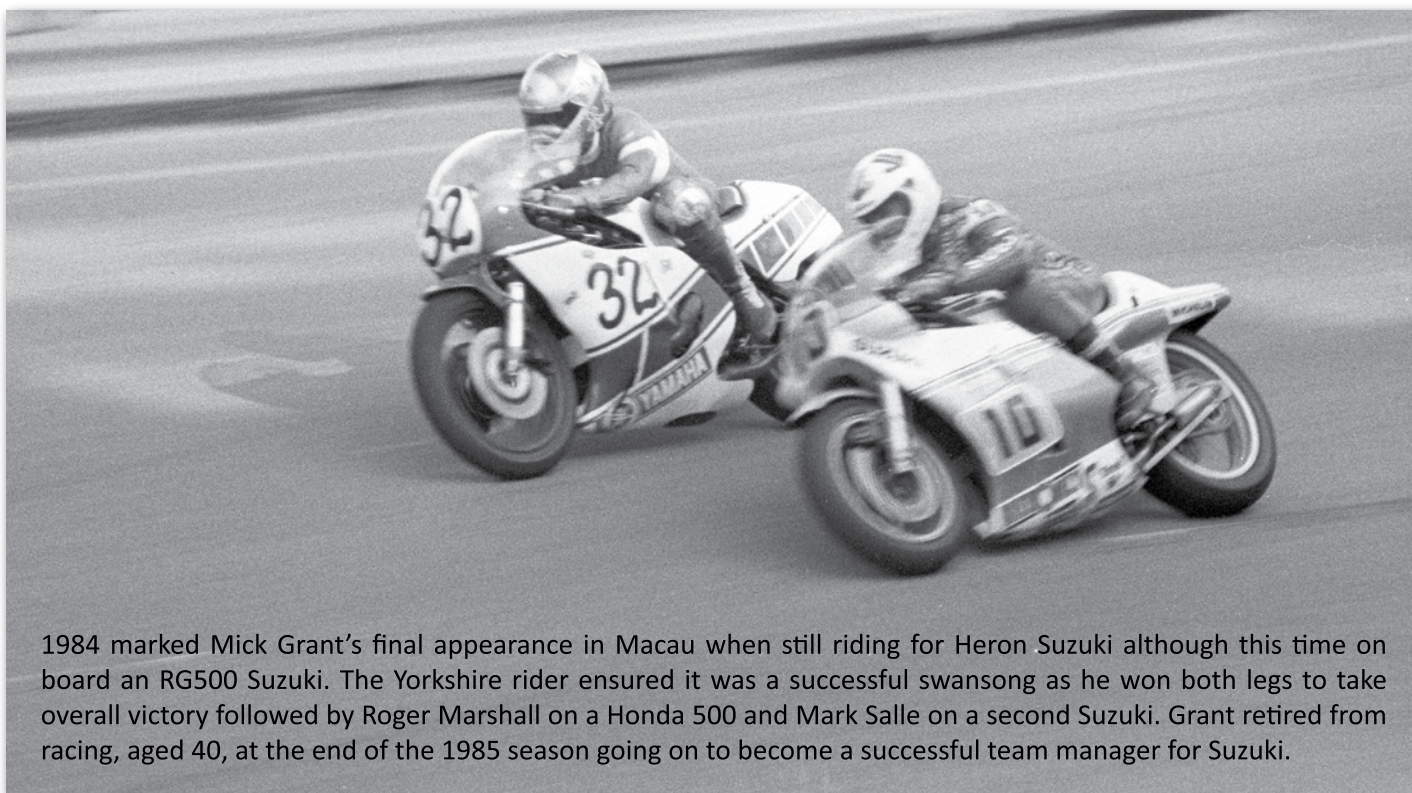


# 1984 MACAU MOTORCYCLE GRAND PRIX



## MICK GRANT'S RGB

(@Bonhams 80'000.00 Pound Sterling)



1984 marked Mick Grant's final appearance in Macau when still riding for Heron Suzuki although this time on board an RG500 Suzuki. The Yorkshire rider ensured it was a successful swansong as he won both legs to take overall victory followed by Roger Marshall on a Honda 500 and Mark Salle on a second Suzuki. Grant retired from racing, aged 40, at the end of the 1985 season going on to become a successful team manager for Suzuki.

### Suzuki RGB 500 specification

*Engine:* Square four-cylinder 499.5cc two-stroke,  
56.0 mm (*bore*) x 50.7 mm (*stroke*)  
Magnesium race carburetors

*Performance:* 126 bhp @ 11'000 rpm

*Frame:* Tubular steel chassis and braced swingarm

*Weight:* 117 kg

Heron-Suzuki retained Barry Sheens' RGB500 for 1984, assigning it to their contracted rider, Mick Grant.

Highlights of Mick's year aboard '10127' included 2<sup>nd</sup> place at the North West 200, 3<sup>rd</sup> in the Isle of Man Classic TT, and 1<sup>st</sup> in the Macau Grand Prix.

A copy of Heron Suzuki's Macau consignment letter is on file, showing that at that time the machine was still fitted with its original engine: #10127.

**Note:** Both Barry Sheene and Mick Grant always used right-foot gear changes





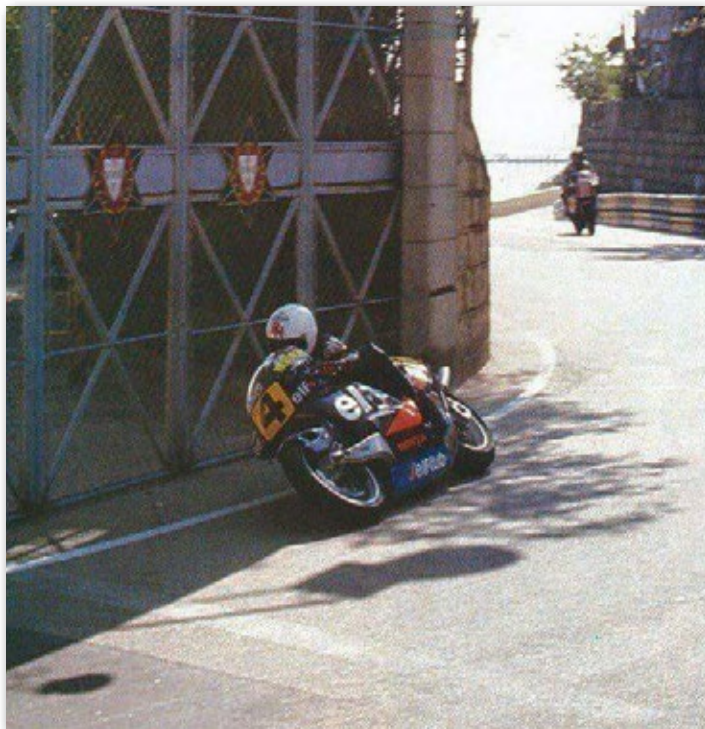
Ron Haslam doesn't need much of an introduction, he was simply a legend winning the Macau Motorcycle Grand Prix six times (1981 - 83 & 1985 - 87). According to our research Ron stated his fastest lap time in 1982 on board the Honda RS1100 R30, then a lap record of 2min 35.76sec that only got bettered by Didier de Radiguès in 1991. After multiple runner ups in British Superbike, he debuted in the GP series in 1977. Despite never winning a championship grand prix he finished his career recording a best 4<sup>th</sup> place in the 1987 championship on board the further developed ELF 4. Impressively, Ron also raced the Isle of Man TT that he won in 1979.





by Paulo Araujo

## ROC ELF 3 HONDA



The Brazilian Grand Prix of 1988 marked the end of an era – ELF – a decade of spectacular race bike design in which Ron Haslam took a leading role. The ROC ELF Honda (*ELF 3*) did not win championships, nor did any other version win one.

Haslam gave the French designer and manufacturers two spectacular wins in Macau, in 1986 and 1987. It was proof enough for Rosset and Trema (*constructors*) that the unconventional bike worked even though the difference was made by Ron Haslam as an exceptional rider.

But it convinced the Honda HRC department to open its doors to Trema to start developing the first collaboration between HRC's NSR500C V4 engine and the ELF 4 chassis.

In the end this also led to the PRO-ARM concept that equipped every VFR Honda that left the factory.



### 1986 ELF 3 Honda specification

<i>Engine:</i>	Liquid cooled, reed valve, 90° V3, 499 cc 62.2 mm ( <i>bore</i> ) x 54 mm ( <i>stroke</i> ) Three Keihin 37mm carburetors
<i>Performance:</i>	128 bhp @ 11'500 rpm
<i>Frame:</i>	Square section tubular aluminium with some built in cast magnesium Variation Geometrique Controlee (VGC) front and a single horizontal swing arm
<i>Weight:</i>	Unknown





The late 80s and early 90s are remembered as one of the most competitive eras of Grand Prix racing with a field rich in talent that included Wayne Rainey, Wayne Gardner, Mick Doohan, Eddie Lawson and Randy Mamola. Schwantz was often at a disadvantage to his Yamaha and Honda mounted rivals. His determination to win at all cost meant that he seemed to crash as often as he won. This trait made him a popular favourite among race fans the world over.

But the RGV helped him in late braking despite still using cast aluminium callipers which reflected his “DO or DIE” riding style. Mike Trimby asked him to join the band for Macau. Soon after the first qualifying they both realised there might be a ‘boring’ race ahead and Mike asked him to put on a bit of a show. Kevin grabbed that and simply exhibited why he is called the wheelie king.





### Suzuki RGR 500 XR74 specification

**Engine:** Two-stroke 80° V4, 499.3 cc  
54.0 mm (bore) × 54.5 mm (stroke)

**Performance:** 165 bhp @ 12'500 rpm

**Frame:** Twin spar aluminium

**Weight:** 130 kg (dry)

## SUZUKI RGR 500 XR74

The RGV & Schwantz began 1988 by winning the Daytona 200. Suzuki promoted him along Rob McElnea to its 500cc Grand Prix team where he made an immediate impact by winning the 1988 Japanese Grand Prix in the opening round at Suzuka.

It was only his seventh Grand Prix ride in total, having experienced wild card rides in 1986 on the old square four RG 500 and in 1987 on the first version of the V4 RGV 500. He finished the season in 8<sup>th</sup>. It might not have been the most

successful 500cc Grand Prix bike, but the Suzuki RGV500 captured the hearts and minds of race fans in the late 80s and early 90s. And it was all because of one man, Kevin Schwantz.

Schwantz's leggy, upright style was different and kind of magnificent to watch...a thing of beauty. The Pepsi look is still by today's standards a perfect poster. It was the golden age of 500cc racing and the debut of the XR74 started to shake things up.

Yet still short on power in its first year, the Suzuki could best be described as a Square-Four bent into a V-Four configuration, with case reed carburetion feeding into the center of the V. It uses a wider V-angle than the Yamaha (80 degrees), and unlike the Yamaha, the RGV's two crankshafts aren't geared directly together; instead, they both separately drive a large clutch gear. The practical effect of this difference is that the Yamaha's crankshafts are counter-rotating, whereas the Suzuki's both rotate in the same direction. It made the RGV harder to gear for a particular track, and more sensitive to rider mistakes or any misjudgements that might occur while lapping slower traffic.

But it was a beginning of a domination with developments into the XR75 (produced 195 bhp) and eventually helped Schwantz clinch his first world title in 1993, outscoring Rainey and Doohan.

**Note:** Only 1989 (XR75) saw the first incarnation of the banana swingarm, allowing both pipes to come up the right hand side and the first generation Kayaba upside down fork.

picture below: Schwantz and Rubatto changing bikes on the grid





**P**eter Rubatto - Germany's 'Mister Superbike' was another dominant figure in Macau in the late 80s with multiple podiums on his very characteristic bike, the Italian exotic BIMOTA YB4-R. Nine visits in Macau gave Rubatto a total of four podium finishes including the one race win (*one of two legs at the same event*).

After his active career he continued bringing European non-British riders, similar to what Henry DeGoew did for Trimby. Probably his best race besides facing Schwantz in 1988 – it was the race against Steve Hislop in 1990 where Rubatto won the first leg by just a fraction that later granted the overall win to Hislop winning the second leg by a bigger margin.

We suggest searching the 1990 race on YouTube.



The Bimota YB4-R was designed as a Superbike Racer, and after winning the ultimate prize, the 1987 TT Formula 1 Championship, became the basis for a series of production motorcycles. The original bike was designed by Federico Martini, featuring an FZ750 Yamaha 4-cylinder engine wrapped by an external twin-spar aluminium frame with an aluminium swing-arm.

The Bimota YB4 was first seen in the R form, making it the YB4-R. Again, that R states it's a superbike version and was allowed to participate in racing championships. The bike debuted at the Bol d'or endurance race in 1986. Great names rode this exotic race bike in the 1987 World Championship and did so quite successfully. Think of Virginio Ferrari and Davide Tardozzi, probably more familiar as MotoGP team managers nowadays.

Only 303 units were produced, making it a collectable and valuable motorcycle. 15 SP models were made on top. At first, the YB4 was only made for track, so it was unavailable for road use. In 1988, the organization behind the World Superbike Championship decided to add the homologation rules. So Bimota was obliged to build at least 200 street-legal YB4's to be able to compete in the championship.

It was mainly the brilliantly designed chassis rather than the power making the bike outstanding. It was very ingenious, giving it an ideal ratio in power-to-weight, designed by Federico Martini that succeeded Tamburini. Martini was also the creative mastermind behind the Bimota DB1 and YB4.

### BIMOTA YB4-R specification

*Engine:* Transverse 4-cylinder, four-stroke, 749 cc  
(Yamaha FZ 750)  
68.0 mm (bore) x 51.6 mm (stroke)  
Weber Marelli Fuel Injection

*Performance:* 121 bhp @ 10'500 rpm  
89 Nm @ 10'400 rpm

*Frame:* Twin spar aluminium  
(The YB4 was one of the first sport bikes using an aluminium frame and swingarm)

*Weight:* 180 kg

**BIMOTA YB4-R**





**B**efore Steve Hislop came to Macau he was already a very accomplished rider, one of the most famous of the time, with multiple TT wins in the Isle of Man. He was however outspoken and controversial, having had many famous clashes and splits with teams and riders over the years, not always to his advantage. But following a call from Mike Trimby, coming to Macau proved to be a great decision for Hislop – making him a living legend in the process.

At his debut on board the Honda RC45 in 1989 he took pole position and recorded the fastest race lap at 2 min 43.51 sec, however he still came up short finishing 3<sup>rd</sup> to eventual race winner Robert Dunlop and Philip McCallen.

*picture below: Steve Hislop at the 1994 Macau Grand Prix onboard a HARRIS Yamaha 500*



## STEVE HISLOP



A year later it was his stage, winning overall, after placing second behind Rubatto in Leg 1 but securing the title with a more comfortable lead in Leg 2 on the Britain Honda RVF 750R RC45.

In 1993 and 1994 he entered the Macau races on the two stroke Yamahas, of which one was the legendary 1992 ROC Yamaha, setting a new lap record at 2 min 33.18 sec.

If you ever come across his biography during your airport stopover, grab a copy and fasten your seatbelt.

### ROC YAMAHA

Before the new MotoGP bikes in 2000, the 500cc GP class was the pinnacle of motorcycle competition. At the beginning of the 90s, the starting grid was basically filled with factory motorbikes. Faced with the risk of a lack of participants on the starting grid (14 in one GP in 1991), IRTA had decided to promote the emergence of new manufacturers.

Thus, for the 1992 season, some companies offered GP 500 motorbikes built around high-performance engines supplied by Yamaha. Established in the French Alps and winner of several world champion titles in endurance and speed, the ROC company developed a GP 500 which became the reference for privateer motorcycles.

### 1992 ROC YAMAHA 500CC GP MOTORCYCLE

*(sold for £ 37,800.00 incl. premium)*

With the arrival of the all-new MotoGP four-strokes in 2002, the previous generation of 500cc two-strokes was rendered obsolete overnight, thus bringing to a close one of the most dramatic eras in the history of Grand Prix motorcycle racing. The screaming multi-cylinder strokers had dominated racings premier class for the preceding quarter-century, providing spectacular action for race fans while breeding a succession of hard-as-nails World Champions.

You had to be tough to withstand the punishment that these machines could dish out. With only very limited electronic aids available to help improve the strokers' often vicious power delivery - and these only in the class's final few years – supreme throttle-control skill was required to avoid the sickening high-sides that were an all too regular occurrence. Get it wrong and the result almost always involved a painful close encounter with the tarmac and a trip to the Clinica Mobile. By comparison, today's MotoGP stars have it relatively easy thanks to a combination of electronic traction control, 'ride by wire' throttles and other computer-controlled devices.

By the early 90s though, the 500cc class was in difficulties.



In the 70s and 80s, grids had been swelled by privateers on Suzuki's affordable RG500 production racer, but with the latter's passing there was nothing to fill the void apart from Honda's expensive NSR500.

The result was an increasing gap between the factory riders and privateers, and a drastic reduction in entries. Responding to an initiative by Kenny Roberts, Yamaha addressed this problem by making a significant number of its works YZR V4 engines available to European chassis builders for the 1992 season, principally HARRIS in the UK and ROC in France. But whereas the HARRIS Yamaha was based on the 1990 YZR, Serge Rosset's ROC was modelled on the 1991 works bike and thus offered the advantage of adjustable engine and swinging-arm positions.

A total of 14 machines were constructed – six HARRIS and eight ROC – and while these extra machines made for healthier looking grids, the performance gap between the factory and privateer bikes remained undiminished. Contributing to the factory bikes' continuing superiority were the newly developed 'big bang' engines, which fired the cylinders closer together, thus giving the rear tyre an easier time.

This idea was first tried by Honda on the factory NSR and later taken up by the Suzuki and Yamaha opposition, though it remained unavailable to the privateer runners.

The ROC Yamahas were entered by a number of different teams, whose riders included Frenchmen Dominique Sarron and Thierry Crine, Aussie Peter Goddard, New Zealander Andrew Stroud, Toshiyuki Arakaki from Japan, the Italian Corrado Catalano, Austrian Sepp Doppler and the Swiss riders Serge David and Niggi Schmassman.



## ROC YAMAHA

Peter Goddard's 5<sup>th</sup> place at the British Grand Prix was the best result among the privateers during 1992, but at least the majority managed to complete the season without financial ruin thanks to a restructuring of the start and prize money.

*picture left: Mike Edwards at the 1994 Macau Grand Prix onboard a ROC Yamaha 500, coming second behind Hislop.*

*Note: Carl Fogarty – winner in 1992 was on a HARRIS Yamaha 500, so was Mike Edwards in 1995*

### ROC YAMAHA specification:

*Engine:* Liquid-cooled, two-stroke V4, 499 cc  
Crankcase reed intake valve  
'Bing bang' firing order  
54.0 mm (bore) x 54.5 mm (stroke)

*Performance:* over 160 bhp

*Weight:* 130 kg







Despite the fact that Birdy had previous winner, John McGuinness on the Zongshen Honda, Michael had the advantage knowing the bike inside out, leading all practice sessions with a comfortable margin and taking pole with a new lap record of 2 min 28.286 sec.

Michael took the same pace into the race and the rest is history. The story tells that mid-race Michael already held a lead of a bit more than 20 seconds so the team decided to show him a 30 seconds leader board in order to slow him down and to cruise the bike home. It was probably the easiest of all his wins in Macau with a little more than seven seconds over John McGuinness and David Jefferies in the shortened 10-lap race.

**M**ichael Rutter is another example of a GAME CHANGER, both in terms of bikes and himself. He has been an institution of the season-end holiday race since 1994, claiming his first podium in 1996. The rest is history with wins in 1998, 2000, 2002, 2003, 2004, 2005, 2011, 2012 and 2019. We won't make it more boring than it already is, we have been covering his heroism more than enough in our INSIDE publications for the last 15 years.

