

# INSIDE

*The 50th Macau Motorcycle Grand Prix*





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**Golden Cobwebs**

The first thing you'll notice about this edition of INSIDE is the acreage allocated to the bikes.

There are several reasons - the 50<sup>th</sup> running of the Macau Motorcycle Grand Prix is only the half of it (by the way, hope you enjoy our blast down Memory Lane peppered with those nostalgic black and white photos).

It also happens to be INSIDE's 10<sup>th</sup> Anniversary, so with bike DNA coursing through the INSIDE team's veins it was only natural we indulge ourselves. Looking back over the decade, we like to think we made a difference within and beyond the biking fraternity and contributed in small part to the phenomenal rise in popularity that the motorcycle event, and its characters, enjoy today at the Macau Grand Prix.

Regular readers will not have missed the fact that we keep pushing the message about the importance of sponsorship for the riders (and drivers, come to that) because the sorry truth is that there really are no free dinners. With the Macau Sport Development Board now in the organizing driving seat, the government's aspirations to nurture Macau as a World Centre of Tourism and Leisure, and the Administration's inclusion of sport and tourism partnerships prominently included in Macau's new Five-Year Plan, the scene is set for a real sea-change in the way the city is perceived.

All this, and the exciting prospect of the Tourism Activities Centre (CAT) building about to be given a head-to-toe makeover for an interactive Grand Prix Museum worthy of the new technology-driven century.

Corporate sponsors, I ask you: when will there ever be a better opportunity than now to build on the golden legacy of the Macau Grand Prix to take it to the next level?

It's almost a cliché to mention how Macau is changing: but guess what . . . the region, the world, is changing around us, too, so with all this competition nipping at Macau's heels – and that includes the Grand Prix – it could just be the right time for everyone associated with it to up their game. We've been blessed with the best when it comes to riders and drivers. Let's keep them coming.

*Mike Armstrong* (Editor-in-Chief)

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# FIA GT World Cup

Numerous series dotting the globe but only one race decides the FIA GT World Cup championship - here in Macau. Maro Engel says the race is a veritable who's who of GT racers, observing: "The biggest manufacturers in the world are throwing their works cars and their best works drivers at it to try and win. The level of competition is incredible".

# Promises to be a Humdinger

presented by



The second year boasting World Cup status, the Macau Grand Prix has a history of attracting the best of the best to a street circuit skirmish for GT supremacy. The field of 24 drivers represents the best of the GT3 racing world and a broad contingent of series and manufacturers.

"GT3 race meetings take place on the best circuits in the world, but in holding the FIA GT World Cup event at the Macau Grand Prix we've captured a unique racing heritage and one of the most exciting motorsport backdrops", says FIA GT Commission Mr. Christian Schacht.

"It is an end of year showcase of talent and a showdown for the world's best manufacturers, customer teams and drivers. Judging by the quality and variety of entries, the second running of the race will cement the World Cup as a fixture on the global motorsport calendar".

For the FIA, the creation of a GT World Cup is a way of harmonising all GT championships raced all over the world since it is imperative to contest a series recognised by the FIA and based on FIA GT3 technical regulations in order to be eligible for qualification for the GT World Cup.

The exclusive format in 'exotic' Macau creates considerable media coverage and has become an absolute must in the roll-call of honour for GT drivers and manufacturers alike.

Drivers compete in two races over 12 laps in qualifying and 18 laps in the race itself along the fast straights and tight technical turns of Macau's Guia Circuit.

The FIA GT World Cup sees teams and drivers pushing the limits further than in any other calendar GT race. In stark contrast to multistint endurance events where compromises

are required, Macau's single driver status means cars are tuned precisely to their pilot and aggressively specified for the relatively short event.

The 2016 race will see a heated battle among a diverse grid. The field is headed by 2015 FIA GT World Cup winner Maro Engel, chasing a consecutive World Cup victory in the Mercedes AMG Driving Academy AMG GT3. The German will have to battle it out with DTM driver and Macau veteran Edoardo Mortara among others for the World Cup.

The Audi R8 LMS is the first race car developed by Audi Sport specifically for customer teams. The qualities of the mid-engined sports car are legend.

Since 2009, Audi has firmly established itself in the growth market of international GT3 racing - on a sporting level, the brand is credited with 28 championship victories. In 2015, Audi unveiled a fundamentally new R8 LMS, which sets new benchmarks in terms of aerodynamics, lightweight design and safety areas.

The Audi R8 LMS has a 5.2L 90 V10 DOHC engine with sequential 6-speed gearbox and aluminium chassis, with horsepower ranging from 496 to 570. Over the past two years, the racing car has won several overall titles in Australia, Asia and Europe. The Audi Sport Team WRT won the 24h Nürburgring with the new R8 LMS and will try its luck in Macau on the Guia Circuit.

<i>Engine:</i>	Rear-mounted V10
<i>Displacement:</i>	5200 cc
<i>Power:</i>	570 hp
<i>Torque:</i>	500 nm
<i>Gear:</i>	6 gears, paddle shift
<i>Chassis:</i>	Carbon-fibre composite/ aluminium bodywork
<i>Weight:</i>	1250 kg



**Audi R8 Coupe**



**Audi R8 LMS (Ultra)** ..



**Edoardo  
Mortara**

Edoardo Mortara - dubbed 'Mr. Macau' - heads the list of former Macau GP champions with three wins. His victory series in two Formula 3 (2009-2010) and three GT Cup races (2011-2013) took a dent last year when a 20-second penalty bumped him from second place to 'only' finishing sixth.

As last year, he will drive for the Audi manufacturer team, piloting the Audi Sport Team WRT in this year's World Cup. After successful DTM seasons for Audi, finishing fifth in 2014 and fourth in 2015, not to mention second in this year's DTM championship, the talented French-Italian driver has very high hopes - and a good chance - of snatching this year's World Cup.

At the age of only 16, Vanthoor made the transition from karting to driver of single-seaters. Skipping the junior formulas he went straight into the German F3 in 2008. One year later, he became the youngest F3 champion ever, winning eleven races, an incredible record that stands to this day. Another record was set in 2008 when he became the youngest driver ever to compete in the Macau F3 GP, snatching a highly respectable 6<sup>th</sup> place.

In 2012, he switched to GT and in only three years became one of the most successful GT drivers in the motorsport world. Winning the FIA GT title in 2013, he won the Blancpain Endurance Title, Blancpain GT title, and finished victorious in the Spa 24h in 2014. After winning the 24h Nürburgring in 2015, an injury caused by a crash in October last year forced him to skip the 62<sup>nd</sup> Macau GP. The 2016 season started out great with a win in Dubai's 24h race. More motivated than ever for his favourite track, he is eager to attack the podium again this year.



**Laurens  
Vanthoor**



This year, BMW Motorsport wants to add another chapter to its success story in GT racing with the all-new BMW M6 GT3 replacing the BMW Z4 GT3, which has been in action since 2010. The powerful heart of the BMW M6 GT3 is based on the 4.4-litre production engine with M TwinPower Turbo Technology, as used in the BMW M6 Coupé. The only modifications have been made to the oil supply and intercooling. Depending upon classification, achieved output reaches a chops-smacking 585 hp.

The development of the BMW M6 GT3 incorporated all the experience that BMW Motorsport had gained with the car's successful predecessor. The position of the power train further lowers the centre of gravity thus improving performance, while the transaxle gearbox ensures that the weight is perfectly distributed between the front and rear axles.

The positioning of the driver's seat towards the centre of the car and the long wheelbase make driving the BMW M6 GT3 a unique experience.



**BMW M6 GT3**



**BMW M6 Coupé**





**Nicky  
Catsburg**

Nicky Catsburg is an ex-Formula Ford Champion and Formula Renault podium finisher who has enjoyed a great deal of success in Endurance and GT Racing. Nicky is excited and also a little nervous about his Macau debut.

His impressive CV includes wins in the Blancpain Endurance Series, Sprint Series and VLN, as well as outings in the European Le Mans Series, GT Open and Dutch GT Championship. The dicing Dutchman joined the Lada Sport Rosneft ranks partway through the 2015 FIA WTCC season.

In the WTCC, Catsburg scored his first win in front of the Lada home crowd in Moscow having already claimed several podium finishes for the Russian badge. For him, 2016 has been an exciting, if intense, season, finishing 2<sup>nd</sup> in the Daytona 24 Hours with the Black Swan Racing Porsche 991 GT3 R. With the brand new factory BMW M6 GT3 race car he has participated in several 24h races and most of the Blancpain Endurance Series.

<b>Engine:</b>	Front-mounted V8 Twin Turbo
<b>Displacement:</b>	4397 cc
<b>Power:</b>	up to 585 hp
<b>Torque:</b>	700 nm
<b>Gear:</b>	6 gears, paddle shift
<b>Chassis:</b>	Carbon fibre exterior/ aluminium frame
<b>Weight:</b>	< 1300 kg





## ***Bentley Continental Coupe***

The Continental GT3 race car has a repositioned to the rear of engine bay 4.0L V8 twin-turbo engine pushing out approximately 500 hp and an Xtrac 6-speed sequential transaxle gearbox. As such, it is probably the most uncompromising and focused race car Bentley has ever produced. Bentley entered fully into the competition in the Blancpain GT Series in 2014 with the Continental GT3 after completing FIA homologation.

The factory team won the Silverstone round of the Blancpain Endurance Series in May 2014 and 2015 Blancpain Sprint Series. In the 2015 Blancpain Endurance Series the Continental GT3 wrapped up the season just three points shy of winning the championship, earning second place.



## ***Bentley Continental GT3***



<i>Engine:</i>	Front-mounted V8 Twin Turbo
<i>Displacement:</i>	3993 cc
<i>Power:</i>	507 hp
<i>Torque:</i>	700 nm
<i>Gear:</i>	6 speed transaxle
<i>Chassis:</i>	Carbon fibre exterior/ aluminium - steel frame
<i>Weight:</i>	1300 kg

Adderly Fong is a Hong Kong racing driver. His career started in 2004 and he is currently competing in the GP3 Series with Jenzer Motorsport and in the Audi R8 LMS Cup with Kamlung Racing, being the reigning series champion.

He also completed the legendary 24h Le Mans in June 2014 with Oak Racing Team Asia, finishing 11<sup>th</sup> overall and 7<sup>th</sup> in the LMP2 class. In 2015, he was a test driver for the Lotus F1 Team. Fong raced in Macau in 2010 and 2011 with his best result a 10<sup>th</sup> finish.



Forty years after unveiling Ferrari's first ever mid-rear-engined V8 Berlinetta, the 308 GTB, nicknamed "Magnum, P.I. Ferrari", the 488 series opens a new chapter in its V8 history as the series is the only second turbocharged Ferrari of the modern era. 488 refers to the individual cylinder capacity of the new 3902cc twin-turbo V8 that brings 670hp down to the asphalt.

The 488 GTE and GT3 versions debuted last November at the Ferrari Finali Mondiali and are replacing the 458 Italia in GT competition worldwide in 2016. The update brings massive performance, revised looks with improved aerodynamics and is set to deliver greater fuel economy.

The street version 488 GTB (Gran Turismo Berlinetta) also delivers unparalleled performance and makes that extreme power exploitable and controllable to an unprecedented level even by less expert drivers.



**Ferrari 488 GTB**



Yoshimoto started his racing career in 1999 in the FJ1600 series, moved up to Japanese F3 in 2001, joined the GP2 series in 2005, and debuted in the WTCC championship in 2011. He has raced F3 twice in Macau with his best result in 2002 running 5<sup>th</sup>.

In addition to his racing, he is the vocalist for Japanese rock band DOA under the moniker of Daiki Yoshimoto.



**Hiroki  
Yoshimoto**

## Ferrari 488 GTE



Engine:	Rear-mounted Twin Turbo V8
Displacement:	3999 cc
Power:	659 hp
Torque:	760 nm
Gear:	6 speed F1 RWD
Chassis:	Carbon fibre / aluminium frames
Weight:	1260 kg

Forty years after unveiling Ferrari's first ever mid-rear engine V8 Berlinetta, the 308 GTB - nicknamed the 'Magnum, P.I. Ferrari' - the 488 series opens a new chapter in its V8 history as the series is the only second turbocharged Ferrari of the modern era: 488 refers to the individual cylinder capacity of the new 3902cc twin-turbo V8 that puts 670 hp onto the asphalt. The update brings massive performance, revised looks with improved aerodynamics and is set to deliver greater fuel economy. The street version 488 GTB (Gran Turismo Berlinetta) also delivers unparalleled performance and makes that extreme power exploitable and controllable to an unprecedented level, even by less expert drivers.



## ***Mercedes AMG GT***

After the SLS AMG, it is the second sports car developed entirely in-house by Mercedes-AMG. Mercedes-AMG presented the AMG GT3 in 2015, a race version of the AMG GT that debuted GT races only this year. It employs the 6.2L V8 naturally aspirated engine also used in its predecessor SLS AMG GT3. The chassis consists largely of reinforced carbon fibre to decrease the vehicle's weight to under 1300 kg to comply with FIA regulations. You may have already spotted the street version as a Formula 1 safety car.





**Maro Engel**

Maro Engel started his racing career in karting 20 years ago. He raced for several Formula 3 series (2001-2007) and the DTM (2008-2011) followed by V8 Supercar and several other GT races. As a longtime Mercedes-AMG works driver he assisted in the development of the new Mercedes-AMG GT3.

Open to new challenges, he debuted in August in the current Formula E. Enjoying a special relationship with the narrow streets of Macau, he won Macau's 2014 and 2015 GT Cups with the Mercedes SLS AMG GT3. Will the new AMG GT3 bring Engel the ultimate hat-trick and embed him in FIA's GT World Cup and Macau GP's history books?

Let's see.



**RENGER VAN DER ZANDE**

With podiums in international karting, a championship in the Formula Renault 2.0, many podiums and victories in the international Formula 3 Euroseries and British F3 makes him a promising driver. Engel's team colleague since 2011, Van der Zande demonstrated his physical and mental skills once again, claiming 2<sup>nd</sup> in the 2016 Nürburgring 24h and Spa 24h.

The experienced driver will undoubtedly prove his skills to spectators on his "favourite racetrack" in his eighth Macau race. After four Formula 3 rides, it's time for his fourth GT race in Macau after running up 4<sup>th</sup> place in last year's World Cup. With two such Macau-experienced drivers, Mercedes has a very good chance of picking up the manufacturers' trophy again in 2016.



Engine:	Front-mounted V8
Displacement:	6208 cc
Power:	500 hp
Torque:	600 nm
Gear:	6 gears RWD
Chassis:	Aluminium
Weight:	1300 kg



The Lamborghini Huracán (Spanish for 'hurricane') had the burden of replacing Lamborghini's sales leader and most produced car, the Gallardo. Debuting in 2014, it has various components in common with the Audi R8, due to the utilisation of Volkswagen Group sports car technology.

The Huracán GT3 is powered by a 560 hp naturally aspirated 90 V10 engine with a displacement of 5.2 litres derived from the street version of the Huracán. With rear-wheel drive, the Huracán GT3 is equipped with a Hör 6-speed sequential.

## ***Lamborghini Huracán***





Lisbon-born and Macanese local André Couto enjoyed a lucrative karting career before moving on to cars in the mid-nineties. He has been a regular at Macau in F3, touring cars and GT for many year, debuting in Macau's 1995 GP when he was only 18 years old.

Most notably, he achieved a sensational race win in the F3 Macau GP in 2000 and won Japan's Super GT GT300 Championship in 2015. Last year, he finished 11<sup>th</sup> in the McLaren 650s GT3 for FFF Racing.

So let's see what he can bring on this year in the Lamborghini Huracán GT3.



**Andre** **55**  
**Couto**

**Engine:** Rear-mounted V10  
**Displacement:** 5204 cc  
**Power:** 560 hp  
**Torque:** 560 nm  
**Gear:** 6 gears paddle shift  
**Chassis:** Hybrid chassis made of aluminium and carbon fibre  
**Weight:** 1230 kg

**Lamborghini Huracán GT3**

It is impossible to imagine the sports race car world without the iconic Porsche 911 series. Porsche has long had a model straddling the one-make-series-special 911 GT3 Cup and the Le Mans-destroying 911 RSR: the GT3 R, specially developed for the GT3 class.

Wins at the 24 Hours Le Mans, Nürburgring 24 Hours and many GT3 series have been achieved. The rear-mounted 4.0L 6-cylinder boxer produces over 500 hp, combined with a 6-speed sequential gearbox and steel chassis.

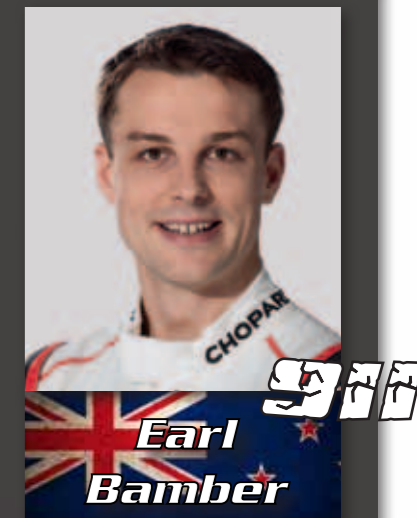


**Porsche 911 GT3 R5**



Kiwi Earl Bamber is currently competing as a factory driver for Porsche in the FIA World Endurance Championship GTE class, North American WeatherTech SportsCar Championship, GT Le Mans class and the VLN Endurance Racing Championship Nürburgring.

He is the 2014 Porsche Supercup and double Porsche Carrera Cup Asia champion despite being part of the winning team of the 2015 24h Le Mans Cup. Bamber enters the Macau GP with the manufacturer Manthey Racing team and colleague Kevin Estre in a bid to snatch the title that eluded them after last year's unfortunate collision in the first round.



# Porsche 911 GT3 R

Engine:	Rear-mounted Boxer 6
Displacement:	3996 cc
Power:	507 hp
Torque:	460 nm
Gear:	6 speed RWD
Chassis:	Aluminium - Steel composites
Weight:	1250 kg



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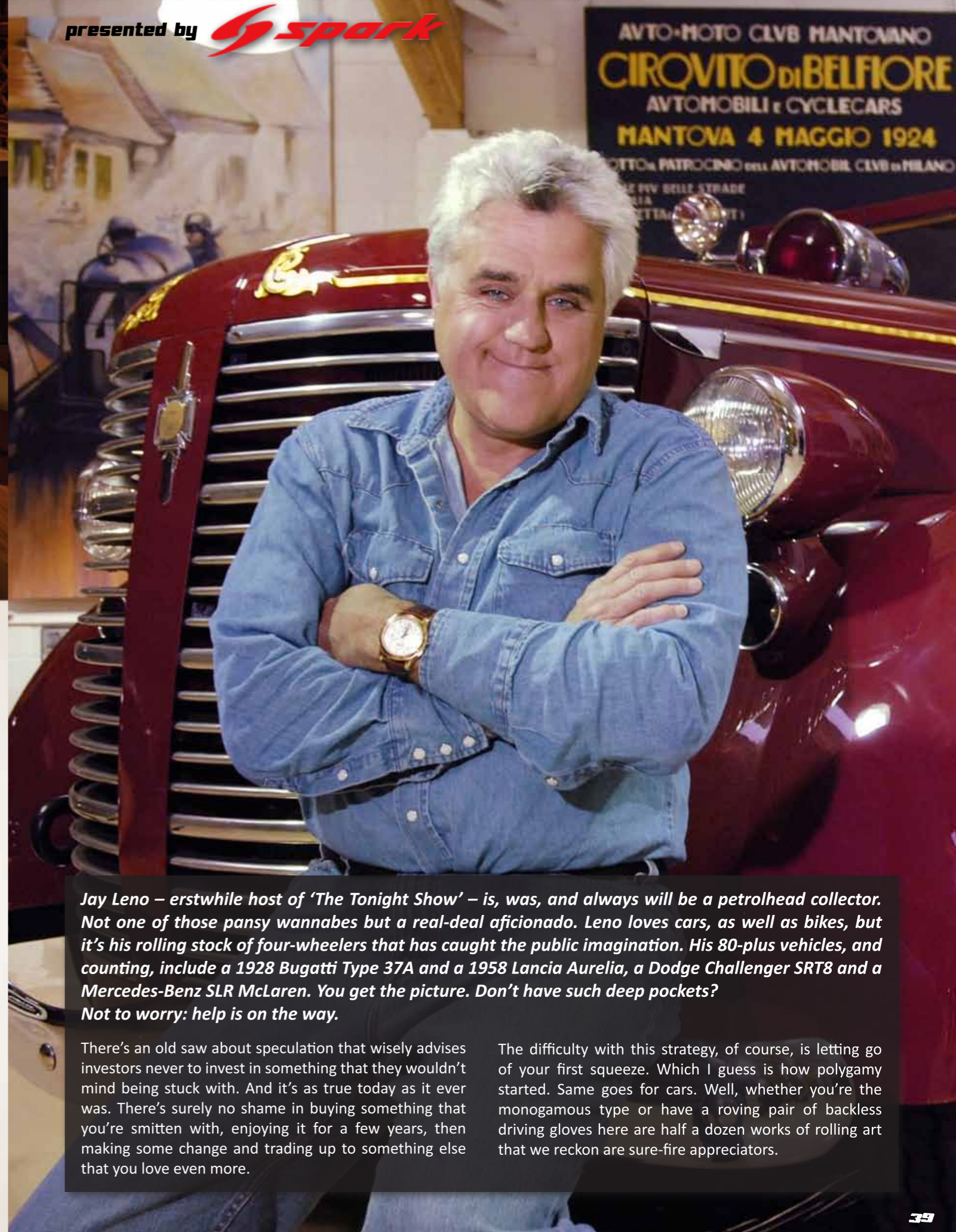
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# THE SMITTEN

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*Jay Leno – erstwhile host of ‘The Tonight Show’ – is, was, and always will be a petrolhead collector. Not one of those pansy wannabes but a real-deal aficionado. Leno loves cars, as well as bikes, but it’s his rolling stock of four-wheelers that has caught the public imagination. His 80-plus vehicles, and counting, include a 1928 Bugatti Type 37A and a 1958 Lancia Aurelia, a Dodge Challenger SRT8 and a Mercedes-Benz SLR McLaren. You get the picture. Don’t have such deep pockets? Not to worry: help is on the way.*

There’s an old saw about speculation that wisely advises investors never to invest in something that they wouldn’t mind being stuck with. And it’s as true today as it ever was. There’s surely no shame in buying something that you’re smitten with, enjoying it for a few years, then making some change and trading up to something else that you love even more.

The difficulty with this strategy, of course, is letting go of your first squeeze. Which I guess is how polygamy started. Same goes for cars. Well, whether you’re the monogamous type or have a roving pair of backless driving gloves here are half a dozen works of rolling art that we reckon are sure-fire appreciators.

# Achtung! BMW M6 E63 / E64



The original M6 was one of the best loved coupes BMW ever built. Introduced in 2005, the car was hugely impressive although a little less endearing. If you don't mind sacrificing some personality for a whole lot of capability, there's very little that can get close to the M6. It demands respect.

The M6 is powered by an engine that features two banks of five cylinders, together developing 507 bhp and more than 500 Nm of torque. It rocket to 60mph in 4.4 seconds and if the electronic limiter didn't call a halt to proceedings at 155mph the car would comfortably exceed 180mph.

The enormous brakes will haul it from 62mph to a standstill in just 36 metres, a full 19 metres less than the Highway Code demands. Around Germany's legendary Nürburgring, the M6 regularly turned in sub eight minute laps during testing, the mark of a true supercar performer. A revised DSC stability control system was also developed specifically for the M6. This features three settings; the default mode offering the full safety net of electronic features.

A M-Dynamic mode allows the enthusiast driver to let it hang out a little, the system allowing a little sideslip and opposite lockery, while for the genuine hooligan and determined tyre fryer, a third press of the button disables the system completely although it takes a very skilled and committed driver. This pleasure can possibly be yours for the exiguous sum of around USD 37'000.



**Manufactured:** 9'087 from 2005 - 2010  
**Engine:** Front-longitudinal V10  
**Displacement:** 4999 cc  
**Power:** 507 hp @ 7750 rpm  
**Torque:** 520 nm @ 6100 rpm  
**Gear:** 7 speed auto or manual  
**Chassis:** Lightweight body panels including carbon fibre roof  
**Weight:** 1710 kg

# Sayonara, Honda

## S2000



A casual observer might think the S2000 was simply Honda's way of moving into Miata territory. This assumption is wrong. It was more like the Miata's psychotic axe murderer cousin who had just escaped from prison and had a long list of police officers, prosecutors and ex-girlfriends it needs to mete out revenge to.

The 2008-09 Honda S2000CR – As affordable roadsters go, the S2000 is far more entertaining than anything you're likely to get your hands on with the possible exception of the BMW Z3 M roadster. Torque and horsepower are incredibly satisfying, with horsepower peaking at around 240 for a remarkable 8,300 rpm. Famously, with 120 horsepower per litre, the engine had the highest specific output of any normally aspirated production engine in the world.

Fewer than 700 were built over two model years and most have been put to their intended use and tracked to death. Surviving gently used examples are blue chip Japanese collectibles which now fetch about USD 25'000.

Years from now, when people are looking for affordable, fun used sports cars, the S2000 will no doubt be a very popular choice. It offers a very particular set of thrills that is hard to duplicate, and could prove to be an inscrutable choice.

**Manufactured:** from 1999 - 2009  
**Engine:** Front-longitudinal Inline 4 cyl  
**Displacement:** 2157 cc  
**Power:** 250 hp @ 9000 rpm  
**Torque:** 220 nm @ 6400 rpm  
**Gear:** 6 speed, manual  
**Chassis:** High X-bone frame/ with aluminium body panels  
**Weight:** 1260 kg



# Aloha, Ferrari 308

It was a dashing detective in Hawaii rather than numerous Le Mans and F1 victories that put Ferrari on the map for the average American in the early 1980s. Every week, the opening sequence of 'Magnum, P.I.' showed his 308 fishtailing down the road, throttle mashed, the top's centre section always removed to let the sun shine in . . . although in truth it was to allow more headroom for the six-foot, four-inch Tom Selleck.