His first win came along in 1998 with the Honda RC45 with a new lap record set at 2min 30.540sec, followed by another win on a 750 Yamaha in 2000.

His first iconic win for our category here was on the Ducati 998 in 2002 that became the game changer – perfectly matching the demands of the track and rider. And for the record we have to mention it was the first Macau Grand Prix victory for the Italian manufacturer. Of course we have a little story on that one too.

In 2002 Michael was team mate to Shakey Byrne at the Renegade Ducati Squad of Mark Griffith, better known as the 'Highland Spring' Ducati.

## MICHAEL RUTTER

During the season talks began between 'Big Dave', and Mark promoting the local Manchester club scene with a grid girl competition which eventually led to a partnership with Fyde Superbike. Not long after that Rutter was looking into racing the championship bike in Macau, just finishing his best ever season in BSB, second behind no other than Steve Hislop on the PBM Ducati.

Long story short, Big Dave rented the whole bike package to take Michael to Macau and bringing along the likes of crew chief Marco Brains Woodage and non-other than Peter Bleackley. Everything just seemed to be in gear, the most suitable bike in terms of engine character, a bike he had been riding and winning on most of the year and most importantly making a few more quid...the Manchester Ducati saga was born.

The moment he took the bike on the Guia circuit there was no holding back.





DUCATI 998RS







The Ducati 998 (built from 2002 to 2004) was the successor to the Ducati 996 and the final variation on the Ducati 916 – the definition of beauty in motorbike design. The new Testastretta engine shared many similarities with the previous Desmoquattro engine in the 996, although it was completely new from the crankshaft up. Testastretta means narrow head and refers to a complete re-design of the cylinder heads.

Only 700 models of the 998R were built, and this particular model, was one of the bikes that was homologated to race specifications, allowing it to compete in the World Superbike Championship in 2001. The 998R is powered by a 999cc DOHC liquid-cooled Desmo V-twin engine that has been mated to a six-speed transmission. It carries a different crankcase from the standard 998 and came with a deep oil sump. It also had a more radical cam and an even more over-square configuration with 104 mm x 58.8 mm in bore and stroke.

This particular model auctioned in Monaco was number 635 of the 700 limited edition models. It only had 144 miles on its meter, and is considered being 'as-new' condition. Bid price for this 2002 998R was expected to fetch about EUR 6'000 - EUR 8'000, which is around USD 7'700.00 – USD 10'400.00 based on current exchange rates.

Actual selling price was a whopping USD 21'212.00. Someone wanted this bike badly!

#### Ducati 998RS specification

Engine: V2 four-stroke, 998 cc  
100.0 mm (bore) x 63.5 mm (stroke)

Performance: 123 bhp @ 9750 rpm  
(around 170 bhp in race trim)

Weight: 176 kg



**DUCATI 998RS**



DUCATI 998RS







picture above: Plater on Alistair Flanagan's AIM Yamaha taking the victory in 2007

picture on the right:  
The most famous image of Macau Grand Prix is probably this one here showing Steve rubbing the Armco in 2003 on a Honda UK CBR600RR

picture below: 2006 Macau podium with Rutter in second and Hutchinson in third

The 40<sup>th</sup> anniversary of the Macau Motorcycle Grand Prix was the perfect occasion for Steve Plater to return to Macau after he first debuted on a Honda CBR600RR in 2004.

And what a return it was – another game changer in terms of a rider taking a Yamaha R1 to the top step of the podium in not only 2006 but also in 2007.

### The game changer was not the bike he rode...it was him.

Still a very close race, meaning that Plater was not just disappearing into the blue upfront, it was the riding style and willingness to end Michael's 5-year winning streak, that sheer determination that Steve brought to the table. **Rubbing his elbows, shoulder** and even his **helmet** along the barriers made that race and Steve so spectacular. *(see picture above)*

In 2006 Steve beat Michael by a little less than a second...in 2007 it wasn't Michael he had to beat as he was on a Kawasaki, it was John McGuinness on the PBM Honda and the strong Thomas Hinterreiter on the YART Yamaha. It was actually a good year for the Yamaha brand. A new lap record was also recorded by Plater at 2min 27.753sec.

2007 was the last time we saw Steve in Macau, despite his visit as a legend for the anniversary year. He concentrated on BSB in Superbike and Superstock as well as at the TT where he scored some impressive podiums and wins before hanging up his leathers a couple of years later, mainly due to a broken neck that he sustained in a race accident at the NW200 in 2010.





STEVE PLATER





# STUART EASTON

Stuart Easton - 'Rat Boy' debuted in Macau in 2002 on a Ducati 748 under the Zhongshen banner (Chinese motorcycle manufacturer) for Paul Birds team alongside John McGuinness and the legendary Ronnie Smith.

He won the Supersport category ahead of Cameron Donald and the Japanese rider Jun Maeda, crediting his first victory in Macau (not counted as a win in the statistics). But he gelled with the circuit and returned again on a E.T.I. Ducati in 2004 taking 5<sup>th</sup> overall.





It was 2008 that made him a game changer, being without a ride just weeks before the actual race in Macau. Those days it took some phone calls with Shaun Muir, a local sponsorship from Mocha Clubs and he was teamed up with SMR on the Doosan Honda. The win in 2008 actually granted him a full time ride in the BSB with Shaun Muir for two consecutive years.

When Stuart came to Macau on that Honda he had never ridden before and just blitzed everyone, jaws dropped all around the pits. He did it three times in a row but had to fight Cameron Donald, Conor Cummins (both retiring from the race later on) and Michael Rutter all the way – each one of them called it off when they saw how committed and confident the Rat Boy was on his mission. And he indeed called the shots on those occasions.



In 2009 Paul Bird took the Kawasaki World Superbike team and bikes to Macau. That year it was Ian Hutchinson and Conor Cummins taking the opportunity to have the on-off ride for Paul. It was one of the closest and most exciting races ever in Macau between Stuart Easton (Hydrex IGT Honda) and Connor Cummins on the factory Kawasaki, with only three tenths of a second separating the two of them across the line. By mid-race distance everyone was convinced Easton was going to bag it, already leading by eight seconds. But from Lap 11 onwards Cummins caught back one to two seconds a lap, finding Easton right in front of him backing the bike into Lisboa. The last two laps were the most spectacular ones we have ever witnessed live in Macau, with the spoils going to Easton, leaving the World SBK Kawasaki riders Cummins and Hutchinson the remaining podiums.



by Stephen Davison - PaceMakerPressIntl



by Stephen Davison - PaceMakerPressIntl





WORLD SBK KAWASAKI ZX10RR

The 2009 result showed that the factory Kawasaki was another game changing bike so all that was needed was to match it with a game changing rider.

**2010 saw the 'Rat Boy' reuniting with his godfather, Paul Bird, on board the World Superbike Kawasaki taking his third consecutive win.**

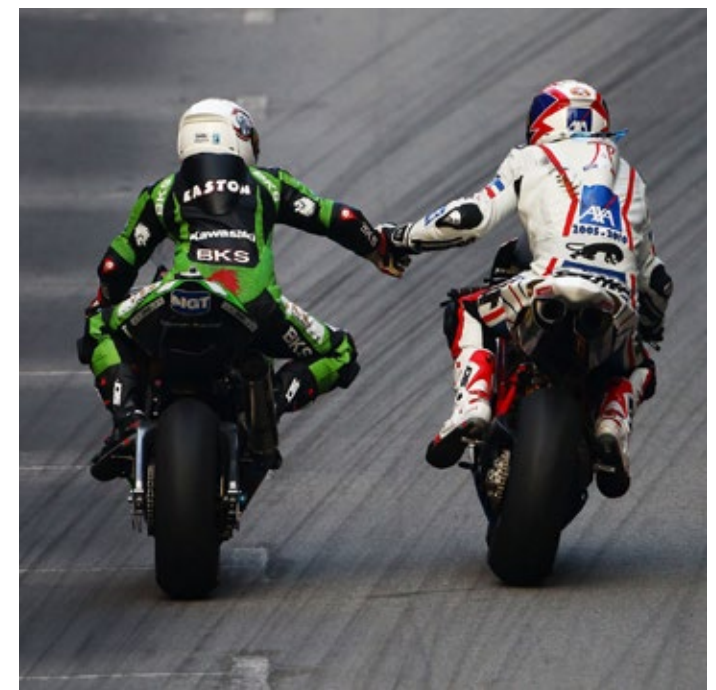
Having secured some local sponsorship from IGT, the Roadhouse and none other than Faye Ho, allowed us to propose to Paul Bird a return to Macau with the 2010 World Superbikes. So Sykes's bike went to Stuart Easton and Vermeulen's bike to Keith Amor.

Early in race week we hosted Macau's first IGT Charity Karting event where we talked race predictions with the riders. We spoke about the lap time Easton thought he could do in the company of giant-killer McGuinness and he predicted a 2.23min should be easy.

McGuinness was taken aback, asking "Where the f\*\*\* does that little a\*\*\*\*\* get the confidence from here in Macau. He's incredibly talented." Easton ultimately did a 2min 23.616sec in the race, a lap record that still stands today.

It was indeed the match of the perfect bike with a perfect rider.

*picture below: Michael Rutter showing Easton his respect, been beaten fair and square*





A competitive power output of maybe as much as 220 bhp on a good day was now working for Kawasaki, as clever brackets helped to alter the chassis stiffness and improve how the Kawasaki ZX-10R Ninja carried some of its widely spread mass. The engine was relatively tall and upright, fed by Magneti Marelli's ECU.

British made rear swingarms were aesthetically pleasing and made a huge difference to the handling, especially when chasing away chatter. Brembo brakes stopped the ship.

Unlike their main rivals, Kawasaki has stuck with Showa for suspension and in 2010 they saw some benefits of being the sole focus of the Japanese suspension supplier in WSBK. With a new ZX-10R Ninja Superbike coming they could easily have given up on the old bike. But, even though it took a long time, the ZX-10R finally became a modern Superbike in full race trim in 2010.



### 2010 World SBK Kawasaki ZX10RR specification

**Engine:** Traverse 4-cylinder, four stroke, 998 cc  
76.0 mm (bore) x 55.0 mm (stroke)

**Performance:** 220 bhp @ 13'200 rpm  
116 Nm @ 11'500 rpm

**Weight:** 173 kg





# 能量瞬間 偏佈全身



原味



超越  
(無糖)



超越仙境  
(無糖)



芒果狂歡



管浪潘趣





## PETER HICKMAN



Introducing Peter along the list of legends is a bit difficult as he still is in the process of laying down his legacy. Mentioning him here might raise question's around why we haven't mentioned riders like Robert Dunlop or John McGuinness.

It is quite a simple answer. When Peter first came to Macau everyone knew he might be the new challenger. That year he shocked the paddock as the all-time fastest newcomer at the TT but a water leak in Macau caused him to crash the bike into the wall, leaving him out of the race due to a cracked frame. *(Not his frame, the bike's!)*

His return in 2015 was a good one however, and the start of a new domination cruising to a hard-fought win ahead of Jessopp and Rutter who filled the podium. We witnessed the same result in 2016, Hickman finishing ahead of all others.

Only the arrival of Glenn Irwin interrupted his winning streak in 2017 however he returned to the top step of the podium in 2018.

So, the latest game changer was and still is Peter. We will probably have to wait a little longer, possibly until Irwin returns to challenge the status quo or a new star appears to change the game further.



# HONDA RC213V - S

by Stephen Dawson - RaceMakerPress/nt



*'Bruce showed at the Ulster GP and TT that the bike can be competitive and although Macau's a very different circuit to those two, we should be able to utilise many of the bikes' characteristics. It's a good few kilos lighter than the BMW which will help with the changes in direction through the hills whilst it won't be far away with top end speed down towards Lisboa.'*, said Rutter.



**A** couple of years back, Michael Rutter was asked what would be needed to win Macau again and to beat Hickman or Irwin. Simple answer:

**A bike that is just purely built for racing, light and powerful**

**A top fit rider with lots of miles under the belt with the same bike that you take to Macau**

**A trusted team around with no shortage of funding**

The new RC213V-S is the first MotoGP-inspired 'replica' since Ducati's V4 Desmosedici RR. *(was launched at a price of £42'000 back in 2006, 1500 of them were built)* So the RC213V-S was the next best thing - limited at 213 pieces.

It sounded a bit like a dream come true when Michael dated our local Ms Faye Ho - who became a great fan of motorcycle racing since her regular support started back in 2006 and after visiting the world's best races from the Isle of Man TT to the MotoGP.

With the Smith team folding *(the team that Hickman raced for)* everything just seemed to be right to line up Rutter and Hicky for Macau and providing Michael the number one bike of his choice, the Honda RCV MotoGP Replica.

Clive Padgetts machine ridden by Bruce Anstey in 2016 and 2017 showed the potential and Michael was convinced that the 2.5 million Macau Patacas bike would be the right weapon to take to the fight.

"It's certainly something different and we needed to do something to try and beat Peter as he's a good few years younger than me and is riding at the top of his game. On paper, the Honda should be competitive but the reality is we won't know until we get there. Being lighter in weight to the BMW, it's very good under braking and is very light and nimble which should stand us in good stead around the twisty sections of Macau."

### Honda RC213V-S specifications

**Engine:** Liquid-cooled four stroke,  
DOHC 4-valve, 90° V4, 999 cc  
81.0 mm *(bore)* × 48.5mm *(stroke)*

**Performance:** 212 bhp @ 13,000 rpm

**Weight:** 160 kg

"I was a bit concerned initially as we couldn't get the traction we needed but the more work we've done to it, the better it felt. Every time I've gone out on track, we've moved forward and although until we get to Macau we won't know if it can win, it does everything well – it's light, it turns, it stops and it sounds brilliant. I've ridden a lot of bikes in my career but I can say without hesitation the RC213V-S is the best bike I've ever ridden."

The bike was brilliant and reliable, it granted him the desired 9<sup>th</sup> win at the end, he has even taken the bike to the NW200 and the Isle of Man where he scored Top 10 finishes.

Compared to today's superbikes it is now a bit down on power otherwise it would probably still be a great bike for Macau. Just the sound and beauty that highlighted the Guia circuit in 2019 was an unforgettable experience. A true Grand Prix feeling.







Estd. Macau 1989

*Creator of the Egg Tart now famous throughout Asia*

安德魯蛋撻，創於澳門，飛躍國際！



X

Macau IC2  
Association

澳門「展現真我」協會

*Supporting  
equality  
with quality*



# MIKE TRIMBY – THE GODFATHER

Strangely I just noticed that exactly 10 years ago, for the 60<sup>th</sup> anniversary of Macau Grand Prix we published a piece about Mike headlining 'The Pied Piper of MotoGP'. Despite his Rubinesque figure, Mike Trimby adopts an almost Twiggy-like silhouette in MotoGP, he liked to stay under the radar, did not give many interviews and tried to avoid cameras but he was the man you had to convince that you were good enough as a team or as a rider to make it to the highest echelons of motorcycle racing. The passing of Mike came as a big shock and was the hardest punch to take as he was a father figure and mentor – probably the most influential person in my life.



In the ancient fable, and maybe based on fact, the Pied Piper of Hamelin - or Rattenfänger von Hameln - is a wily character engaged by the citizenry of a German town in the Middle Ages to lure away a plague of rats with his magic flute. When the good people refuse to pay up as promised, he turns his flute on their offspring, who follow him over the hill and far away, never to be seen again.



While Trimby may by no stretch of the imagination be described as a rat-catcher, his leadership and clear vision were legendary on the racing circuits of the world. Professional racers, managers and organisers knew that he hit all the right notes in putting safe, spectacular racing packages together, including the Macau Grand Prix, where he organised the motorcycle races for 34 years until stepping down in 2011.

He was a charming English giant that did not suffer fools lightly, and considered time wasting a mortal sin. Experience has taught many people that to get his attention you had to be as honest and serious as the day is long and you had to work even harder to earn his respect. He had seen it all, heard it all, and did it a long time before most people had thought of it.

### *What we all know and read about Mike*

After retiring in 1980 as a competitor in racing events around the world, including Formula 750 GP races, he turned his attention to acting as a kind of comprador - translating, as it were, the vested interests of Moto Grand Prix riders via communication and negotiations between riders and the sport's governing body, the Federation Internationale de Motorcycliste (*FIM*). He represented riders and teams on matters of safety, prize money, circuit facilities and so on, with diverse Grand Prix organisers, who all around the motorcycle racing world have benefited from his sage advice.

The affable workaholic undertook this role until 1986 when the major teams got together to form the International Road Racing Teams Association (*IRTA*), and appointed him as their Secretary General, a role that principally revolved around looking after the interests of the riders and the teams. Over the years, he has assembled a fine team of experts – known affectionately as the Boys in Blue – and easily identifiable by their size and Britishness! They patrol the grid in their blue shirts, and are known as much for their joie de vivre as their knowledge and dedication to the sport. And they hopefully will continue to patrol the paddock for many years to come in a way that Mike envisioned.

Once a professional World Championship rider who cracked helmets with the likes of Giacomo Agostini, Phil Reid, Mick Grant, Ron Haslam and Didier de Radiguès, Mr Macau GP's route to the 'Monaco of Asia' was an interesting one, to say the least. In 1967, when the idea was first mooted that the Guia Circuit might accommodate a motorcycle race as well as cars, the time was deemed to be just right.







After all, the car racing had become an institution and, importantly, the road surfaces had been improved a lot. The addition of a two-wheeled event would add the spice to an already hot event.

The organisers had used all sorts of ways to approach established, high profile riders to come to Macau but neither money nor machinations were doing the trick – until Mike Trimby got involved through a chance meeting with Fred Merrill, a Brit who worked with the Hong Kong Automobile Association that was organizing and running the Macau Grand Prix in those days.

Merrill was a huge bike enthusiast: cue natural empathy. He advertised the Macau Motorcycle GP in the UK's Motorcycle News, enticing riders to make the long haul to the ends of the earth - the two also found themselves getting into a huddle at the Tourist Trophy in the Isle of Man. Soon, legendary riders like Mick Grant, Chas Mortimer and Phil Reid had air tickets in their hands plus some 'walking around money' as the best Hollywood blockbusters like to say today. But the trip – and the blockbuster racing – didn't materialise despite the best laid plans of mice and men. It was time for the magic flute.

Trimby had successfully run similar events in Daytona, ensuring that organisers, logistics and riders would gel and that the money was well spent. So the approach was clear: Merrill would offer a similar deal to Trimby to replicate his Florida successes in Macau. Trimby's sole condition for assuming responsibility for the budget and event in Macau was to be the dealmaker:

*He would race in Macau's inaugural Motorcycle Grand Prix as well.*

He raced the Formula 750 World Championship until 1977 and from then on he continued racing the World Endurance Championship until 1980. Having ridden the TT, Nürburgring and Nordschleife, he wasn't worried about racing on street circuits.

Chas Mortimer and Mick Grant both confirmed that they had had a really good time in Macau and that they would be happy to return. Grant and Trimby became close friends when Trimby bought a TR2 Yamaha from him and, indeed, they raced against each other.

In those days, riders were individual entrants and not run as teams so the riders Trimby selected were all 'muckers' who knew and trusted each other.







Thus, in November 1978 Chas Mortimer, Mick Grant, Steve Parrish, Charlie Williams, Mike Trimby, Bernie Murray, Pierre Soulas and Bernard Fau took the big silver bird to Macau, helped along on the ground by Phil Taylor, the Clerk of the course and Secretary General of the HKAA. He gave Trimby his blessings to put things together and agreed to give him the budget to do so.

In Macau, the group was looked after by Mop Kee, the man who ran what was called Man Lee Tat Car Company and today imports Yamaha motorcycles. He arranged workshop accommodation on the inside of the Lisboa corner (*in those days near private houses*), working on the bikes in the garden of one of these private homes, and wheeling them into the front room when dusk descended. The following morning, they would wheel them out and ride them up the track to the old paddock at Mandarin Bend, where the old tower still stands. Communication was made between the pits by wind-up telephone, with instructions such as "Tell him he is in 5<sup>th</sup>" shouted breathlessly into the receiver . . .

The boys were all happy and in 1979 more riders followed Trimby to Macau. The HKAA basically put hotels and flights together but there was no getting round the 3.5-hour steamboat voyage from Hong Kong. The riders would stay in the old Sintra Hotel, and that year the council depot at the back of the old Estoril Hotel served as their 'workshop'. So they worked on the bikes up there and rode them down to the starting grid. At the end of practice or the race itself they would open up the barrier at Lisboa . . . passing through the traffic to the workshop. That was also the year that the race was changed from one 'winner-take-all' slam dunk to two legs, each of 15 laps, a more comfortable format and spectacle.

Asami won both races, followed home in the first by Crosby on his 750 Kawasaki and Charlie Williams on a 500 Suzuki. Steve Parrish's 680 Suzuki and Bernard Murray's 750 Yamaha brought up the rear. Trimby managed 7<sup>th</sup> in the first race but retired in the second. The runes were cast: **it was to be his last ever race meet in the saddle.**

In 1982, things were about to change. The need to revolutionize the whole event was recognised, making it a much bigger and more international race than before, with 20 plus riders to be invited to Macau.



The deal was pretty straightforward – the organisers offered Trimby airline tickets, rooms and a small handling fee. This would be the first time that things were handled by an entity other than the HKAA, and as the event loomed ever nearer Trimby approached the airline with some trepidation to check whether indeed a booking had been made with British - ‘We never forget you have a choice’ – Caledonia and for some 100 rooms in Macau. Everything was in order and Trimby fielded the 20 odd riders.

He always personally chose the riders, which for some people was hard to understand and even criticized but to Mr Macau GP the reasons were simple. He was able to put very good riders together from the 500cc World Championship and British Championship, and over the years was able to place more and more continental riders and names from as far afield as America and Australia. Legendary riders like Joey and Robert Dunlop, Kevin Schwantz, Ron Haslam, Mike Edwards, Steve Hislop, Carl Fogarty and Jamie Witham were always a good choice as they knew exactly what they were doing, and most of them knew Trimby from his work on the Moto Grand Prix circuit.

Most importantly, however, Mike Trimby never overtly requested anybody to sign up for Macau. Riders had to clearly express their interest in racing in the territory. Trimby would then show them a tape of the race and advise them on the dangers of a twisting track that narrows to 7 metres at one point. If their enthusiasm remained undimmed, he would put a package together.

Because so many of the riders were close friends, many people assumed that the Macau Motorcycle Grand Prix was an end-of-season burn-up with fun and games thrown in afterwards but Trimby insists this was never the case.

He clearly recalls the 1978 race, a push-start for 25 laps with no break. He led into Lisboa Corner and up the hill on his TZ 750 but “on top of the hill approaching the lefthander ‘bloody’ Mick Grant passed me inside all locked up, sideways and anything else and took the lead.

“That wasn’t holiday racing; **that was serious!**”

Following that, Parrish passed him, followed by Asami leaving him in 4<sup>th</sup>. Mick Grant eventually broke down, gifting Trimby a podium in 3<sup>rd</sup>.



*picture above: Mike and Irene Trimby as the power couple and administration boss Linda Davis – you dealt with her on the travel details*

*picture below: Henry Degouw that selected and managed the teams and riders from the American continent and Mike Trimby.*







## Macau Grand Prix No Holiday

*“Several riders always made sure it was never a holiday race. The strangest winner of all time was most probably the Swiss rider Andy Hofmann on his 750cc Superbike, on which he completely blitzed everyone, out of the blue. Ron Haslam was obviously brilliant, winning whenever he appeared. The people who were prepared to come were always of a pretty damn high calibre. Over the years, the Moto Grand Prix became safer but less people on the actual GP circuit were willing to compete in Macau because, as a street circuit, it had obvious associated risks. So Kevin Schwantz remains the last of the big Grand Prix stars.”*

- Mike Trimby

*“Many people were always very helpful. Armando on the organising committee used to have a restaurant in Macau, Doris Leong I remember with affection, and of Mario Sin, Carlos Baretto and Engineer Joao Costa Antunes*

*. . . just to name a few of the great people who understood the meaning of teamwork and trust.”*

*in the picture: Engineer Joao Costa Antunes, Kevin Schwantz, Carlos Baretto, Ron Haslam, Mike Trimby, Mick Grant, Mario Sin and Paul Butler*







## Macau Grand Prix is not cheap either

Sometimes, teams underestimated the cost of such a trip to Macau. It was not done by filling a 500kg crate with a bike and parts or three tickets for the rider and two mechanics plus accommodation. Teams often had to cover additional costs – such as preparing the bike to a competitive standard themselves. The racing seasons are over by November and many teams sell their equipment. Engines wear out and a spare is mandatory. Tyres are crucial, and in order to be competitive a rider needs fresh sets of tires every session and 2-3 qualifiers if they want to progress up the grid.

With riders' and mechanics' fees, a good team needs another £ 10'000 or so. And it is nearly impossible to gain additional sponsorship from people in Europe to race in Macau, given the perceived lack of media coverage abroad. Local sponsorships weren't easy, either, as the motorcycles were and still are unfairly seen as a side event.



*Once the Macau Grand Prix Museum exhibited a Replica of Mike's TZ 750 that he raced in Macau as well as a RGV 500 Kevin Schwantz Suzuki – bikes that he took back home in 2011 and sold to a good friend. So no...unfortunately Macau can't have them back either.*

*When Mike used to organize the Macau races John McGuinness and Michael Rutter once said: 'A dream would be having the TT and five Macau GPs a year'.*



*picture below: Former Macau GP Clerk of the course Dantas Guimarães helps Mike Trimby with translation for Portuguese rider Phil Armes Joe Domingues. (by Paulo Araujo)*



As mentioned, teams did not exist in 70's Grand Prix racing. Barry Sheene, for instance, would get a Suzuki from the factory, hire the mechanics, hook up a caravan and race in the GPs (*not in the caravan*). Teams made an appearance about 1983/84, when Giacomo Agostini, Kenny Roberts, and Sergio Rossi and Galina formed them.

"I would talk to the individual riders," said Trimby, "and even more so on the national level when Morrison became one of the sponsors but it was obviously his bike, his van and his operation. It basically started in the British National Series when people like Jack Valentine formed proper teams and hired the riders; before that, the riders did their own thing."

Following this development, Trimby had to rely on the teams who employed the riders. The rider still had to express a real interest but it was then down to the teams who obviously had to guarantee the operation, preparing the bikes and assuring that everything would go swimmingly, particularly with regard to the logistics. Communication was crucial.

This was to become a serious personal commitment from Trimby over the years and often he would ask himself whether he should continue putting the packages together, taking teams and riders to Macau. It was not about money but about safety, particularly in the early days working just for the riders in MotoGP from 1982 to 1986 prior to IRTA. Inevitably, there would be controversy. In the GP world, he had fought to get rid of catch fences but then he was taking some of these riders to a circuit in Asia where in the beginning there was no protection at all. On the plus side, there was no pressure to ride for championship points.

He didn't want to be a TT camp follower, dragging people around for the money against their better judgment, although the prize money and 'appearance' wages at the TT were and are substantial. Trimby offered flights and accommodation for riders and teams but kept the prize money low, preferring to offer bigger and better teams a superior package as their bikes and professionalism made for a good dance card as well. Teams like PBM got a ticket or two more than some of the smaller private teams, while some teams were only able to pay good riders by recouping costs on more equipment and more mechanics.



*Mike and Irene Trimby, Linda Davis and Danny Aldridge (today's MotoGP's technical director) who supervised the team on the ground - the dream team to organise a successful Macau Motorcycle Grand Prix*







This way he could ensure that the entry became better and better over the years, while still giving the smaller teams an opportunity to perform.

In the 90s, the Macau Motorcycle Grand Prix featured 15 laps on Saturday and 15 laps on Sunday. But there was always a lot of pressure on the programme from the car racing classes, which were often interrupted by major accidents and the subsequent cleaning up of the track. In addition, Trimby noticed that lots of the incidents in the bike races happened on a Sunday. Engines were already shot, the machinery was getting tired, the riders were getting tired and Trimby requested the race be cut to 15 laps only, to which the organisers agreed.

### So what brought Mike Trimby back to Macau again and again?

Mike: "It certainly wasn't the money, the fact that the organisers and the people in general made the teams and I all feel welcome was key. To a certain extent they really looked after us and let us do what we wanted to. It's obviously been a nice experience, an exotic place like Macau. And it got better every year, especially with the facilities and services that were provided in later years by local entities and sponsors."

"In the old days, the teams tried to get out of Macau as soon as possible to get to Thailand - or back home - a trip that first came together in 1979. I offered them the choice of a certain number of tickets to Macau including travel expenses and accommodation or a smaller number of tickets for Macau and another 10 days in Thailand including flights and accommodation. That worked out well as the appointed tour operators in Macau were offering great rates from Europe to Hong Kong, to Bangkok and back to Europe . . . the environment, the beaches, the great restaurants and golf courses made it a perfect rounding off – actually making the whole trip feel like a holiday although, as I've said, the racing in Macau couldn't have been more serious. Many people were also always very helpful. Armando on the organising committee used to have a restaurant in Macau, Doris Leong I remember with affection, Mario Sin, Carlos Baretto and of Engineer Joao Costa Antunes. . . just a few of the great people who understood the meaning of teamwork and trust."





As the saying goes, 'There is an appointed time for everything. And there is a time for every event under heaven'.

The era of Mike Trimby in his organising role for the Macau Motorcycle Grand Prix was drawn to an end but undoubtedly 2010 and 2011 saw the strongest and most competitive entries for the GP and best races ever – a manifestation of the professionalism, safety and good old common sense that his three decades in the role have brought to the sport, and riders, he loved.

The ideal goal in life is when you accomplish something outstanding by combining your profession and passion, creating a real legacy within the little time window that we all have which is called life.

Not many people have achieved such, especially in motorsport, specifically in the motorcycle racing world.



## FAREWELL, MY DEAR FRIEND.

*The memories we made together will always hold a special place in my heart. Your kindness, loyalty and willingness to always be there for me.*

*I will miss our conversations at the tracks or at your house, your advice and the great dinners we shared together across the world.*

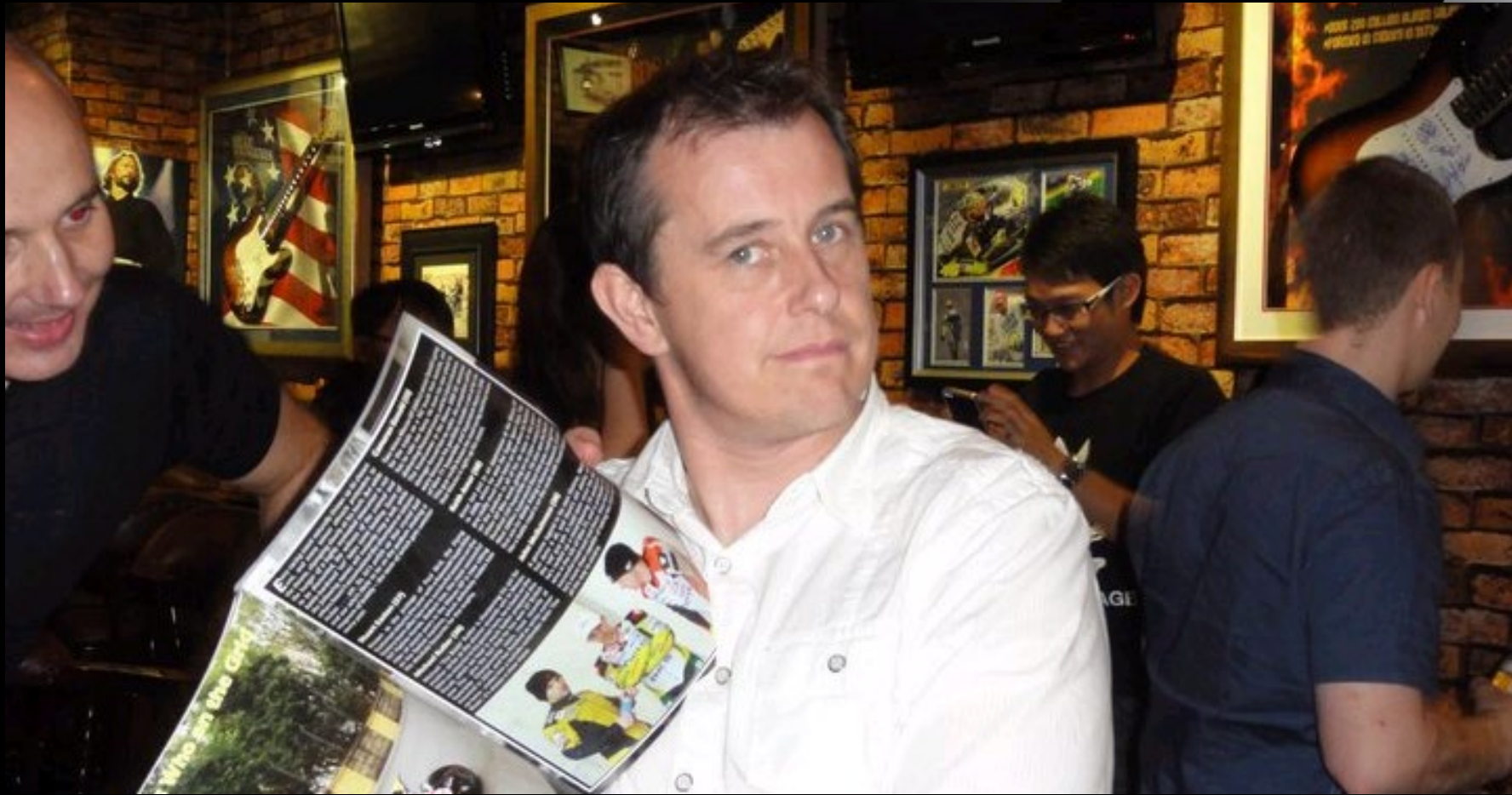
*You have been my inspiration, made me a better person and I can't thank you enough for everything.*



## REST IN PEACE.



# RIDER INTRODUCTION 2023



We've often been asked by riders and teams why they fail to gain a mention in the Rider Introduction - especially with the magazine's bike focus and content, which other publications related to the event ignore or simply do not commit to. The answer is quite simple: we always feature the Top 10 main rides (*riders or drivers*) across the Macau Grand Prix programme, however with the motorbikes we maintain a tradition of honouring the most professional teams and riders, the ones that you can rely on, those that understand the business behind bike racing.

Thus, we dispense with the amateurs or teams, that look and act as such. Sorry to offend, we would love to feature them all but we are also limited to the number of copies and pages we can produce. We also purposely don't feature some of the riders as they simply shouldn't be riding here, especially considering the original idea of fielding the Macau Motorcycle Grand Prix (*see Mike Trimby tribute*).

So where does that leave the rest? Dangerously close, actually, and it would be foolhardy to dismiss a single one of them out of hand. Let's look at the hard facts and divide our Rider Introduction into the Champions League and Contenders.

***All that being said...here's our Champions League...***





PETER HICKMAN



**W**e've cast the runes in favour of two riders for this year's Macau Motorcycle Grand Prix. It was quite a stress-free task considering the facts that easily back it up. Peter Hickman has to be everyone's favourite, especially reviewing the incredible results of the last five years in international road racing. Since his debut in Macau in 2014, he has become the GAME CHANGER of the last 10 years, and what could potentially go wrong except a technical gremlin causing an issue?

He is on the best bike! His well-known and trusted M1000RR German weapon, run by the most professional and successful team that enters Macau this year. Despite not having the best of results in BSB he is riding better than ever. He is the ultimate mix of a track circuit rider and road racer. The only one that could possibly beat him is currently not coming. He knows the bike and crew inside out, literally riding his arse off every weekend and loving the Guia circuit - we can cut the story short there!

We predict Hicky is going to bag it in – taking the tally to four wins and waiting another year for the arrival of the next game changer to beat him fair and square.







Local media and spectators might pick fan favourite Michael Rutter over Hickman, and considering his 9 wins and more than 20 podium finishes in total, since debuting in Macau in 1994 (*some 30 years ago*), they may well be right. Luckily the pandemic has made the organisers reconsider the drop to the age limit that they introduced recently. At 51 years of age, he now is old but still gold...or maybe silver by now – reflecting his hair colour and the silverware that he came for this year.

But what makes Michael still competitive? Is he still as sharp as ‘The Blade’? Most riders have retired at his age or are supporting club racing. Michael chose the path of slow transition, running his own team and appearing from time to time on the grid in support classes of BSB while concentrating on the TT Isle of Man, the NW200 and the Classic TT because he still has to fund his obsession and save for retirement.

He is returning as the winner from 2019, the last real motorcycle race in Macau despite most arguing this wasn’t really a race, after the result was called on Lap 2 where he still led over Hicky. But it was his 9<sup>th</sup> win and a victory that nobody remembers how he managed it. Only records and statistics count in history – but of course we like to tease him and remind him about this.

Michael’s advantage is the knowledge of the track, the general confidence in his own abilities and of course, he is still a racer. He surely won’t risk more than he has to and if others push it beyond his comfort zone he will be happy to settle for a podium or just a Top 5. You can expect him leading the first practice session if he gels with the bike.

For the last couple of years, he took his own bikes in various liveries and of course who doesn’t remember the RCV Honda GP Replica that was kindly donated by Faye Ho. What a blast hearing that bike and enjoying the beauty of it once the fairing was off! This year he has surprisingly teamed up with Faye Ho again. Most probably because it’s not his own money he has to spend (*he hates it*) and secondly, it’s probably a win-win situation as Faye would like to take all three podium spots this year and Michael is a good call.

The BMW superbike is a known weapon and he knows how to handle the guns. So watch out for the old bugger...the GOAT of Macau.



# MICHAEL RUTTER





**M**ost people in Macau haven't heard the name. Yes, he is a newcomer but surely no newcomer to road racing as one of the most established Australian riders off the continent. He made his name in BSB after various years and respectable results in the World Superbike and Supersport Championship. He won the BSB title twice, once on board the PBM Ducati in 2020 and previously on-board the Milwaukee Yamaha in 2015.

When he entered the road racing scene in 2013, as a newcomer at the TT, he quickly raised eyebrows in the paddock as it looked like there was another established circuit rider capable of achieving at a high level in road racing. With his subsequent return to the TT he scored multiple Top 10 finishes as well as a podium in the Supertwin in 2023.

Josh is surrounded by two of the most successful riders in Macau that are willing to help him get the confidence required. A terrific team of engineers and mechanics and with trusted machinery underneath him, it would not surprise us if he shakes up the paddock. We truly believe he is the next game changer if he finds his synergy with the track. He is an incredibly talented rider and has the balls for the roads. He is in the same league as Steve Plater, Stuart Easton, Peter Hickman and Glenn Irwin and maybe, just maybe, Michael and Peter will regret showing him the way.

Surely Faye wouldn't mind the three of them pushing each other to their best as that's why she brought all of them here – just clearing out the silverware in her hometown!





JOSH BROOKES



by FHO Racing





DAVEY TODD



**7400**





**D**avey entered the road racing scene in 2018 with John Burrows. The TT was always of interest and with the Burrows family he made a stunning debut. He continued racing the roads the following years securing the IRRC and scored multiple podiums at the NW200. With those results added to his resume, he quickly found himself as a protégé of the legendary Clive Padgett to get his diamond cut. Davey noticed a long time ago, if he wanted to challenge Hickman, Dunlop and Harrison for the Life Time dream of winning a TT race he needed a competitive ride in short circuit at BSB.