Beautiful, fun to drive, and reliable when properly maintained, this Ferrari's immense popularity when new has somehow translated into prices at reasonable levels today, allowing you to enjoy the legend for less than the price of your neighbour's CTS or mid-size sport/utility. And because 308s were made in such great numbers, you don't need Gil Grissom and crew to find you one.

The model designation stands for 3.0 litres and eight cylinders, and, contrary to popular belief, the Magnum Ferrari wasn't the first 308. To most petrolheads, 'three-oh-eight' means the GTB (for Berlinetta coupe) or GTS (for Spider, an open-roof model), a curvaceous Ferrari with Pininfarina coachwork, simply beautiful. The 308 GTB was an instant hit with the automotive press.

'It's everything a race-bred Ferrari should be', Motor Trend gushed. 'Lean, taut, and full of sound and fury, a little brother to the redoubtable Boxer and a definite descendant of the 246'. Up to its introduction, the six-cylinder 206/246 and eight-cylinder 308 GT4 sported Dino badging, making the 308 GTB the first non-12 cylinder Ferrari to use the coveted name. The GTB was also Ferrari's first road car to be clothed in a fibreglass body.



The 308 chassis followed Ferrari tradition and was made of steel tubes. Suspension front and rear was independent, with unequal-length A-arms, coil springs, hydraulic shocks, and anti-roll bars. Brakes were ventilated discs, and the transmission a standard five-speed with the famed gated shifter.

The all-aluminium, transverse-mounted 2927cc V-8 was topped by DOHC and four 40DCNF Weber carburetors, good for 240 horsepower in U.S. model form. European cars also had a dry-sump oiling system, while U.S. cars had a more traditional wet sump.

You can park a real, reliable Ferrari in your garage starting from around USD 40'000.

<b>Manufactured:</b>	from 1975 - 1985
<b>Engine:</b>	Mid, transversely mounted 90° V8
<b>Displacement:</b>	2927 cc
<b>Power:</b>	255 hp @ 7700 rpm
<b>Torque:</b>	245 nm @ 5000 rpm
<b>Gear:</b>	5 speed manual
<b>Chassis:</b>	Fibreglass/conventional steel
<b>Weight:</b>	1090 kg



## Purist puree, Porsche 996 Turbo

The 911 996 flew off the shelves from 1999 to 2005. Sleek, fast, fun to drive and cheap to buy, to most casual observers its styling is approximately identical to every other 911, which is to say: *it looks like the kind of thing your dad might buy when he starts to lose his hair.*

Porsche enthusiasts have their reasons for hating the 996. For one thing, they hate the headlights, which did away with the traditional circular look in favour of an unusual new design that resembles a pre-schooler's misguided portrait of the family dog. They hate that it's water-cooled, not air-cooled like earlier models. And then there's the matter of the engine; namely, the fact that at any moment it may catastrophically fail without warning.



Performance-wise it understeers a bit here and there. But this is an all-wheel drive Porsche 911 with 415 horsepower, a slick manual transmission, a 4-second 0 to 60 time, and a 190 mph top speed. Despite everything, it handles well. Oh, and it'll run circles around its predecessor 993 Turbo, which costs twice as much.

Speaking of value: by far the best part about the 996 Turbo is pricing, the supreme irony being that most Porsche purists believe that other 996 models are crap, so they've become really cheap.

But here's the thing: *the Turbo isn't worthless.* It looks nicer. It drives better. It doesn't have the IMS problem. Performance is magnificent. So for something like USD 37'000 you can have a reliable, enjoyable, exciting, high-performance sports car with exotica-rivalling performance . . . and a Porsche badge up front.

<b>Manufactured:</b>	from 1999 - 2005
<b>Engine:</b>	Rear-longitudinal Boxer 6 cyl
<b>Displacement:</b>	3600 cc
<b>Power:</b>	420 hp @ 6000 rpm
<b>Torque:</b>	560 nm @ 4500 rpm
<b>Gear:</b>	6 speed, 4 wheel drive
<b>Chassis:</b>	All-steel lightweight body shell, hot-galvanized on both sides
<b>Weight:</b>	1540 kg

# Jolly hockey sticks, Jaguar E-type

You probably won't look into the first editions of an E-type as these cars are valued at more than a million US. But everyone wants an E-type Jaguar and therefore you should consider the series 1 4.2 1965-1967 – for us the best of all the Big Cats. It retains the original looks of the early 3.8, but drives far better, while the interior comforts are superior, too, with the 1965 model Jaguar engine bored out another 5mm to 92.07mm for a total displacement of 4235 cubic centimetres (258 cubic inches). The torque went up 22 pound-feet to 283 at 4000 rpm. But horsepower remained at 265 gross, just like the XK150's engine, although its peak now came in at 5400 rpm vis-a-vis 5500 for the 3.8 litre.

With wheelbase stretched nine inches, overall length up eight-and-three-quarters, weight up 224 pounds, and height up two inches, the car sacrificed some of the two-seat coupe's pulchritude. This concerns the lockable glovebox, heat shields in the firewall, variable-direction heating/vent outlets, hinged rear-quarter windows, a bigger windshield, and two kiddie seats in back. As if purists weren't already horrified, it was the first E, and only Series I, available with a Borg-Warner three-speed automatic.

So most rate 1965 through 1967 Series I 4.2 two-seaters as the most desirable because they combine the higher-torque engine, easier-to-use brakes, and full synchro four-speed manual with the elegant original bodywork. Any E-Type in your driveway is a feast for the eyes, but the Series I 4.2 two-seat coupe, valued at less than the roadster, is a collector's bargain, which you could call yours by investing from USD 60'000 with no limit on the top, of course.



<b>Manufactured:</b>	from 1961 - 1968
<b>Engine:</b>	Front-mounted straight 6 cyl
<b>Displacement:</b>	4235 cc
<b>Power:</b>	265 hp @ 5400 rpm
<b>Torque:</b>	385 nm @ 4000 rpm
<b>Gear:</b>	4 speed manual or 3-speed automatic
<b>Chassis:</b>	steel frame
<b>Weight:</b>	1232 kg



## Danger, VIPER SRT-10

The Dodge Viper is an audacious car and its introduction was an audacious move.

Approximately six years after repaying the government-backed loans that rescued parent company Chrysler from the brink of bankruptcy, Dodge was showing off this bright red, two-seat roadster styled like something out of a cartoon crime fighter series powered by an 8-litre V-10 engine.

Inspired by the legendary Carroll Shelby, Chrysler management wanted to introduce a 427 Cobra-style supercar - but one with a modern engine management system, sophisticated transmission and a computer-aided suspension design that would take advantage of modern high-performance tyres.

At the time, Chrysler owned Lamborghini, and the boys in Sant' Agata Bolognese knew a thing or two about going fast. Lamborghini engineers cast the engine block and heads in aluminium alloy. The original thought was to alter the heads to a more sophisticated four-valves-per-cylinder design, but cost evaluations kept the blueprint at two valves with a standard pushrod build.

Still, the 8-litre beast was ready to report for duty, hitting the scales at 711 pounds and producing 400 horsepower and 465 foot-pounds of torque. Not bad for a time when performance cars were choked by fuel economy regulations, bureaucrats and complicated emissions systems.

The resulting Viper was a hit. Orders poured in, and performance-hungry buyers lined up with chequebooks at the ready for the privilege of first dibs.

Some pundits said the build was crude, overly sparse, and lacked any reasonable creature comforts - it didn't even come with outside door handles, glass side windows or a hard roof.

The market for these cars – that is, the 1992–96 models - may be ripe for the picking. The introduction-year Vipers, which tend to hide in the long grass, can be had for USD 35'000 to USD 45'000 for a nice example. There's no known antidote.

<b>Manufactured:</b>	from 1992 - 1995
<b>Engine:</b>	Front-mounted V10
<b>Displacement:</b>	7990 cc
<b>Power:</b>	400 hp @ 4600 rpm
<b>Torque:</b>	630 nm @ 3600 rpm
<b>Gear:</b>	6 speed manual
<b>Chassis:</b>	tubular steel frame with (RTM) fibreglass panels
<b>Weight:</b>	1490 kg



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

With a team of 80 plus professionals led by a veteran management team with regional and global experiences and an annual turnover of over MOP500 million, **Seapower** has a wide customer base of Hotel/Casino, On-trade, Off-trade and Private clients spread throughout Macau.

Besides being a world-class distributor of major brands and labels, **Seapower** is also a brand company appointed by Pernod Ricard China (PRC) and we are actively engage in close cooperation with PRC in building key brands with mid to long term strategic of enhancing brand recognition and extending market penetration to support our core distribution business. **Seapower** own and run most of our facilities including 10,000 square feet of integrated office space and 70,000 square feet of warehouses including 20,000 square feet with temperature and humidity control capabilities. We also own and run a fleet of more than 10 delivery vehicles. **Seapower** pride itself for its efficiency and partnership-like relationship with our brand owners, principals, agencies, vendors and our valued customers.



# MACAU MOTORCYCLE GRAND PRIX

# A POTTED HISTORY



In the 1960s, the HK Motor Sports Club included both two as well as four-wheeled machines. While this built the foundation of the inclusion of motorcycles in the Macau GP, this combination where cars and motorcycles are officially sanctioned remains unique in the world of motorsport-racing. Faced with unnervingly solid walls at every corner and no real-run off areas, most riders approach the Guia circuit with a high degree of care and needless to say, racing is unusually halted whenever it rains.

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# JAPANESE DOMINATION

1967 - 1975

Chris Carter, the well-known motorcycle broadcaster and journalist noted that in the early years the rider didn't aim to push an international or Grand Prix career. Virtually all the riders were happy to stay in their own domestic competitions or competed in Macau as factory test riders.



1967



It wasn't until 1967 that the first Motor Cycle Grand Prix took place and it was dominated by locals. With the win of the inaugural Grand Prix, Hasegawa started as well a series of the Japanese wins in Macau, which would later be continued.

**1. Hiroshi Hasegawa (JPN)**

Yamaha RD 56 1h 53m 34.00s

**2. Siu Man To (HKG)**

Honda CB 77 1h 54m 47.20s

**3. Thio Soen Biaw (IDN)**

Suzuki Aido 1h 54m 52.30s

1969

With Hasegawa not being in sight of the Top 3 MacDonald crowned himself champion this year - becoming the first - and only - person to have ever won both the Macau Car Grand Prix in 1965 as well as the Motorcycle Grand Prix.



**1. John MacDonald (HKD)**

Yamaha TD2 1h 45m 31.50s

**2. Jason Ho (HKD)**

Yamaha TD2 1h 47m 35.40s

**3. Lam Lok Chun (MAC)**

Yamaha YAS1 29 laps

1971



With Motohashi bringing his Yamaha home the quickest after 15 laps around the Macanese streets, the series of Japanese dominance in the early years continued.

**1. Akiyasu Motohashi (JPN)**

Yamaha 49m 51.21s

**2. S.Minuro (JPN)**

Yamaha 50m 24.78s

**3. C.J.F.James (HKD)**

Honda CB 750 14 laps

1968



Hasegawa steered his Yamaha RD250 on the streets of Macau at an average speed just above 60mph. He returned in 1968 to take the crown of the Guia Circuit again.

**1. Hiroshi Hasegawa (JPN)**

Yamaha 250 1h 08m 24.10s

**2. John MacDonald (HKD)**

Yamaha TD 1C 1h 11m 35.40s

**3. Siu Man To (HKD)**

Yoshimura Honda 19 laps

1970



Benny Hidayat, taking the only Indonesian win to date, was joined on the podium by Macanese Chan Su Kuan as well as his fellow countryman Herijana.

**1. Benny Hidayat (IDN)**

Yamaha YS1 51m 02.52s

**2. Chan Su Kuan (MAC)**

Suzuki 100cc 51m 13.95s

**3. Tjetjep Herijana (IDN)**

Yamaha TR2 53m 57.52s

1972



Japanese Yamaha riders took the top three spots on the Motor Cycle GP rostrum with victory going to Ikujiro Takai, second place to Yutaka Oda, and third to Akira Teuri.

**1. Ikujiro Takai (JPN)**

Yamaha TR3 1h 19m 51.04s

**2. Yutaka Oda (JPN)**

Yamaha TR3 1h 21m 52.08s

**3. Akira Terui (JPN)**

Yamaha TR3 1h 21m 52.81s

1974



**1. Hiroyuki Kawasaki (JPN)**

Yamaha 1h 19m 12.61s

**2. Ikujiro Takai (JPN)**

Yamaha 1h 19m 13.74s

**3. Sadeo Asami (JPN)**

Yamaha 1h 19m 13.93s

1973

More than 100 entries were received for the seventh running of the race, with speeds increasing all the time - although it took until 1973 before the first sub-3 minute lap was recorded, race winner Ken Araoka lapping at 2m 56.68s on his Suzuki.



**1. Ken Araoka (JPN)**

Suzuki RG 500 1h 15m 58.49s

**2. Akira Terui (JPN)**

Suzuki TR 500 1h 18m 22.00s

**3. Toshimitsu Sou (JPN)**

Suzuki TR 500 24 laps

1975

The top three places in the 25-lap Motorcycle GP went to Japanese riders Hideo Kanaya, Ken Araoka and Sadeo Asami.



**1. Hideo Kanaya (JPN)**

Yamaha 1h 13m 01.23s

**2. Ken Araoka (JPN)**

Suzuki RG 500 1h 13m 45.88s

**3. Sadeo Asami (JPN)**

Yamaha 24 laps

# THE BRITISH ARRIVED

1976 - 1986



## 1976

Slowly but surely, the death-defying race began to attract interest from across the world and in 1976 Chas Mortimer not only became the first European rider to mount the podium, he also became the first to win the race. While the dominance of Yamaha continues this year, the series of Japanese wins get set to be ended by the Englishman, who finished the 25 laps two minutes ahead of Terui.

1. Chas Mortimer (GBR)  
*Yamaha* 1h 17m 04.92s
2. Akira Terui (JPN)  
*Yamaha* 1h 19m 56.86s
3. Sonny Soh (MAL)  
*Yamaha* 24 laps



## 1977



To fully end the pattern of previous years Mick Grant on his Kawasaki was the embodiment of dominance, lapping all but second-placed Stan Woods. Were it not for a quick detour to the pits for a dash of fuel to ensure he was able to finish the race he might have lapped them all - and maybe some even twice!

1. Mick Grant (GBR)  
*Kawasaki 750* 1h 12m 29.06s
2. Stan Woods (GBR)  
*Suzuki RG 500* 1h 14m 59.70s
3. Akira Terui (JPN)  
*Yamaha 750cc* 24 laps



## 1978



1. Sadeo Asami (JPN)  
*Yamaha 750* 1h 19m 29.70s
2. Steve Parrish (GBR)  
*Yamaha 750* 1h 21m 29.06s
3. Mike Trimby (GBR)  
*Yamaha 750* 24 laps

With 1978 marking the year of Japanese supremacy, Sadeo Asami became the rider to beat for the following years and the first rider to complete a hat-trick of wins.

For the first time, the GP was run in two legs of 15 laps each; Sadeo Asami, riding a Yamaha TZ-OW, was the clear winner of both legs, while Steve Parrish was second on points, and Bernard Murray third.

## 1979



1. Sadeo Asami (JPN)  
*Yamaha TZ-OW* 1h 23m 04.39s
2. Steve Parrish (GBR)  
*Suzuki RG-650* 1h 25m 19.98s
3. Bernard Murray (GBR)  
*Yamaha TZ 750* 1h 26m 16.17s

Sadeo Asami was making history, as well, when his win in the 14<sup>th</sup> Motor Cycle Grand Prix made him the only competitor to win the same event for three consecutive years. British bike aces Steve Parrish and Bernard Murray repeated their second and third place finishes of the year before.

## 1980



1. Sadeo Asami (JPN)  
*Yamaha TZ OW* 1h 23m 18.42s
2. Steve Parrish (GBR)  
*Suzuki RG 650* 1h 24m 35.09s
3. Bernard Murray (GBR)  
*Yamaha TZ 750* 1h 25m 51.69s



**1981**

- 1. Ron Haslam (GBR)  
*Honda RS 1123* 41m 28.17s
- 2. Sadeo Asami (JPN)  
*Yamaha TZ OW* 41m 28.39s
- 3. Boet Van Dulmen (NLD)  
*Yamaha TZ OW* 41m 28.60s

With Ron Haslam sealing the fate of the Japanese, the British rider was to win all six Grands Prix he entered in the following years. He additionally ended the run of four-stroke bikes by demonstrating that the nimbleness of the modern two-stroke GP machines suited the twists and turns of the Macanese circuit better.



**1982**

Despite the wet and windy conditions, the Guia circuit's newest sensation, Ron Haslam, took pole position - and won the Motorcycle GP - for the second consecutive year. Charlie Williams clocked a lap time of 2:35.76, setting a new record - one which stood for a decade.

- 1. Ron Haslam (GBR)  
*Honda RS 1123*
- 2. Mick Grant (GBR)  
*Suzuki 1023*
- 3. Joey Dunlop (IRL)  
*Honda RS 1123*

**Fastest Lap:**  
*Charlie Williams 2m 35.76s (record)*

Ron Haslam's victory on his Honda 500 in the Motorcycle GP saw him equal Sadeo Asami's record of three consecutive wins.



**1983**

- 1. Ron Haslam (GBR)  
*Honda 500* 1h 19m 56.28s
- 2. Joey Dunlop (IRL)  
*Honda 1000*
- 3. Roger Marshall (GBR)  
*Honda 500*



Ron Haslam's non-appearance in the Motorcycle Grand Prix left the field wide open, with Mick Grant taking overall victory on his Suzuki 500, followed by Roger Marshall on a Honda 500 and Mark Salle on a second Suzuki.

**1984**

- 1. Mick Grant (GBR)  
*Suzuki 500* 1h 21m 38.70s
- 2. Roger Marshall (GBR)  
*Honda 500* 1h 22m 00.75s
- 3. Mark Salle (GBR)  
*Suzuki 500* 1h 23m 50.48s

- 1. Ron Haslam (GBR)  
*Honda RS 500* 40m 50.59s
- 2. Didier de Radigues (BEL)  
*Honda RS 500* 40m 51.59s
- 3. Eero Hyvarinen (FIN)  
*Honda RS 500* 41m 36.05s

After a year off, Ron Haslam was back on the Guia circuit - and victorious once more in the Motorcycle GP. Belgian Grand Prix star Didier de Radigues was second, while Eero Hyvarinen, the 'Flying Finn', was third. Leg 1 of the Grand Prix was shortened to 12 laps following a first corner incident at Statue (now known as Lisboa Bend) Corner.

**1985**



Grand Prix riders Haslam and Didier de Radigues returned and shared the race wins although it was the Brit who again took overall victory. Third came American Randy Renfrow, making it an all-Honda Top three.

**1986**

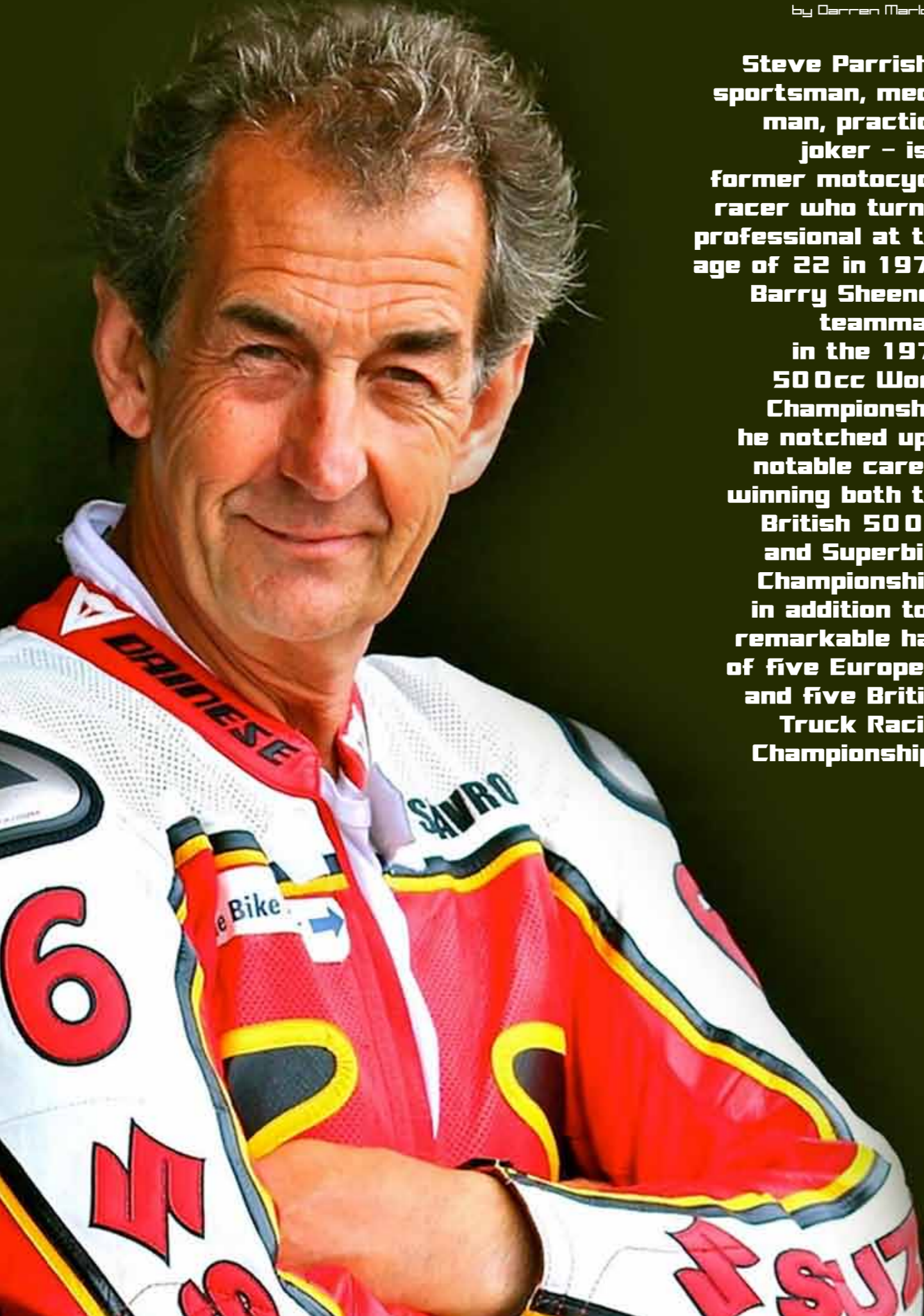


- 1. Ron Haslam (GBR)  
*ELF Honda 500* 1h 11m 00.30s
- 2. Didier de Radigues (BEL)  
*Honda RS 500* 1h 19m 53.93s
- 3. Randy Renfrow (USA)  
*Honda RS 500*

# 'STAVROS'

by Darren Marlowe

**Steve Parrish – sportsman, media man, practical joker – is a former motorcycle racer who turned professional at the age of 22 in 1976. Barry Sheene's teammate in the 1976 500cc World Championship, he notched up a notable career, winning both the British 500cc and Superbike Championships in addition to a remarkable haul of five European and five British Truck Racing Championships.**



# STEVE PARRISH

*Parrish once posed as Sheene in a 500cc GP qualifying session as the latter turned up with a hangover. Donning Sheene's helmet and overalls, Parrish qualified on his mate's behalf before reverting to his own bike and qualifying further down the grid as himself. Parrish was team manager for the UK Yamaha factory race team from 1987 to 1991. During this period he led the team to three successful British Superbike Championship titles - in 1987, 1989 and 1990. The Englishman now commentates on motorsport for various British media outlets.*



**INSIDE:** When did you actually start racing in Macau?

**Steve Parrish:** This is where you need to look in the history books because I can't even completely remember, but I think my first year there was 1977 - it certainly wasn't before 1977, it's either 1977 or 1978 and I went most years.

**INSIDE:** Was that actually when Mike Trimby was still riding?

**SP:** The first year, Mike was still riding and then he stopped.

**INSIDE:** Then he got approached by the Hong Kong Motorsport Club to help bring European riders over and organise the so-called fieldtrips for them. The first year, he brought Mick Grant over . . . and you?

**SP:** No, Mick Grant came before me; I'm sure the first time I went was 1977. I finished third . . . second (!) three years on the trot. Sadeo Asami used to win. He came over with a full factory bike, which was really annoying because we didn't have all the special bikes. But I'm not sure if it was 1977 or 1978 - but the history books will tell you; it was definitely in the first year Mike was riding.

There were lots of stories about fireworks. Macau was basically known to us for fireworks production. One of the ones that always made me laugh is how Mike used to watch me like a hawk because I was the hooligan. He came around to us at the end of the week – this is before the fireworks in the brothel episode – and said: "You're not to take any fireworks home in your crate. You must not buy them . . . If I find you have any fireworks in your crate you will never come here again!"

I wanted to buy them because it was a cheap deal to bring home (to the UK). So I bought lots of fireworks and put them in his crate. I didn't have any in my crate - as instructed - and his box went back to his house. He took the lid off and it was full of fireworks. He was a little bit cross about that to begin with.

There're a lot of similar stories.

I don't know if I can remember them all but the best one involved me, *Edgar Jessop*, Howard Lee - who was an Endurance rider who got killed in a plane crash - and an Irishmen. I can't even tell you who he was but he wanted to be in our gang. He just wanted to be getting into trouble with us.

It happened on the night after the race, which would be the Sunday night or maybe we raced on the Saturday, but definitely the night following the race.

I was buying these fireworks; and I was buying them this size and that size, and in the end I bought one huge whopper. We checked it out one night and it was just fantastic and went off for five minutes. It was all organised and we were going to go to the bordello at 8.30 in the evening and knew that some of the guys we knew were going, too.

So 8.30 in the evening, I had a mini moke because that was our hire car. It was all planned: I was the getaway driver – like, from a robbery – while *Edgar Jessop* was going to light [the whopper] with his cigar, and Howard Lee was going to roll it in [to the house of disrepute]. We pulled up outside and I lifted [the whopper] out as the electric doors opened up.