Regrettably, Clive's family team could not provide a long term BSB ride either, so he had to leave a trusted haven for the second time and simply signed a 'no brainer' deal with TAS. Hector and Philip Neil's squad is simply the most successful team when it comes to a mix of BSB and roads. They can provide both and needed another potential winner for the roads. Davey might just have found heaven in a competitive ride for BSB and the roads to challenge for those maiden wins. Unfortunately, personal circumstances prevented the TAS principal to return to Macau but was happy to release Davey to ride the same brand with a decent team structure behind him.

Some phone calls between various parties finally led to the idea of Davey calling his old buddy John. Here we are then. Davey coming back to Macau and with a 9<sup>th</sup> in his debut year 2018, a 4<sup>th</sup> in 2019 and the progress he has made as a rider under Clive and Philip don't be surprised if he is up there right from the start taking the RK Racing / Burrows Engineering 'beamer' lead by John Burrows all the way to podium glory.





What do we need for an exciting race in Macau? We don't want to see total dominance by Hicky as it's not good for the sponsors' exposure being out of side for the TV cameras (*remember Stuart Easton in 2014*). We want to see racing action.

So, we have a line-up of Hickman, Rutter, Brookes and Todd...all on the BMW. Hold on, we don't need another BMW cup again. Unfortunately, Ducati can't spoil the party, Glenn is not around. So it has to be Davo Johnson on the Kawasaki.

There is probably no other rider than Davo that can adapt as easily and quickly to any bike at any track. We're not too sure why he struggles finding stability in a team, probably because he is Australian. Originally set for a ride along Glenn on the PBM Ducati and with their understandable absence he found a ride on a Kawasaki with the Dafabet team.

Again, another brand and a new team, he has to show his talent by pushing all the right buttons and quickly adapting to bike, track and team to find the confidence he'll need for the black and yellow painted labyrinth. If he does manage to bring it all together, we will have a race...an exciting one, for hopefully the full distance.





DAVID JOHNSON



Beichuan  
Yang

Amanda  
Strang

Domino  
Dee

Danyi  
Gao

Edward  
Voon

Hilda  
Chan

Nicholas  
Tse

# GASTRO MUSIC FEST

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# A 15-YEAR LEGACY OF SERVING THE COMMUNITY



THROUGH LEGENDARY

## MACAU GRAND PRIX



In 2023 we look forward to celebrating a couple of milestone anniversaries with the Macau GP Organizing Committee, most importantly the return of the regular Macau Grand Prix in its 70<sup>th</sup> edition and the 55<sup>th</sup> running of the Macau Motorcycle Grand Prix. It is also the 15<sup>th</sup> year in which MGM continues its great support for the annual event. MGM's involvement in the event has been a very special one and one in which we are hopeful will allow us to create our own legacy.



everyone is gifted with different talent that come in various forms, and it is exceptionally evident among a group young local artists, in which most of them are living with intellectual disabilities. Through their vivid designs on the helmets that are worn by the MGM sponsored riders, and then also in 2015 with the first fully designed motorbike liveries since, the artistic talent of these groups was rightfully celebrated by the local community as the riders emerged on the circuit with vivid designs that also spread the message of hope, love and connecting people across various spectrums.



What started 15 years ago with a partnership that allowed us to celebrate the champions of the 2008 races poolside at MGM MACAU, has turned into something bigger. Various artworks incorporating the MGM logo have been seen at the event over the years which have led to an incredible collection of memorabilia; but this isn't all the collaboration was meant to be – it is more important to us that we take the opportunity to create a sustainable connection to Macau and its own people from different walks of life. We believe that







The partnership between MGM and the local Charity Association of Macau Business Readers incorporated this idea in their annual conference workshops – “Creating Something out of Nothing”, which produced countless helmet, bike and even leather designs that are exhibited in various venues around town today.



After a hiatus in the past few years, the winners of the international design competition 2020 are finally revealed, with the winning designs being featured at the Macau Motorcycle Grand Prix this year.

Already the leather design of Danny Webb in 2018 was truly remarkable, as were the leathers of Davey Todd and Dan Kruger in 2019. A total of six different artworks have been selected among more than 500 submissions for the helmets, bikes and leathers.

Not only will they be once again reflecting MGM’s commitment to the wider community, demonstrating how CSR and one of Macau’s most important sporting events can send a very visual message to both the local society and world, as millions of people from around the globe will be watching one of the world’s most exciting road races on TV and other media.



Davey Todd’s leather will reflect the artwork of local artist Chan Kai Ian, member of the Fuhong Society Macau, on the front. The lotus blossom was chosen as the floral emblem of Macau in its flag. In its full bloom, the lotus symbolises the everlasting prosperity of Macau, and the well wishes of the Macau citizens to the rider.

So we thought this would perfectly match this year’s event and the rider we have chosen to represent this outstanding artwork. At the back of his leather is the artwork of a Special Olympics athlete from India, multiple gold medal winner in golf, Ranveer Saini.

Meanwhile, Sam West’s leather will feature the reproduction of an artwork submitted by Philippine’s special artist Nina Gabrielle Bantoto.







This year's special helmet is proudly worn by Davey Todd, an ambassador of this meaningful activity since 2018. The artwork of Ip Chi Kin, also from the Fuhong Society Macau is the basic colour scheme, with dancing lions adorning the left and right side of the helmet, an auspicious and lively symbol of the Chinese culture!

*Of course, both riders will take some very special bike liveries to the grid for this year's motorcycle race, with Swiss athlete and artist Ben Huber submitting one of the prize-winning designs to Sam West, along with local Special Olympics athlete Sin Kei Cheong who shared the design competition win, being featured on Davey Todd's bike.*

CREATE  
SOME  
OUT OF NO  
THING



In addition to “dressing up” the riders, the groups of young artists are also invited by MGM to enjoy the 70<sup>th</sup> Macau Grand Prix with special visits to the paddock to meet and greet their hero! Grandstand tickets are also donated by the teams so that they can watch the races from the best possible vantage point, cheering on and rooting for their favourite team!

Thank you to the Macao Government Tourism Office for the Macau Grand Prix, for making it extra special this year on its 70<sup>th</sup> anniversary. It is also with much appreciation to MGM, for making it a remarkable one for those with learning disabilities and for the millions of viewers watching this great event.



...FOLLOWED BY  
THE CONTENTERS







A bit of a dark horse but we are all routing for him. As a shareholder of the RoadHouse brand, we not only cross our fingers when he challenges the rest of the field, we actually hope he can satisfy and gift himself with a long awaited Top 10 finish.

With the help of RoadHouse owner Ciaran Carruthers, he managed to fund his seat within the FHO outlet in 2022 and gained some much-needed experience in the most competitive superbike series in the world – the British Superbikes. But this sport is cruel and expensive and unfortunately all did not go according to plan. But, as a rider, we believe he improved a lot.

We are proud to see another RoadHouse livery on track continuing a legacy that was created back in 2009 when we saw the first Roadhouse bikes, helmets and leathers with John McGuinness, Stuart Easton, Steve Mercer, Derek Sheils, James Hillier, Stephen Thompson and Glenn Irwin... just to name a few.

**BRIAN McCORMACK**







# THE PLACE TO BE

The original idea for the RoadHouse Macau was conceived by its major shareholder and local business entrepreneur Ciaran Carruthers. Himself a huge motorcycle racing enthusiast, we as publishers of INSIDE may have sparked the idea to feature racing Memorabilia inside the bar that was designed to be a man cave for colleagues and friends working in the local gaming industry.



So with its opening, along with some help from a shareholders private collection, came some special helmets that were placed on display throughout the bar. But it was 2009 when we managed to convince the boss to sponsor two of the best riders Macau has ever seen, John McGuinness and the same year's winner of the Macau GP Stuart Easton.

## This was just the beginning

The RoadHouse Macau made a huge impact and contribution to many riders and teams over the years. In return for his generosity some of the most iconic helmets and leathers have been borrowed for display, making the bar a kind of 'must go and see' for teams and riders during the annual event.

The Roadhouse became not just a personal sponsor of riders over the years, in 2011 we saw the first Roadhouse Macau bike team with John McGuinness on board the SMT Honda. In coming years, the Roadhouse became a well-known brand associated with the annual event.

With the opening of the RoadHouse Manila Bay two years later, there was additional room to exhibit helmets, boots, gloves, leathers and even bikes. And with the move of the RoadHouse Macau to its current location at Broadway in Cotai there was even more room to fill.



Being supportive and generous to riders such as James Hillier, Stephen Thompson, Steve Mercer and Glenn Irwin for the Macau Grand Prix the Roadhouse owners shifted their approach a little closer towards their roots in Ireland.





# THE ROADHOUSE MACAU



Besides Bikes, there's so much more to this place with Blues, Rock & Booze within the genetic identity of the brand.

A tradition that will never change is that they serve the best Guinness in town, imported directly from Dublin with a lot of pride from the Irish Owner. As for food, a trip to the Roadhouse wouldn't be complete without trying one of their Burgers, especially their world-famous Biker burger. If you are not in the mood for one of those, then you have the choice of Mexican delicacies and a whole variety of pizza on the extensive menu.



The last couple of years none other than Derek Sheils and Brian McCormack have received tremendous support from Ciaran, helping to secure their careers in motorcycle racing during the pandemic. Unfortunately, Derek won't make it back this year and therefore we will be rooting for Brian to continue the RoadHouse legacy at the Guia circuit.



By the way...

**THE ROADHOUSE  
MACAU STILL SERVES  
YOU THE BEST PINT  
OF GUINNESS IN  
ASIA.**

Entering the doors of the Roadhouse will take you on a historic journey of motorcycle racing with a blues music vibe. Just like a museum, the walls are covered with unique memorabilia. The unique atmosphere of the Roadhouse is created through a large outdoor patio area that provides the opportunity to enjoy a nice night outdoors for smokers and non-smokers alike. If it is people-watching that's your thing or having a cigar while enjoying the live band, it's up to you. Basically anything that makes you feel relaxed.

The staff are always friendly and not hard on the eyes either. Unlike so many other places in Macau, the Roadhouse takes pride in its attentive service and attention to detail.

If you can get there between 5pm – 8pm then you can take advantage of the amazing Happy Hour specials. It fills up pretty quickly every night so getting your seats in time for Happy Hour also guarantees you a good seat once the evening festivities get going.

If I were you, I'd keep this magazine with you when you visit the Roadhouse, you never know who you might meet while you're there to autograph your copy. Additionally, you might be able to grab one of the team shirts.

So see you there...







DOMINIC HERBERTSON

**P**ossibly the most hilarious character in the current paddock, in a good way. If you have a chance to watch his podcast, you'll understand why we think he is hilarious.

Dominic is a perfect match for our contender league, despite the fact he is not a fulltime racer nor did he enter racing before he got into his 20s. He is passionate about road racing, riding with the Dafabet team that he knows well and has shared some great races with. He is a good addition to the BMW Cup and with Davo along in the same pit they can share some valuable data to bring both bikes home in the Top 10 at least.

So, bring it on 'Dom the Bomb' and take some colour into the mix with the Kawasaki ZX10RR.







by Stephen Davison - PaceMakerPressIntl

Sam has been around for years already and is a bit of a Lone Ranger. He still manages to find the support from some private backers to now run his own setups after riding for a couple of other teams for no money and not much glory. But he is a very accomplished road racer, regularly competing in the Isle of Man and that other race in Northern Ireland.

Finding love in Macau, not only with the track where he has competed since 2014, he also found love for a local woman, Sara. Since 2019 he shares his life with a Macanese lady and it's now more than just a fun fact going to Macau and racing the barriers.

Sam has to perform in front of the family, while not making a fool out of himself by crashing or ending up last. But regardless, he will save face, as we believe he has done everything right this year coming to Macau with a trusted bike and friends around him, he also enjoys some local backing in form of sponsorship. Have a look at the bike and leathers and follow the story here in the magazine later on. We wish you all the best Sam and hopefully seeing you accomplishing a Top 10, which is not easy but a realistic goal to achieve this year.

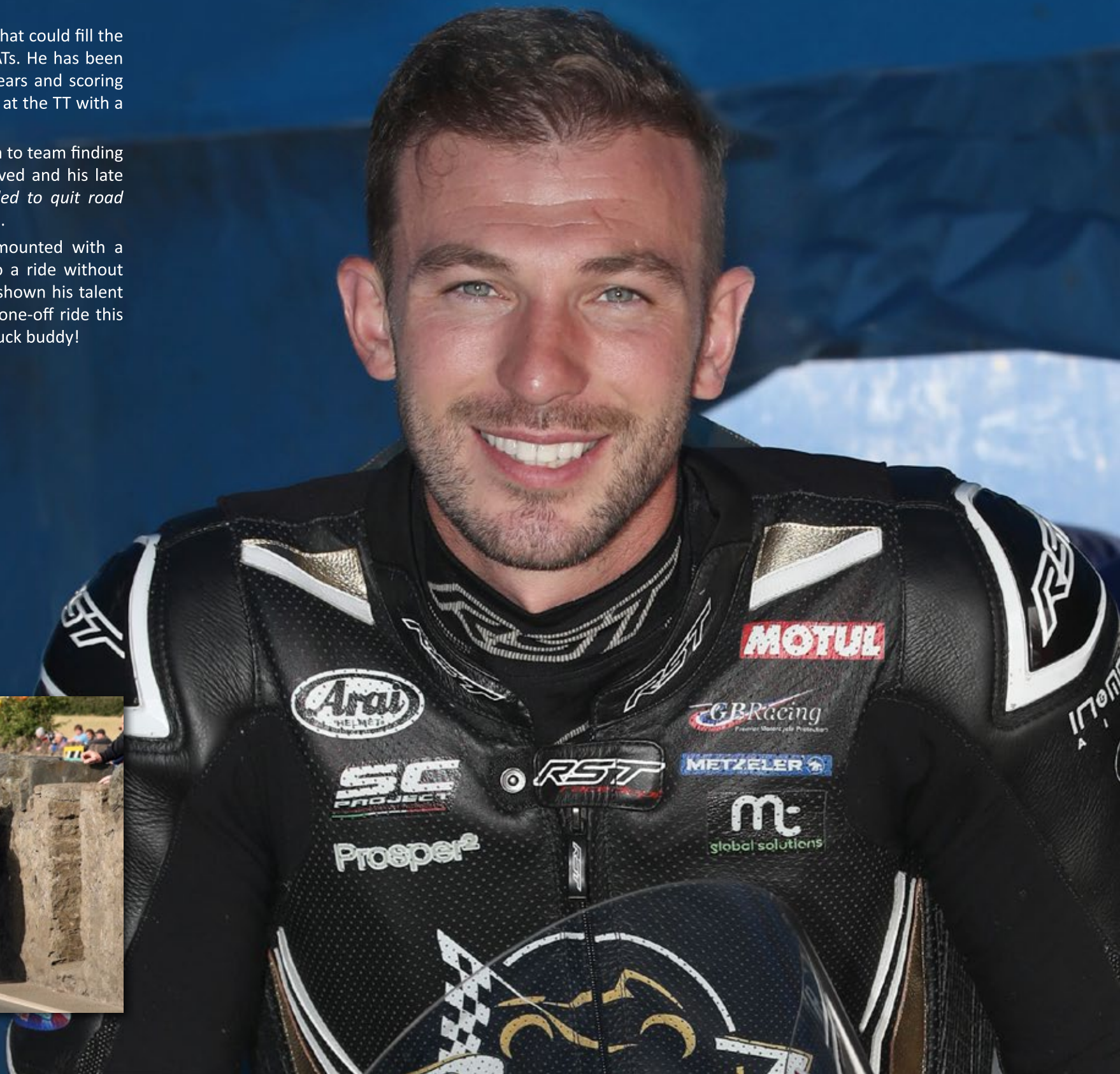


Paul is probably one of those riders that could fill the boots of some, soon to retire, GOATs. He has been climbing up the ladder in recent years and scoring some very respectable results, especially at the TT with a podium and Top 10 finishes.

But he too was forced to jump from team to team finding a competitive ride with no money involved and his late departure from Prez Racing (*Prez decided to quit road racing*) saw him without a ride for Macau.

For the last couple of years, he was mounted with a Yamaha R1 and R6 and has to adapt to a ride without much testing, if any at all. But Paul has shown his talent and should achieve a Top 10 finish in a one-off ride this year on board the Penz13 Honda. Good luck buddy!

## PAUL JORDAN





## DAVID DATZER



David came a bit out of a blue after the pandemic, having grown as a rider by improving his skills in German national superstock championship and regular runs in the IRRC. He took the 2022 IRRC title in style, setting new lap records on various outings but also impressed with some very respectable results at the TT as a newcomer.

The family father was recently recognised as the fastest table cloth (*he likes to race in a leather suit reflecting the Bavarian flag – an overall look that you usually find at a tablecloth at the Oktoberfest*).

He earned his spot at this year's grid with decent results at the Isle of Man and the NW200. And yes, he came second last year with a best lap time of 2min 27.905sec, not bad for a newcomer. With such lap times you will always finish Top 10 at the Macau Grand Prix even when all the top riders are there.

So, let's see what David comes up with this year on board his MTP BMW. We trust in his ability and he surely will take another step in growing as a rider along some of the best.





There are some stories to tell about Erno that aren't pretty resulting from the crash he experienced in Macau in 2019 that triggered the mass crash and subsequent red flag that year. It took some time for him to recover but if there was one good thing to come out of the pandemic it gave him time to heal and return to racing with some decent results in IRRC as well as his debut at the Isle of Man this year.

His trusted shadow, engineer Pekka Oikkonen, is always watching him and it is good to see both of them conquer the road races together while building the Moto38 squad. Erno is actually much more than just a rider. In between races he manages his own state-of-the-art workshop in Finland servicing race and customer bikes along with snow utility vehicles. Yes, it's snowing quite often up north, which creates valuable business.

Equipped with a laptop, Erno studies hours and hours of data collected by the ECU whereas Pekka confirms his theories on bike setup. They both service the bike and like any great partnership they can literally go to any race around the world, just the two of them and come home with some decent results.

This year Erno returns as a Macau GP winner. Yes, we said it, nobody cares how he won – it's a record in the books. He went to Macau to get his confidence back in the first place – there was no better time than going there as the only one with a track record and finding his mojo under no pressure. All depending, if Erno and Pekka find the right setup without getting lost in wheel spin, anti-wheelie, traction control, engine braking, spring rates and a click here and there...he surely will score a Top 10 finish and might be the first to lead the contender table.



**ERNO KOSTAMO**





**M**ost of our regular readers probably expected a much stronger entry and so did the organisers. But there are various theories. Here are some that we heard of:

### 1. Pandemic effect

The general expectation surely was the grief for getting back to Macau. But there is still a belief that in providing a couple of flight tickets, some hotel rooms and covering the transportation it will ensure everyone wants to come back to Macau after being away for three years. Wrong, professional racing is a business at the top level and only if you have great sponsorship backing you might be able to adjust the overall plans with a trip to Macau. But business got hit hard during the pandemic all over the world. Marketing budgets were cut at all levels and the motorcycle racing teams are usually the first ones that suffer the most.

Remember, competitive bikes and equipment have doubled in prices, so did tyres. A spare engine, paying the rider (*in case of a contracted team rider and not a privateer*), mechanic fees, additional transportation costs from the base to airport and harbour freight, custom fees are just a few figures. A major headache is also that the bikes will air-cargo to Macau but the return goes via freight liner and teams will have to wait up to two months to get the bikes back. The preparation for the following season starts much earlier nowadays and therefore the whole operation is in wage.

### 2. Space and budget

The Formula 3 and GT World Cup will be back. With limited pits at the front and the space needed for GT Cars in the back – probably there are only 5 or 6 garages left, this ‘Tetris’ needs to be resolved.

The 70<sup>th</sup> anniversary consumed quite a large sum of money and reflecting on the success of last year where we saw 15 entries with all of them accepting given allocations (*most rider couldn't even find enough people to go thru a 10-day quarantine nor have been able to pay the mechanics for the time spent away from home*).

So easy solution – lets go for 22 or 23 riders, cut the budget to two mechanics and we can hand pick the best entries.

### 3. Mandatory TT and NW

We understand that a certain quality is mandatory to race in Macau. The track's nature and danger require experience, stability, confidence and great talent as nobody wants to



see somebody ending up in the barriers with the usual aftermaths.

But what if you missed one of those events due to lack of funding or an injury during the year that forces you to sit out? What if you simply can't cope with one of those events due to clashes with your regular racing activities that pays the bills? What if you have mastered the Macau Grand Prix for years but due to lack of funding, teams falling apart, you simply can't make it work to race the TT nor the NW200 – does that mean you are suddenly no more qualified for the race in the far east?

We strongly believe this is the wrong approach. In the long term it will lower the entry quality and in no-time we will be back to the bad old days. Of course there will always be enough riders to fill the grid – it's the overall quality that makes the race exciting but safe.

## SO WHO IS MISSING AND WHY?



**A**s long as John was riding for the official Honda UK team it was always questionable on whether he would be able to race Macau. Only two times in the last 20 years he has been an official entry with Honda UK (2015 and 2016 with Conor Cummins). The other times he either came on a Honda of a privateer team such as SMT and SMR or with Birdy's PBM team when he wasn't contracted to Honda factory or Birdy running Hondas.

We all remember the Honda Legend appearance and the picture speaks for itself. So maybe we won't see McPint again as an active rider in Macau, the clock is still ticking but at age 52 or 53 you are probably over it.

We never know...

**'I DON'T THINK I AM GOING TO BE ABLE TO DO IT. HONDA DOESN'T WANT TO GO.... THE JOB IS FUCKED.'**





**JOHN MCGUINNESS**



**T**here were high hopes and tremendous interest of Michael himself returning to Macau. He had an incredible season too and thought it would be the right time. Some might argue that with Michael you never know. But he was really up for it and had everything in place. How committed and focused on racing he is – you all have witnessed it at the TT.

So we either have to wait another year but perhaps we won't see him racing in Macau for a long time. If you upset him – it won't be forgotten easily. We don't know for a fact who is responsible for his absence but we have our theories and some might think it is probably easier not having Michael on the list anyway.

**MICHAEL DUNLOP**







**‘THEY  
HAVEN’T GOT  
MY ENTRY FORM,  
THEY SAY. BUT I  
SURELY SENT IT  
ON TIME AND  
NOW NOBODY  
PICKS UP THE PHONE.’**



## DIDIER GRAMS



**‘RACING IN MACAU FOR NEARLY A DECADE AND SOME DECENT RESULTS SEEMS TO BE NOT GOOD ENOUGH ANYMORE. MY 2023 ENTRY HAS BEEN DECLINED DUE TO MISSING LAST YEAR’S EVENT AND NEITHER RACING AT THE TT NOR THE NW200. SO NO FURTHER COMMENTS.’**



There are various factors, but we doubt that this would simply qualify to not invite Gary as he is fully fit now and with his experience and event record, still he is surely one of the most qualified riders.

**‘WITH MY INJURY  
AND MISSING  
OUT AT THE TT  
AND NW200  
IT’S AN EASY  
EXCUSE WITH A  
SMALLER GRID AND  
PROMISED LOYALTY  
TO THE ONES THAT  
MADE IT IN 2022.’**





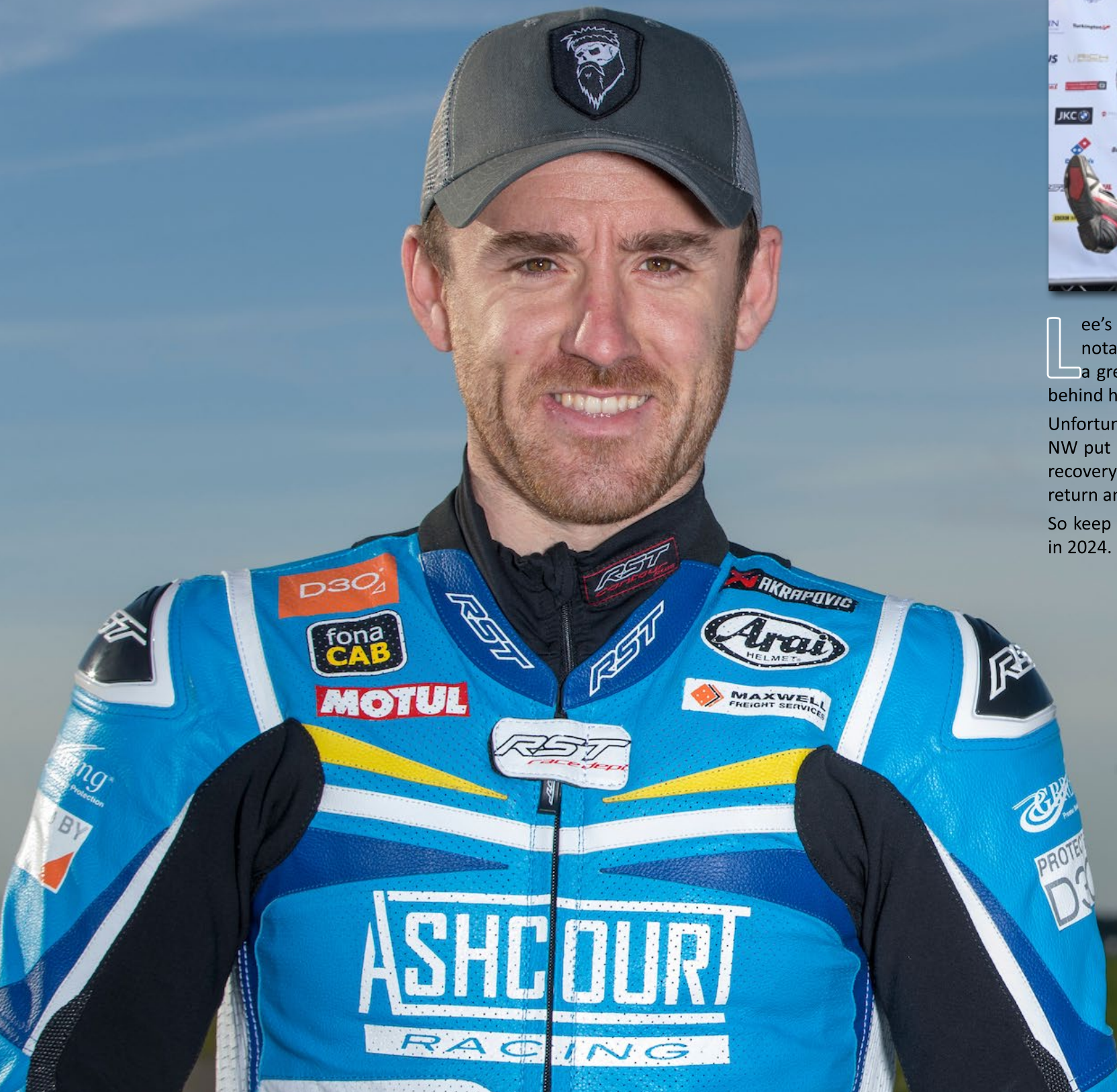
**D**ean had another solid if not fantastic season with his DAO Racing Team but surprisingly they split up not long after the TT this year. Reasons unknown but maybe it was just time to regroup for everyone after such a long and successful partnership.

Till now Dean hasn't confirmed his plans for 2024 and so he would not have had a ride for Macau anyway except he would have signed a one-off deal with a regular Macau GP team.

But that wasn't on his agenda anyway.

**DEAN HARRISON**





Lee's absence from the road racing scene in 2023 was notable, he was really missed. That little bugger has a great attitude and one of the best privateer teams behind him, the Ashcourt Racing Team.

Unfortunately, the crash in the Supersport race at the NW put his season to an end and he is still on his way to recovery. He loves Macau and when he is fit he will surely return and is a safe bet for a Top 10 result, if not better.

So keep up the good work and come back even stronger in 2024.

LEE JOHNSTON



## GLENN IRWIN



**G**lenn's return was long in the making. And especially by signing a deal with Paul Bird he knew 'OK, the TT I can't race but I will have a chance to win the BSB and surely we will race in Macau'.

The team was backed up with a local sponsor and all was set to go. But sadly, just the week before entries closed the founder and icon of PBM passed away. So it was in the best interest of the team and all involved to focus on the remaining races of the British Superbike series as well as preparing for the next season with a potential return in 2024.

We have to mention here that we strongly believe that Glenn was the only person that could have given Peter a run for his money. He was our favourite and will be in the near future.

**So maybe we'll see you next time Glenn.**



'I WANTED TO  
GO, BUT...'





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**THE PBM SHOW ...OUR PERSONAL TRIBUTE TO PAUL**



On September 1<sup>st</sup> 2023 we learned about the passing of Paul Bird – the most charismatic, fascinating, toughest, polarising and most successful team owner in British motorcycle racing.

The impact that Paul had on the paddock of the British Superbike series was remarkable. His pure passion and determination for success, that he developed during his own career as a rally car driver, supermotard and supercross rider, drove the work ethic required by his team to enable them to win nine BSB titles and multiple victories at the Isle of Man TT, NW200 and Daytona 200.



And he had a special love for Macau. Everything was set for his and the teams return this year, with travel arrangements confirmed. There were even advanced plans for Frank Bird, (Paul's son) to attend and race the GT cars in Macau. But it wasn't meant to be. The numerous tributes published on various platforms have been overwhelming and we don't just want to repeat what you may have read somewhere else.





...so here is our tribute from Macau and for Macau.

Paul Bird made his first appearance in Macau with his team after winning the 250cc title with John McGuinness in the British Championship in 1999. A year later he brought McGuinness and Gus Scott, as the Demon Vimto Honda Racing Team, finishing 4<sup>th</sup> and 5<sup>th</sup> respectively.



It was the year 2001 when the Honda Britain Paul Bird CBR900RR achieved the first win for the team, with John McGuinness leading the charge (*strangely his only Macau win*) with Gus Scott finishing 5<sup>th</sup>.

Over the years Bird's PBM team amassed a long list of riders and brought many different race winning bikes to Macau. Reviewing the statistics (*we all know that they don't lie*) reveals that he has also been the most successful team manager in the history of the Macau Motorcycle Grand Prix.

Paul was also the type of man that Trimby liked to deal with as it was pretty straight forward: Bring the bikes; put great riders on them; put up a show; take the silverware; and enjoy the party.

- 1999 Paul Bird Team Vimto**  
*John McGuinness (NC)*
- 2000 Demon Vimto Honda**  
*John McGuinness (4<sup>th</sup>) Gus Scott (5<sup>th</sup>)*
- 2001 Honda Britain Paul Bird**  
*John McGuinness (1<sup>st</sup>) Gus Scott (5<sup>th</sup>)*
- 2002 Zong Shen Racing**  
*John McGuinness (2<sup>nd</sup>) Ronnie Smith (17<sup>th</sup>)  
Stuart Easton (1<sup>st</sup> Supersport)*
- 2003 Zong Shen Racing**  
*John McGuinness (2<sup>nd</sup>) Ian Lougher (6<sup>th</sup>)*
- 2004 MonsterMob Ducati**  
*John McGuinness (2<sup>nd</sup>) Stuart Easton (3<sup>rd</sup>)*





That record of 5 wins and 13 podiums in Macau alone shows how successful the team was. Paul indeed used the Macau Motorcycle Grand Prix as a kind of a holiday race. He didn't mind the riders pushing for good results and he certainly loved to win whenever he returned. But the main purpose was taking the crew out for a holiday, sometimes beyond just the bars and nightclubs of Macau, occasionally following Mike Trimby on extended 10-day vacations.



Working with Paul was not only a pleasure – it was working at the highest level of business. You simply got what you asked for when you worked with him and there was never a sheet of paper wasted. A man and his word – that was the deal. He simply delivered what was agreed upon in regard to rider line-up, bike livery and attendance at promotional events whenever needed.

- 2005 Stobart Honda**  
John McGuinness (2<sup>nd</sup>)     Paul Hunt (13<sup>th</sup>)  
Dennis Hobbs (NC)
- 2006 Stobart Motorsport**  
Michael Rutter (2<sup>nd</sup>)     John McGuinness (3<sup>rd</sup>)  
Stuart Easton (4<sup>th</sup>)
- 2007 Stobart Vent Axia**  
John McGuinness (2<sup>nd</sup>)     Ian Hutchinson (NC)
- 2008 Vent Axia VK**  
John McGuinness (3<sup>rd</sup>)     Michael Barnes (5<sup>th</sup>)





Paul was also the only man that stood to his word, not returning to Macau when Mike Trimby quit. It took him four years to reconsider after discussing it personally with Mike – but Mike made it clear that he never had the intention to hold people back from racing in Macau and so he told him to go. That just shows how loyal, trustworthy and straight forward the man was.



*Paul's passion for racing and the professionalism he brought to the sport convinced Mike Trimby to line-up the deal for Paul to take over the operation of the Kawasaki World Superbike. Mike made the calls and convinced the management of the Japanese manufacturer to go ahead with PBM.*



*by Stephen Davison - PaceMakerPressIntl*



Years later, there was a similar discussion between Mike and Paul. This time Mike's influence and clout as IRTA's General Secretary granted him the entry as a CRT team in the MotoGP World Championship. Birdy was weighing up his options, after his deal to run Kawasaki's World Superbike squad was not extended beyond the 2012 season.

Paul flew to the Aragon MotoGP race in Spain for talks with Mike and Dorna CEO Carmelo Ezpeleta, where he confirmed plans to run an exclusively British project.

Trimby: "We want him in MotoGP and we have told him so, and now we are basically waiting for a proposal from him. He is talking about a British-based team with a British rider and that sort of operation he could run would fit in very nicely in MotoGP. If he came forward then absolutely, he would be offered a place on the grid. Carmelo already told him that in Aragon. He is supposed to be putting something forward for us to look at very soon and hopefully that will happen."





***“I have seen and done a lot of shit in racing but seeing that bike hanging above the stage in this club and celebrating this win – it just tops it all”***

This was Paul's reaction when he saw the 2014 winning bike hanging five meters above the band on stage. The Cirque do Soleil technical crew came to visit the team in the paddock prior to the race. The plan was to stage the bike at the Bellini nightclub if Stuart managed to win the race. When they introduced the equipment to be used to Paul and the crew, he thought they were joking, using 3mm carbon/steel strings to hang the bike up in the air. But the Soleil crew managed to convince Paul and what a display it was.



- |             |  |   |  |
|-------------|--|---|--|
| <b>2009</b> | <b>PBM Kawasaki WSBK</b>               |   |  |
|             | <i>Connor Cummins (2<sup>nd</sup>)</i> | <i>Ian Hutchinson (3<sup>rd</sup>)</i>  |  |
| <b>2010</b> | <b>IGT Kawasaki PBM</b>                |   |  |
|             | <i>Stuart Easton (1<sup>st</sup>)</i>  | <i>Keith Amor (10<sup>th</sup>)</i>     |  |
| <b>2011</b> | <b>IGT Kawasaki PBM</b>                |   |  |
|             | <i>Jeremy Toye (4<sup>th</sup>)</i>    | <i>Michael Dunlop (12<sup>th</sup>)</i> |  |
| <b>2014</b> | <b>PBM by The Venetian</b>             |   |  |
|             | <i>Stuart Easton (1<sup>st</sup>)</i>  | <i>Ian Hutchinson (NC)</i>              |  |
| <b>2015</b> | <b>PBM DataTag Kawasaki</b>            |   |  |
|             | <i>Ian Hutchinson (6<sup>th</sup>)</i> | <i>Jimmy Storrar (12<sup>th</sup>)</i>  |  |







*“PBM and Macau went hand in hand and was a match made in heaven from the start. It was more than just a ‘holiday race’... it was more of a tradition. It was definitely one of the highlights on the calendar for my father and having experienced it myself several times I can see why. As a family and team we have made life-long friends and memories we will cherish forever. Thank you to everyone for their kind messages and to Stefan for the heartfelt tribute.*

*As a team I hope to be back one day and also I have aspirations of racing myself there one day. The event will be very different from now on with the losses of Mike Trimby and my Father, but I hope it can return to the ‘Glory days’ of the past.*

*Good luck to all the competitors there this year.”* by Frank Bird



**2016 PBM Ducati**  
Glenn Irwin (NC)

**2018 TakChun Ducati by PBM**  
Martin Jessopp (3<sup>rd</sup>) John McGuinness (10<sup>th</sup>)

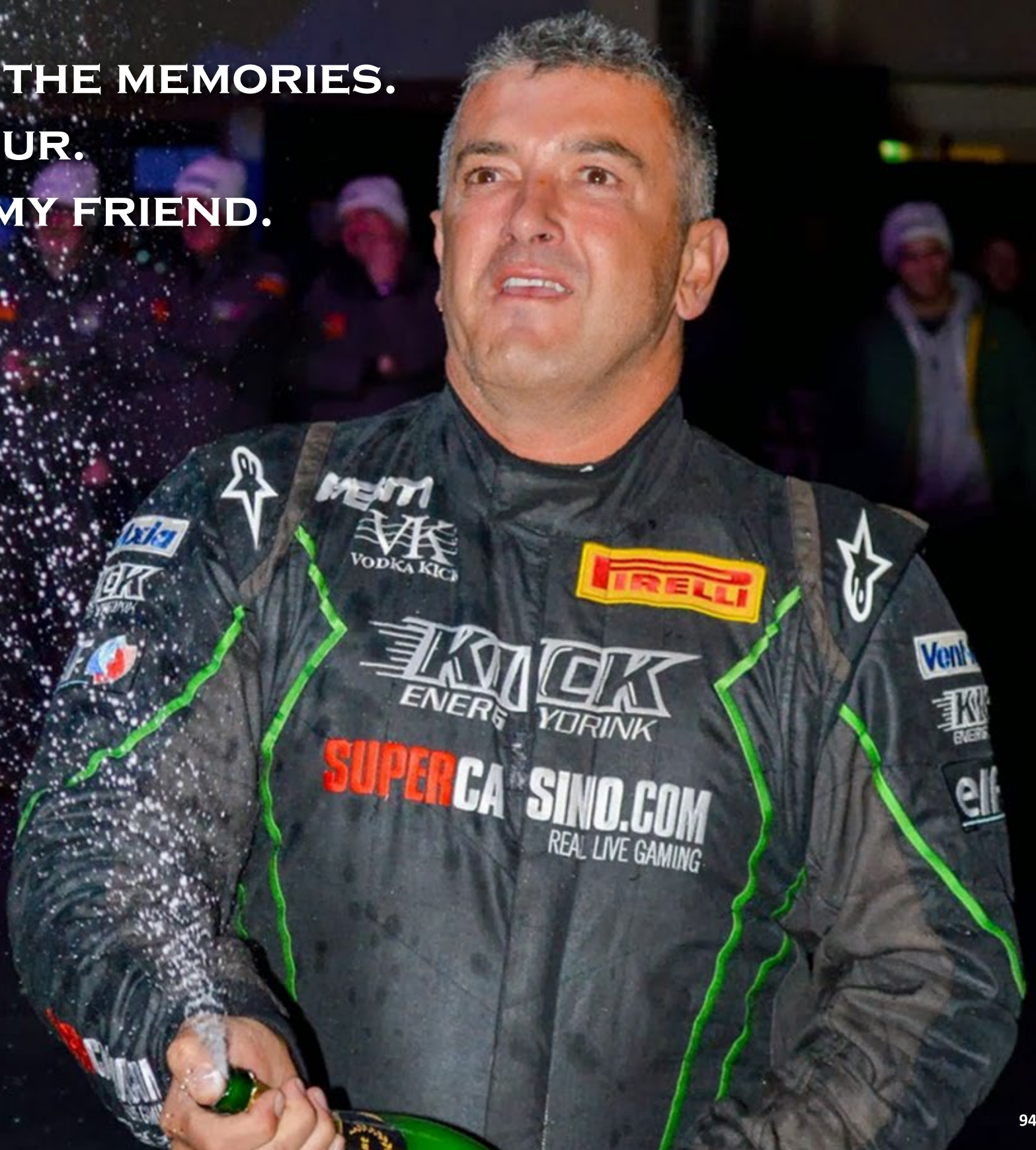
**2017 TakChun Ducati by PBM**  
Glenn Irwin (1<sup>st</sup>)

**2019 TakChun Ducati by PBM**  
David Johnson (3<sup>rd</sup>) John McGuinness (NC)





**THANK YOU FOR THE MEMORIES.  
IT WAS AN HONOUR.  
REST IN PEACE MY FRIEND.**



Becoming a friend of Paul over the years we got to know him as a man that doesn't take prisoners, enjoying his life to the fullest and as passionate as you can be, especially in motorsport or anything that went fast...bikes, cars, helicopters.