*Jessop* got his cigar going and Howard Lee rolled the big banger in there. Before we had the chance to turn round it started going on and it went off in such a way I just couldn't not watch because it just went peng peng peng – all around the room, everywhere!

Of course, when it started going off everyone started screaming and the girls were running around like headless chickens. Through the smoke I saw lots of 'disrobed' personages who had been in the rooms in the back stumble out starkers. Including two of my mechanics: I was clearly paying them too much. I'm pretty certain Boet van Dulmen and Jack Middleburg were there as well.

AND THE NIGHTS OF THE WHOPPERS

We were thinking it didn't matter. I mean, who's going to know who we were, there was no CCTV or anything. But the driver of the chief of police was at the bar, watching everything, and his boss was obviously round the back, doing who knows what. So when we decided it was time to go because we'd caused enough mayhem, this guy follows us back to the hotel and then reports to his boss.

The next thing we know, the cops arrive. By now, it's ten or eleven at night: they're at the hotel and swarming all over us.

This guy was going: "It was him and it was him and him." Then they said: "We want your passports. Give us your passports; you're not going until we sort this out, there's been some damage . . ." They all surrendered their passports, but I used to have two because I had one with an American visa in it, which was an old one but going to America I had to use it, so I gave them that. They said: "We're going to sort this out and come back in the morning."

Well, they were as good as their word and came back bright and early and wanted to take us all to bloody prison, to the police station; and we were due to leave at ten o'clock in the morning to get a bus. Mike had it all arranged to go to Hong Kong on the hydrofoil.

As soon as I realised what was happening I just ran off; I got to my mechanic and he gave me his cap and glasses, then it was out of the lift and down the fire escape to some stairs at the back of the hotel, then jumped into a cab, while telling my mechanic to follow with my bags. Next thing, I'm in the hydrofoil and off to sunny Hong Kong.

You know, there were no mobile phones or anything else like that in those days. I knew that the others were arriving on the next ferry and when they got off Mike was going ballistic because the cops were looking for me and couldn't find me. When they all got to the hydrofoil, apparently, they pointed at the photo in my passport and were saying: "Do not let this man out" - but I was gone.

So, Mike was really upset because the police told him: "We're not going to release any of the motorcycles or any of the Formula 3 cars until we catch this man". So, I had no choice; I had to go back on the bloody hydrofoil to Macau. When I get off the ferry, there they were waiting for me and off we trotted to the cop shop. They held us for three or four days. They impounded the mini moke, on which the rental was still ticking, and in the end it would have been cheaper for us to buy it. So we did.

**INSIDE:** So, it was hired by *Edgar Jessop* and he had to pay it all off?

**SP:** We all helped pay it off - I think he still owns a mini moke in Macau.

Anyway, the British Embassy had to get involved and we tried all the contacts from the Hong Kong Motorclub . . . but nobody could really do a thing. We didn't know if we were going to be there for four days or four months. In the end, I don't know what happened or who sorted it out but basically Mike and everybody decided: "Not our problem, you started it all".

We rang up everyone we knew. There was a guy called Fred Merrill, who was involved. We thought he was going to sort it out but he couldn't. There was a lot of police force and we obviously upset somebody. But in the end we were told to buzz off. We had missed all our flights, while everyone else had gone off to Thailand - it was crazy. I had to ring my wife and explain that "I'm in prison for blowing up a brothel".

I'd only been married for about two months so that went down like a ton of bricks . . .





## Practical Joker Parrish

**INSIDE:** We heard another story - I'm not sure if it was you - where they had to stop a plane in Frankfurt . . . ?

**SP:** It wasn't me . . . but, er, rather my stink bombs. When we went to Macau we were like children on a school outing - we would always go to a joke shop in London beforehand to buy dog poo, stink bombs, etc. We bought all this stuff - myself, a rider called Bernard Murray, who finished third a couple of times, and his mechanic Chad. They would come to my house, then we went together to London to pick up all the boxes and then onto Barry Sheene's place near Gatwick Airport; he used to take us to the airport.

After the first ten to fifteen minutes of the plane taking off, the stink bombs were going off and the cabin attendant announced that there was a problem as it was suspected that the aircraft had caught fire because of Indians cooking dinner with gas; so they thought somebody was cooking

rice on the plane and that the stink bombs were a gas leak. So the purser said: "Ladies and gentlemen, we have a problem on the plane, and are diverting to Frankfurt". Instead of going to Hong Kong this plane was going to Frankfurt. In the end, we had to explain what was going on so they diverted 'the divert' and we didn't actually get to land there. Mike got into lots of trouble with Cathay Pacific.

**INSIDE:** I heard Mike had to pay quite a lot of money for cleaning an airplane once . . .

**SP:** Yeah, we were writing things on the plane. We always left London late at night so obviously everyone was tired and went to sleep and I knew that in the morning the stewardess would come round fresh as a daisy beaming: "Breakfast, breakfast!" So they would open the trays for you to place the breakfast. We had written unprintable things on the trays of the other guys and even on those of people we didn't know. Then the stewardess wouldn't serve them breakfast. It was crazy!

Back in those days there were some sweets called Space Dust; it was like a sweet you put in your mouth that used to crackle. I had this special system made up with a funnel, and when people were asleep we would pour it into their mouth and they'd be like foaming and hacking and everything else like that. We were just like naughty children.

In Macau, I used to go to the food market, where the animals were sold. There was one journalist who used to go a lot - a good friend of mine, Chris Carter. We got the key to his room one day from the hotel reception and I bought a bucketfull of big bullfrogs - big things - and lizards. Live! And I just let them loose in his room . . . The lizards looked just like snakes and we put some in his bath and pulled the curtain, and one in his wash bag and in his bed. I didn't realise he was petrified of critters, so when he stumbled on them he just screamed at the top of his lungs and ran out of the room . . . followed by the frogs jumping down the corridor.

**INSIDE:** Which hotel did you stay at in those days? Or should I say, which hotel would have you?

**SP:** It's gone now, I'm sure; I couldn't even remember what it was called. It was more downtown. We used to stay by the sea, but now they've reclaimed all the land. In the early days it was on the circuit side, near the circuit or not too far. Then we went to the one over the bridge. In the early days. I'm sure it was called the Sintra.

Later on, we used to stay at the Hyatt [Regency]. One year we had another mini moke for Howard Lee's team, and I took the wheelnuts off. I don't know what they'd done to me but I took all the wheelnuts off their mini moke, then replaced the hubcaps. They got in, in the morning, to go to the circuit and drove off and all the wheels fell off. Some rolled down into a canal and floated away.

It was good fun times and we were always buying animals and putting them in people's rooms. It was a normal thing to do. Even if it wasn't an animal it was a big dead fish-head or something like that that we put under someone's pillow. You just used to go to reception and say: "Room 38!" and they'd give you the key.

It all came to an end when I got banned from Macau.

## Outcast

**INSIDE:** When did that happen?

**SP:** The same year the fireworks went off. After that, I didn't get to go again.

**INSIDE:** Banned by Mike or by the organisers?

**SP:** A bit of both. I don't think the Portuguese liked it, either. Then I did go back because it went to the Chinese and it got forgotten - time heals!

**INSIDE:** When did you get back the next time?

**SP:** I went back the next time to do some commentary, podium announcements. It must have been around ten years ago for an anniversary . . . Kevin Schwantz and some other former winners were there. So yeah, Macau holds good memories for me!

**INSIDE:** That would be about . . . ?

**SP:** Well when the fireworks went off I was team manager; I'd stopped racing, so it was 1987/1988.

In those days I managed Loctite Yamaha. Well, this is an interesting story. I ran my own team for five years. In the year I was team manager it would be Keith Huewen and Trevor Nation. But the year before - when I raced myself in 1986 - we got sponsorship from Lucky Strike because of Paul Butler, because he had Lucky Strike for Kenny Roberts' team and that was the start of the sponsorship for them. The fireworks incident was 1987 or 1988; again I'm sorry I'm not so clear on the details. I'm sure Mike Trimby would know, if you just asked him to confirm . . .

**INSIDE:** In those days when you raced, which ones stick in the memory? Did you have teammates or were you a single rider?

**SP:** In 1977, I teamed up with Barry Sheene on the Suzuki team, and then in 1978 I was on my own with sponsorship by George Harrison of the Beatles.

In 1979, I went back to Suzuki with Barry Sheene, Tom Harren and myself – three on the team.

But talking about Macau I always went on my own, apart from the Lucky Strike year with Keith Huewen, Kenny Irons, who got killed, and myself – three in the team, sponsored by Lucky Strike in Hong Kong.

**INSIDE:** Who was your main competitor those days in Macau?

**SP:** Probably Mick Grant, Sadeo Asami and maybe Charlie Williams. I would say Sadeo Asami was my biggest competitor; for three years I finished second, and then I think the following year I finished fourth.

**INSIDE:** What did you ride?

**SP:** For the first three years it was the Suzuki RG 500 and then afterwards the TZ 500 Yamaha.

**INSIDE:** In those days it was a race on Saturday and a race on Sunday, each of 15 laps, is that correct?

**SP:** I can't tell you how many laps but we did two races. Now it is just the one day, it's quite short now.

Up to the time Mike ran it, it was 15 laps on a Saturday.

One of my competitors when I was doing it would have been Graeme Crosby because I think he won one of the years. Oh no, he crashed one year in front of Charlie Williams. I saw the video a little while ago . . .

**INSIDE:** Why did you like Macau so much? What was so special?

**SP:** The fun and horsing around. It wasn't the racing. It was just having fun, enjoying it and going to the casinos. It was a holiday race. Mike Trimby used to tell us: "This is not a race, this is a demonstration!" It was a race, because you can't tell people not to race but he used to say: "If you crash, you are never coming back again!" He was very strict and didn't like people to fall. I remember when Guy Martin fell off and he said that he'd never have him back again.

I rode as hard as I felt; I don't think I held a lot back, a little bit maybe because I wasn't really a road rider. I used to still do the TT, but I wasn't a big road rider. I think it was part of the holiday because we used to go off to Thailand, so that

was part of the fun as well, it was like a package. For me, it was spending two weeks away with a bunch of guys and having lots of fun and having some nice massages.

**INSIDE:** Was the team based on your GP team or was it a totally different crew?

**SP:** Funnily enough, when I rode in the GP for Suzuki, you sort of had your own setup. I had my own mechanic; even though it was a semi-factory bike they let you have your own truck and own mechanic. Even Barry Sheene did when he won the championship. He had his own truck with his dad and his two mechanics, which worked fine for him. It was like they gave you a salary and you had to pay for all that as well. It was so different from how it is nowadays.

Oh, I remember what we did one time in Macau when we were in the Hyatt. We went to the fish market and bought all these big nasty snake-type fish and put them in their fish pond and they ate all their fish.

**INSIDE:** There was a nasty story about their pool, which I think Fogarty was involved in . . . ?

**SP:** Oh yes; but that's another one. I remember we put all the furniture in the pool one day. I think Mike got the photos, with everyone sitting in the pool and chairs on the bottom and the waiters getting pushed in. The Foggy story is probably just another one of those.

**INSIDE:** Who was your favourite rider on roads in the 70s and 80s?

**SP:** I guess it would be Joey Dunlop. He was the man at that time. He raced in Macau and his brother Robert did, too, but I don't know which years he raced. I don't think he raced when I was there.

Joey went on way longer than I did. He carried on and I stopped in 1986. Roadwise I guess you would say Joey Dunlop and Mick Grant were the big road riders of the time. We were friends and competitors. I loved Macau and maybe one day I'll have a chance to go back . . . it holds great memories and it still seems to host one of the best races - but surely far more competitive. And I'm sure there have been many more stories about other riders. I heard some of them but I'll leave that up to you to reveal all!



#### Perspective of Keith Huewen

"(1988) Loctite Yamaha ran Bimota machinery for British and selected World Superbike rounds but, like most things Italian back then, the bikes were a little temperamental and our team lacked the funds and technical ability to develop the bikes. I was also defending my Superstock title.

It was a tough year, the low point being a live BBC TV race at Cadwell Park where aspiring Kenny Irons hit the rear of my stuttering Bimota as I led the warm-up lap onto the back straight and fell to his death. By the end of the season, with options short and finances deteriorating throughout the racing world, this proved to be my most difficult winter."



# THE ONES TO BE

1987 - 1997



1987

Typhoon Nina lashed the China coast but winds subsided enough to run a 10-lap race which saw 'Rocket Ron' Haslam become the Grand Prix's most successful rider with six wins to his credit, a record which stood for more than 20 years. In previous years, Haslam had competed on a wide range of Hondas, including a 1123cc machine originally built to be raced on the Isle of Man as well as a full Grand Prix specification Elf Honda 500.

1. Ron Haslam (GBR)  
ROC ELF Honda 27m 04.67s
2. Peter Rubatto (GER)  
Bimota YB4 27m 17.46s
3. Hiroyuki Kawasaki (JPN)  
Yamaha YZR 500 27m 31.59s



1988

With Ron Haslam unable to attend this year's GP, Texan star and future 1993 500cc World Champion Kevin Schwantz, was persuaded to pay a one-off visit to Macau and ended up giving an object lesson on how to race in Macau over the longest distance of 30 laps. While sweeping through the corners at seemingly impossible speed he built an unassailable lead during the early laps, finishing the race with a series of ridiculously long 90mph wheelies around most of the circuit.



1. Kevin Schwantz (USA)  
Suzuki 500 RGR 1h 21m 01.44
2. Peter Rubatto (GER)  
Bimota Yamaha 750
3. Robert Dunlop (IRL)  
Honda RC 30



# REMEMBERED

Kevin Schwantz

*"It's so easy to be focused on what's bad out there. You've got to be able to put that in the back of your head and be able to look as far down the track as you can, so that everything happens in a timely fashion. You get your vision too far in front of you, looking at the walls, at the curbs, looking at all the different things coming, everything is always happening in a panic.*

*If you can just get that vision out as far as you can possibly see, especially around a place like this, you can make it happen in a timely enough fashion that panic is not setting in all the time. You're still going to have it out there, your eyes are getting really big and you're going to wonder if you exactly remember where the course goes. It's a long course, with lots of corners and elevation changes. It's an absolute challenge in itself. You know for us racers going the fastest and being the fastest is what we enjoy doing, so it's just challenging for everybody.*

*1988 was my first full season of Grand Prix racing and I had managed to win a few Grands Prix and the Suzuki was really coming along as far as development went - but at the same time I think the main reason I agreed to come here was the week-long vacation afterwards in Thailand that I could take all my mechanics on.*

*Because I felt like the reason the bike was coming along as it was, it was the development they were helping with and all the communications they were doing with the factory. I did it more as a bonus for them and I felt, like being the only rider here on a 500 I really didn't have to push the envelope. I felt like I could come here and win pretty easily. There's always a risk on a street circuit. Mechanical failure, anything could have jeopardised my career. So it probably wasn't a real intelligent thing but everything worked out, we won the race.*

*It's one of those accomplishments that you don't forget about. There are some of those Grands Prix out there that you want and maybe you can remember them. Actually, maybe I can remember all 25 of them. I might remember every lap and every corner of every GP that I won. But Macau definitely has a special place in my heart."*



Peter Rubatto

*"The message for riders going out to Macau the first time is simple: Go out on the first two practices, take it easy and learn the circuit because it's very important to learn the circuit, where the bumps and everything are. Then maybe in the race, if you have fun, try to go faster. But for the first year it's very important that you learn the circuit.*

*I raced nine times and look: I never crashed, I'm still fit. I made very good friends and will for sure remember this for the rest of my life."*



1989

Due to bad weather and fading light, the Motorcycle Grand Prix was shortened to eight laps, with Ulsterman Robert Dunlop taking the chequered flag.

- 1. Robert Dunlop (IRL)  
*Honda RS 500* 22m 15.97s
- 2. Philip McCallen (IRL)  
*Honda 750* 22m 16.38s
- 3. Steve Hislop (GBR)  
*Honda 750* 22m 28.04s



1992

- 1. Carl Fogarty (GBR)  
*Mick Grant Yamaha 500* 1h 18m 23.47s
- 2. Toshihiko Honma (JPN)  
*Yamaha 500* 1h 18m 31.93s
- 3. Jamie Whitham (GBR)  
*Mick Grant Yamaha 500* 1h 18m 55.83s

Fastest Lap:  
*Carl Fogarty* 2m 33.94s (record)

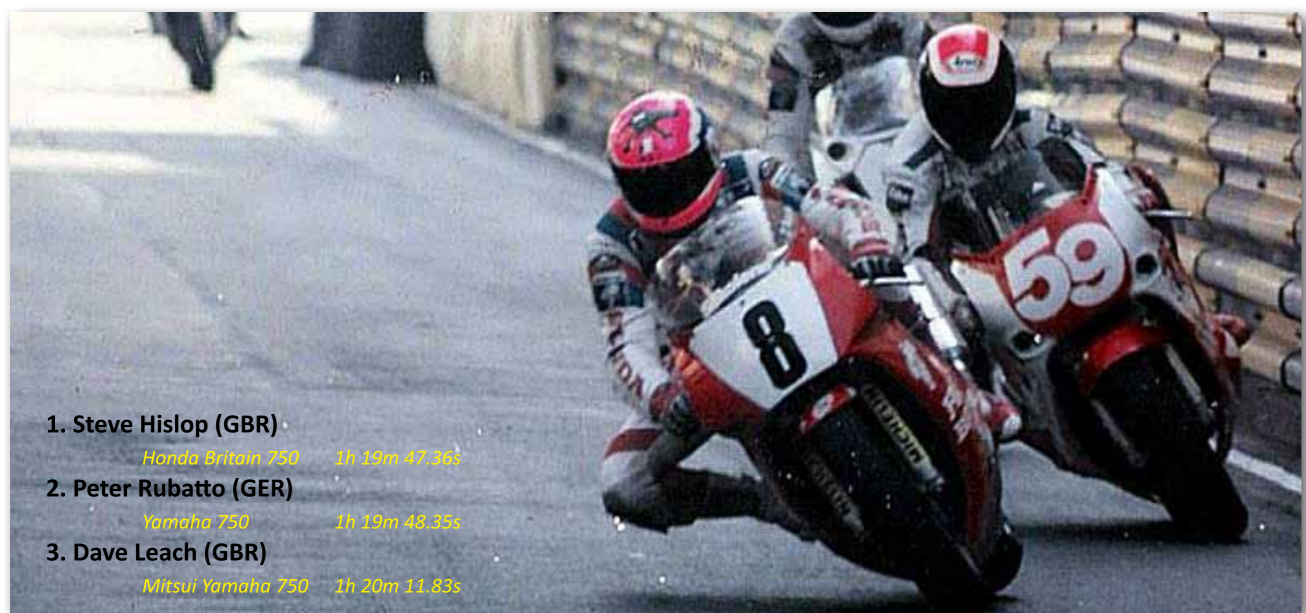
In the seats of more nimble GP machines, the three first-ranked enjoyed a race of their own well ahead of the pursuers. The crowd saw Fogarty take victory on aggregate, while Japanese ace Honma came in second and Whitham third. Fogarty was the first to break the ten-year lap record set by Charlie Williams by shaving almost two seconds off it. Like Haslam before him, Fogarty, winner of an unrivalled four World Superbike Championships, added enormously to Macau's prestige and worldwide recognition.



1990

The years 1989 and 1990 were both won by TT aces: Robert Dunlop and Steve Hislop, respectively, who was to pip by a mere 0.7 seconds German rider Peter Rubatto, who is considered by many to be the best rider to ever take part but never win the Grand Prix.

- 1. Steve Hislop (GBR)  
*Honda Britain 750* 1h 19m 47.36s
- 2. Peter Rubatto (GER)  
*Yamaha 750* 1h 19m 48.35s
- 3. Dave Leach (GBR)  
*Mitsui Yamaha 750* 1h 20m 11.83s



1993

- 1. Steve Hislop (GBR)  
*ROC Yamaha 500* 1h 00m 20.19s
- 2. Robert Dunlop (IRL)  
*ROC Yamaha 500* 1h 00m 24.70s
- 3. Mark Farmer (IRL)  
*Morgan Ducati 900* 1h 01m 00.37s

In the 1993 Motorcycle Grand Prix, 1990 winner Steve Hislop took the chequered flag four seconds ahead of 1989 winner, Robert Dunlop, who also set a new lap record of 2m 33.18s.



1994

- 1. Steve Hislop (GBR)  
*Harris Yamaha 500* 52m 55.75s
- 2. Mike Edwards (GBR)  
*ROC Yamaha 500* 52m 58.72s
- 3. Phillip McCallen (IRL)  
*Millar Yamaha 500* 53m 29.39s

Scotsman Steve Hislop, riding a 500cc Yamaha Grand Prix machine, took his third Motorcycle GP victory. Just 2.97 seconds behind was Englishman Mike Edwards, with Phillip McCallen third.



1991



World Championship rider Didier de Radigues rounded off a distinguished career by taking the Silver Jubilee Motorcycle Grand Prix at a new outright lap record of 87.76mph.

- 1. Didier de Radigues (BEL)  
*Lucky Strike Suzuki 500* 1h 06m 50.31s
- 2. Eddie Laycock (IRL)  
*Millar Yamaha 500* 1h 06m 56.41s
- 3. Phillip McCallen (IRL)  
*Silkoline Honda 750* 1h 07m 31.79s

1995



The Motorcycle Grand Prix saw a grandstand finish pitting 1994 runner-up Mike Edwards against Phillip McCallen, with Edwards pipping McCallen to the post by just over a tenth of a second. Consolation for McCallen came in the form of a new lap record of 2m 33.259s. Third was Swiss ace Andy Hofmann.

- 1. Mike Edwards (GBR)  
*ROC Yamaha 500 38m 50.64s*
  - 2. Phillip McCallen (IRL)  
*Millar Yamaha 500 38m 50.78s*
  - 3. Andy Hofmann (SWI)  
*Weber Kawasaki 750 39m 15.69s*
- Fastest Lap:**  
*Phillip McCallen 2m 33.259s (record)*

1996

In the Motorcycle Grand Prix, Ulsterman Phillip McCallen won the 15-lap race on his eighth visit to the Guia circuit after pulling open a near 14 second advantage over Scotsman Roger Bennett, the first lap leader. Michael Rutter was third home.

- 1. Phillip McCallen (IRL)  
*Millar Yamaha 500 38m 58.369s*
  - 2. Roger Bennett (GBR)  
*Kawasaki 750 39m 12.305s*
  - 3. Michael Rutter (GBR)  
*Sabre 39m 15.606s*
- Fastest Lap:**  
*Mike Edwards 2m 33.070s (record)*



1997



- 1. Andy Hofmann (SWI)  
*Weber Kawasaki 750 26m 06.810s*
- 2. Phillip McCallen (IRL)  
*Millar Yamaha 500 26m 13.688s*
- 3. Shawn Higbee (USA)  
*Suzuki 900 26m 14.898s*

Veteran Swiss road racer Andy Hofmann, on his 750cc Kawasaki, won the race by almost seven seconds ahead of 1996 winner Phillip McCallen on a 500cc Yamaha. Shawn Higbee, on a Suzuki 900, took third, making him the first American privateer to mount the podium for almost a decade. Hofmann's win remains the sole victory for Switzerland to date and marked a rare win for Kawasaki in those days. The only manufacturer's previous victory in the event had been scored by Mick Grant 20 years before.

# THE RUTTER ERA



1998 - 2005

## Michael Rutter

*"I've been born really through racing, going to races like the Isle of Man, where a lot of people have tragically lost their lives. I think it's something you prepare yourself for and you have to blank it out, concentrate 100% on what you're doing when you're out there anyways because if your mind starts one day, that's it, you know. You can easily clip the wall or anything, so you just block it out really. You are devastated about it but you just try to move on.*

*Macau is dangerous and you have to leave yourself with a safety margin and that's what we all try to do. You know, once or twice you have a bit of a go but normally you're just trying to ride at about 90%.*

*The track is completely unique to anywhere else in the world. The barriers and the armcos are like playing a video machine.*

*In 1998, Ian Simpson was my teammate and I have to admit we were the same ability wise, so I thought it was going to be really hard work. I put one good lap in and I just broke a bit of a toe and he tried to catch back up but ran wide at Lisboa, which gave me a three to four second gap. I just thought: "That's alright". From there on I just controlled the race and brought it back home. That was my first win really - very memorable.*

*People say I ride quite smoothly, and I think that definitely helps through the top section. Normally, I'm quite good or light on the breaks and that's another good advantage of this circuit. If you can get things stopped on the nose and turn in - you can make up a lot of time. That's where you have to overtake as well. If you have someone that is fast all through it and they cannot stop the thing and turn it, you won't win because you can't pass."*



## 1998

Michael Rutter stormed to victory, shattering the existing lap record by over 2.2 seconds, becoming the first rider to break the 90mph barrier. He headed home his Honda Britain team mate Ian Simpson by more than six seconds. The year 1998 marks Rutter's start of a record-breaking victory run in the following years.

### 1. Michael Rutter (GBR)

*Honda Britain RC 45 35m 56.800s*

### 2. Ian Simpson (GBR)

*Honda Britain RC 45 36m 03.087s*

### 3. John McGuinness (GBR)

*Millar Honda 500 35m 19.806s*

### Fastest Lap:

*Michael Rutter 2m 30.869s (record)*



## 1999



In the Motorcycle Grand Prix, England's David Jefferies made it second time lucky, with a win. Jefferies headed home Swiss rider Andreas Hofmann when the race was halted two laps early because Hofmann's machine was leaking oil. The third placed man was 1998 winner Michael Rutter.

### 1. David Jefferies (GBR)

*V&M Yamaha 1000 30m 57.359s*

### 2. Andy Hofmann (SWI)

*Weber Kawasaki 750 30m 58.365s*

### 3. Michael Rutter (GBR)

*Harris Suzuki 750 30m 59.226s*

### 1. Michael Rutter (GBR)

*Level 3 Yamaha 750 37m 54.330s*

### 2. David Jefferies (GBR)

*V&M Yamaha 1000 38m 04.115s*

### 3. Mark Miller (USA)

*Attack Yamaha 1000 38m 09.552s*

The Motorcycle Grand Prix saw Michael Rutter claim his second victory in three years, but not before an epic battle with fellow Brit David Jefferies. Jefferies finished second, but not before setting a new lap record, breaking that set by Rutter in 1998 by seven tenths of a second. American Mark Miller came in third.