Paul was a man that truly lived to the fullest and one of the very few that created a legacy – a man we loved to work and party with. What a loss – but always in our memories. Macau was his favourite race – the mix of culture, spectacle and thrill of the race itself.

We do hope his legacy will live on and that we see his son Frank enter the Macau GT race as Paul would have wanted him to. And maybe, just maybe he brings back the PBM bike team for a return in years to come.

Perhaps another change in the game.



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# Grande Prémio de Macau



**OUR DEFINITION OF ITS HERITAGE  
- MOST DOMINANT CARS IN MACAU GP HISTORY**

presented by 





The debut of the event in 1954 saw with Eddie Carvalho driving a Triumph TR2 taking the inaugural victory. Carvalho completed the 51 laps in 4hours 3min and 19.10sec at an average speed of 49mph. A Le Mans-style start was held for the first and only time.

The Triumph TR2 was produced by the Standard Motor Company in the United Kingdom between 1953 and 1955, during which time 8'636 cars were produced.

The car used a twin-H4 type SU carburettor version of the 1991 cc four-cylinder standard wet liner inline-four engine from the Vanguard, tuned to increase its output to 90 horsepower.

The body was mounted on a substantial separate chassis with coil-sprung independent suspension at the front, leaf spring live axle at the rear and lock head drum brakes were fitted all round. With the 4-speed manual transmission the car weighed just 953 kilograms was best sold in the United States at that time.

## 1954 MACAU GRAND PRIX

*The first Macau Grand Prix was held on the 30<sup>th</sup> and 31<sup>st</sup> of October, 1954. With the 70<sup>th</sup> anniversary of that race being held this year we would like to take an unusual approach in reflecting on the Macau Grand Prix's heritage. Today the event is most commonly associated with Formula 3 which was first introduced in 1983, the in-augural winner being the legendary Ayrton Senna.*

*As much as we love the fact that most Formula 1 stars that we know today have raced in Macau, using it as a stepping stone to make their way to the premier league of car racing, we believe it is also hard for non-petrol heads to relate to the different team's cars as they are so similar in design. Therefore, we are going to step back through the years to point out the most dominant, iconic cars and drivers of the Macau Grand Prix and Guia race until the introduction of Formula 3 while highlighting the technical specifications and the available models that you can find with our trusted partner SPARK.*

[www.sparkmodel.com](http://www.sparkmodel.com)





## Technical specifications

**Model years:** 1953 – 1955

**Engine:** Inline 4-cylinder 1999 cc  
90 bhp @ 4800 rpm  
159 Nm @ 3000 rpm  
4-speed manual gear box / opt. overdrive

**Chassis:**

Front mounted engine - rear wheel drive  
Steel body on steel frame  
898 kg

**Price (1953):**

USD 2'450.00 – USD 2'700.00

**Value today:**

USD 51'419.00 (auctioned)



年份 / ANO / YEAR / 1954  
TRIUMPH TR2  
RESULTADO DA CORRIDA / RACE RESULT / POS 1  
TEMPO / TIME / 04:03:19.10  
ESKX / VOLTS / LAPS / 51



EDUARDO  
CARVALHO

加華路 (Eduardo "Eddie" de Carvalho)  
國籍: 葡萄牙

加華路 (Eduardo "Eddie" de Carvalho) 是葡萄牙著名的賽車手，曾於1954年駕駛一輛Triumph TR2在里斯本賽道上創下紀錄。這輛車現在被收藏在澳門賽車博物館。

Eduardo "Eddie" de Carvalho  
Nacionalidade Portuguesa

O primeiro Grande Prémio de Macau foi realizado a 30 e 31 de Outubro de 1954, com Eddie Carvalho de Portugal, amador, ao volante de um Triumph TR2 tendo recebido o grande prémio. Carvalho competiu por 17 minutos e 11 segundos a 110 km/h, com uma velocidade média de 100 km/h aproximadamente. A partida foi em estilo Le Mans, com um piloto a conduzir até ao fim da corrida, e quem colocou o melhor resultado a bordo do tempo perdido, venceu a corrida. Este estilo foi utilizado uma primeira e única vez.

Eduardo "Eddie" de Carvalho  
Nationality Portuguese

The first Macau Grand Prix was held on 30 and 31 October 1954, with Eddie Carvalho of Portugal driving a Triumph TR2 being the recipient of the large prize. Carvalho competed for 17 minutes and 11 seconds at an average speed of 100 km/h approximately. The race was held in Le Mans style, with the driver who drove until the end of the race and who placed the best result on the board at the end of the race, won the race. This style was used for the first and only time.



TRIUMPH TR2





*The following years we witnessed very different cars taking the laurels.  
Above picture shows the winning Mercedes 190SL in 1956 with Doug Stean on board.*



## **1955 MACAU GRAND PRIX**

### **Austin Healey 100 – Robert Ritchie – Winner over 60 laps**

Developed by Donald Healey, they were produced in-house by Healey's small car company in Warwick with Austin A90 Atlantic mechanics. A single 'Healey Hundred' was put on display at the 1952 London Motor Show. Its design impressed Leonard Lord, managing director of Austin. A deal soon followed and production was moved to Austin's Longbridge factory. The car was renamed the Austin-Healey 100. The first 100's, known as the series BN1. All 100M components, with the exception of the high compression pistons, were available as the LeMans Engine Modification kit, which could be adapted to either a BN1 or BN2. The LeMans Kit could be ordered from BMC with the modification handled by Austin dealers and private owners.

The Healey 100 was initially intended as a limited-production sports car that offered high performance at a low cost with many of its components sourced from the Austin A90 Atlantic saloon.



# AUSTIN HEALEY 100



AUSTIN HEALEY 100 S  
#8 CARRERA PANAMERICANA 1954  
C. SHELBY - R. JACKSON-MOORE

## Technical specifications

*Model years:* 1953 – 1955

*Engine:* Inline 4-cylinder 2660 cc  
90 bhp @ 4000 rpm / 195 Nm @ 2500 rpm  
3-speed manual gearbox

*Chassis:* Front mounted engine - rear wheel drive  
Aluminium and steel body on steel frame  
919 kg

*Price (1953):* USD 2'984.00 – USD 5'000.00  
*Value today:* USD 1'322'589.00 (auctioned)



## 1957 MACAU GRAND PRIX

### Mercedes Benz 300SL – Arthur Pateman – 77 laps

1957 The race programme of the fourth running of the Macau Grand Prix featured a 100 Mile Handicap Race, won by Pan Am pilot George Baker, a Ladies Race and a Novice Race. The 77-lap Grand Prix was won by Arthur Pateman in a Mercedes 300 SL (*Roadster*) who also set a new lap record of 3min 25.50sec.

The Mercedes-Benz 300SL made its racing debut in the 1952 Mille Miglia, finishing 2<sup>nd</sup> and 4<sup>th</sup> overall. This was followed by victories in the Carrera Pan-Americana and at Le Mans. Max Hoffman, the Mercedes-Benz importer for North America, believed there would be a market for a road-going version (*Roadster*), and convinced the factory that such a car would be popular and profitable.

With a top speed of 130-155 mph, depending on the axle ratio, the 300SL was one of the fastest vehicles of the 1950s. Its performance, design, reputation, and futuristic Gullwing doors were all responsible for the success of the vehicle. The SL represented 'Sport Leicht' (*Sport Light*). An American Max Hoffman is partly responsible for the mass-production of the 300 SL.

*picture below: Arthur Pateman working on his Mercedes 300SL before the start besides the startline*



*picture above: The Macau Grand Prix used to start in LeMans style in 1954 only*

*picture below: The famous Bristol Warrior in front covering the Ferrari Mondial*





## Technical specifications

*Model years:* 1954 – 1957

*Engine:* Fuel injected inline 6-cylinder 2996 cc  
190 bhp @ 5800 rpm / 279 Nm @ 4600 rpm  
4-speed manual gearbox

*Chassis:* Front mounted engine - rear wheel drive  
Tubular space frame  
1384 kg

*Price (1957):* USD 7'300.00

*Value today:* USD 1'842'500.00 (auctioned)



MERCEDES-BENZ 300SL (Gullwing)  
#7 LE MANS 1956 - P. METTERNICH - W. VON EINSIEDEL



**MERCEDES BENZ 300 SL**



# 1958 MACAU GRAND PRIX

## Aston Martin DB 3S – Chan Lye Choon – 60 laps

The Guia circuit was reduced to its present length of 3.8 miles for the fifth Macau Grand Prix which also saw the introduction of the 15-lap ACP Trophy Race. A total of 31 cars, the largest field so far, were entered in the Grand Prix, which had been reduced to 60 laps to avoid the glare of the late afternoon sun. Singapore's Chan Lye Choon won the Grand Prix in an Aston Martin DB 3S.

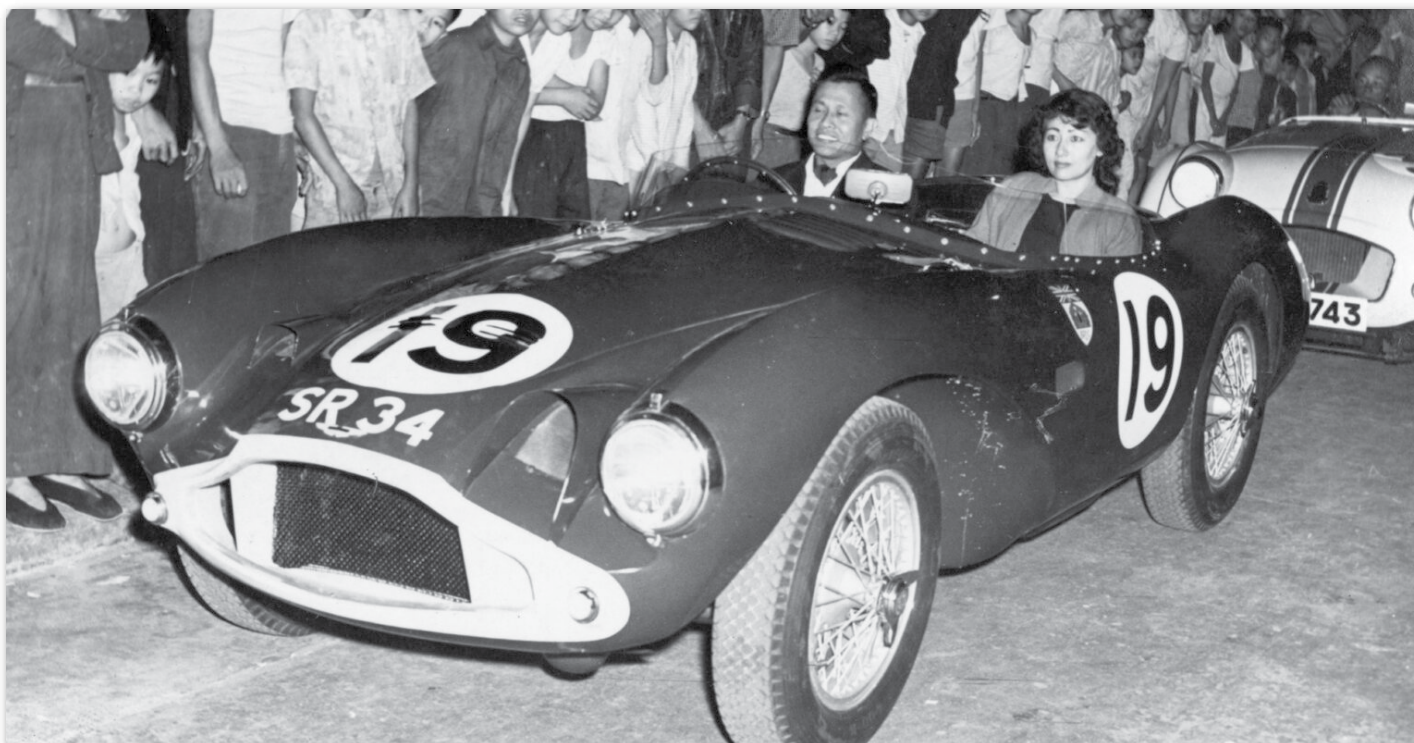
There were four Chan brothers, but only two, Lye Choon and Lye Huat, who was a year older, were enthusiastic about motor sport and had the skill to go racing. The brothers shipped two Aston Martins to Macau – the dark blue DB3 S8 for Lye Choon and a DB2/4 Coupe 9 for Lye Huat, the cars leaving for Hong Kong on 22<sup>nd</sup> October 1955. The dark-coloured DB 3S, running #9, started on the third row of the grid, in 7<sup>th</sup> place, but blew a head gasket (*due to a burst oil pipe*) during the race. Lye Huat, with the #10 DB2/4, started at the back of the grid and gallantly finished in 4<sup>th</sup> place, two laps behind the winning Austin Healey 100.

The DB 3S was swiftly returned to the Aston Martin factory at Feltham for upgrades to engine and bodywork, ostensibly to aid in cooling. Its owner then headed to Britain in early February 1956 to spend a month in the United Kingdom where he visited various car factories.

When the DB 3S returned to Singapore, it looked stock standard, no works intakes on the front bodywork, no visible cooling ducts but the car was now cream in colour. While Chan's DB 3S was initially a customer car, its factory repairs following the 1955 Macau Grand Prix would have been significant during the period when DB 3S development was at its height under the technical directorship of the legendary John Wyer.

Much had already been done to both engine and mechanicals of the DB 3S race cars after Chief Engineer Professor 'Robert' Eberan von Eberhorst had left the company, and one assumes that these improvements would have filtered down to Chan's car while it was in rehabilitation in the UK. Chan skipped the 1956 Macau Grand Prix.

By 1958, he was ready to return to Macau and the DB 3S was put through its paces at the Lim Chu Kang Sprint, the Gap Hill Climb, and the treacherous Princess Elizabeth Estate Sprint.



There were at least six entries came from Singapore for the 1958 Macau Grand Prix. A few other Singapore residents were also entered in the support races. The suitably 'tropicalised' DB 3S and tuned for the tough road course was accompanied by a gaggle of Singapore-registered race cars: a Jaguar XK Special, the Warrior Bristol, a supercharged Allard J2X, a Mistral Special, and a little Berkeley. The Grand Prix had an entry list of 31 cars, though just 23 made it to the start line. It was a gruelling 60-lap race around the treacherous street circuit, fraught with telegraph poles and the potential for a dip in the South China Sea.

The Aston Martin took the fight to the Hong Kong racers with a tremendous victory that weekend, starting on the second row alongside Grant Wolfkill's twin cam MGA but finishing a full lap ahead of its closest competitor, Ron Hardwick in an AC Ace. Chan scored big time in Macau. He made triple history that day, for the first time, an Aston Martin, a Singapore driver, and a Chinese had won the Macau Grand Prix!

The car also set the day's fastest time at 3min 31.5sec. Ordinarily, a race car dating from 1954 with an alarming tendency to lift at speed would have been considered well past its prime by then.



## Technical specifications

*Model years:* 1953 – 1956

*Engine:* Inline 6-cylinder 2922 cc  
180 bhp @ 5500 rpm / 190 Nm @ 3000 rpm  
4-speed manual David Brown gearbox

*Chassis:* Front mounted engine - rear wheel drive  
Aluminium bodywork  
914 kg

*Value today:* USD 7'000'000.00 (auctioned)



ASTON MARTIN DB 3S  
#22 LE MANS 1954 - C. SHELBY - P. FRERE



ASTON MARTIN DB 3S



# The Amazing Race - 6 Hour Guia 101 Macau

Few know about Macau's one-off Guia Race in 1969, a motoring marathon about which scant information remains. This endurance race was held over a gruelling 101 laps of the Guia Circuit, day and night, on the same narrow 3.8-mile track that the Macau Grand Prix is held on today. *INSIDE* talked to the legendary Herbert Adamczyk, three times Macau race champion, Porsche and Ferrari aficionado, and almost-winner of what may have been the ultimate race in the Far East - the 383.8-mile Guia 101.

**INSIDE:** Herbert, you once mentioned a race known as the Guia 101 that you suited up for in 1969. We tried to find out more about it but the records of the Macau Grand Prix are strangely silent on the matter. What was this race all about?

**Herbert Adamczyk:** Back then, nobody was that fast; that's why the race lasted until night-time, and was limited to six hours. I believe we actually raced 101 laps. If I recall correctly, it started in the afternoon at 3pm and ended at 9pm, or 2pm and ended at 8pm. Not really sure – it was some time ago!



It definitely lasted into the night as it was really dark and all the cars had rally headlights on to see the track. As you can imagine, the lights were not that good, either, back then. The race was held in May 1969. The original intention was to test the concept of holding two races a year - one endurance race in May and the traditional Grand Prix in November.

**INSIDE:** Who initiated the whole thing? Was Teddy Yip involved?

**HA:** I honestly don't know but I assume he was as he drove a 911S Porsche together with Henry Lee himself. We prepared that Porsche in our workshop in Hong Kong. The car was the fastest we had back then. We actually had two of them.

*An avid GT car competitor all his life, he was, in fact, sitting in a German branded chariot when he won the Macau GT/Sports race in '72 and '74, finished third in the '75 Macau GP and won the prestigious Macau Guia race in '76 and '79. According to Adamczyk, racing in Macau during his era was very different, a remark echoed by many when he describes those years as generating an almost club racing atmosphere.*

The other one was driven by Klaus Dörr and myself. Those 911S had a 2-litre carburettor engine that produced 160 bhp. The invitations went out via the local Motorsport-Club. Phil Taylor was the Chief Steward back then and all the information came from the Motorsport-Club. About six months prior to the event the invitations dropped on the mat and we prepared for it.

The main competitors in those days were Hong Kong's Zung Fu, who had two 300 SEL 6.3 with the big V8 engine. One was driven by Erich Waxenberger, a famous test driver for Mercedes Benz, and Albert Pun, a former Macau Grand Prix champion. The other one was driven by Jan Bussell from Australia, who competed in the regional Formula Pacific championship at that time. His teammate was Ted Moorat, a British Army Officer who had won a number of rallies and saloon car races in the region. Then there were quite a few Japanese entries. Interestingly, a number of Minis made up the grid in addition to one or two BMWs. Bill Wylie was a Hong Kong entrepreneur who first drove with Harper and then became the company's managing director. He drove a BMW 2002 Ti and was always really fast.



**INSIDE:** It was exactly the same format, then, with free practice and qualifying sessions and a race?

**HA:** We had several qualifying rounds because we had two drivers. Everyone had to be timed to qualify. There were at least 40 entries and we had a rolling start.

We actually qualified quite badly, from the fourth row. Klaus drove first and we alternated twice. I took a double stint at mid-race. Klaus could see much better in the dark than I could but we were still fairly equal in terms of lap times.

There were no strict regulations, which is why there were so many different cars on the grid. There was no engine displacement limitation. As a result, you had Bill Wyllie in his BMW 2002 Ti - a factory prepared car with a 2.0 litre engine - and the Mercedes 300 SEL 6.3, which led the race at the beginning. After five laps, Wyllie retired, blowing the engine. Then the top Mini Cooper dropped out as well.