## 2000



## 2001

While TT Legend McGuinness became the first man to break the 2m 30s barrier this year, this win of the 35<sup>th</sup> outing of the event remains his only to date. The time of 2m 29.173s is almost a full minute faster than Hasegawa's original lap record set in the very first Motorcycle GP.

### 1. John McGuinness (GBR)

*Honda Britain PBM 960 37m 54.656s*

### 2. Roger Bennett (GBR)

*Red Bull Ducati 966 37m 59.810s*

### 3. David Jefferies (GBR)

*V&M Yamaha 1000 38m 43.667s*

### John McGuinness

"When you're qualifying and you have a really good go, I think you probably go at 99.9% and if anyone is telling you they're only riding 85%, I think they're telling fibs. We really are pushing on, definitely pushing on for a road race for sure.

I get really excited about Macau, probably even six months before leaving for the event. All the riders get prepared and treated properly, we get looked after and the hospitality is fairly unique to anywhere in the world.

When I see the barriers I'm thinking: What am I doing, I must be mad! But when you get out on your bike there's nothing like it, so I think we just live on adrenaline for a week."



## 2002

In the 36<sup>th</sup> running of the race, which was held on the Sunday because of rain on Saturday, Michael Rutter joined an elite band of three other riders who had won the event three times. Since its inception, Japanese manufacturers had ruled the roost in Macau, but the imminent change became obvious as Rutter arrived in Macau with a privateer Ducati Manchester team and promptly took pole by more than two seconds. He then unsurprisingly brought his Ducati home in first place.



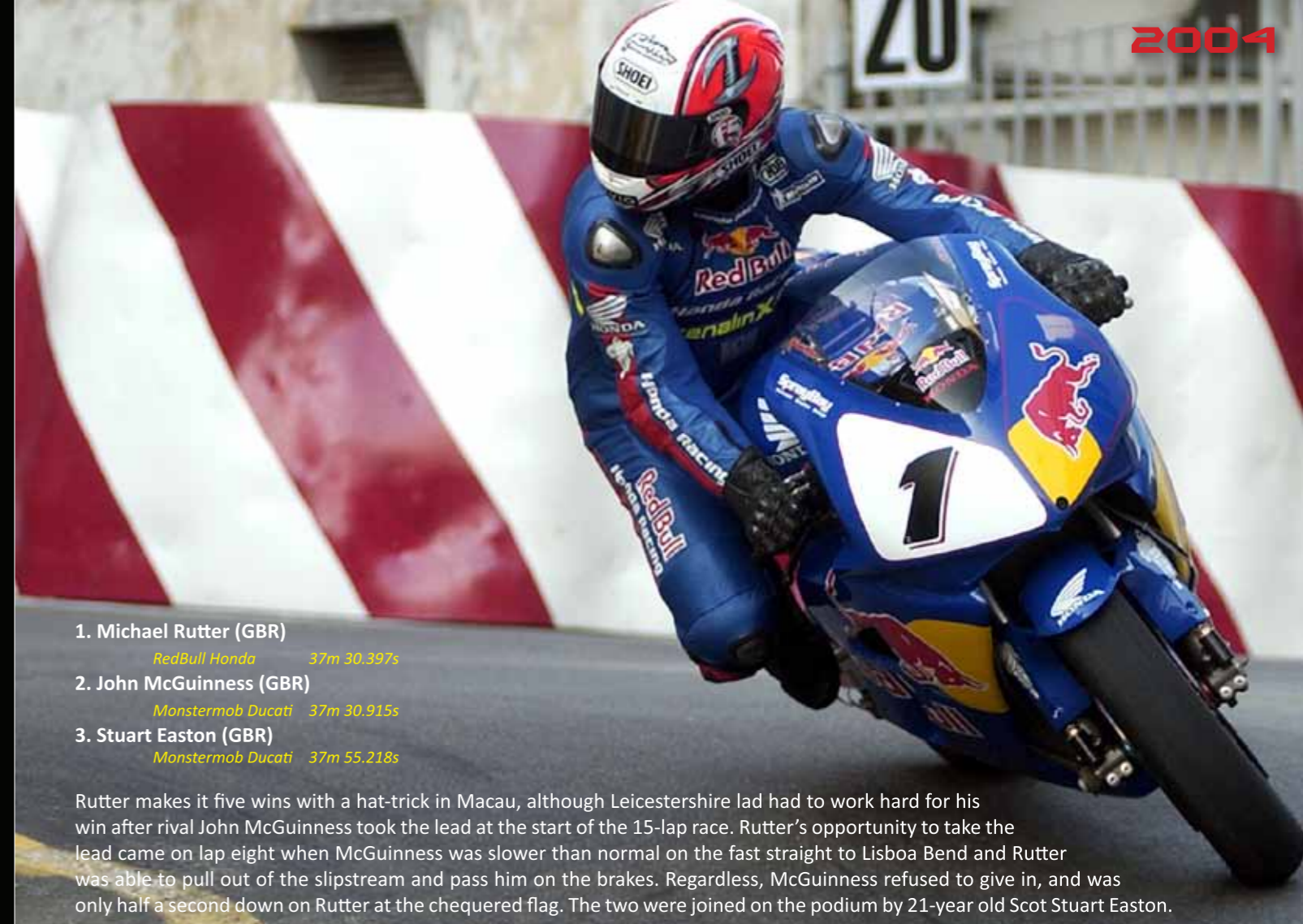
1. Michael Rutter (GBR)  
*Ducati Manchester 25m 22.422s*
2. John McGuinness (GBR)  
*Zong Shen Honda 25m 29.284s*
3. David Jefferies (GBR)  
*TAS Suzuki 25m 31.534s*

## 2003



1. Michael Rutter (GBR)  
*Renegade Ducati 998 37m 43.456s*
  2. John McGuinness (GBR)  
*ZongShen Ducati 999 37m 48.968s*
  3. Brian Morrison (GBR)  
*SERT Suzuki 1000 37m 54.852s*
- Fastest Lap:**  
*Michael Rutter 2m 28.233s*

Michael Rutter made it four wins in six years at the 37<sup>th</sup> running of the Macau Motorcycle Grand Prix on his Renegade Racing Ducati while leading the 15-lap race from start to finish beating his closest rival John McGuinness by more than five and a half seconds. Stuart Easton might well have taken a podium place on the ETI Racing Ducati but for a mistake at Melco Hairpin early in the event when he ran wide and was forced to stop to disentangle himself from the trackside barrier. He thus dropped from third to 16<sup>th</sup>; nevertheless, his first ever ride on a Superbike powered his Italian twin machine through the pack to finish an impressive 5<sup>th</sup>.



## 2004

1. Michael Rutter (GBR)  
*Red Bull Honda 37m 30.397s*
2. John McGuinness (GBR)  
*Monstermob Ducati 37m 30.915s*
3. Stuart Easton (GBR)  
*Monstermob Ducati 37m 55.218s*

Rutter makes it five wins with a hat-trick in Macau, although Leicestershire lad had to work hard for his win after rival John McGuinness took the lead at the start of the 15-lap race. Rutter's opportunity to take the lead came on lap eight when McGuinness was slower than normal on the fast straight to Lisboa Bend and Rutter was able to pull out of the slipstream and pass him on the brakes. Regardless, McGuinness refused to give in, and was only half a second down on Rutter at the chequered flag. The two were joined on the podium by 21-year old Scot Stuart Easton.



## 2005

Michael Rutter equalled 'Rocket' Ron Haslam's record of six Macau victories, leading from start to finish.

1. Michael Rutter (GBR)  
*Red Bull Honda 37m 46.205s*
2. John McGuinness (GBR)  
*Stobart Honda 38m 02.866s*
3. Les Shand (GBR)  
*AIM Yamaha 38m 13.953s*

# CHANGERS

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photo by PacemakerPressInternational - Stephen Davison

## Steve Plater

*"Macau is the last opportunity of the year to come back and compete on a road circuit. It has attracted many big names over the years. And it probably has gotten the image of being a holiday race or party atmosphere. But you know, it's no different to any other race, really. Once you come out you really want to win."*

*"When you look over the names that have won and second place is first loser. Even though it's called a holiday race, you really come for one reason only. Michael Rutter, John McGuinness – they're here for one reason only, and that is to stand on the top step and make their mark."*



- 1. Steve Plater (GBR)  
AIM Yamaha 37m 19.879s
- 2. Michael Rutter (GBR)  
Stobart Honda 37m 20.841s
- 3. Ian Hutchinson (GBR)  
Stobart Honda 37m 47.071s

Celebrating the 40<sup>th</sup> anniversary of the Motorcycle Grand Prix, Rutter was poised to surpass Haslam's record wins in Macau. By taking pole position for this auspicious event it seemed inevitable. To everyone's surprise and Haslam's amusement, however, it was Briton Steve Plater who took the chequered flag first in a race whose lap record was broken no fewer than four times. Additionally, he ended the successful series of Rutter and McGuinness, taking first and second, respectively, for four years in a row.



- 1. Steve Plater (GBR)  
AIM Yamaha 37m 03.845s
- 2. John McGuinness (GBR)  
Stobart Honda 37m 07.965s
- 3. Thomas Hinterreiter (AUT)  
YART Yamaha 37m 14.236s

### Fastest Lap:

John McGuinness 2m 26.096s (record)

While the previous year was commonly acknowledged as a game changer, Rutter qualified on pole this year, eager to add another win and break the record. However, he overshot as he went into the Lisboa corner, losing countless positions - eventually recovering on eleventh place by the end of the race. Furthermore, even though racing the fastest lap of the Grand Prix, McGuinness had to settle behind Steve Plater, who took his second win. The 34-year old British racer had a massive stroke of luck on the 15<sup>th</sup> and final lap of the event when he and rival McGuinness, on the Stobart Vent Axia Honda, encountered two lapped riders at Melco Hairpin.



2006

2007

# CHANGERS

# WORLD CHAMPIONS



photo by PacemakerPressInternational - Stephen Davison



Rutter was thwarted once more as Scotsman Easton took his first win, denying Rutter his seventh win in Macau and outperforming Haslam's record. Road racing legend McGuinness then completed the British podium.

1. **Stuart Easton (GBR)**  
*Doosan Honda 37m 09.404s*
2. **Michael Rutter (GBR)**  
*NW200 Ducati 37m 12.126s*
3. **John McGuinness (GBR)**  
*Ventaxia VK Honda 37m 41.115s*

As the Scotsman came back to take his second successive win in Macau, his tussle with Cummins was epic and only decided on the last lap as the pair rode through back-markers to the chequered flag. Additionally, he was able this year to set a new lap record. However, his victory was in doubt until the final few yards after suffering a rear tyre problem and chief rival Cummins started to catch him rapidly. At Lisboa Bend Easton regained the advantage and then used the lapped traffic to stretch the advantage, crossing the line almost two-fifths of a second in front of the rider from the Isle of Man.



1. **Stuart Easton (GBR)**  
*Hydrex IGT Honda 36m 50.920s*
2. **Conor Cummins (IOM)**  
*PBM WSBK Kawasaki 36m 51.291s*
3. **Ian Hutchinson (GBR)**  
*PBM WSBK Kawasaki 37m 00.702s*



1. **Stuart Easton (GBR)**  
*PBM IGT Kawasaki 21m 43.951s*
2. **Michael Rutter (GBR)**  
*AXA Ducati 21m 54.847s*
3. **Jeremy Toye (USA)**  
*Lee's Cycles BMW 22m 07.962s*

Despite enduring an inconsistent season, reigning champion Easton showed Macau and the world on his Kawasaki how to conquer the Guia circuit while setting the lap record after even announcing it beforehand in attendance of the doubting McGuinness. King of Macau Rutter, while being the fastest in qualifying, chased his young rival in the first part of the race until it was red flagged after six laps following a crash.

In the restart, Easton made another attempt to open up a gap, which the Englishman closed again, threatening to catch and pass the Kawasaki man. Easton responded by quickening his pace, and setting a brand new lap record of 2:23.616 seconds on the seventh of the nine-lap race, breaking Rutter's spirit. This lap time was the first sub 2m25s lap and has, as yet, not been bettered.

2008

2009

2010



1. **Michael Rutter (GBR)**  
*Riders Ducati* 24m 32.817s
2. **Martin Jessopp (GBR)**  
*Riders Ducati* 24m 37.589s
3. **Ian Hutchinson (GBR)**  
*Swan Yamaha* 24m 37.664s

Another British podium with Ducatis in first and second describe the scene of Rutter's seventh win in Macau, which finally saw him ease ahead of Ron Haslam to become the event's most successful rider. The previous year's winner Easton was unable to attend his title due to serious injuries suffered from a practice crash at the North West 200. Although Rutter had the advantage of pole position, it was Hutchinson who stormed off the grid and into the lead off the start. As he was pulling away from the pack, Jessopp, McGuinness and Rutter were engaged in a three-way battle, while throughout the race Rutter took the charge to the leader. After making his move at Lisboa to take the lead, it was Jessopp who later passed Hutchy to finish second.



1. **Michael Rutter (GBR)**  
*SMT Honda* 24m 48.918s
2. **Martin Jessopp (GBR)**  
*Riders Ducati* 24m 53.836s
3. **Simon Andrews (GBR)**  
*IceValley BMW* 25m 00.206s

With rain interrupting the schedule, the race was run on Sunday and, again, Rutter proved untouchable, putting on a masterclass display of wheel-perfect racing and consequently putting the lucky eight win under his belt.

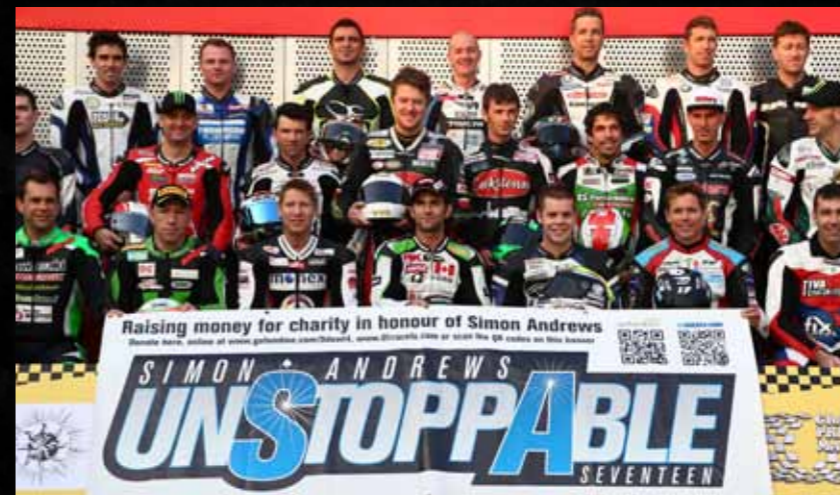
Rutter was never really challenged until half-distance, when Martin Jessopp recovered from a poor start to fight his way back to second spot, going from fourth to second in a single lap. However, with Rutter too far away, Jessopp had to settle for second place once again. Simon Andrews on an Ice Valley BMW claimed a strong third after some very dicey laps early on, his best result in four visits to the Macau Grand Prix.



In a dramatic 47<sup>th</sup> Macau Motorcycle Grand Prix, Yorkshireman Ian Hutchinson made the most extraordinary entry of all in his own outstanding career and in the record books of a race steeped in history and legend, ending an 18-month layoff caused by injury with an extraordinary flourish.

The race saw a fairytale comeback for Hutchy, who was in fourth at Lisboa after a slow start, but grabbed the lead within that first lap. He then immediately opened up a gap to complete an incredible comeback and took his first Macau victory. Rutter finished second due to the red-flag shortened 11-lap race with Gary Johnson earning his first career Macau podium in third.

1. **Ian Hutchinson (GBR)**  
*Milwaukee Yamaha* 26m 56.390s
2. **Michael Rutter (GBR)**  
*SMT Honda* 26m 58.808s
3. **Gary Johnson (GBR)**  
*Quattro Plant Honda* 27m 05.131s



Stuart Easton took his fourth win to become the third most successful rider ever. Increasing his advantage by over a second a lap on every lap but the last, Easton rode the PBM by The Venetian Hotel Kawasaki to a margin of victory which had dropped from 17 to 14 seconds as he visibly eased off and cruised the last couple of laps. Rutter started slowly from second on the grid, but soon put the Milwaukee Yamaha back in second place. After clattering the wall at Donna Maria in his pursuit of Easton, he decided second place would have to do, which left him battling with Lee Johnston, then Gary Johnson and finally Martin Jessopp.

1. **Stuart Easton (GBR)**  
*PBM Kawasaki* 29m 41.143s
2. **Michael Rutter (GBR)**  
*Milwaukee Yamaha* 29m 59.193s
3. **Martin Jessopp (GBR)**  
*Riders BMW* 29m 59.648s



1. **Peter Hickman (GBR)**  
*Briggs BMW* 29m 22.021s
2. **Martin Jessopp (GBR)**  
*Riders BMW* 29m 28.288s
3. **Michael Rutter (GBR)**  
*Penz13 BMW* 29m 37.621s



It was the first year for the German manufacturer to celebrate a win as well as a full podium while new road racing sensation Peter Hickman, having his first ride in the GP after crashing in practice in 2014, dominated proceedings to take a stunning win from pole man Martin Jessopp. Both Jessopp and Rutter out-qualified Hickman leading up to the 12-lap race, with Hickman earning the third-fastest time, nearly two seconds behind the leader. When it came time to race, Jessopp opted to run a softer tyre in an effort to push out an early advantage over the field. The strategy worked for the early laps, but by mid-race his pace had slowed and Hickman was able to capitalise and move to the front.

# HUNTING THE

# MILLION DOLLAR SHOT

Back in 2003 the Macau Grand Prix was still regarded by most of the motorcycle racers as a holiday race at the end of a long hard season. It seemed to this Irish greenhorn photographer, who was making his first visit to this exotic event, that securing the 'Best Darts thrower' in the Irish Bar on Taipa was almost as significant an achievement as winning on the track.



Determined as I was to enjoy the Macau shenanigans to the full, I had not long departed that hostelry when I made my way up on to the hill section for the early morning practice session. A couple of reccee laps on foot around the 3.8 mile circuit in the blistering heat had sussed out the Esses as a promising spot for a decent snap of McGuinness, Rutter and Co.

In those days there was no catch fencing above the Armco up there and I had a clear line of sight as the bikes flicked right and then left through my lens. Although the strong sunlight wasn't helping my hangover it provided a perfect opportunity for good pictures.

Everything was ticking along just fine when suddenly I noticed a black bike that was coming out of the right hander much faster than anyone else. Everything happens so fast that you don't really have time to process that information and I just tried to keep the bike framed inside the little black rectangle my eye was glued to.

As Steve Plater wound the throttle wide open his Honda CBR600RR howled as it disappeared down Faraway Hill and I had a vague sense that something special had happened.

You always hope that when you view the image on the little screen on the back of the camera you will see there what you thought you had seen through the camera. But there is an old saying in photography that if you saw it happen then won't have caught it and more often than not the image isn't quite what you had hoped for. Maybe the focus isn't spot on and bike isn't quite sharp. Or you have squandered the critical moment, watching what was happening and forgetting to push the shutter button until it was too late.

My hands were shaking as I switched on the little screen on the back of my camera and shielded it from the sun as I scrolled through to the Plater sequence.

The first frame had captured his approach but he was several feet away from the wall. Steve was much closer in the next shot and then there it was, sharp as a briar in the third and final frame, his right shoulder rubbing right up against the yellow wall.

It was exactly what I had travelled over 6000 miles to Macau to capture.

I had read about riders telling how they had brushed their shoulders or helmets off walls or hedges and I had seen the odd skirmish with the bushes on the Irish roads. But I had never managed to get a picture of anyone doing it and I had come to Macau full of expectation that Lady Luck might smile down on me. But I never expected it to be in my first outing on the track. After that first morning I thought getting these kind of pictures might be as easy as shooting fish in a barrel but I've only really managed to catch such a moment once since that day.

So some might call it beginner's luck. Or trot out the old adage about me just being in the right place at the right time. Or maybe they could claim it was all very different back then and everything was so much easier to photograph.

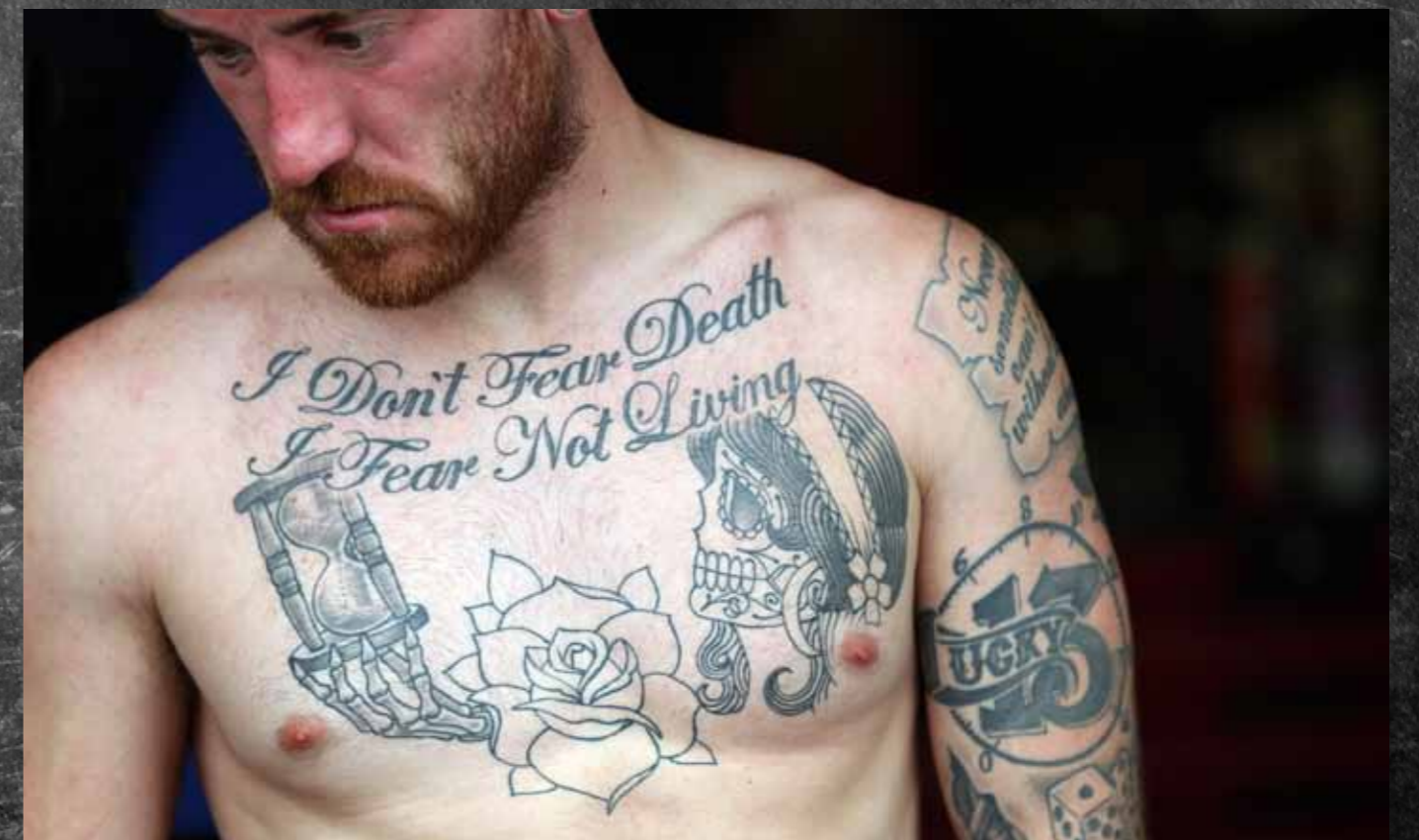
I wouldn't disagree with any of that but it doesn't really matter because only the picture really counts, not how you got it. Getting that shot of Steve Plater was what I wanted when I first lifted a camera and it's what every photographer is constantly chasing; capturing a unique and fleeting moment in time that is frozen forever.

And forever is a very long time.

In my early days as a photographer I worked on much less glamorous streets than those of Macau as I covered the troubles in Northern Ireland in Belfast and Derry. Back then motorbikes took second place to bombs, bullets and riots. Pacemaker Press, the picture agency I worked for then and now own, had built its reputation on capturing those kind of images.

Although those troubled days are now hopefully behind us in Ireland, I would never deny there was a huge buzz from being in the middle of a riot. You never feel more alive than when you are in the midst of danger; just ask any road racer.

Eventually the thrill of photographing a dramatic front page picture in a fierce street battle was gradually replaced by the excitement of shooting another kind of struggle, the one between man and machine on the road circuits of Ireland and the UK.







I had followed road racing and the exploits of riders like Tom Herron, Barry Sheene and Joey Dunlop since I was a child. I knew how spectacular the action was at the Irish events like the North West 200 and Ulster Grand Prix as well as the Isle of Man TT and I wanted to capture some of that blistering action with my camera. For me, racing on closed public roads is the ultimate form of motorsport that produces the best action photographs. It is every action photographer's dream to shoot racing bikes or cars against a spectacular backdrop like the city streets of Macau.

Initially my old boss said I could only cover bike racing if I could make it pay. The agency didn't shoot motorcycle sport at all and we only got paid if we could take pictures that the newspapers and magazines would buy. Slowly but surely I started to sell the occasional image, especially of Joey Dunlop who had become very famous after winning five Formula One world championships, and bit by bit the boss relented and allowed me to go to the bike racing instead of football or cricket matches.

Nowadays I am lucky to be able to travel the world shooting road racing. This is my 13<sup>th</sup> Macau Grand Prix and every year I also try to go to an event that I haven't attended before. In August I was in Finland to cover the Imatra races, which were being revived after a 30 year absence from the international calendar. Marek Cerveny, the Czech rider who is making his Macau debut this year, was the winner of the Supersport race at Imatra.

One of the really great things about being a photographer is how, when you go somewhere new to work, you always capture something with your camera that you can take back home. My camera has been my passport into a thousand fascinating places and helped me meet hundreds of interesting people. Sometimes I don't always have the words to communicate in foreign destinations but everyone knows what the camera is for and a conversation can quickly begin regardless of the language barrier.

Macau has always been a very special event for me as it is the only motorcycle race that is run through the streets of a city. It is motorcycle road racing's Monte Carlo! Every year when we come back, there is so much that has changed but the essence of Macau remains the same and the track presents a unique challenge to the riders who will compete in the 50<sup>th</sup> bike Grand Prix this week. 2006 and 2007 winner, Steve Plater, the man in my favourite Macau shot, will be back enjoying the celebrations.

As with all of the past and current riders, I am looking forward to having a beer with Steve in Macau. Being able to work and socialise with the wonderful group of men and women who race the roads is, without a doubt, the best part of my job. For me there is no other band of sports men or women who are as brave and committed to what they do as the bike racers who ride on the Guia circuit.

It doesn't matter to them that the rewards of their sport are only a fraction of those earned by a F1 driver, a golfer or a tennis player, they are still prepared to lay down everything to win.

The dangers of the sport are obvious and the attrition rate is high. Riders like Stuart Easton and Ian Hutchinson, both Macau Grand Prix winners, have battled their way back to success from terrible injuries. But Macau regular, Paul Shoesmith, lost his life in a crash at this year's Isle of Man TT. Paul's fellow racers continue to compete, determined to face down the dangers of racing around a circuit lined with walls and Armco barriers.

No matter what pressures are involved, road racers like John McGuinness, Michael Rutter and Peter Hickman remain approachable and unaffected by the adulation that surrounds them. Refreshingly the paddock still remains largely devoid of the PR people and minders who restrict the contact we all enjoy with our heroes in other branches of motorsport. Thousands of selfies and autographs will be shared with the Macau Grand Prix fans this week as the riders throw open their garages to their legions of enthusiastic supporters.

And hopefully to this Irish snapper!





photo by PacemakerPressInternational - Stephen Davison

### Mike Trimby

*„It's important to mitigate - as much as possible - the natural dangers of the racecourse.*

*It is an invitation but we didn't invite. We didn't actually go out, knock on people's doors, and say: "Hey, we think you're a talent and we want you to race in the Macau GP. The reason for this is that it's a very dangerous event".*

*We wanted people to come to us and say: "We've heard about Macau, we talked about it in the paddocks in the British Championship or German Championship or in the States – wherever - and we'd like to have a go at this". And we then reinforce the fact that this is gonna be a track with armcos, walls and anything else and that you have to accept the way it's going to be. And then if we like the look of the people who have knocked on our door, we then review how good they are, and how safe they would be.*

*It's funny, when I look back to 1978 I couldn't wait to get here. I didn't contemplate any danger. There was no possibility of hurting myself - that was probably some other guy back in the field that might hurt himself but that was not going to impact on me. I'm sure none of these guys think there's a serious chance that they're going to get badly hurt. You have to worry about that and I worried tremendously. I was a lot happier on the Saturday afternoon, when it was all over.*

*I loved Macau, I think it was one of my favourite cities in the whole world even with all the changes."*



photo by PacemakerPressInternational - Stephen Davison

## PLACE YOUR BETS

The Macau Motorcycle Grand Prix celebrates its 50<sup>th</sup> Anniversary and is billed as one of the most prestigious motorcycle races in the world. But the event has undergone a lot of changes in recent years – from 1976 to 2011 teams and riders were handpicked by no less a luminary than Mike Trimby, General Secretary of IRTA. He handled the entry carefully, with safety ever the uppermost consideration.

Under Trimby everything went as smooth as silk – like a Swiss watch. But filling his boots is a Herculean task and they aren't there yet even though the new team running the event is beavering away.

To prepare an anniversary grid is a different task – it needs a different approach. In the old days all you had to do was call up the best riders and arrange their flights and crates. Today, you have to talk to the big teams that have the best riders under contract. At other races like the TT the organisers offer appearance fees to teams and riders to secure their entry and exert their best efforts in promoting the event and staging the best racing action.

The Macau organisers still do it old school – mainly calling up the riders and some of the teams to offer a logistics package that includes flights and accommodation for four plus shipping. Today, that is simply not enough support to guarantee a grid worthy of the anniversary. Reviewing the entry list we see some of the biggest names out there

but a lot are missing; and we find again some names that wouldn't have made the cut before. Of course, you need to fill a grid but to remain one of the most prestigious race events in the world takes more than that.

Maybe the organisers will review their process should this race continue into the future – you never know. It seems that with the ongoing changes of the MGP the motorcycles don't receive the attention they deserve. We're biased – but surely it's the spectators' favourite race. So here's a little hint – offer the big teams a decent package. It doesn't need a mountain of cash like other races but you can't run a professional show with a team of four asked to stay in Macau for 11 nights. Let's think - World Centre of Tourism and Leisure? You've got to start somewhere.

Being more flexible on travel arrangements would be helpful, as well, and - most importantly - review the off-piste activities and F&B opportunities. After all, Macau is talking up the territory's food as a candidate for Gourmet Heritage recognition, right? The costs of the equipment, rider fees and mechanics' wages are the one – but entertaining and feeding a team is essential and with the rising costs of living in Macau you face a daily budget of more than HKD 1'000 per person per day. Think about it.

We'll get more into the running of a professional motorcycle racing team later in this issue but let us introduce the key players first.

Howie K...  
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Special

photo by Octane Photography - Darren Marlowe

BMW Motorrad



**Rutter**

Never underestimate experience. We always said there's no way you beat The Blade's record in Macau – 8 historic wins – on the most dangerous racing circuit in the world. His calmness and procedure in approaching the Guia Circuit is unique – if Rossi is the Doctor of MotoGP then Rutter is the Magician of Macau. And what impresses the most – even at his age he's still able to adapt his riding style to the bike.

When he rode for the Penz team in 2015 it took him the whole season to adapt to the fast BMW but reviewing his results this year, and looking at his performance in Frohburg just a couple of weeks ago where he smashed the lap record and took three wins out of four races on a slow World Endurance bike . . . wow, what a performance.

Putting countless miles on the BMW clock this year, he was close to winning the Superstock title in the UK and taking the Rutter Factor - Hutchy and Co. will feel The Blade at their back up San Francisco Hill towards the Solitude Esses before making his final move at the R Bend or Fishermans Wharf – we've seen it before – so count on him for a podium and if you just take the hard facts he might even reach the top step. We fancy his chances up to the hilt.



MICHAEL RUTTER



photo by Octane Photography - Darren Marlowe

BMW Motorrad



MOTUL

Oh dear, what a disastrous season for Rat Boy. But let's put the record straight. We know what we wrote last year in this publication – there was no way you could hold back Stuart from taking his 5<sup>th</sup> win in Macau but as soon as the news came that he was still injured, splitting from his mentor Paul Bird and jumping ship to Yamaha – a BSB-winning bike – it all came out differently.

Even Stuart wasn't able to mix and match the right ingredients to make up the little practice times and win the Macau Grand Prix in cruising style with a 26-second lead like he did the year before.

This year, he struggled from race one to the moment he bid his Yamaha crew sayonara in BSB. He never found the confidence and speed which surely still resides in him. He didn't crash and hurt himself as badly as before – but it was probably also his mental fitness that held him back. His adventure on a Ducati for three BSB rounds didn't manage to banish the jinxes . . .

We personally tried everything possible to secure his ride – but it was SMT that had sponsored him all year

# BASTON

long, securing him a small wage every month but enough to survive on. So he'll give it a try on a BMW now: a bike newly built just for him, and just for this race. When he tested it first – yes, this year he tested before – his Whatsapp message sounded encouraging. And, indeed, if you get along with the BMW straightaway then you have a decent weapon to ride.

So here's our prediction: if he's lucky enough to find pace and confidence from the first practice session on, then there's no way anyone can beat him. It's just the Rat Boy – the game changer and McGuinness once said he's the most determined rider in Macau – the one that lifts it to a new level. With the strong competition he faces this year from teammates Rutter and Hickman - all on the same ride - expect a new lap record and another astonishing performance from the wee Scot.

# STUART EASTON



# Hutchy

Reviewing the hard facts and the determination that the Tyco BMW rider showed during the past season then you have to make it an all-in bet. If he were to write an autobiography it would surely be a better and more exciting read than any other recently published.

We well remember when he appeared at the TT, progressing to become one of the best road racers as a teammate of John McGuinness later on.

**MANUFACTURER / TEAMOWNER:**

TYCO BMW S1000RR / Phillip Neil

**REG. CHAMPIONSHIP / RESULT:**

Isle of Man TT STK Win in 2016

**ENGINE:**

999cc, 4 cyl. with 4 valves

223 bhp @ 13'500 rpm

115 nm @ 10'500 rpm

**FRONT:**

Ktech forks

Brembo GP4RR callipers

on 320mm discs

**REAR:**

Ktech Shock

SUTER swingarm

But then the terrifying accident that nearly took his leg and life – most wrote him off.

He came back more than once. Especially with his Macau Grand Prix appearance in 2012 – McPint called it the most impressive comeback in the history of motorcycle racing.

And here we are, seeing him on one of the best bikes on the grid – the Tyco BMW – knowing it inside out, having raced it all season in various championships, winning the TT in an epic battle with Michael Dunlop, winning the Ulster Grand Prix - the fastest race on the planet - as well as achieving multiple podiums in the British Superstock Championship. There aren't many that can go his pace over the 10 laps. He's super fit, determined, and thank God it's only a 10 lap race - otherwise he'd probably lap half the field.



ANDY THOMPSON



photo by Octane Photography - Darren Marlowe

BMW Motorrad





Gary Johnson is a special case. The Penz13 World Endurance squad is one of the most experienced teams in Macau and they did everything to secure the ride of Gary even though it raised some eyebrows when this deal was announced last year. Gary was a bit off but is without doubt one of the best road racers on the planet, with a proven record. But there were two parties meeting each other and trying to complete and learn from each other. And it's never an easy task to mix and match expectations.

The AKA pilot jumped on one of the fastest bikes available but struggled from the beginning to twist the throttle and receive the response he expected from it.

He never mustered the right confidence in the basic settings of suspension and electronics and could never adapt - but still showed some great pace.

But trust me, the amount of work that he generates - especially in changing suspension settings: forks in and out, ride height up and down, pivots turned around, linkages changed and shock length altered - drove the whole pit crew insane. Just to end up where it all started; with the basic setting that the team ran in the World Endurance Championship.

Well, the team progressed a lot, and learned a lot from him, too, and obviously there are always two sides to the coin. It wasn't Gary's fault missing the podium at the Senior TT or not winning the North West. Various mistakes by the team and the failure of bits and pieces played their part as well. But if they just match these little things and get the confidence into Gary's head he'll chase Hutchy all the way to the finish line.

**MANUFACTURER / TEAMOWNER:**

Penz13 BMW S1000RR / Rico Penzkofer

**REG. CHAMPIONSHIP / RESULT:**

Int. Road Races / 5<sup>th</sup> SBK TT 2016

**ENGINE:**

999cc, 4 cyl. with 4 valves  
225 bhp @ 14'200 rpm  
118 nm @ 12'800 rpm

**FRONT:**

Ktech forks  
Brembo WSBK callipers  
on 320mm Brembo discs

**REAR:**

Ktech Shock  
Modified standard swingarm



**GARY JOHNSON**

**BMW Motorrad**

photo by Octane Photography - Darren Marlowe



# webb99

- the weapon -

Danny Webb is the first rider since Kevin Schwantz who's going to race in Macau, having had various appearances in the MotoGP World Championship (Moto3). Even though his return to the World Championship stage wasn't blossoming (we explain why in one of our special editorials) Webb surely impressed when he hit the road racing scene.

Only 25, the British youngster's progress on real roads you might want to take note of. At the beginning of this season he struggled a little with the big ladies; with his light weight he had to work hard on adjusting bike and riding style in order to receive the proper response from the front end of the big Beamer.

But at the TT and at the Classic TT he put lots of miles on big bikes under his belt and to see him recently his

riding style has changed completely.

He made a brilliant debut at the Joey Dunlop Open with various 4<sup>th</sup> and 5<sup>th</sup> places.

Danny doesn't make a big deal out of it – he wants to win a TT and he's certainly looking forward to hitting the track in Macau. He's one of a few newcomers here but is a quick learner. Again, practice time is crucial and if he gets to grips with the track we wouldn't be surprised if he breaks into the Top 10 at his first appearance.

**MANUFACTURER / TEAMOWNER:**

Penz13 BMW S1000RR / Rico Penzkofer

**REG. CHAMPIONSHIP / RESULT:**

Int. Road Races / 4<sup>th</sup> Joey Dunlop Open

**ENGINE:**

999cc, 4 cyl. with 4 valves  
205 bhp @ 13'500 rpm  
110 nm @ 12'300 rpm

**FRONT:**

Standard forks with Ktech cartridge  
Standard callipers  
on 320mm MotoMaster discs

**REAR:**

Ktech Shock  
Standard swingarm



DANNY WEBB

BMW Motorrad





# TRIALS AND TRIBULATIONS

*INSIDE* steps through the looking glass of the Alice in Wonderland world of motorcycle road racing and its MotoGP cousin, where very little is what it seems to be, to hear Macau Grand Prix first-timer Danny Webb get it all off his chest, and feel better for it.

by Darren Marlows

**INSIDE:** How did you get into racing?

**Danny Webb:** When I was six, my brother started with Motocross and I got into it as well, then I just went from there: I was battling for my championship, but then we had the foot and mouth [disease] scare in England and they cancelled all the Motocross stuff. One of my friends tried mini-moto racing, where you could hire a bike and ride. We went to the championship and hired a clapped out bike but we still ended up finishing third and battling for the win. As soon as I did that, I wanted to it and went from there . . .

I must have been eleven or twelve. I did the last round of the Superteen championship when I was twelve, which was 2003.

I did the Superteen series and finished second, then we went to the Valencia GP because my brother had a meeting with Alberto Puig. He wanted to set an academy up or Dorna wanted to set an academy up. Well, I just went to watch the GP with my dad. Then Alberto turned round saying my brother was too big and so he asked for my name, if I raced and how well I was getting on.

# TALKING TO DANNY WEBB

Then and there he offered me a ride on the spot: I felt bad for my brother, but I couldn't say no.

**INSIDE:** Did you have to pay for that ride?

**DW:** No. But we'd been let down a lot in the early days of Superteen, so I wasn't expecting much from it and I didn't hear anything, so I signed a contract in BSB with the team that won the championship the year before.

In January, Alberto got in contact with us again and literally in two weeks we signed the contract with him as well. But for BSB we had to run 25 kilos of extra weight on the bike, so we decided to only do the Friday practice because it was just unsafe to run that amount of weight . . .

**INSIDE:** So if you didn't do the free practices then you didn't have to put any additional weights on?

**DW:** We did the practices without weights in BSB for track time; in Spain you didn't have to run the weight at that time. So I was lucky enough for the BSB team guy to say we can do that – so, just the Friday practice and then the Spanish championship.



photo by PacemakerPressInternational - Stephen Davison



**INSIDE:** Who was that team owner?

**DW:** In BSB? A guy called Kevin Newton. Now he does all the hospitality for Tyco – that was his main business anyway. He just ran the team on the side. It was really good of him to do that, especially as I'd signed the contract with him first.

**INSIDE:** So there weren't any clashes; you could do both championships?

**DW:** I could have done, but Spain was too much of an opportunity to turn down, so if there was a clash I would've gone and done the Spanish championship anyway.

In the beginning, I struggled but towards the end of the year I was on the pace of Michael Ranseder and Bradley Smith, and Andrea Rodriguez. I was just as fast as him as well, so I finished on the podium at the end of the year. That was good and then Bradley went straight to GP and I had another year in Spain with Alberto and the academy.

The year was to challenge for the championship, so it was me and Pol Espargaró, who were the two favourites, but I had a few problems and too many crashes. Anyway, Alberto and Repsol Honda offered me a wild card in Barcelona and I was only 15 then.

But in the second practice I crashed and snapped my arm badly, so that put me out for most of the year. I could only get back for the last two rounds of the Spanish championship – that messed the year up a bit.

We had a couple of fifth and sixth places in the last rounds of the Spanish championship. He had a lot of GP boys coming there as well, so those were good results anyway. From there on I got picked up by a Dutch team - Molenaar Racing - and went straight on to the GP. Dorna was helping me out; they were talking to them for next year anyway. Dorna did a deal with them to take me on for 2007.

**INSIDE:** Because they wanted to have more British riders?

**DW:** Yes; and they paid for the two years in Spain as well with Alberto. Originally, it was me, Bradley Smith and two Germans, Mike Minnerop and Joshua Sommer.

**INSIDE:** When the Dutch team picked you up, where did you go from there?

**DW:** I went to the GP, but it was a bit of a non-year - Honda was just going out, so they weren't making any good parts and Aprilia was making all these new parts. Their bikes were better.

We went to Japan and it was raining, but I got the first points for the team in ten years or so. From there on they set me up for another year. Then the year after, I was going to Aprilia and it was Top 10 straightaway. Obviously, from the first round they signed me up for another year.

**INSIDE:** So that was the same team, but they switched to Aprilia?

**DW:** Yes, the same, and it was really good. So Stevie Bonsey, the American, rode with me. It was a good all-round year; we had some problems and some crashes, but when we were on the bike we had some good results – Top5's and Top 10's, a couple of front rows.

**INSIDE:** How did it go moneywise? Did Dorna help you pay the team?

**DW:** Yes, Dorna helped the first year and a little bit the second year. After that I was kind of on my own.

**INSIDE:** How did that work? Did the team ask for money?

**DW:** No, the team didn't. It was a free ride and I could keep my personal sponsorship.

**INSIDE:** What sort of personal sponsorship did you have?

**DW:** I had MonsterEnergy, when they first came in, but it wasn't a fortune. Pole Position Travel came in and helped me out. But it was more for VIP travel, so I gave them some passes during the year and they helped me out with some money.

But after 2009 and the year with the Molenaar team, they needed money for me to stay on, which I couldn't get.

**INSIDE:** How did it work out media-wise and in terms of sponsorships coming 10<sup>th</sup> in the World Championship back in 2010?

**DW:** We had a good response, but again I would have had the money to carry on

with the same team. Because it was the first year the team had had the RSA Aprilia, so every track we were going to it was a learning curve; I reckon if we'd had another year with the same team and the same bike we could have had Top 5 but it was all about the budget.

But I signed a contract with Jack & Jones and we went of to Valencia for a test. It was me, Terrol and Smith. We all did the same lap times. So we got to February and I got a phone call from Mike Trimby, who was saying: „Your team just got busted.“ That was the first time I'd heard of it and that put me in a bad situation.

But there was a new team coming in from Andalucia, so they took me on to help their Spanish rookie rider in the World Championship. Again, that was a two-year deal and we finished 10<sup>th</sup> in the World Championship, but when it got to the end of the year they needed budget. It wasn't a lot for what it was, but I couldn't get it.

**INSIDE:** How much did they ask for?

**DW:** They asked for £150'000, which is a good deal, because other riders they were asking £250'000 so it was a really good deal. But still I couldn't raise the money. That was when Mahindra approached me, so I rode their two-stroke for the first year for them in GP.



At the beginning the bike was a Chinese thing, then a Lambretta. So, it wasn't really a Mahindra. There was an Italian company behind called Engines Engineering, which also built the Lambretta. I made a decent amount of money with a good salary of around £50'000 a year from the team and some extra from my personal sponsors. Even though the bike was still a bit slow it was all right.

I basically took a bit of a gamble in riding an under-developed bike, but with a decent salary. I did have other offers, but again there I would have had to pay – obviously an easy decision back then.



# PULLING THE PLUG ON A MOTO GP CAREER

**INSIDE:** Who helped you there? You wouldn't have had the time to take care of your own sponsorship, so you must have had somebody taking care of this who went out and tried to promote you . . .

**DW:** At that time it was myself, and Jamie Dunn, who helped me a little bit. That was a hard thing and it was the trust issue which was the problem. Then I had a guy helping me out and he brought in some good sponsors - they kind of came and went, so I don't know what he was saying to them or what exactly he was doing. I didn't seem to be seeing much of the money either - a few things happened and we ended up fighting and that was the end of that.

I did half the year in 2013, I thought getting on a Honda would be a lot better and I signed for Ambrogio Honda. But KTM stepped their game up and also Mahindra built a new bike with Suter and Honda stayed the same. So we were again on the back with the Honda; we were getting the points and not doing a bad job. Then I broke my arm quite badly and I was out for two months. Because I was out for so long, they just replaced me and that was the end of that.

**INSIDE:** There was no offer on the table and you didn't know what to do?

**DW:** I've done the last three rounds of WorldSupersport with PTR, that was the first time I've ever rode a 600 and in the first round we were battling for pole with Sam Lowes but unfortunately I crashed and smashed myself up a bit, but in the race we still finished 11<sup>th</sup>, which I thought was a good result considering I'd only had two races on it. So, I thought that was good and he offered me a ride for the next year - but again it was for money.



I was asked to bring € 150'000 for the season and I had to pay my travel and hotel as well - that would have been € 200'000 and no money for living. That was kind of when I got fed up with it all and over the winter I started thinking about something different.

I got pissed off with it all and with everyone; That's when I decided to go to the TT;

But I went over to watch the TT a long time before then. It was 2008 and 2009 with Tim Reeves for a charity event and he was crazy about doing it, I was friends with him before and I called him mad.

Anyway, we went over there and we went on the track; the first time we went around I wanted to do it straight away - I don't know what it was but I just loved to do it. Anyway that night we had a few drinks at the charity event and a little chit chat. Later on that year, I went back to watch the TT and that made me want to do it even more.

It was on my mind from then on.

So that year in the winter of 2013, going into 2014, I just sat there and thought: Yeah, it's time to do the TT. That's what I wanted to do. I called Tim first and asked him: "Who do I have to talk to about doing the TT?" He asked me if

I really wanted to do it and I think that he thought at the time that I was just messing about, but he then spoke to Paul Phillips, who then called me. He asked me if I was serious and I told him that I was and that I really wanted to do it. So within two weeks he had done a deal with Ryan Farquhar and we went from there.



**INSIDE:** Was it planned right from the beginning to do it on the Supertwins?

**DW:** Yes it was, even though I wanted to sit on a Supersport bike but it was too expensive. Also, Paul said that the power is a lot more on a 1000, that you don't have to push or rush it as on a big bike - so I did the first year on a 1000cc.

Also, I didn't have much experience on a thousand; I'd done a few test days and track days and a few race weekends on a BSB. I didn't even do the North West, so my first road race was the TT.

That all might sound a little crazy but that's what I wanted to do. I wasn't really interested in the North West in the beginning to be honest; I just wanted to do the TT.

**INSIDE:** So, how did you actually feel when you did your first lap on a real bike?

**DW:** To be honest with you, when I went on the first lap behind Johnny (Johnny Barton - Newcomer Instructor) I was shitting myself, but when I got going I was fine. When you did the first lap and come it, then obviously you get the newcomer's lap; I loved it and I remember a funny story with Dan Kruger as he was a newcomer there as well - with the team I'm riding for today!

When we returned to the paddock and got off the bike I walked over and asked him what he thought. He was just saying: "I couldn't see a thing". But he still had the mist thing (the original anti-scratch foil = a layer that they put on when the helmet is new) on the inside of his visor. I said: I'm \*\*\*\*\* not surprised! Anyway, we got back loose on our first four laps in a row, then I came back from that lap. It was the most amazing feeling ever and I just wanted to get back out.

**INSIDE:** Was there somebody who helped you and told you where to hit which line or was it just Johnny Barton and Milky Quayle?

**DW:** Most of it was Johnny. Milky was good, but for me he went into too much depth and my brain can't take that much on. But Johnny was very close to my family, anyway, so I had this connection with him and he was more of a mate - it made things a lot easier. He helped me out a lot. Ryan helped me out a lot. I was learning quite fast, but there were two parts I was struggling with. The part where the trees close in, it was so fast and Ryan took me out one day and we went back and forth, back and forth just on this part, which helped me a lot.

The first year, I did a lap time of 120.5mph and I was quite surprised with that - I liked road racing instantly. But then I had an accident at the Ulster Grand Prix, which took me out of racing for another year.

That's why last year I only did it on a Supertwin. I wasn't sure if I wanted to do it all again, but as soon as I got down I knew that I wanted to do it. As soon as I sat down, I was gutted that I didn't have another bike, because I knew it was going to hurt me. Because you only get fast at the TT with track knowledge and lots of miles of it.

**INSIDE:** That's why you approached Rico Penzkofer's BMW team?

**DW:** I knew I needed a good team and I'd thought a long time about various options. But then it was Dan Kruger and Paul Phillips who both had the idea of me talking to someone who takes care of things with teams like BMW. From there on, it came together pretty quick.

We did a test at Most, but I'd just got off a 600 Supersport and it was the first time I'd got on a big bike for three years, but it went alright. I just didn't get too much time as the weather was shitty.

Then obviously we went to the North West and I thought we had quite a good finish at 13<sup>th</sup>. But again, the TT is completely different.

**INSIDE:** What was good about the TT; where could you have done better?

**DW:** I think it was more the way I was riding it. I think I rode it too much like a little bike and I learned a lot.

When I did the Classic TT this year I wasn't going into the corner with the throttle and then closing; I was closing before driving through the corners and so I learned a lot during the Classic TT and I went just as fast on a Classic Bike as I did on the BMW. I think that was a lot of track knowledge and getting used to the bigger bikes.

The way I rode it at the Classic I probably could have done 127mph, maybe. But I was riding different into every corner. Again, that's just down to track time and experience. Even Gary Johnson followed me one night and passed me over the mountain. He told me everything looks good and that I looked to be in the right place. That was quite nice to hear.