Waxenberger and Albert Poon were very fast in the 300 SEL. Both of them were unbeatable as a team. They were certainly significantly faster than we were in our Porsches. But we got closer and closer the longer the race went on. We simply had reliability on our side with the Porsche, on normal street tires, and all standard.

The Mercedes were faster but they required more fuel, tires and brakes. At every pit stop they had to change the brake pads and bleed the brakes, while we only had to refuel.

**INSIDE:** And how about funding? I mean, you borrowed a car so you probably didn't have to pay for it.

**HA:** He was a customer and a friend and we told him that we planned to participate in the race. From memory, I think Klaus had a Beetle that we were thinking of entering.

We could have taken that car but then the Porsche customer said: "Take mine. You pay for everything, just give it back to me in one piece afterwards". And that's what we did. All he wanted was tickets for the Guia Race, which we gave him, of course.

**INSIDE:** In 1969, Macau, of course, was a whole different ball of wax . . . ?

**HA:** Macau was just like Hong Kong, still very colonial. If you wanted to go to Coloane, you had to take a ferry and there were piggeries and chicken coops on the other side. The Lisboa hadn't been built yet. There were a couple of casinos but nothing to compare with what followed.

Most famous was the Floating Casino. Then there here was the Estoril Hotel, which also had a casino. Teddy Yip used to invite all the drivers there and gave everyone a HKD 100 chip to gamble with. Henry Lee and I exchanged ours for HKD 100 cash and drank a couple of beers before turning in. That was quite a lot of money in those days!

**INSIDE:** Did you plan to drive until the fuel ran out or did you have a clock in the cockpit or a signal? How did you know how long to drive?

**HA:** We got all that kind of information when we drove into the pits to refuel. We had the standard 60 litres of fuel on

board, which lasted almost two hours. You basically drove until the needle dropped and the 'reserve' light came on.

At the grandstand corner, where you drove in and out of the pits, Mrs Dörr signalled to our pit when she saw us coming in. It was a club race for everyone. The only guys who made it professional were Zung Fu, the Mercedes people, who also had themselves organised completely differently. The cars were prepared with the help of the factory in Germany. The owner of Zung Fu really wanted to win!

By the way, Fred Merrill, the local manager of Zung Fu who was their team manager at the race, eventually became my business partner. He left Zung Fu when we took over the agency for Ferrari from them in 1983.

There were two really good people that I clearly remember from the old Macau days. Fred Merrill and Mike Trimby. Absolute buddies, the two of them. I met Mike and all the bikies. I wasn't that interested in the bikes in those days but that's how I got to know them all. Fred was mainly responsible for the Mercedes team, repairs, service, and so on. He later gave me some documents, which I still have. They made it very professional because they had to change the brake pads in record time. They were a well-coordinated team. Fred also told me that they even tested the pit stops with the jacks in Hong Kong, just like they do nowadays. We were overtaken several times by them, twice in two hours maybe.

Lap times were between 3.20 and 3.30 minutes. While Mercedes were in the pits changing tyres and brakes, we gradually caught up. In the end, when they won the race we were on the same lap, just half a lap behind, in second position. It was an exciting race. I loved it but unfortunately it never ran again. So there was only the Macau Grand Prix weekend in November left...which I continued to race in and won assorted GT-Sports and Guia races in the end.



*pictured: Herbert Adamczyk and Klaus Dörr winning the one and only Guia 101*





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## ANOTHER **ADAMZCYK** STUNT



*pictures: Herbert Adamczyk and Jan von Doetinchem successfully cross Victoria Harbour in a modified Beetle "Beetinchem" on 8<sup>th</sup> August 1968*

**A**lthough Volkswagen of Germany has announced the official discontinuation of the decades-old Beetle, half a century ago, at 8pm on August 8<sup>th</sup> 1968, a 'spectacle' created by the Beetle appeared in Hong Kong's Victoria Harbour. Two Germans, Herbert Adamczyk and Jan von Doetinchem, drove a modified Beetle vehicle across the harbour from Tsim Sha Tsui Star Ferry Pier in Kowloon to Wan Chai Ferry Terminal in Hong Kong, a two-minute journey. The initiative was the focus of the day's news and has since received extensive coverage in local and international media.

Due to the excellent design of the old Beetle, the bottom and front trunk (*Beetle rear engine design, so the luggage box is located at the front of the car*) are fully sealed design, and the rear engine is also easy to install water propellers and tail rudders, but it took less than a week, and Herbert Adamczyk, the engineering manager and the sales manager Klaus Doerr, who were working as Volkswagen's Hong Kong distributor 'Jebesen Dealer', a Beetle from 1966 was completely refitted. The "Hong Kong or Bust" written on the tail plate means that departing from Tsim Sha Tsui, it may reach Hong Kong Island, or immerse the mouth of the water and sink into the sea, which shows that the two are quite humorous, but as a result, the two of them declared their initiative a success.



# 1976 MACAU GRAND PRIX



## Technical specifications

*Model years:* 1974 –

*Engine:* Air-cooled flat 6-cylinder (*Boxer*) 2993 cc  
230 bhp @ 6200 rpm / 275 Nm @ 5000 rpm  
5-speed manual gearbox

*Chassis:* Rear mounted engine - rear wheel drive  
Steel and fibreglass panels  
1095 kg

*Price (1974):* USD 13'575.00

*Value today:* above USD 200'000.00

In 1976 the Macau Grand Prix was run as a FIA-recognised event for the first time. And we take this year particular into our special Macau Grand Prix history and defining it as the beginning of GT car racing in Macau with the first Porsche Carrera winning the race.

Considered one of the finest and sportiest cars of all time, the Porsche 911 Carrera RS Lightweight was to epitomise all that an excellent driving car could be. The result would be the very definition of 'Power-To-Weight-Ratio' and a must-have for all collectors and enthusiasts.

Considered one of the greatest, if not the greatest, dual-purpose Porsche ever to be created, the Carrera RS was as close to the track as one could get without building a purpose-built race car. But if someone did want a purpose-built race car he or she would not have to look any further than the lightweight model of the Carrera RS.



Porsche Carrera RS ('74) – Herbert Adamczyk – Winner over 40 laps



In 1976, Porsche introduced a racing version of the Porsche 930/911 Turbo which they dubbed, the 935. It was designed for FIA-Group 5 competition, known as "Silhouette Rules" and was constructed in a similar fashion to the Porsche 934, which was used in Group 4 competition.

The Porsche 935 was an evolutionary process, as its original nose was later replaced with more aerodynamic versions better suited to high-speed competition. The bodywork changed and a large wing was added to the rear of the vehicle. The rear fenders were expanded and the car was given a wider axle. The Porsche 935 won all of the major endurance races that included LeMans, Nürburgring, Daytona, Sebring, and Watkins Glen.

Beginning with the 1977 season, Porsche offered the 935 to customers entering various championships around the world. In 1979 Adamczyk entered in fact a Porsche 911 Carrera RSR 3.0 with 935 body kit at the Guia race and won by more than 40seconds ahead of Hasemi (*Nissan/Datsun Kapiro*).

#### Technical specifications

*Model years:* 1976 – 1981

*Engine:* Air-cooled flat 6-cylinder (*Boxer*) 2996 cc  
330 bhp @ 8000 rpm / 314 Nm @ 6500 rpm  
Type 915 5-speed manual gear box

*Chassis:* Rear mounted engine - rear wheel drive  
Steel and fibreglass panels  
900 kg

*Price:* unknown

## 1979 MACAU GRAND PRIX



Porsche Carrera '935' – Herbert Adamczyk – Winner over 20 laps







**1983 GUIA RACE**



## 1983 MACAU GRAND PRIX



It was in 1982 that the world of motorsport saw the introduction of Group A racing, a direct replacement for the FIA's Group 2 regulations for modified touring cars. Almost immediately, BMW scrambled to submit a car for homologation, and for the 1982 season of the European Touring Car Championship, BMW raced the 528i sedan against the tough competition of over-powered but unreliable V12-engined Jaguar XJ-S Coupes.

Wanting to compete more directly with TWR's Jag coupes, BMW entered the E24 635 CSi for homologation for the 1983 season. FIA rules at the time stated that 5'000 road-going examples of the fielded race cars must be built and sold to the public. Some aspects were open to interpretation; suspension systems could be changed entirely as long as the factory pickup points were used, and parts like gearboxes and brakes were able to be pulled from the complete model range. Engine modifications were permitted as well – of course – as long as certain parameters were unchanged.

**BMW 635 CSi – Hans Joachim Stuck – Winner over 30 laps**







That power output of 290 bhp from the 'big-six' came thanks to the efforts of ALPINA, who built and supplied the engines for the works cars. AC Schnitzer was responsible for matching the engines with the chassis, as well as fielding the cars come race day.



So they did for the 1983 Macau Grand Prix Guia Race resulting in a double win with Hans Joachim Stuck and Dieter Quester.

In 1985 Gerhard Berger came 2<sup>nd</sup> in the BMW 635 CSi behind Gianfranco Brancatelli (*Volvo*).







BMW 635 CSI  
#3 24h SPA 1983 - H.J.STUCK - W.BRUN - H.GROHS

### Technical specifications

*Model years:* 1983 – 1989

*Engine:* Straight 6-cylinder 3475 cc  
290 bhp @ 6900 rpm  
Getrag 5-speed manual gear box

*Chassis:* Front mounted engine - rear wheel drive  
Unitary steel  
1185 kg

*Value today:* USD 225'000.00 auctioned (*Berger's 1984 car*)







The hotel has 426 refurbished guest rooms and suites, ranging from 32 square metres to 190 square metres. In a nod to Macau's rich cultural heritage, each room also features a beautiful blue-and-white art piece that has been designed by renowned Macanese artist, Carlos Marreiros.

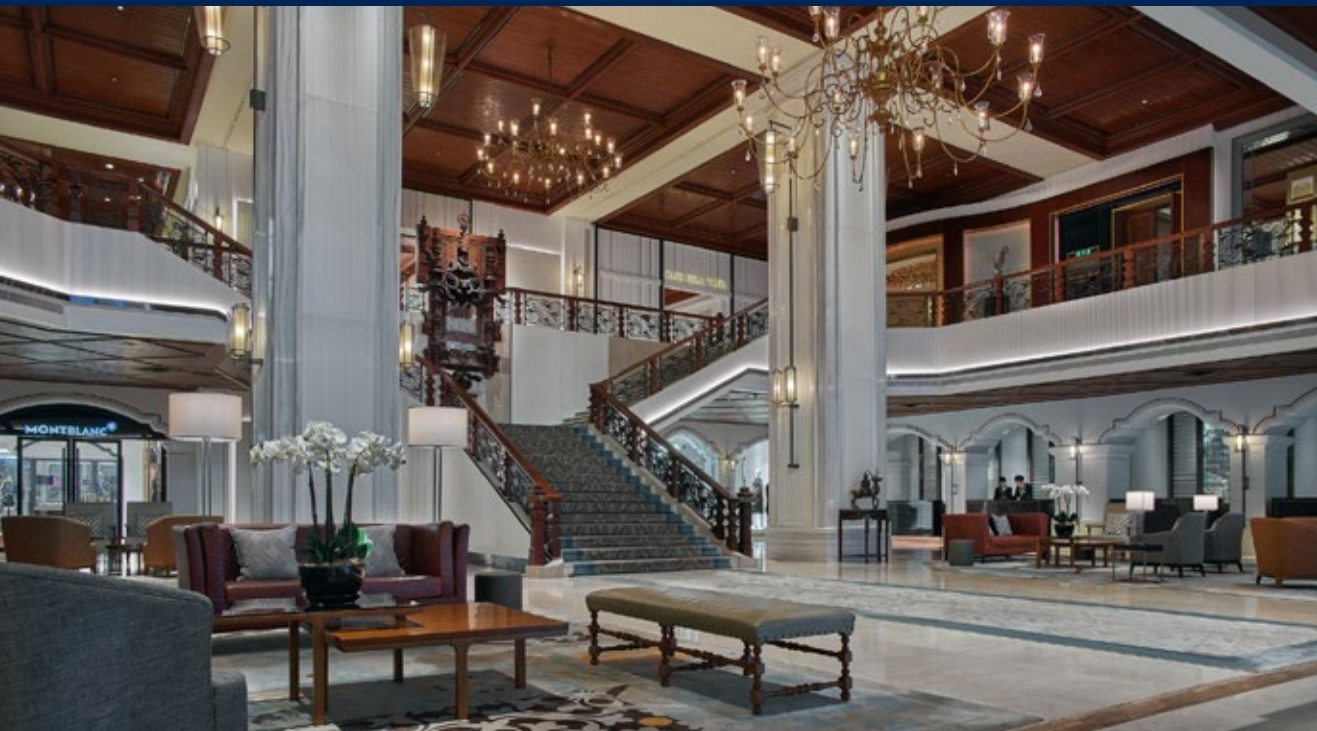


**ARTYZEN**  
GRAND LAPA MACAU  
澳門雅辰酒店

Set in the heart of Macau, near stunning UNESCO world heritage sites, upscale lifestyle hotel Artyzen Grand Lapa Macau offers a window into the city's culturally rich heritage.

The name "Grand Lapa" draws inspiration from the prestigious neighbourhoods of Lapa in Lisbon where celebrities reside. As a truly homegrown brand, the hotel celebrates Macau's remarkable heritage.





Artyzen Grand Lapa Macau pays homage to the Portuguese explorers who traversed the seas centuries ago and introduced Macau to an array of intriguing spices that remain at the heart of local Macanese and Chinese cuisines today.

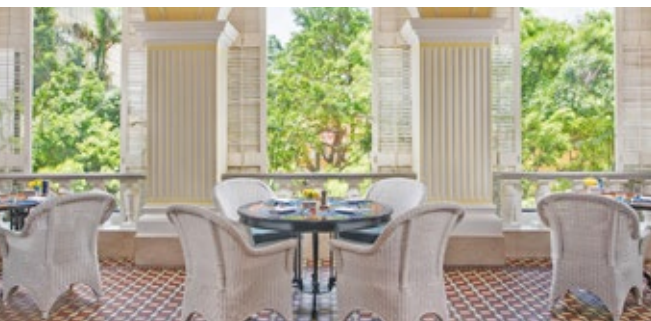


Experience the local flavors of Macau at Café Bela Vista, exceptional Cantonese cuisine at Kam Lai Heen, and authentic Thai dishes at NAAM. Take an extraordinary journey back in time at Vasco – Bar and Lounge, where signature cocktails are inspired by the seafaring adventures of Vasco da Gama.



As the only urban resort to offer the perfect escape designed for everyone, guests are invited to step into the award-winning spa, where treatment rooms feature private outdoor gardens, Jacuzzis and rain forest showers. Splash into the outdoor swimming pool surrounded by lush gardens or practice the golf swing at our driving range. “Kids Co.” is designed for the little ones who want to go on their own adventures – both indoors and outdoors.

The hotel is just 2 minutes from the Macau Outer Harbour Ferry Terminal by car. The strategic location along the Friendship Avenue on the Peninsula leads to the old town’s centre. Come to discover fascinating tales of Macau’s vibrant past through the art, culture, cuisine and architecture at the hotel.





 *spark*



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# FIA GT WORLD CUP



*The return of the FIA GT World Cup is great news. The volume of manufacturers involved and homologated cars make the GT3 platform the FIA's most successful customer racing category. It is therefore important that it has its own pinnacle in the form of a standalone sprint format event awarding an FIA World Cup title. The importance of the GT3 class will further grow, therefore having FIA racing back at the streets of Macau is an extremely positive development for all involved, including the fans as this circuit has always produced great racing. We are witnessing a strong entry with a wide range of GT3 models and with some of the world's best GT drivers on the grid.*



Group GT3, known technically as Cup Grand Touring Cars and commonly referred to as simply GT3, is a set of regulations maintained by the Fédération Internationale de l'Automobile (FIA) for Grand Tourer racing cars designed for use in various auto racing series throughout the world.

Group GT3 allows for a wide variety of car types to be homologated with almost no limit on engine sizes and configurations or chassis construction as long as they have a 2-door coupe layout. GT3 cars must be based on mass production road car models that are being built and sold at the time of homologation. That actually means that for instance the current Audi R8 that we see in Macau this year will stop production and will not receive any upgrades.

Performance of all the Group GT3 cars are regulated through a 'Balance of Performance' formula that adjusts limits on horsepower, weight, minimum height, engine management, and aerodynamics to prevent a single manufacturer from becoming dominant in the class. The cars are designed to have a weight between 1200 kg and 1400 kg with horsepower between 500 bhp and 600 bhp. All cars have a very similar power to weight ratio but achieved either by high power and high weight such as the Mercedes-Benz AMG GT3 or low power and low weight such as the Porsche 911 GT3. They also have traction control, ABS and built-in air jacks for quick pit stops.

## Facts of interest discussed with Duarte Alves

In this year's GT Car section we want to introduce the category in a different way. Most of us have loved GT cars since we were kids and probably still dream of driving or even owning one, enjoying the speed, design and passion for racing on four wheels.

The Macau GT World Cup is no less predictable than the vagaries of baccarat. In 2016, Laurens Vanthoor became probably the only person in the world to win a race on his roof, after the race was red-flagged following his accident and the results counted from the end of the previous lap... It's just the sort of thing you'd expect to happen in a place whose very existence is defined by the wheel of fortune.

We love to include GT cars in INSIDE as they have a true heritage in the Macau Grand Prix. You can see the latest and most expensive GT cars being driven on the road in the daily traffic of this dense city. And the GT race is one you can somehow relate to as you would be able to buy a very similar car in terms of power and design at your preferred dealership around the corner.

So we take a closer look behind the scenes at GT cars in cooperation with our trusted partners SPARK as well as Craft Bamboo's racing engineer Duarte Alves and team director Daryl O'Young.

## What does it cost to race a competitive GT3 in Macau?

The simple facts of the matter are that after purchasing your race track ready car you will still need to put your crew together and purchase some spare parts, no change here from USD 700'000. If that stretches the budget a bit thin then another option is to purchase an entry as a 'Gentleman Driver' spending approximately USD 120'000 and taking it from there...but bear in mind if you crash the car or flip it over, you better have a blank cheque in your back pocket. Other costs such as tires, fuel, brakes and extras you may need are covered within that fee.

To put this all into a little more perspective let's compare equipment and part costs between a Top GT3 car and the Superbikes that both race in Macau on the same weekend.



AUDI R8 LMS  
LAURENS VANTHOOR  
#8 WINNER MACAU GT WORLD CUP 2016







## Tires

The number of tires that you need depends on the performances that you hope to get out of it.

A set of 4 tires for a GT car usually lasts for one hour and astonishingly USD 3'000 out of your pocket. Grid position in the GT race is very important due to a lack of opportunities in overtaking your opponent. There is no room except down into Lisboa and such an overtaking manoeuvre has to be set up right from exiting Melco Hairpin all the way down the Lisboa Straight for the breaking point. From San Francisco hill onwards you just have to follow the car in front of you without overheating it.

That means for qualifying you want a free lap which is difficult to set up. But if you succeed in finding the space a new set of tires will gain you one to two seconds a lap. Overall, you are easily looking at a tire bill of up to USD 15'000.

The motorcycles have been limited to only one free practice session, two qualifying sessions, a warm up and the race itself over 12 laps. Usually you start the free practice session on a fresh set of tires with a medium front and medium rear making it last the full 60 minutes. A set will cost around USD 480 except if you are sponsored by either Pirelli or Dunlop. For qualifying you start again with a fresh front and rear whereas towards the end of the session you throw in a super-soft qualifying tire, some use even two in this session. If you don't qualify for the first two rows you will be too far off the circling front on the first lap and the 'train' will be gone. So there goes another USD 860. For the warmup you re-use one of the sets from free practice or qualifying as its used for final checks and settings towards the race. For the race you of course put in a new set, totalling your tire bill to around USD 2'500.