Also, Michael Rutter came past early on, on one lap - he set off just behind me and when he came past he stuck his leg out to tell me to follow him. That was nice as well. That is something I like about the TT - you would never have thought that Michael would do that. I mean it is Michael Rutter - they are in a different league in a minute; but it was nice of him to try and help me. You never get that in short circuit racing.



**INSIDE:** Let's chat a little about the difference between real road racing and short track.

**DW:** In road racing you have to approach it a lot more relaxed, take your time a lot more. So you roll around the track first and you never really push it. You build up to it more, you can't just go out and push 110% straight away, you have to build up to it, I think.

This is the thing about the TT, and where the experience comes in. This is where you see the gaps. This year, in the TT there were a lot more people a lot closer. With a lot of people you don't expect to do good times, but I think it was because we had good weather and everybody could get more experience.

And more practice times as well. When you don't have good weather, that's where the experience comes in most. Looking at Michael Dunlop, Michael Rutter and Gary - that is where it stands out the most. I think you just have to bed yourself in easier.

In GP the boys are just on it, pushing 110% and not going out and having a look. They're pushing from the very first lap. That was the major trouble I faced when I returned to Moto3 this year. I'd done two years of road racing and a bit of BSB. Then Mahindra called just before the TT and asked me to replace Hannika. You can't just switch and tell your brain you're going out now and doing the suicide laps. In road racing there's simply no room for it.

So returning to Moto3 was a bit of a stupid thing but that's what you always want - riding with the best at the highest level. So you can't really reject such an offer.

Again, comparing road racing to MotoGP here - the team was always saying: You got to keep your head down, not



look where you're going. You make yourself invisible on a Moto3 bike, as small as possible. You duck into the fairing and just ride the shit out of it.

It's easy for them to say. In the TT you can't do that. You have to look at where you're going and you have to look ahead. You can't just look at the white lines. I was trying to explain it to them, as it's a completely different world.

**INSIDE:** So you went to Assen after this year's TT?

**DW:** Yes, I did. These guys are fast! I struggled. Well, I was away for two years and I suppose that in the TT you're on your own, you don't have many people around. I think that was a bit of another thing there. But I knew I could have gone a lot faster if people had listened to me and helped set the bike up [the way I wanted it].

**INSIDE:** This is something we have to set straight - a lot of people didn't see it that way.

**DW:** I mean, the team really wanted to have me onboard. They went the extra mile and even asked the BMW team to release me from the TT. So it all sounded promising. The more surprised I was when I arrived at Assen.

At first, I thought okay - get on the bike and ride. The team's done it for a long time already. I expected to do a lot better but I simply couldn't get on the pace. I simply couldn't connect with the bike. It felt strange - I had no feeling for it and I didn't want to crash in the first race coming back. That might sound a bit like I was holding back - but also the way the team worked was a bit strange.

First of all, nobody spoke English so communication was a bit of an issue. I didn't want to ask for too many changes from the beginning as I thought someone else had ridden the bike before for half the season so it can't be that wrong.

It must just be me. So I finished dead last in the first race back in MotoGP.

Going to the next Moto3 round at Sachsenring I wanted to change some things but I knew immediately that this was going to be shit. I constantly asked them to go softer on the suspension. I needed to get more feeling in the bike. But the team never reacted - my mechanics didn't even speak to me.

No-one in the team. The only person that spoke English was Mareka, the team manager - and she was in Dubai.

Going out for the first qualifying, things went from bad to worse. The engine lost oil, which I didn't know until I was thrown up in the air. Right behind me was Antonelli and someone else - all crashing on my oil. I hit it hard and smashed my shoulder badly.

When I returned to the pits after getting stitched up still no-one spoke to me, not even explaining what had happened. No comment on anything until a mechanic from the official Mahindra team came over and apologised for a mistake. He inspected the bike and found a leak on the clutch side, the mistake of a team mechanic. I missed the second qualifying anyway.

I got to race the next day but I was badly bruised - I knew I had to produce some result. I'm good in the rain - and in the rain you have to go really soft on the suspension. They just told me: „Don't panic, don't panic.“ But I never saw anything changed. I didn't even have a chance to look at the setup sheets to see which changes had been made. I did try to make some changes myself and they got the hump. They didn't want to listen to me: they were like they knew what was best and that was it.



I have experience from riding in England, when it's that wet. I know that you have to have a soft setting. They went soft with my teammates and they thought they had with me, too, but they just didn't have enough time or whatever. There was just no way that you could run the same springs as in the dry when it was pouring. I knew it was just going to stay on and I finished second last, but the guy I beat was the highest paid Moto3 rider in the paddock, Quartararo, he must have had the same issue.

**INSIDE:** Getting back to comparing road racing to short circuit: What makes you do it knowing all the risks and seeing riders dying?

**DW:** The happenings at the TT didn't affect me that much, but during practice week Luis Salom died in the Moto2. It really affected me.

I think maybe more so because it was a shock and he was a good friend of mine. I think that was the main thing. I still went out for practice that same day and tried putting some laps in. But I couldn't get it out of my head and that's why I came in because my mind wasn't in it.

What happened to Paul Shoosmith and the other guys didn't affect me at all - I suppose you expected it a bit more. They knew what they were getting themselves into and what risk they were taking.



**INSIDE:** Guy Martin once said: "There's actually nothing like experiencing the line of death that close", which might be a bit of a showoff line.

**DW:** Might be, but it just gives you a buzz which you won't get anywhere else. Just because I love it, really. I wanted to take my time to feel right and then start pushing really hard, because at the end of the day I want to win the TT.

**INSIDE:** So your target it actually winning a TT?

**DW:** Yes, I want to win a TT. I believe I could win on a Supertwin, if I have a good bike and a reliable team. If you want to push a Supertwin to the limit you need to be light and much more rolling than hard braking and accelerating, which probably suits my riding style. This year, we were fourth in practice on the Supertwin, so not far off. I just want to win a TT. That's my aim; that's my goal and that's my dream.

**INSIDE:** Why do you you ride a Superbike at the TT?

**DW:** First of all, it gives me more track time. But again I want to be able to ride a big bike as well, not just the little bikes. I don't want to be known for just riding little bikes. I want to be successful in both.

It's going to be hard to find a quick and reliable Supertwin without paying for it. Farquhar has competitive bikes, I went as fourth into the race and unfortunately we broke down. Well, we had a problem in one of the practices; we had some problems with the engine and then they found all the bits and parts that we had to build up another engine. The team did the best job they could and it was unfortunate that Ryan had the accident at the North West. Without Ryan, something was missing in the team. I don't know if Ryan is going to be running his team or not.

**INSIDE:** What did your parents say, when you told them that you were going to do the TT?

**DW:** My mum wasn't happy, my dad supported me; but I don't think he realised what it's about. He went there when he was 13 years old and I think he forgot how fast and how crazy it was. So, when he first came over and saw me going when the first Superbike race was happening and he saw me going downhill, he shit himself. Now he's alright, he loves it. He gets worried and he gets worried for me, but this is what I want to do.

## MACAU DEBUT

**INSIDE:** Why do you want to do the Macau GP so badly?

**DW:** Well, it is a cutting race. Kevin Schwantz, who's one of my heroes, has done it. I wouldn't have watched the race as it was happening, but I've seen it on DVD when he rode it. It's always been a race I always wanted to do - that's really the reason.

**INSIDE:** What are your expectations?

**DW:** To just go there and learn - that's all I want this year. I'm not looking for results, I just want to go there, learn it, have fun and come back next year. Just the same as I've done with the TT - build on it year on year and see where we end up. I believe enough in myself that I don't have to rush it.

**INSIDE:** You're still young at only 25, so you have plenty of years ahead of you. The guys usually go into road racing after their careers, probably in their 30s . . .

**DW:** I believe in time. So you obviously don't want to go there in your first or second year and do something stupid and never get invited back. I spoke to Gary Johnson a fair bit about it. He said there are probably two main parts that you have to learn and to get right and from there it's fairly simple.

This would be the left-right-left mountain section, that's the hardest part. As well as when you get it in your head what is fast and what is slow. I think I've got superb people around me and as long as I listen, not be arrogant, which I'm not anyway, I think I'm going to be alright.

**INSIDE:** Looking back on your career so far, what would you have done differently in Moto3?

**DW:** I don't really know, because to be honest I'm happy with what I'm doing now, happy with doing the TT. The Penz team has already asked me to stay with them. I want to get a career out of it, which is only possible with results. I'm not sure what I would have changed during my career. I've had a good time; I've had a good life.

**INSIDE:** What's your opinion about the Penz Team, because you didn't know them right?

**DW:** No, I just knew that Dan had ridden for them. Then I knew Michael had ridden for them last year, but I didn't know much about it - just that they've done World Endurance and that it's a decent team. I was quite honoured to be riding for the guys this year. It was nice to get to know Gary as well. I knew him before, but it was nice to get to know him even more.

It was good, really good fun, and we had some decent results. Everyone got along well.

But I think I need to be riding a lot more. That's why I'm still looking into riding some more races. Time will tell what's happening.



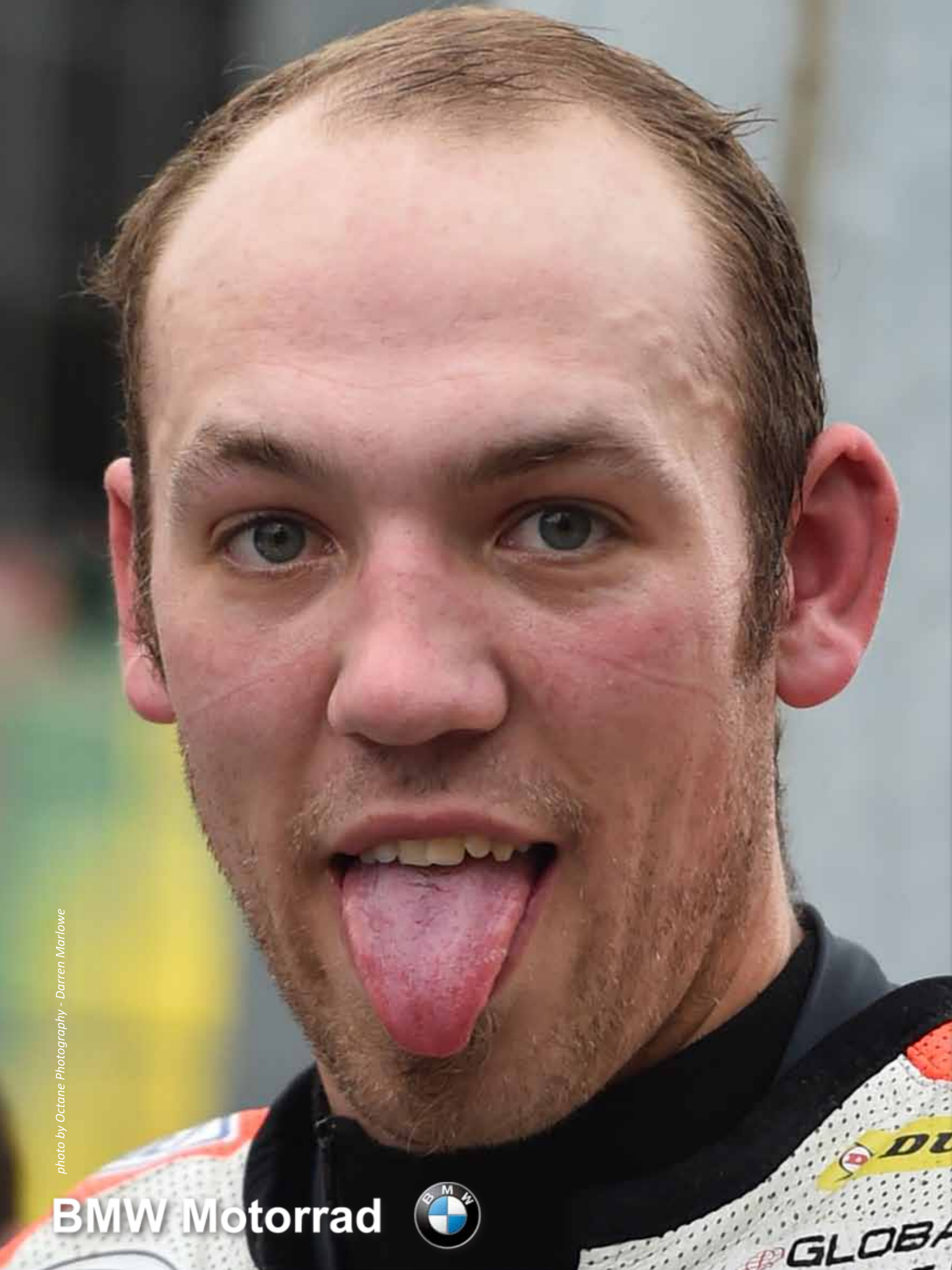


photo by Octane Photography - Darren Marlowe

BMW Motorrad



GLOBAL  
LTD

Peter Hickman is certainly one dude you can mark down as a game changer. His debut in 2014 was an unlucky appearance, not making it to the race itself, courtesy of an accident in one of the practice sessions. But last year was impressive. He was highly rated for a podium finish right from the start by the usual suspects, and his general appearance in road racing reflects one of the most impressive in the history of road racing. His speed and style are remarkable and he's one of the few riders that are fast on short circuits and roads.

Some say he simply made the best tyre choice last year – the Dunlop tyres surely did their part but his ride was faultless from the get-go, chasing Jessopp in the opening stage and making his move in the last leg of the race.



He supposed to be onboard of a Kawasaki for the anniversary race, but his BSB team called it off – he will now look for clean sweep of the German manufacturer. SMT just bought for him another BMW off Lee Johnston's former East Coast Racing Team. With various podiums in the British Superbike Championship and fully fit, the others have to bring their best game to the party to prevent a repeat win by 'Stretch' Hicky.



(Bike of Steve Mercer in 2016 - Hicky will be riding a SMT BMW, in a team with Rutter and Easton)

**MANUFACTURER / TEAMOWNER:**  
RAF BMW S1000RR / Lee Hardy

**REG. CHAMPIONSHIP / RESULT:**  
British Superbike / 16<sup>th</sup> in 2016 (Dixon)

**ENGINE:**  
999cc, 4 cyl. with 4 valves  
220 bhp @ 13'500 rpm  
115 nm @ 10'500 rpm

**FRONT:**  
Ktech forks  
Brembo GP4RR callipers  
on 320mm discs

**REAR:**  
Ktech Shock  
Standard swingarm



PETER HICKMAN



BMW Motorrad



The biggest shame in German motorsport is that road racing isn't accepted at all as it's deemed too dangerous and looking at it from a *German* perspective where everything needs to make sense road racing surely doesn't. Didier is the last and only competitive German road racer - and probably at his best right now.



He might not run away with IRRC titles like before, as the competition gets tougher and the sport more expensive, but the fact that he's now also riding in the World Endurance collecting valuable miles on the bike, the Roofer – well, that's his job in real life – will be the one to watch breaking into the Top 6 if everything comes together for him. His bike is basically stock, straight out of the box with some bits and pieces on it.

Personally, we always blamed him for the people behind the scenes that take the credit for his clowning – he's a character and we like him and his family. He deserves to be on the grid and he's a much better rider today. Good luck,

Didier! Fly the flag but - purleeese - leave your stupid sunglasses in the box and focus on the fact that it's you and your dad who put things together. Just dump the detritus and concentrate on the job in hand: it'll pay dividends.

# DIDIER GRAMS

**MANUFACTURER / TEAMOWNER:**

BMW S1000RR / Phil Jessopp

**REG. CHAMPIONSHIP / RESULT:**

British Superbike Championship /  
25<sup>th</sup> in 2016

**ENGINE:**

999cc, 4 cyl. with 4 valves  
223 bhp @ 13'500 rpm  
115 nm @ 10'500 rpm

**FRONT:**

Ktech forks  
Brembo GP4RR callipers  
on 320mm Brembo discs

**REAR:**

Ktech Shock  
SUTER swingarm



Martin is as quick as any of the top riders out there. His bike has all the bits and pieces you can buy – all top notch. His crew is like a family to him and he's been on every podium since he learned the tricks of the trade from none other than former teammate Michael Rutter.



Nobody would be surprised to see him mount the podium again this year, and his 'apprenticeship' for the top rung might well be over if the racing gods decide to smile down on him for this Golden Jubilee outing. A couple of reservations – he's facing a strong group of five who all want to win this anniversary run, and Martin wants to win so badly he might over-egg it. He does, however, have all the tools: from the talent of a real road racer to the bike you need to win and the crew that gives its all – he is a contender of the first order.

# MARTIN JESSOPP



What to say about the Morecambe Missile that hasn't been written in one of the last 9 issues of INSIDE Magazine? We admit it: some of them look like McGuinness promotional brochures, but then he's indisputably one of the legends of road racing.

Reflecting upon his 2016 season you might say he hasn't won a race but this doesn't show his true ability. He's one of those riders you can never count out. Maybe it's the seasoned Honda - surely not his age or fitness! He loves his curry pies and isn't much of a gym junkie. Ergo, he's a natural. Dunlop and Hutchy were on a different plane this year, taking far more risks to win a TT or an Ulster GP. McGuinness is still exceptionally fast and he wants another podium in Macau. One he's chased for years.



He loves and hates Macau – he loves the city and the buzz of riding at Macau but he clearly calculates the risk that is or is not worth taking. His riding style is art; we call him Michelangelo on a motorcycle and if you haven't been here or watched the action last year, well, he was the man of the race – staging a move that we call the greatest overtake in the history of the Macau Grand Prix. Taking Gary Johnson on the outside at a spot nobody ever would even think to try an overtake. He's still our hero and always will be until he's finally overwhelmed by the pies. But that will take a couple of years yet.



JOHN MCGUINNESS





**MANUFACTURER / TEAMOWNER:**

Honda CBR / Neil Tuxworth

**REG. CHAMPIONSHIP / RESULT:**

Int. Road Races / Cummins - 6<sup>th</sup> in senior TT 2016

McGuinness - 3<sup>rd</sup> in Senior TT 2016

**ENGINE:**

999.8cc, 4 cyl. with 4 valves

220 bhp @ 12'500 rpm

112 nm @ 8'500 rpm

**FRONT:**

Ktech forks

Nissin Yutaka race callipers on 315mm Nissin discs

**REAR:**

Showa Shock

Factory swingarm

When you meet Conor Cummins not wearing a leather suit and helmet you probably get the idea that he's a basketball player rather than one of the fastest road racers on the planet. The Manx man was one of the hottest shots until his terrifying accident at the Isle of Man a couple of years ago but he returned to full fitness and remains a steady podium contender at the TT.

He debuted in Macau on board a DMR machine, brought to Macau by impressive newcomers Ian Duffus and Brian Morrison. But he never got to terms with the Guia Circuit in the years after, except on the PBM Kawasaki in 2009. A Top 10 finish is probably not good enough for him but to break into the Top 5 will be a tough goal. Don't take us wrong – he's a quality rider who's certainly capable of breaking in there but maybe not this year given the overall list of Top 10 riders.



CONOR CUMMINS



Seeing Glenn Irwin on the list caught us a little by surprise. He made it clear at the beginning of the year that he loves to race roads. The Northern Irishman is contracted to the man himself – Paul Bird – owner of the most successful team in the history of the Macau Grand Prix. The team is run by Stuart Bland and whatever machinery they bring to Macau it's the one that every rider would love to ride as the team and the tricked up bikes guarantee a competitive ride par excellence.

This year, the PBM squad bring along a Ducati. They've run Ducatis before – everyone remembers the MonsterMob or ZongShen Ducatis around the street circuit in Macau. McGuinness, Ronnie Smith and Stuart Easton completed the team back in 2003. Rutter won on a Ducati here before and he always said that the chat and general character of a Ducati is the best match to pound up and down the hills.

**MANUFACTURER / TEAMOWNER:**

PBM Ducati Panigale / Paul Bird

**REG. CHAMPIONSHIP / RESULT:**

British Superbike / Champion 2016 (Byrne)

**ENGINE:**

1198cc, L-Twin with 4 valves  
210 bhp @ 11'500 rpm  
136.2 nm @10'250 rpm

**FRONT:**

Oehlins forks,  
Brembo WSBK callipers

**REAR:**

Oehlins Shock  
Factory swingarm



Glenn has established himself as a Top BSB Superbike rider, probably absorbing a lot from his teammate and record BSB champion Shane Byrne. But Glenn is also one of the few short circuit riders that was immediately fast and, frankly, is a threat to the establishment.

He made an eye-catching debut at the 2015 North West and Ulster GP with podium finishes in each. He made no secret of his desire to take the PBM Ducatis onto the roads this year but the team asked him to focus on BSB first.

Paul Bird loves to come to Macau and treat his team to a holiday. But his primary target is winning. Unfortunately for Paul, all the top riders are under contract and even the money he pays couldn't release any of them from their existing obligations. So Glenn gets his shot.

We're pretty sure that Glenn, who's raced this bike all year long, doesn't need long to get around Macau. If a newcomer can finish on the podium in his first year surely it will be Glenn Irwin on the PBM rocket.



GLENN IRWIN



PBM DUCATI



**HEGARTY**

Dan Hegarty is a bit of a question mark. To be honest, we haven't heard much of him; he wasn't a name we recognised in any of the three big internationals. But when Dan was looking for a team and his name came up on a list of entries to be considered for this year's anniversary it wasn't a long shot to sign him up.

His steady build up of speed - especially at the TT and winning the Privateer Championship with a speed of 128.5mph - marks him as another rider that could get established in the Top 10 of international road racing.

In his debut in Macau he will jump aboard a former PBM Kawasaki - a team put together by our dear friend Dan Kruger who has decided to sit out this year and focus on his full recovery. The Kawasaki is a winning package. Easton has convincingly shown how fast this bike is around Macau - even though there's a power station of electronics lighting it up.

Hegarty has raced Kawasaki in most stages of his career, and with the new team of experienced road racing specialists at his elbow he should find himself comfortable and pampered, suggesting a decent debut.

**MANUFACTURER / TEAMOWNER:**

PBM Kawasaki ZX10 / Dan Kruger

**REG. CHAMPIONSHIP / RESULT:**

China Superbike Championship

**ENGINE:**

998cc, 4 cyl. with 4 valves  
212 bhp @ 13'000 rpm  
112 nm @ 11'500 rpm

**FRONT:**

Ktech forks  
Brembo GP4RR callipers  
on 320mm discs

**REAR:**

Ktech Shock  
PBM swingarm



**DAN HEGARTY**



**SAIGER**



**HORST SAIGER**

Horst Saiger seems to struggle balancing his ambitions and volume of risk. He's one of the most experienced riders in the field but he's had some nasty falls over the last three years at various road races. The Austrian who rides under the flag of Liechtenstein is backed by quite a number of personal sponsors - a pure privateer but always equipped with some fast Kawasakis wherever he turns up.

So what might he achieve? A Top 10 finish is a safe bet but he'll surely aim for a Top 5 for the golden jubilee race. That said, you never know in Macau: tyres, track time, track conditions and the heat will be factors - and if some of the favourites struggle then Saiger could well step in.



photo by Peter Faragher



**THE 2017  
KAWASAKI  
NINJA  
ZX-10RR  
EARN'S**

**THAT  
EXTRA "R"**

*A byproduct of the World Superbike rules, the 2017 Kawasaki Ninja ZX-10RR is a homologation special, of which only 500 units will be made for public consumption.*



**K**awasaki took the wraps off its brand new ZX-10RR at the Internot Show in Cologne, recently. The race replica streetbike will get a bunch of new updates to take the fight to bikes like Ducati's Panigale R, the new Honda CBR1000SP2 and the recently announced new range of Suzuki GSX-R1000s.

**Engine**

To get that extra "R" on its name, the folks at Kawasaki have taken their already stout ZX-10R superbike, and massaged in some pretty choice engine, chassis, and electronic upgrades.

To that end, the 2017 Kawasaki Ninja ZX-10RR gets a modified cylinder head, complete with a higher lift on the camshaft, along with reinforced crankcases for durability.

The Kawasaki Ninja ZX-10RR also gets tappets that have a Diamond-Like-Coating (DLC) surface, which reduces friction and mechanical loss.



Limited to 500 models only in the winter test edition color scheme, making it an automatic collector's item, the ZX-10RR gets a modified cylinder-head to accept the longer-lift racekit cams that are part of the Kawasaki race catalogue. Diamond-Like-Coating has been used on the tappets to reduce noise and friction.

## Chassis

Brembo supplies its radial-mount four-piston M50 calipers along with a radial pump master cylinder and steel braided lines. Up front, the ZX-10RR retains the Showa Balance Free Fork introduced on last year's 10R, while the rear wheel uses a horizontal back-link BFRC lite gas-charged shock with piggyback reservoir. Both are optimized for the track.

The RR performs at a peak power output of 197.3 hp at 13'000 rpm (207.1 hp with ram air) while torque has a claimed peak of 83.7 lb-ft. at 11'500 rpm.



The double-R was designed with feedback from its championship-winning World Superbike program, and Kawasaki hopes to see the ZX-10RR filling superbike and supersport paddocks in the seasons ahead.



For electronics, Team Green has added its new Kawasaki Quick Shifter (KQS) to the mix, which does quick-shifts both up and down the gearbox – always a crowd favourite.

Most importantly though, the 2017 Kawasaki Ninja ZX-10RR gets a six-axis inertial measurement unit (IMU) for advanced traction control and other rider aid refinements like engine braking control, launch control, and cornering ABS.



The wheels have also been ditched in favor of beautiful new Marchesini, seven spoke forged aluminium wheels to shave unsprung weight which, while the same size as stock, now come wrapped in Pirelli Supercorsa SP rubber.



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Usually, we only feature potential Top 10 riders in our 'controversial' rider introduction. But every year we choose an underdog or simply a character worth bringing to public attention. Steve Heneghan is our 2016 choice. The bike and parts trader – Reactive Parts – makes his money by supplying teams with top notch parts and when you look at his well prepared bikes that he takes to the tracks you'll always find some parts you really want to have yourself.

He also sponsors various riders in the paddock and is a great feller to share a pint or two with. You'll usually find him in the RoadHouse, always ready for a chat and a laugh. Again, don't get us wrong here. He's a decent rider with natural speed – but it's not his profession. He simply loves to spend money on racing and enjoys the buzz of being part of this little road racing band of travelling gypsies.

## STEVE HENEGHAN



**MANUFACTURER / TEAMOWNER:**

Reactive Parts Yamaha / Steve Heneghan

**REG. CHAMPIONSHIP / RESULT:**

International Road Racing

**ENGINE:**

998cc, 4 cyl. Crossplane  
209 bhp @ 13'800 rpm  
118 nm @ 10'500 rpm

**FRONT:**

Ktech SBK Forks  
Brembo XB0b callipers  
on 320mm Brembo discs

**REAR:**

Ktech Shock  
modified standard swingarm



Betting on Dan Kneen is probably the biggest gamble. It's hard to judge his abilities and we also don't know how quick a Yamaha can be

around Macau. Easton struggled as much as all the others bringing the potential of the bike to bear. Dan himself missed this year's TT due to a broken arm. He's surely a Top 5 road racer as he joined the 130mph club in 2015. A lot of people, particularly his MarTrain Yamaha team, hoped for a great season and the breakthrough of the Yamaha.

But maybe he can turn it all around in Macau if he doesn't push too hard for it – we've seen his speed around here and have him marked down for the only competitive Yamaha rider on the grid.

## DAN KNEEN

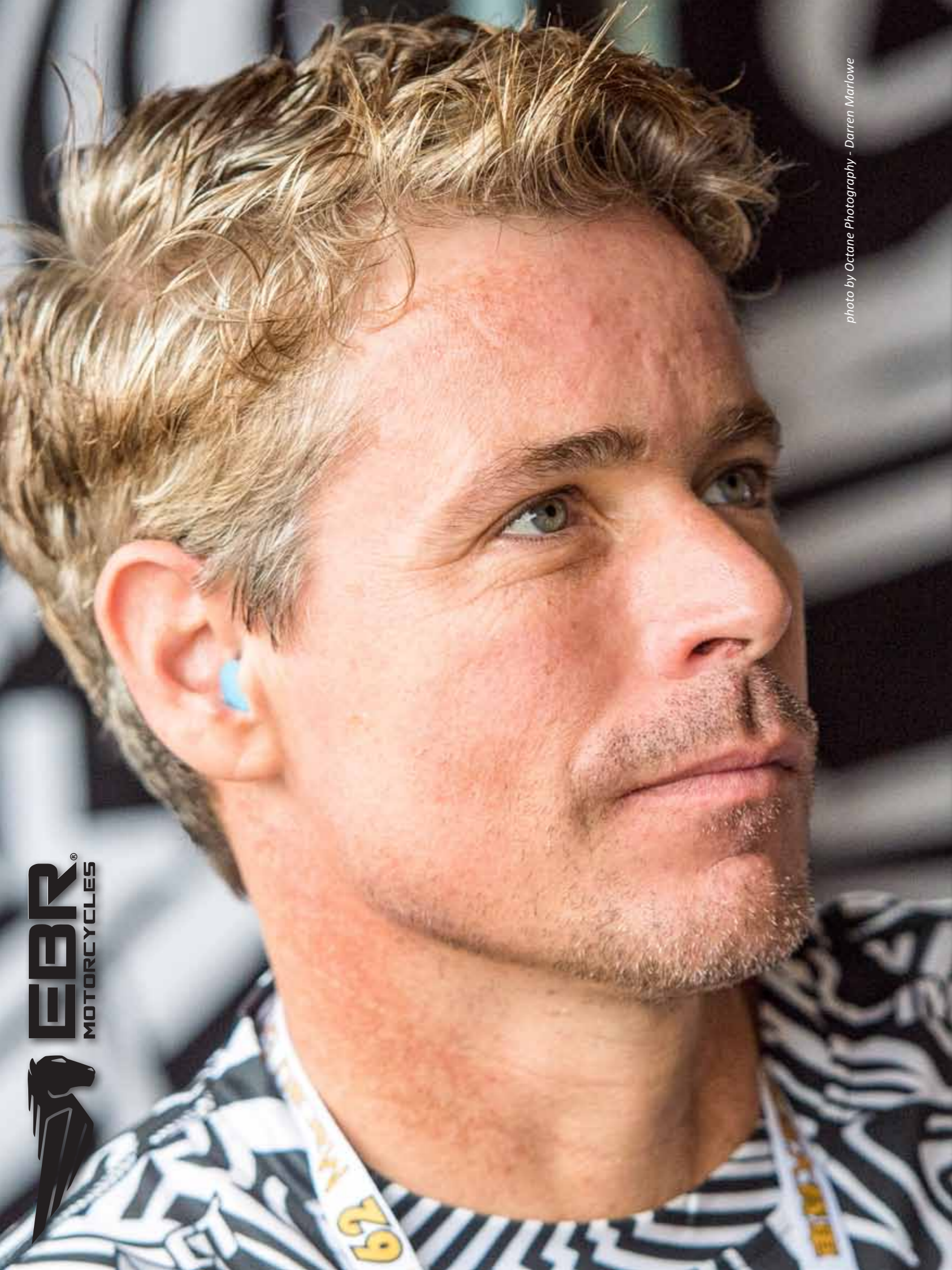


photo by Octane Photography - Darren Marlowe

# MARK MILLER

We call him the California Dreamer – the Sonnyboy of road racing. He usually hides himself in the Malibu Hills toying with expensive sound tools and thoughts of a Hollywood career. He probably hates the fact that someone pinched his idea of filming a love story set against the background of the biggest road race on earth, the TT at the Isle of Man.

Mark was at his best at the end of the 90s and just after. He mounted the podium in Macau next to none other than David Jefferies and Michael Rutter in 2000. He's had nearly as many Top 5 finishes as John McGuinness. But lately he's only appeared at the TT even though we're a little curious about how he actually qualifies on six races.

A couple of years ago he picked up a ride with American manufacturer EBR and stayed with them. It's an American Thing. The captain – or The Thriller as he likes to be called – is one of the smartest but foolish of road racers . . . we love him for that. He juggles being a gentleman whilst being one of the naughty boys. We first met him in Macau but got caught up in a bar brawl with him down in Wild West Pattaya. There are countless stories he might share with you if you care to catch up with him for a pint at the RoadHouse.

So, what to expect from him and the EBR? When EBR hit the stage it was the eye-catcher of the paddock and it's still a very special bike. The team is now based more or less in Zhuhai and the bike is a little more seasoned but Mark and



the team get along well - and it's probably a smart move by the team to keep working with The Thriller.

He's not a crasher even though he's had some terrible offs in his road racing career: but at his age he's not so much a complainer now and he's smart enough to just bring the bike back to the paddock. It's great PR for both of them: from the bike's livery to the teamwear to the pit setup – nothing short of professionalism. And Mark does his part – always smiling for the cameras and playing his Hollywood card. Go for it, Mark – you've still got it!

#### MANUFACTURER / TEAMOWNER:

Splitlath EBR / John Dimbylow

#### REG. CHAMPIONSHIP / RESULT:

China Superbike Championship

#### ENGINE:

1190cc, V-Twin  
185 bhp @ 10'600 rpm  
138 nm @ 8'200 rpm

#### FRONT:

Oehlins forks  
8-piston callipers / single 386mm disc

#### REAR:

Oehlins shock  
Standard swingarm



# A FISTFUL

# OF DOLLARS

*How much does it cost to run a professional setup in a world championship series on real rugged roads . . . ? Well, one of the great lines to come out of the Jason Bourne sock it to 'em series was "Look what they make you give". See where we're coming from . . . ? We give INSIDE the inside track on coughing up a killer budget. [With apologies for mixing our movie genres]*

The Penz13.com BMW Motorrad team development is a great story to share and might give the reader an inkling of how it all came together - and what it takes out of you.

The tale starts in 2007. Act I opens in the glitzy lobby of the Emperor Hotel. I've been involved in racing since 1997 but the first real road racing taste I got was in Macau.

In those days, I worked for various teams as a crew chief, even running my very own outfit in the German Championship (IDM). My priority was working for Steinhausen Suzuki Racing team running a sidecar, two supersport bikes and a superstock.

I was hired to work for Benny Jerzenbeck, running in the FIM European Superstock Cup against none other than James Ellison. At the end of that year, Peter Rubatto called us up and asked us to come to Macau and so we did and we've never missed an event since.

In various races in Germany Rico Penzkofer had caught my attention as he was very quick on a Ducati - the dark blue bike with the Shell logo on it. The reason both had caught my eye was the insidious rumour that this bike wasn't cradling a 749cc engine. But as always, there was a lot of bull around the paddock . . .



photo by PacemakerPressInternational - Stephen Davison



Rico was known to be difficult but he always said: "It's not me who's difficult – it's just the teams that make it difficult for me to get along with them!" He was a special character but insanely fast. I wish I'd met him earlier but it did eventually come to pass in 2007. He was on board the YART Yamaha while I was running a team with Martin Finnegan, Stephen Thompson and Cameron Donald – all on different manufacturers.

So, Rico approached me and said he would like to race at the TT. Well, it didn't take long to get it all together and we raced there. But that's another story, to be shared another day. Cutting this one short, he called me out of the blue again - in August 2009 - and asked me my opinion about racing a BMW in Macau.



So off he went – Rico made his way to Spain to dismantle Corser's bike after the last WSBK race. Forks, brakes, swinging arm, rear shocks and rims . . . the rest is history.

Arriving in Macau we invited all the teams to CUBIC – a nightclub based at that time in AIA Tower on the Peninsula.

On stage under an official-looking bike cover was hidden nothing less than a superstock bike with some factory parts on it – never previously tested by Rico. But it looked the part. Only we knew that the ignition lock and keys were hidden under the seat – all short wired. But unveiling the bike in the club dropped a lot of jaws. A full factory-looking bike appeared. And it was fast right from the get-go . . . Penzkofer led most of the first practice session.

### Living the part

The pit looked different; the team looked like it had come straight from Munich headquarters. Our good friend BMW Motorsport Director Dr. Mario Theissen (cars) was very impressed but was surprised that nobody had told him about the BMW factory line-up for Macau's Motorcycle Grand Prix. We had to tell him the truth, thus his photos from the starting grid found their way to Germany - and stirred up a hornet's nest.

How was it possible to run a factory-looking bike in Macau and impress with a Top 5 finish?



In those days, BMW only appeared in the World Superbike with Troy Corser and Ruben Xaus. I had already spoken to BMW before but all I got in response was that BMW and Road Racing didn't gel. Road Racing would be too dangerous. I won't go into details as it might bounce back on somebody . . .

Somehow, we got hold of a brand new BMW S1000RR and were thinking how to put the rest of it together. It took a couple of (long) phone conversations and the calling in of multiple favours but the first rollout of this bike was at the Joey Dunlop Open in Frohburg where Rico won the race in convincing fashion. He called again and said this bike was fast and that he really wanted to take it to Macau. But I said we needed to make it look big because I wanted to prove a point. Looking big meant looking like a factory team and bike.

And here the real story begins – how to run a professional motorcycle racing team.

Until that day, it was a reasonable budget, gathered by friends and whatever you could spare from the paycheck of an ordinary job as a mechanic. Professionalism took front seat as soon as Penz13.com was signed on for the World Endurance Championship in 2011. While Rico was still actively competing in the race in the first year, he had to realise that running a race team just isn't possible being a rider himself. So that's where the priorities changed into running a two-bike team together with three riders, and at some races a fourth in reserve for a whole season.

A question hardly ever asked by a rider but most important for a team owner is the moolah. It's comparable to going into a casino with a handful of chips equalling the value of your life savings (we didn't save a lot) and putting everything on red. Penz13.com started as a Superstock team and we will reflect later on how much it costs to run an SBK team in a factory look-alike outing. It's more than an arm and a leg.

In any case, to run a motorcycle team you first need a workshop. Luckily, Gordon, the team's soul mechanic – he of the gifted hands – had just built a house thus his basement functioned as the team's workshop until 2016.

However, without equipment there's not much to do in a workshop. So you call up friends again and ask for bike lifters, tyre-fitting machines, drillers and a whole lot of tools.



Next, you need a truck – but as you don't have the budget to order one straight from the Mercedes dealership you call another friend and long term sponsor – this is where Frank comes in. He's a car dealer not far away who's tired of sitting all day long in his showroom selling cars. He's also a former Supersport rider and a pure enthusiast.

You ask if he knows of a guy willing to rent out a truck and whether he has a trailer for sale . . . this is where you have to put some cash on the table, and – boom! - it hits you low . . . EUR 25'000 gone for the trailer alone, not even ready to roll.

That's when the actual team comes to the table and chips in. A thousand working hours later you have a stuck up truck with a kitchen in there, six beds and a loading bay.



However, you have neither bike nor pit equipment yet. Luckily, somebody in Macau used to prepare all the pits and had plenty of pit partition systems to spare, tyre rags and various sizes of overseas crates. As we're talking about motorcycle racing you surely need some bikes. So you call up BMW, ordering two brand new bikes and a whole lot of spare parts. Next, you need exhaust systems, bodywork, suspensions, brakes, pads and liners, windscreens and plenty of smaller parts that you've seen on other bikes or in catalogues. EUR 70'000 has gone – in the blink of an eye. But who's going to ride the bike? And on what tyres? Who pays for them, and what about fuel for the bikes and the truck?

### Calling in (more) favours

Having arranged all that, you're left with the question of who's going to prepare the bikes before, during and after the event. So, you call up all the friends and mechanics you worked with in the past. The deal is simple: come to the workshop, make your own way to the race track, arrange your own accommodation or sleep in the truck or a tent next to it - and, of course, you work for free. What's not to love about a deal like that? Fortunately, riders at that level are happy to ride for free as well.

And so it begins. Making your way up the ranks. First, by finishing a race; then entering the Top 10. And finally, taking home a podium and at some stage even winning a race – if you're lucky with non-tarmac-bouncing riders, are fast enough to make the cut, and, importantly, not running out of the moolah provided by friends.

Then you might meet a guy who loves racing, observes you for a while, and is willing to chip in a whole lot more; all he asks is that you put his company name on the entry and his logo on the bike.

So far, you've already invested a lot: all your time, your relationships and around a quarter of a million Euros for bikes and parts. But somehow – if you're as lucky, hard working and dedicated as your many competitors – you fight for the world title. And suddenly a manufacturer takes the plunge and considers you a valuable enough team to support.



photos by Highside PR - Toni Boerner



You pop a bottle of bubbly and think you've made it. BMW will support you with bikes and parts – but you're not quite there yet. Because they're expecting you to step up to Superbikes, and be running at the front. There's also a little hint – they don't really want you to continue dicing on the roads; better to focus on the World Endurance, ja? So, Road Racing comes off second – fully funded out of your own pocket while you might take the development and connections with you onto the roads . . . but only if you have a team bursting with enthusiasts backing you up. Officially, you're now BMW Motorrad France – that's the big upside.

On the other hand, you now have to hire proven riders. Furthermore, you have to buy another truck as one isn't enough anymore. And you need a bigger workshop and a full time crew. Boom! (again).

**Bonaqua.**  
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由2010年起, Bonaqua水樽減少塑膠用量, 其CO<sub>2</sub>減排量  
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由2010年起, Bonaqua水樽已用少約186萬公斤的膠, 為地球減少了約426萬公斤的二氧化碳排放量, 相當於一輛汽車環繞地球4122次。  
\*以Bonaqua新車標自2010年7月推出至2013年12月的銷售計算。#汽車之二氧化碳排放量是根據英國國家環境保護局所公佈的資料計算。

\*Bonaqua, 寶礦泉, 寶礦泉, The Flower Design, The Plant Bottle Design, The Twist Bottle with Plant Design, The Twist and Arrow Bottle Design are trademarks of The Coca-Cola Company.



And then it's not only about finishing the race – it's suicide lap after lap, bikes crashing, engines blowing, and mechanics being human – which means the occasional mistake. All in all, it easily adds up to half a million Euros. And you still need luck, which you can't buy. Are you sure you're still up for it? Alright, next you need three riders for a season – if you get a good deal and combine it with other arrangements; you can sprinkle EUR 120'000 like confetti. You go testing and you now pay the mechanics as mistakes aren't forgiven anymore. You recruit soldiers.

At some stage, you reflect on the last four years and realise that with all the pressure you've left behind - not discarded - some good and trusted people. It's not your fault – as John

Lennon put it, life's what happens while you're busy making plans. Racing becomes a business and business is cruel. And trust me, if something goes wrong along the way it's not the manufacturer, it's not the equipment, it's not even the rider – it's your name on the line. Nobody asked what and why it went wrong.

The fact is something didn't add up and it's you who dropped the ball. Then you question yourself as to whether it was worth it all or not. But, hell, yeah! It's racing, the best thing in life. It's always up and down. But if you are made for it then you get up again from each setback and ask for more: 'Just hit me again.'

Like I said: look at what they make you give.

#### Rico Penzkofer and his Penz13.com Team

- Costs:** Based on the books for the 2015 season
- Testing:** EUR 5'000 a day
- Racing costs:** EUR 75'000 for race fuel, tyres, brake pads, chains and consumables
- Bike parts:** EUR 100'000 for worn out fairings, fractured wheels, holed radiators and motor refreshes
- Wages:** EUR 120'000 for the team riders  
EUR 50'000 for the team itself
- Travel costs:** EUR 50'000, most of which is on diesel for the trucks, flights and accommodation
- Team wear:** EUR 5'000
- Hospitality:** EUR 20'000
- Workshop:** EUR 20'000 (costs and loans)
- Car pool:** EUR 25'000 (for trucks and team cars inc. insurance)
- Experience:** PRICELESS





# SPONSORS PENZ13 BMW MOTORRAD AND SPECIAL OLYMPICS MACAU



MGM has a history of supporting the Special Olympics Macau and for the 63<sup>rd</sup> Macau Grand Prix 2016 joined hands with Special Olympics Macau to present the art program of Penz13 BMW Motorrad for the second year. 100 athletes from Special Olympics Macau were invited to join the program to design the racing motorcycles together.



The unveiling ceremony of the two motorcycles took place on November 14<sup>th</sup> at the Grand Ballroom of MGM MACAU, prior to their debut on the race circuit at the Macau Grand Prix 2016. This year, the two motorcycle racers are Gary Johnson and Danny Webb.



“The Macau GP has always been a special and prestigious race. The world of the Special Olympics seems to me like having a lot of similarities to the Macau GP Paddock – the sportive aspect is, of course, of value; however, still being friends while competing in a race or tournament is what creates the beauty of it. When I raced for the same team with the same spirit last year I experienced a whole new atmosphere, which inspired and motivated me even more. With MGM we’ll raise this whole campaign to the next level - I hope I can repay this trust and support with a podium this year”, said Gary.



“Starting my first Macau GP wearing the colors of the Special Olympics and MGM gives the whole experience a little more importance from the human perspective – it shows that passion can unite people, no matter how special or different they might be. The Macau GP is surely a great arena in which to promote such an important cause as raising the awareness for Special Olympics. I’ve already raced in a Special Olympics helmet in Europe which attracted a lot of positive attention and feedback. I hope the athletes will enjoy this year’s anniversary as much as we do - and I have to say my BMW is probably the best looking bike on the grid”, said Danny.



photo by Rainer Rossdeutscher



Through this community event, MGM expresses its commitment to corporate and social responsibility. In support of a spectrum of initiatives and activities including hosting art and sports events every year, MGM is committed to raising public awareness on social inclusion of disabled members in the community.



*MGM is proud of its continued relationship with the Macau Special Olympics. We wish the Penz13 BMW Motorrad team a successful and tremendous race in Macau!*

# Create a Better Tomorrow Today

MGM is doing a lot to support the people who mean the most to us, including all the Golden Lion team members and community, as well as reduce its impact on the environment. Contributing to a better Macau through MGM's arts and culture program as well as leadership and workforce development are also important aspects of approach. With the efforts devoted by each of the team members on the sustainability programs, MGM aims to make great moments for the community and Create a Better Tomorrow Today.



## MGM's History of Supporting the Special Olympics Macau

MGM has a history of supporting the Special Olympics Macau, as well as joining hands together to organize various events and art programs, such as the "Conference on Inclusion of Mentally Challenged in Asia's Modern Society" in 2016, "Penz13 BMW Motorrad Art Program" and "Art Workshop – Creating Something Out of Nothing" in 2015, as well as "Creation of Lion Sculpture" for "MGM - Biennial of the Lions – Beyond the Roar" Exhibition in 2014.



Conference on Inclusion of Mentally Challenged in Asia's Modern Society (April, 2016)

In addition, MGM has been a proud sponsor and active participant of the Special Olympics Macau charity events since 2010, such as the "Special Olympics Macau Golf Masters" and "Special Olympics Macau Occupational Skills Competition".



Special Olympics Macau Golf Masters



Over the years the MGM volunteer team has also participated in the "Special Olympics Charity Basketball Match 2011", "The Volunteer Skills Training Program 2012", the "Special Olympics Inter-Hotel Charity bowling Competition 2012 and 2013", and the "Special Olympics Charity Soccer Match 2015".



Penz13 BMW Motorrad Art Program (November, 2015)



Penz13 BMW Motorrad Art Program (November, 2015)



## MGM's Commitment to Sustainability

MGM is committed to sustainability through our vision, Create a Better Tomorrow Today, we are conscious that the decisions we make will affect the society and environment tomorrow. MGM is committed to creating a better Macau by supporting and investing in its development. We are the proud recipient of the Outstanding Corporate for Volunteerism Award, and the Enterprise community Care Award. Our Company's success depends on our employees' skills, knowledge and capabilities. We therefore invest significantly in learning and development programs to help our employees excel, including: MGM Academy, MGM PRIDE Program and MGM Management Associates or MAP Program, which sends newly hired local graduates to MGM Resorts International in Las Vegas for twelve months to learn our business globally throughout various departments.

MGM has garnered five awards from influential publication Human Resources Magazine in Asia at the "HR Innovation Awards 2016", an affirmation to the Company's excellence in creating a greater workplace for its Golden Lion Team with emphasis on with work-life balance and talent cultivation. In addition, MGM has been recognized for its efforts in environmental sustainability, including the ASHRAE Technology Award for the Asia Pacific Region, the Macau CEM Energy-saving Concept Prize Award and an achievement of China Green Building (Macau) Design Label Certification for MGM Cotai.



## Culture

At MGM, we strongly support the vision of the Macao SAR government for diversification. We have invested in various programs to promote public interest in art and culture and to reinforce Macau's status as an international city where globally influential artworks are appreciated and studied. Highlights of recent cultural events hosted by MGM include:

*MGM Art Space Events: Botticelli's Venus Exhibition (2013), MGM Biennial of the Lions – Beyond the Roar (2014), Red Sandalwood Exhibition (2014-15), Edgar Degas – Figures in Motion (2016)*



*Grande Praça Events: Valkyrie Octopus Exhibition (2015), Lion Dance International Competition*



## Community Sustainability

Creating a better Macau is an ethos that we live and work by. As a proactive member of the Macau community, supporting and investing in its development is a cornerstone of our business. We mobilize our teams to reach out to the Macau community through our community programs to benefit those in our society who are less fortunate. By donating our time, talents, skills and resources to those in need, we hope to contribute to making Macau a better place to work, live and raise families. We take great care and pride in our community programs, and have been recognized as pioneers in our approach.



## Environmental Sustainability

As a developer, owner and operator of premium luxury casino resorts, we are aware of our impacts on the environment through our consumption of natural resources and generation of waste. Our dedication reaches further than compliance with the law, integrating environmental considerations into all operational practices from our supply chain, to our facilities management, to our guest rooms. Since baseline years, we have reduced our energy consumption by 28%, and water use and incinerator waste by 13% and 7%, respectively.



## SMEs and Sustainable Procurement

Since 2007, MGM has worked consistently with the local businesses to build long-term partnerships, while providing support and advice where needed to help smaller businesses thrive and grow. In an effort to formalize and expand our commitments

to the Macau SME community, we have rolled out a dedicated SME Engagement Program which consists of the industry's first MGM SME Committee and the quarterly MGM SME Business Matching Sessions, focusing the three key local SME segments: "Micro SMEs", "Made in Macau" and "Young Entrepreneurs".



Since the implementation of these programs in October of 2015, MGM has made commitments to spend over MOP 58 million in total with more than 154 new SME business partners.

## Responsible Gaming

Responsible Gaming Program is rooted in our Sustainability Vision, Create a Better Tomorrow Today, which serves as a call to action to create a sustainable, and more responsible Macau where our operations positively impact our people



and the environment. At MGM we are committed to creating entertainment experiences, while delivering our products and services in a responsible manner and promoting sustainable gaming practices. We take our obligations to prevent and minimize the harm that problem gambling may cause with the utmost seriousness. Responsible gaming consistently remains an integral part of our operating philosophy.

***"Being part of the Macau Community is very rewarding in many ways. We remain a consistent sponsor of the Special Olympics Macau charity events, which encourage passion and determination from the participating athletes and team members, and is a very positive way of expressing our commitment to the wider Macau community. We will continue to support meaningful activities such as these and devote our efforts in creating platforms that will further connect the community, be it through arts, cultural or philanthropic initiatives."***

– Grant Bowie, Chief Executive Officer and Executive Director of MGM China Holdings Limited

# So it is Written, So it Shall Be

*INSIDE talks to Technical Director Danny Aldridge, who reminisces about MotoGP, road racing, and risk, which he has made it his mission to minimise in the mould of friend and mentor Mike Trimby.*

## ON MOTOGP

**INSIDE:** We've known you for quite some time and we've followed your career all the way. How did you become Technical Director for MotoGP?

**Danny Aldridge:** I met Mike Trimby as a boy because he and my father were best friends and used to race together. After racing they used to sponsor people; Ray Swann for one, and many others over the years. Kenny Irons was another, I believe - but I was too young to remember, to be honest. The history is that Irons met Mike and they grew up, obviously got older and always got involved in bike racing with my dad.