## Fuel

The fuel costs depend purely on the fuel consumption achieved which is pretty easy to calculate for the bikes that are equipped with a 24 litre tank, lasting for around 45 minutes. This fuel will be provided by the organisers.

GT Cars in comparison have to pre-order their race fuel from the organiser's assigned provider and comes with a heavy price tag, between USD 9 to USD 10 per litre. A full lap of the 6.12 km circuit in a GT3 car will consume around 3.4 litres, which over the course of the Macau Grand Prix will be approximately 260 litres.

## GT Cars vs. Superbike

### – the basic costs

As mentioned earlier the full car ready to take on track you spend USD 700'000. A competitive Superbike (like Hickman, Rutter or Todd) is priced at around USD 70'000.

### Vehicle purchase

Whilst you order your GT3 homologated car from the manufacturer directly, spending a minimum of USD 550'000 in the process, a ready-to-go superbike doesn't really exist unless you buy a 'last season' bike from another team. These are usually priced at USD 50'000 up to USD 80'000 depending on engine specifications, suspension and electronics package. Otherwise, you go to your preferred dealership, purchase a 1000cc road bike (priced at USD 25'000 up to USD 45'000) and convert it to a Superbike, adding on all those parts you like and selling the OEM parts to recover some of the money that you need for the upgrade.





## Essential parts like brakes

The bill for your parts of course depends on how carefully you take the car around the track, trying to minimise the body repairs, and costs for steering related parts. With clean runs on both, bike and car, you should only need a set of brake pads. But again we see a huge difference in prices.

For the bike you need a set of two pads each side for a cost of USD 140 per side, plus a set of 6mm T-drive discs for about USD 1'000 depending. Most teams get these sponsored.

For a GT car most manufacturers use BREMBO or AP RACING brake systems. A full set all round will set you back another USD 6'500. You might need two complete sets over the race weekend, totalling the bill at USD 13'000.



## Staff

The most expensive

running costs for both cars and bikes are the resources you need for the staff.

The organisers have cut the budget for the bike teams from one rider accompanied by three mechanics down to two mechanics only. The number of rooms you need remains the same, with two rooms for ten days, provided.

A professional team setup will take along at least two mechanics, a data engineer and another helper so there are additional costs in terms of accommodation and flights. Salaries for the staff vary on the skills as in every motorsport. Mechanics receive an average of USD 300 per day, whereas a data engineer charges up to USD 1'000 a day. Therefore, most teams will make it a package deal for this event as the ten-day trip doesn't mean 10 days of work. Nevertheless, they all have to feed a family at home during their absence. So we calculate the staff related costs per rider still set you back USD 7'000.

GT Cars have a much higher demand for staff. Taking the usual team setup of two drivers, we also have a race and performance engineer, a crew chief each side of the garage, four mechanics per car and another two or three people to help with random jobs. Salaries are either based on annual contracts where Macau is basically a part of the season or paid at a daily rate. So make your own calculation, but don't forget to add on the flights and hotels, who's prices skyrocket during the GP period in Macau. Then add the F&B side as only a well-fed team will do the job. No wonder that you will face a total bill of USD 220'000 as a gentlemen or guest driver for a professional GT team... without damaging the car.





# CRAFT BAMBOO RACING (CBR)

Mercedes-AMG Team Craft-Bamboo Racing will participate in both weekends, which will see four-time Macau champion Darryl O'Young (HKG) return to the streets of Macau during the first weekend for the Greater Bay Area GT Cup.

The FIA GT World Cup will field two cars with Maro Engel and Daniel Juncadella, two drivers with a great record in Macau.

O'Young makes his return to the renowned Asian street circuit in hunt for redemption after a disappointing 2022 campaign, which saw his weekend end early due to a start crash in the Qualification race on Saturday.

The Hong Kong driver has plenty of experience at the narrow Guia Circuit, and is no stranger to Macau Grand Prix success, being a four-time overall winner and two-time independent class winner in the World Touring Car Championship.

And of course he is one of the favourites for the Greater Bay Asia GT Cup.

## A Special Livery for CBR

In Hopes to claim a hattrick in the Macau GT Cup the cars will feature two beautifully designed Evisu title sponsored Mercedes-AMG GT3s, which draw inspiration from the Evisu's streetwear brand language and Japanese origins.

The #77 Mercedes-AMG GT3 will sport a striking gold, red and black Evisu Racing livery, inspired from Japan's celebrated "The great wave off Kanagawa" artwork, along with the famous Japanese pufferfish, "fugu", placed over the door. The revered Japanese delicacy is well known throughout the world for its poisonous parts but delicate flavour, symbolic to the Macau track with similar unforgivingly close barriers, but regarded as one of the races that every driver wants to win. The livery will be instantly recognizable with Evisu's familiar Seagull placed on the doors and bonnet of the car.

On the other side of the garage, the #91 Mercedes-AMG GT3 showcases Evisu's top-of-the-line Kizzu range, which is specifically designed for younger children.

The car dons a blue base with star patterns and hot pink accents, including the famed Evisu Seagull on either side of the car. Adding to the playful Evisu Kizzu theme, the livery is finished off with adorable 'kawaii' characters that are incorporated throughout the design, symbolizing the collaboration with the Evisu Kizzu range. (see following pages)



MERCEDES-AMG GT3  
#88 MERCEDES-AMG Team CRAFT BAMBOO Racing  
FIA GT WORLD CUP MACAU 2019 - ALESSIO PICARIELLO







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# 全力贊助

## 出戰第70屆澳門格蘭披治大賽車 GT 盃賽事



歐陽若曦  
Darryl O'YOUNG



晏高  
Maro ENGEL



真卡迪拿  
Daniel JUNCADILLA







The 2015 introduced Mercedes-AMG GT3 immediately set new benchmarks. Its successor, unveiled in 2019, is probably the most user-friendly GT3 car on the market. Yes, it sounds like an old car but its look is genuine and equipped with the right driver still to find at the very front of the grid. It has received its latest EVO upgrade in 2020. Another upgrade might appear very soon as the latest AMG GT will hit the road next year.

#### Technical specification

Driveline layout:	Rear-wheel drive
Engine:	AMG 6.3-litre V8 naturally aspirated engine (front mounted) 6208 cc - 550 bhp - 650 Nm
Transmission:	Sequential AMG 6-gear racing gearbox
Weight:	1285 kg
Price:	USD 441'000.00 plus tax and options

*“As a driver, I'm always excited to be back for the Macau Grand Prix. This year will be my 19<sup>th</sup> year competing at this event where I'll be going for my 5<sup>th</sup> overall win. This season I've been concentrating on business and family, so I haven't been able to race very often. Therefore I took the decision to sit out of the World Cup this year and compete in the Macau Greater Bay Area GT Cup. Our goal as a team is to take victories on both weekends, not an easy feat but we are up for the challenge.”*

**Daryl O'Young (HK) - Greater Bay Asia GT Cup**





"Macau is always a really special highlight on the race calendar. I have been able to celebrate many great achievements here and I will try to repeat the victory from last year and to bring the title to Affalterbach again. The event has been returned to the FIA GT World Cup for the first time since 2019. The race is expected to have an even stronger entry and to be a spectacular affair for all motorsport fans."



MERCEDES-AMG GT3  
#888 MERCEDES-AMG Team GRUPPE M Racing  
FIA GT WORLD CUP MACAU 2019 - MARO ENGEL



MSZ-77

Maro ENGEL (GER) - CRAFT BAMBOO Racing







MERCEDES-AMG GT3  
#50 MERCEDES-AMG Team DRIVING ACADEMY  
FIA GT WORLD CUP MACAU 2017- DANIEL JUNCADELLA



Daniel JUNCADELLA (ESP) - CRAFT BAMBOO Racing

*"Being back in Macau after six years is something very special for me. In Formula 3, I was able to win in Macau in 2011, which was a pivotal point in my career. It is one of the most demanding races of the year with many top-notch drivers in the field. I am looking forward to racing with Mercedes-AMG Team Craft-Bamboo Racing together with Maro."*





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Raffaele MARCIELLO (CHE)  
Team LANDGRAF

*"Macau is always special, even last year when it wasn't the World Cup. For sure, 2019 was one of my biggest victories. I always wanted to win Macau, so be able to win it was special. This year will not be easy, the competition will be really high, but we do our best to try to win it again."*



MERCEDES-AMG GT3  
#999 MERCEDES-AMG Team GRUPPE M Racing  
FIA GT WORLD CUP MACAU 2019 - RAFFAELE MARCIELLO



Mercedes - AMG GT3



The Audi R8 LMS is one of the most successful GT3 race cars. But it has also aged a little as Audi will stop producing the R8. The last update was introduced in 2021 presenting the EVO II - a revised mid-engine sports car that has been specifically tailored to the requirements of private customer teams with a moderate price tag.

#### Technical specification

<i>Driveline layout:</i>	Rear-wheel drive
<i>Engine:</i>	90° V10 engine with 5.2 litres 5200 cc - 585 bhp - over 550 Nm
<i>Transmission:</i>	6-speed sequential gearbox
<i>Chassis:</i>	Cast-aluminium nodes with carbon fibre and aluminium bodywork
<i>Weight:</i>	1235 kg
<i>Price:</i>	USD 460'000.00 plus VAT and options



AUDI R8 LMS GT3  
#10 AUDI SPORT ASIA Team ABSOLUTE  
2<sup>ND</sup> MACAU GT CUP 2022 - EDOARDO MORTARA



Edoardo MORTARA (CH) - Audi Sport Asia Team ABSOLUTE

Audi R8 ELMS GT3 EVO II





Kevin ESTRE (FRA) - HubAuto Racing

*"I'm glad to be heading back to Macau after four years away! It's one of my favourite tracks and always puts on a stunning event. I can't wait to work with HubAuto Racing, my best previous result in Macau is second, so I'm hoping to do better this time around."*

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PORSCHE 911 GT3R  
#912 ABSOLUTE Racing  
FIA GT WORLD CUP MACAU 2019 - KEVIN ESTRE

PORSCHE 911 GT3R (992)





# PORSCHE 911 GT3R (992)

## Technical specification

<i>Driveline layout:</i>	Rear-wheel drive	<i>Chassis:</i>	Lightweight body-in-white intelligent aluminium-steel design with carbon fibre bodywork
<i>Engine:</i>	Six-cylinder boxer engine (rear mounted) 4194 cc - 565 bhp - 470 Nm	<i>Weight:</i>	1250 kg
<i>Transmission:</i>	Porsche 6-speed sequential dog-type gearbox	<i>Basic Price:</i>	USD 520'000.00 plus VAT and options, ex works



PORSCHE 911 GT3R  
#11 TORO Racing  
3<sup>rd</sup> MACAU GT CUP 2022 - ALEXANDRE IMPERATORI



*"I'm really looking forward to Macau, it's been a while since I raced here and is one of my favourite events. It's a very exciting track and a great way to end the season. I've had my fair share of experiences and success in Macau in past years, so I'm looking to add to that. TORO Racing is a strong team and hopefully we'll be able to end the 2023 campaign on a high."*

**99**



**Laurens VANTHOOR (BEL)**  
TORO Racing



8582-120



**Matteo CAIROLI (ITA)**  
**ABSOLUTE Racing**

*"I'm thrilled to be competing in my first ever FIA Macau GT World Cup race. It's been a long wait but I'm both proud and happy to have this opportunity.*

*I've been preparing by studying the track, watching onboard and I'm determined to be as ready as possible. I can't wait to get started and I'm sure it's going to be an amazing experience."*



**spark**

PORSCHE 911 GT3R  
#911 ABSOLUTE Racing  
FIA GT WORLD CUP MACAU 2019 - ALEXANDRE IMPERATORI



**PORSCHE 911 GT3R (992)**





Earl BAMBER (NZL)  
D2 Racing Team

*"I'm really looking forward to the Macau Grand Prix and it is great to have D2 and TW Racing on board alongside Porsche. Last time I was in Macau I finished third, it is one of my favourite tracks in the motorsport world so I'm looking for another strong performance.*

*Very proud to bring the Earl Bamber Motorsport team to the event and I can't wait to represent Porsche and bringing the fight!"*



PORSCHE 911 GT3R  
#911 PORSCHE Team MANTHEY  
4<sup>TH</sup> MACAU GT WORLD CUP 2016 - EARL BAMBER



PORSCHE 911 GT3R (992)



# Ferrari 296 GT3

## Technical specification

<i>Driveline layout:</i>	Rear-wheel drive
<i>Engine:</i>	F163CE 120° V6 Twin - Turbo 2992 cc - 600 bhp - 712 Nm
<i>Transmission:</i>	Xtrac 6-speed sequential gearbox
<i>Chassis:</i>	Aluminium spaceframe and carbon
<i>Weight:</i>	1250 kg
<i>Price:</i>	start from USD 600'000.00



**Daniel Gardano SERRA (BRA)**  
**HARMONY Racing**

The 296 GT3 marks the return to the track of a six-cylinder engine Ferrari. A 120° vee configuration with equally-spaced firing was introduced for this car's V6 combustion engine. Built on the road-going 296 GTB model, the new racer from the Prancing Horse will take over from the current 488 GT3 starting in 2023 and move from the existing V8 engine to a 3.0-liter twin-turbo V6.



With the 488 GT3, Ferrari brought the turbo engine back to covered-wheel competition, more than 20 years after the legendary F40.

#### Technical specification

Driveline layout:	Rear-wheel drive
Engine:	Twin - Turbo V8 90° VVT 3902 cc - 600 bhp - 700 Nm
Transmission:	Getrag 7-speed F1 gearbox
Chassis:	Aluminium and carbon fibre
Weight:	1280 kg
Price:	start from USD 614'000.00

*"I am delighted to represent Harmony Racing again in the Macau Grand Prix and the Macau GT Cup. This race has always been one of the year's most special and important events, and this will be my fourth consecutive edition. I feel enthusiastic. I have prepared a lot for the race, particularly with the simulator, and I've done some testing on the track. I aim to perform to the best of my ability to achieve a good result, aware of the quality of the drivers competing in this category".*



**CHEN Weian (CHN)**  
**HARMONY Racing**



**Ferrari 488 GT3 Evo**





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THE SALE OR SUPPLY OF ALCOHOLIC BEVERAGES TO ANYONE UNDER THE AGE OF 18 IS PROHIBITED



With the BMW M4 GT3, the BMW M Motorsport product range has had a new figurehead since the start of the 2022 season. The new GT3 car succeeds the BMW M6 GT3 and offers BMW M Motorsport teams and drivers all over the world the opportunity to challenge for victories and titles in a GT3 model based on the latest generation of BMW M4. The biggest improvements compared to the BMW M6 GT3 are in three areas: driveability, cost efficiency and operation.

Reviewing recent test of the all new M4 GT3 you have to put your money on BMW this year. That car is quick and if the Balance of Performance won't restrict the car too much it should be hard to beat on the straights.



#### Technical specification

<i>Driveline layout:</i>	Rear-wheel drive
<i>Engine:</i>	P58 straight six (front mounted) 2993 cc - 590 bhp - 699 Nm
<i>Transmission:</i>	Xtrac 6-speed gearbox
<i>Weight:</i>	1285 kg
<i>Price:</i>	USD 530'000.00 plus competition package priced at USD 55'000

**BMW M4 GT3**

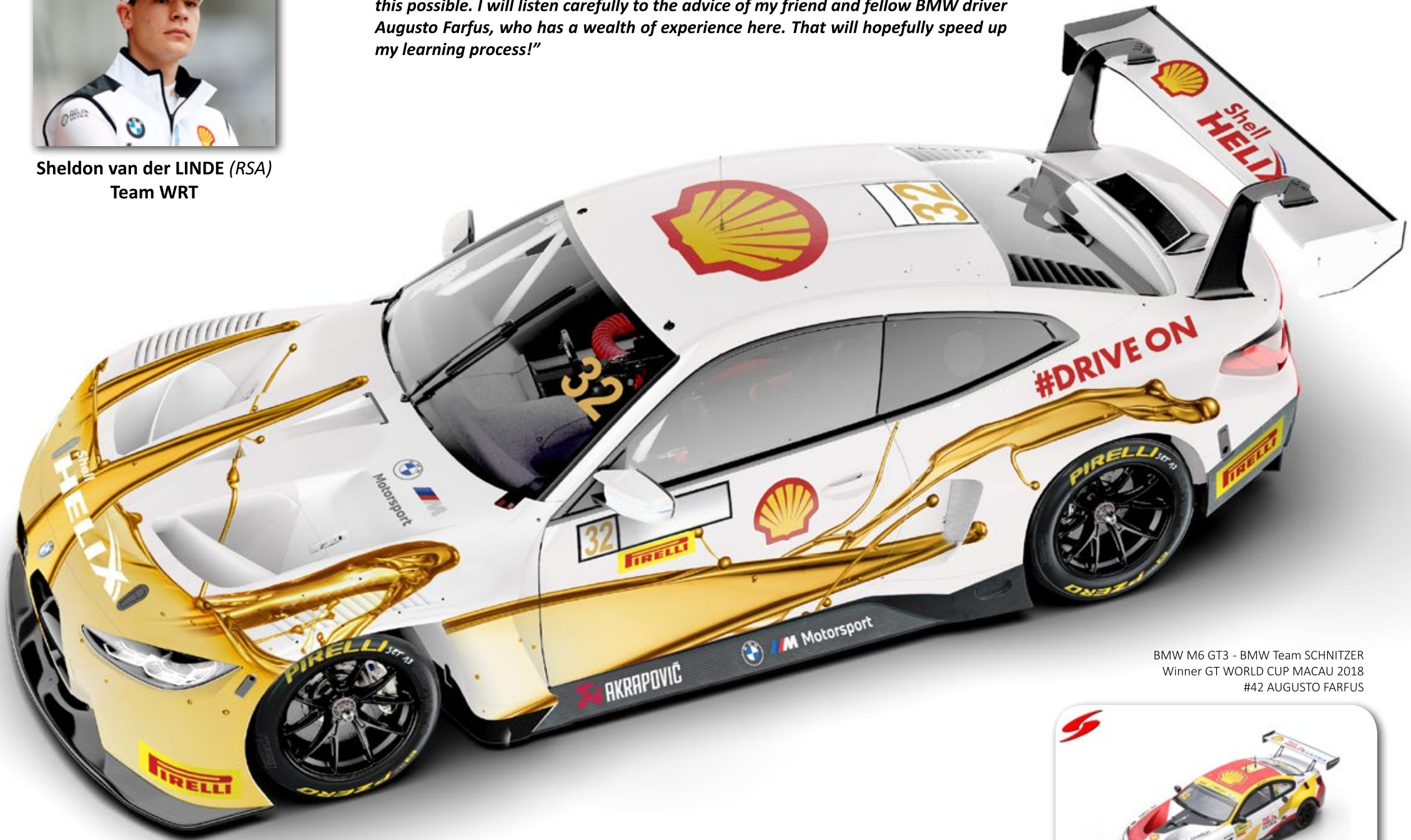




**32**

*"I grew up with the race in Macau and watched it every year. I always hoped that I would one day get the chance to drive here myself. That opportunity has come along, and I am incredibly grateful to BMW M Motorsport and my partner Shell for making this possible. I will listen carefully to the advice of my friend and fellow BMW driver Augusto Farfus, who has a wealth of experience here. That will hopefully speed up my learning process!"*

Sheldon van der LINDE (RSA)  
Team WRT



BMW M6 GT3 - BMW Team SCHNITZER  
Winner GT WORLD CUP MACAU 2018  
#42 AUGUSTO FARFUS

**BMW M4 GT3**







BMW M6 GT3 - ROWE Racing DTM 2021  
#31 SHELDON VAN DER LINDE

*"Macau is a magical place, and a very emotive one for me personally. The event is definitely one of the highlights of the season and I feel honoured to be able to represent BMW M Motorsport here again. I have enjoyed a lot of success here in the past, particularly my victory in 2018. I am confident that we will have a very strong package this year."*



Augusto FARFUS (BRA)  
ROWE Racing







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