In 1997, I wanted to get involved a bit more and learn how a Grand Prix works. Through my father I contacted Mike, and from 1997 I was employed as his motorhome driver. I worked for IRTA, but he paid my wages because he wanted a driver.

From 1997 to 2001, I was with IRTA for the first time and it progressed a little bit from there. With Geoffrey, the paddock manager, I picked up the bits and pieces over the next five years.

Unfortunately, in 2001 my father passed away. So I stopped doing Grands Prix. My dad had a property-owning company, and I took over his side of the business. He shared the company with my brother. My dad had been ill for a year and a half so all of a sudden we knew he wasn't well, then it got him. He said that when he passed away this [the business] was up to me and my brother. After we lost him I spoke to Mike: "I need to stop, because I have to take dad's side over." But Mike's response was brilliant: "The door is always open".

In 2010, I split with my father's partners and sold some shares to them, continuing on by myself doing building work and many other things, including getting married and having a kid. One day my wife asked me: "Don't you want to go back to your bike racing?"

# DANNY ALDRIDGE



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I sat her down and said: "You realise this is not a case of a weekend job and I'm going to be away for this amount of time, this period . . . ?" She said: "Yeah, yeah, that's O.K!" So I approached Mike again, and it just happened in 2010; it was the first year in Moto2, so I slotted into place.

Obviously, there was an opening in Moto2. Mike knew me, so he spoke to Mike Webb, the Technical Director at the time. So I got the position of taking care of things on the technical side for Moto2.

I came to MotoGP as Moto2 controller, shall we say. Things changed within the Grand Prix: Paul Butler, the Race Director, retired and Mike Webb took over. Initially, I was Deputy Race Director, while Mike Webb was Race Director and Technical Director, although the rule book basically didn't allow this. The positions had to be separate so then they offered the position to me, for which I was really grateful.

Officially, I got appointed at the Mugello round, mid-season 2012.

**INSIDE:** You're the technical director and you're part of FIM but working under IRTA, so who's paying you?

**DA:** IRTA: my wages come directly from them. I'm actually under IRTA, Dorna and FIM. The FIM rule book says that there has to be a Technical Director, which is me. I'm employed and my contract is with IRTA and they have a contract with Dorna to supply a Technical Director.

**INSIDE:** Did you get some kind of an introduction from Mike Webb? Did he help you or is he actually still advising you?

**DA:** Oh yes, he's still advising me. To me, he's still my boss - as well as Mike Trimby. In 2010, when I came back it was a recommendation from Mike Trimby to Mike Webb. I did that and when Mike Webb got promoted to Race Director, they said: "We need a Deputy Technical Director!" He recommended me and Dorna and IRTA were happy.

**INSIDE:** What do you actually enjoy doing most in your job now? What is the pleasure of MotoGP?

**DA:** I just love MotoGP, I love bike racing. There aren't many jobs where you wake up in the morning and don't mind going to work. I go to 18 different circuits, I work with 18 different groups of people, I have my own staff but the circuits provide the team. I really enjoy it. I'm lucky.

**INSIDE:** What does the role of Technical Director entail?

**DA:** My responsibility is to make sure everybody sticks to the rules.

**INSIDE:** Are you getting involved in the rules or is that just the MSMA?

**DA:** I get involved in the rules as well. I have to control this, so I'm always involved in it. In the rule book it's written that the Technical Director is responsible for ensuring that everyone applies [their actions] to this book.

So I control the weights, fuel, and noise, everything that's in that rule book on the technical side. There's a sportive side, a technical side and a medical side.

**INSIDE:** Somebody must have designed the basic structure of the rules and got everyone around a table to discuss them . . . ?

**DA:** The rule book has been around for years, it's just grown. There's always been a basic rule book, so there has always been a basic rule book and it was written by Mike and Paul Butler to use in the new era of MotoGP when, in 1992, the commercial and sporting rights were acquired by Dorna. Things changed, like, when Moto2 started, Mike Webb wrote the rules for Moto2 as well as for Moto 3 with the help of, or in conjugation with, Corrado Cecchinelli.

It's a discussion between myself, Corrado Checcinelli and Mike Webb. When we say we all agree on this, then we put a proposal forward and that goes to the MSMA, the GPC and its committee, and then they agree on it. There are steps along the way that get agreed upon by other parties.

**INSIDE:** How much actually gets into the proposal from the teams' side, with costs a major concern?

**DA:** Moto3 and Moto 2 are definitely a cost thing and probably MotoGP. The MotoGP technical regulations cannot be changed without consent from the MSMA for the next five years. We're two years into that 5-year period. But that's when we went to single software. It was written we won't change any technical rules without your agreement, we can propose them and they can agree to them. I mean, they can still be changed; it doesn't mean it's set in stone - it just means we can't push them unless it's a safety issue.

We're always submitting proposals to the MSMA for MotoGP technical rules, but lately they just say 'yes' or 'no'.

Moto2 and Moto3 are slightly different; it still has to go through the MSMA but we have a working group in Moto3 which involves KTM, Honda and Mahindra. We sit together with their three representatives, myself, Mike Webb, Corrado Checcinelli, Mike Trimby and Javier Alonso.

We have a meeting, which I organise and chair. For next year, we're proposing that Moto3 go rented. At the moment, they sell engines but the manufacturers say it's too expensive, so they'll do a lease deal or a rental deal. It's a chain of command: it's discussed, the groups agree to it, and then it goes to the GPC and then it's signed off and should be released on the day.

**INSIDE:** In MotoGP, the winglet situation is of great concern and widely discussed by all sides. It's already been agreed that it's banned for next year, is that correct?

**DA:** Yes, it is. But it's still being changed slightly; it's being modified today as we talk. The word has gone to the GPC now: it's either being agreed or referred to the next GPC, but there are always tweaks to the regulations. But from the technical side winglets are banned.

**INSIDE:** So why did that come up? Has there been any real issue on safety?

**DA:** We tried to bring up the issue. When we look at Argentina when Iannone went into the back of Marquez, they were touching. Especially with the turbulence behind him because obviously he came through, the effects of the winglets from behind, so there's that side as well. There are many things: there's safety and a cost issue as well. Ducati, for example, are spending lots of money. You can't come here with their design and tell them which way to go because they put research into that.





photo by Octane Photography - Darren Marlowe

# MACAU GRAND PRIX

**INSIDE:** How did you get involved in the Macau GP?

**DA:** When I stopped working in the Grands Prix and running my dad's company I continued doing Macau with Mike, basically every year. I missed only one year, in 2001, when my dad passed away. But then I came back the following year and stayed with Mike all the way through 'til the end, just doing Macau. The year Mike stopped doing Macau - in 2011 - for me, it was finished. He was Macau, so there was no point in continuing.

I never asked but even if the new organisation [committee] had asked me I wouldn't have done it. It was the right time to stop - it was the end of an era. Obviously, you know my job in Macau was basically right-hand man. He was in the office and I was down in the pit box - helping out wherever I could, and I continued coming from 2001 onwards. I looked forward to it. It's a professional race, but it's great fun. Mike had a lot of pressure because he bore responsibility for the riders. He was more stressed in Macau than he ever is in [other] Grands Prix and that's why I was there to try to relieve that stress for him.

**INSIDE:** What impressed you most about Macau in terms of riders and teams?

**DA:** The circuit itself is impressive, how the guys get around it. It's so dangerous, the skills you require are enormous. You see the [photo] shot when the guys come in and you ask "What's up with their shoulder" and they're rubbing the chalk dust off the wall. It's just the complete atmosphere of the place - that special feeling that cars and bikes are involved. The spectators love the bikes more than anything! We were a support race to a certain degree, but the locals love the bikes. The big difference for me compared to the MotoGP is the friendly atmosphere of the teams: If there was a problem in another team, we would help them. It wasn't closed doors. Everybody worked together, rode together, got drunk together.

**INSIDE:** When you started, a lot of two-strokes were still involved, right? A lot of old GP bikes . . .

**DA:** Oh yes, when I got there first there were still a couple of two-strokes on the grid. I also remember we even had a 600 turbocharged Honda with Pete Jennings one year. Before that, you had the Grand Prix bikes that Kevin Schwantz rode. The beauty of it was that it was an open race.

**INSIDE:** Who's impressed you the most over the years?

**DA:** That's got to be Rutter, for sure. He's a legend in that place - he's won it eight times and if he doesn't win he comes second or third. And, sure, there have been other riders: Stuart Easton is amazing. Recently, other good riders have come through. Last year's winner Peter Hickman, for example, was impressive. Ian Hutchinson is a good rider. And John McGuinness - you never know what he will pull out of the hat. I think McGuinness is a bit older and wiser.

He's not willing to take that extra risk, which is good. That was where the respect for Mike came in, who wouldn't let a lot of riders come because he said they were just too dangerous.

He handpicked them and wanted to know their history. Guy Martin rode twice and crashed twice; and the next year Mike wouldn't let him come despite his respect for his great ability. Guy is a great TT rider but during that period of his career in Macau he was seen to be a little bit too erratic. I respect Mike for his decision.

**INSIDE:** Guy Martin simply thought "I want to win Macau, whatever it takes!" and obviously he pushed a little bit too much . . .

**DA:** To go to Macau twice and crash twice and walk away sane - he's a lucky guy. Third time unlucky; that's why Mike didn't let him come back. He looked after the riders. Everything they wanted he made sure that they got, with safety paramount.

**INSIDE:** In 2005, the Frenchman Bruno Bonhuil died . . .

**DA:** It hit Mike really hard because he felt responsible for all the riders. That was a downer for the whole event. Every session we were out there, watching the timesheets and hoping that there were no red flags or anything like that. You're correct; there was no real investigation.

They just looked at the photos and that was it. That doesn't make it easier. When things like that happen - and especially in 2005 - Mike never pushed anyone to ride. He would simply say: "This is your job; it's unfortunate. Nobody will blame you if you don't ride".

That's one of the reasons he made sure that the prize money was not so much. He did that purposely as he'd rather give tickets for Thailand. He didn't want the guys to push themselves for a couple of thousand quid. He always called it a holiday race - but as you know there's no such thing as a holiday race for riders!

Even though it was a great race to be involved in, I'm happy I did that. I obviously have a lot of respect for Mike. In fact, my career would not be what it is without him. He showed a lot of faith in me - which I hope to repay by doing a good job.





# THE ROADHOUSE MACAU

*This is Macau after all, and come early November every year the City starts to transform itself from a place once described as 'Sleepy Hollow' to a Motorcycle Racing Mecca.*

It's generally the end of the season for most of the teams, a chance to let the hair down and blow of a little steam if you will. By the time the action starts here in Macau, the International Road Racing Season is over, a Champion has been crowned in the BSB title race and the MotoGP Championship has been run and done. However the happening of the Macau Grand Prix are still uncertain, incredibly uncertain.



One constant anyway was, is and probably will be that a whole lot of the competitors and teams enjoy their evening beer and dinner during GP week at the best and only blue and rock bar in town - The Roadhouse.

Just to clarify, we are not talking about the old Roadhouse... in case you haven't been at the new, bigger and better version at Broadway Macau, you better visit it soon and especially during GP week. You are asking why? Listen up!

Let's put it short, to begin with: Blues, Bikes, Rock, Booze... and Babes.

The problem is: there is so much more to this place. A tradition that will never change is that they serve the best Guinness in town, imported directly from Dublin and with a lot of proud of the Irish founder Ciaran Carruthers. Not to forget the burgers, especially their world famous Hubba-Hubba burger. No questions asked. If you are not in the mood for those, you have the choice of Mexican delicacies and a whole variety of pizza on the menu.

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, having a cigar or enjoying the live band – everything that makes you feel relaxed and enjoying yourself. Entering the doors of The Roadhouse will take you to a history walk of motorcycle racing - just like in museum the walls are covered with unique memorabilia.



Have a look at John McGuinness's leathers...notice anything strange? There's a story behind why those leathers are cut! John's leathers hadn't quite made it to Macau for the start of the 2013 event and the only solution...drag the old ones out of The Roadhouse! The only problem was that John had put on a kilo or two and so a little space was required to shoehorn him in. Those cuts did the trick and in the end all ended well. They are now back on display where they truly belong at the Roadhouse...attached with them, a piece of Macau Motorcycle GP folklore.

The Staff are friendly and not hard on the eyes either. Unlike so many other places in Macau, The Roadhouse takes pride in its service and attentive they are.

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

# BLUES, BIKES ROCK AND BOOZE...



They also have one of the most extensive bars in all of Macau, Hong Kong, or China. Do yourself a favor and check out the Roadhouse in Macau. Who knows, you might be rubbing shoulders with the same guys that rub shoulders with the walls of the Guia Circuit and maybe enjoy a nice frosty Guinness and actually bump into an actual McGuinness - more than likely also drinking a Guinness!

If I was you, I would keep this magazine with you when you visit The Roadhouse, you never know who you will meet while you're there and get to autograph your copy. Additionally you will get the opportunity to buy team and event shirt for just HKD 150 with all the profit raised going to Stephen Thompson and his family, who was unfortunately injured during a crash at the North West 200 in 2015.

## Hope to see you there...

### Opening Hours

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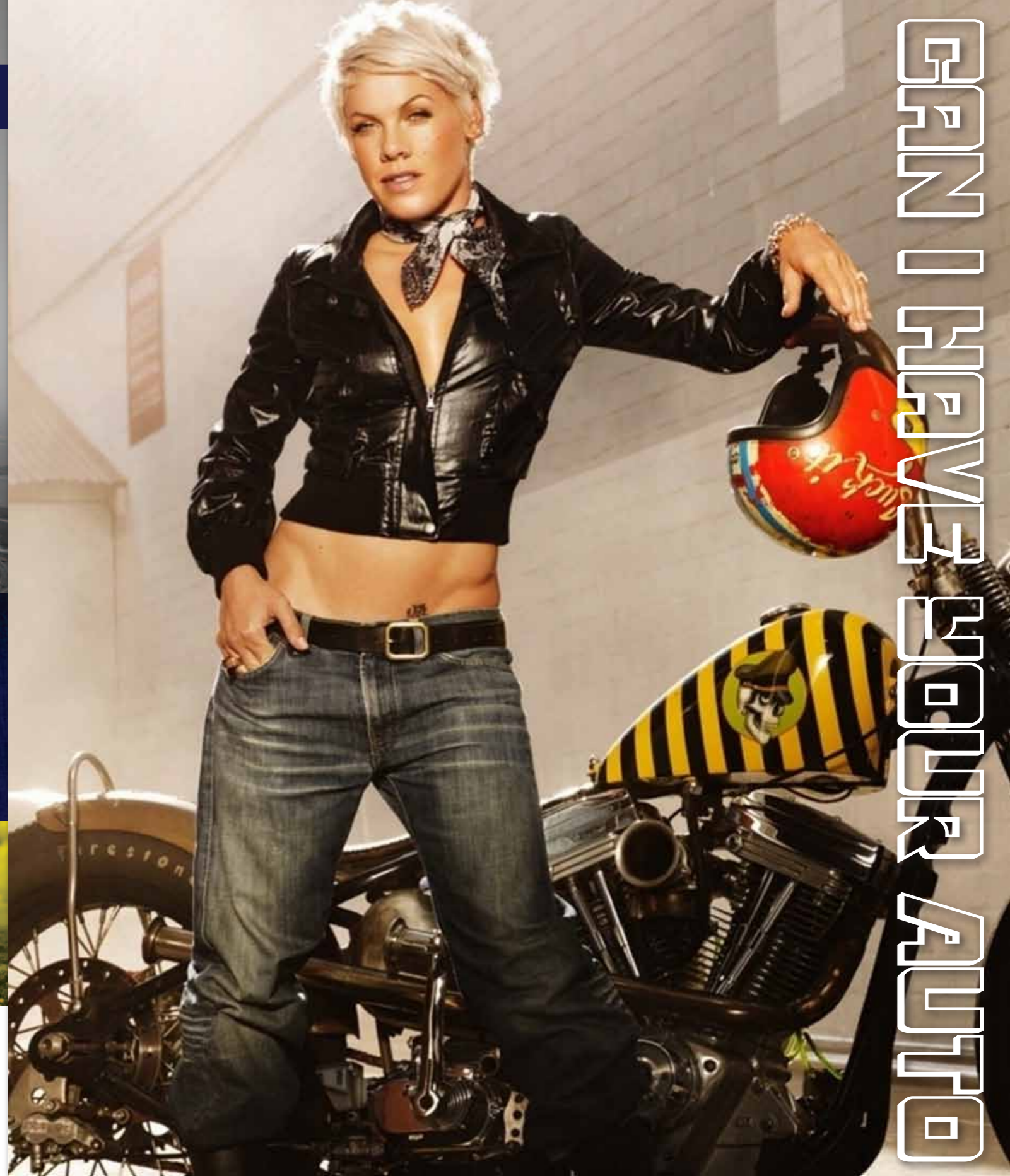
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CELEBRITIES NEVER FORGET AUTO

*Celebrities, by definition, are larger than life, and guess what? They get carried away with the fantasy of it all just like the rest of us. Given a reputation to uphold, the money and the desire, a lot of them write their own script when it comes to starring in their own movies. No, this is about personal transport blockbusters not the silver screen. Did we say star? More like co-star when it comes to movie magic motorbikes.*

by Darren Marlowe

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# CRUISE E T



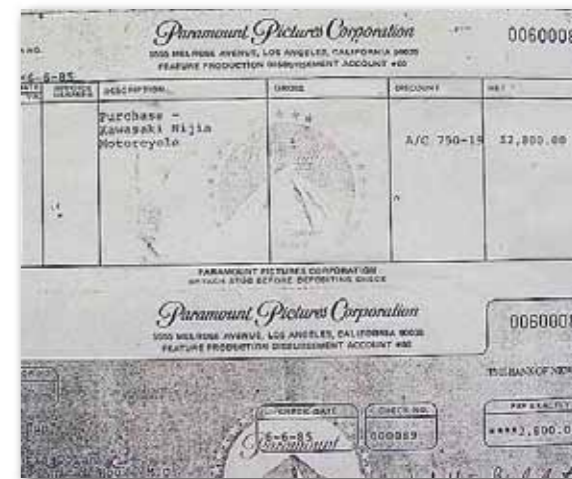
*No Tom Cruise movie is complete without our grinning hero (ever see photos of his pre-fame teeth?) riding a motorcycle. Most of them handpicked by the man himself, who has been riding since he was ten years old. Clearly, he has great taste in motorcycles. As he's unlikely to invite us around for a personal gander, we can at least salivate from afar.*

## KAWASAKI GPz 900R

Let's begin with one of the most iconic motorcycle scenes in movie history. In the 1986 film *Top Gun* Tom nonchalantly mounts his co-star. No, no! The Kawasaki Ninja 900/ GPZ 900R. At the time, it was the fastest production bike on the planet.

People in Europe think it's a GPZ 750R because that colour scheme is what GPZ 750E's had there, and GPZ 750R's in Europe were exactly the same as 900R's, except for a de-bored engine. In the US, 750R's weren't imported in this body style. Only the 1985 model 900 Ninja's were available in this colour scheme in the US.

The rumour is that Tom Cruise wanted/needed a smaller bike because of his small stature. That's how the 750 myth got started (along with the paint scheme mixups). But the GPZ 750R and the GPZ 900R are physically the same size. The two bikes used by Paramount Studios for this movie were purchased from a dealer in California, whereby their



paint schemes were changed and the Kawasaki emblems removed (this was done because Kawasaki would not provide the bikes free to the studio). Their wheels were also painted black at that time.

### Kawasaki GPz900R Specifications:

- Engine:**
  - 908cc liquid-cooled 4-cylinder 4-stroke DOHC
  - 72.5mm (Bore) x 55mm (Stroke)
  - 108bhp @ 9500rpm, 87nm @ 8500rpm
- Carburation / Transmission:**
  - 4 x 34mm Keihin CVK34 / 6-speed wet clutch chain drive
- Front:**
  - 38mm telescopic forks, hydraulic anti dive
  - 280 mm discs 2-piston floating-calipers
- Rear:**
  - air assisted Uni-Track rear shock
  - 270 mm disc 2-piston floating-caliper
- Price:**
  - 3199 Pound Sterling (1986 - 1988)



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VYRUS 984 C3 4V



*The Oblivion actor also owns a Vyrus 987 C3 4V, which was at its debut the most powerful production motorcycle in the world and retails for more than USD 100'000!*

The Oblivion actor also owns a Vyrus 987 C3 4V, which upon its debut was the most powerful production motorcycle in the world retailing at more than USD 100'000!

The Italian chopper is the equivalent of the Bugatti Veyron, a 211mph monster that as of now retains the title of most powerful production bike on the road.

Built in Rimini, Italy, the Vyrus 985 C3 4V is powered by a 150 bhp Ducati v-twin, with top speed around 250 km/h. Cruise apparently saw the bike in a Beverly Hills showroom and decided he must have one. Buying a USD 90'000 bike was probably no big deal for someone who's worth more than USD 100 million, and Ascanio Rodorigo, the man who owns Vyrus, personally delivered Cruise's bike to his 'shack'.

"To get it right, we had to weigh Tom and take his height and riding position. That way, when he rides it, it feels like a tailor-made suit", says Rodorigo – it was like fitting a superbike for a superstar.





The 4V is the lightest and most powerful of four Vyrus variants. The minimalist design, attractive lines and futuristic shapes blend into a creature of undeniable charm, creating a timeless beauty.

A sophisticated data acquisition system controls the electronic control unit and allows to test the ability of the pilot and adapt in real time the setup of the engine according to the needs. The power is then weighted and made accessible to all levels, including poor road conditions.



Romagna's atelier decided to take the plunge and bringing at the top of the performance by equipping the new creature with an incredible engine with four-valve liquid-cooled, built by Ducati, which wrecks 133 nm of torque at just 7500 rpm.



Vyrus has had the courage to explore new horizons, with the Hub Steering System: performance and safety thanks to the Steering enclosed within the front wheel, the ease of driving is disarming, safety is its flagship.

The state of art of the Made in Italy of high quality, combined with the Grand Prix technologies and attention to the real needs of the pilot, a novelty in the world of motorcycles produced in series.



A missile of 167 horses for just 155 kg, a milestone for the motorcycle Hi-Tech, a reference point for the discerning customer who seeks an exclusive tailor-made motorcycle and incredible performance.

**Vyrus 987 C3 4V Specifications:**

- Engine:** 1198cc liquid-cooled 4 stroke 2 cylinders L-shaped 90° 106mm (Bore) x 67.9mm (Stroke) 170bhp @ 9750rpm, 133nm @ 7500rpm
- Injection / Transmission:** Fuel Injection Electronics EFI E2 / 6-speed dry clutch chain drive
- Front:** Progressive link Vyrus Mupo AB1 Suspension 320 mm twin discs with 4-piston Brembo Callipers
- Rear:** Oehlins TTX Shock Absorber 210 mm single disc with 2-piston Brembo Calliper
- Dry Weight:** 157 kg
- Price:** EUR 65'000 (plus extras)

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# **DUCATI** DESMOSSEDICI



## **Ducati Desmosedici Specifications:**

### **Engine:**

989cc liquid-cooled 4-cylinder 4-stroke DOHC desmodromic  
86mm (Bore) x 42.56mm (Stroke)  
197.3 bhp @ 13'800 rpm, 116 nm @ 10'500 rpm

### **Carburation / Transmission:**

4 x 50mm Magnetti Marelli EFI /  
6 speed extractable cassette

### **Front:**

43mm Oehlins FG353P gas forks,  
330mm Brembo discs at Brembo M4 monobloc callipers

### **Rear:**

Oehlins PRXB shock absorber  
240mm disc with opposed 2-piston Brembo calliper

### **Price:**

USD 72'500 (2004)

Another mistaken belief is that the engine in the Desmosedici RR is literally a carbon copy of the powerplant from the GP06 Desmosedici MotoGP machine; just detuned to lengthen the lifespan of its parts and make its performance more accessible to mere mortals, along with an alternator and electric starter grafted on. In reality, however, the only parts shared between the two engines are the cylinder head base bolts. The RR engine and its entire mechanical makeup was designed specifically for its production purpose, and is not just a conglomeration of parts made from the same castings as the MotoGP engine.

Many of the other specialised components had to be produced by skilled vendors who were accustomed to making small batches for race teams. These engines had to pass all necessary emissions and noise standards, yet produce serious horsepower, all while being built in numbers that require some mass production techniques. The words 'incredibly ambitious' spring to mind, but Ducati pulled it off masterfully.



*Mr. Mission Impossible was also the first on the list to get a 1500 Ducati Desmosedici RR - a USD 72'500 motorcycle bristling with titanium, magnesium and carbon fibre technology that can scoot up to 200mph.*

*Upon its stunning debut, the Ducati Desmosedici RR, understandably, completely blew away the motorcycle world.*

*A common belief regarding the Desmosedici RR is that it owes its existence to MotoGP switching to the 800cc format in 2007, thus forcing Ducati to build a completely new racebike and making much of the 990cc GP06 Desmosedici MotoGP machine obsolete, eliminating concerns about some proprietary technology becoming 'declassified' after appearing in a for-sale-to-the-public production version.*

*Prior to Ducati entering the MotoGP World Championship the business plan included producing a race replica as a way of helping finance the endeavour. The Desmosedici RR engine was already well into the pre-production stage by 2004, long before the idea to drop MotoGP to 800cc displacement was even floated.*





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### F131 Hellcat Combat Motorcycle

Former England football team captain **David Beckham** owns the special motorbike collection including £40'000 (USD 64'000 or EUR 46'000) that he only rides on a racetrack – his Harley V-Rod and the Ducati Monster 1100.

But the Hellcat Combat is a limited edition variant of the **Hellcat series'** second and final generation, priced at £55'000 (USD 88'000 or EUR 63'400). It features the specific hand ported and polished head design, ultra high compression, special camshaft grind and retuned intake system, which harmoniously results in a 12% gain in rear wheel horsepower and a 4% increase in rear wheel torque.

The Confederate radial **F131 CID** engine powering this mean machine develops no less than 149 horsepower and 150 ft. lbs. (203nm). Front and rear compression and rebound suspension rates are recalculated, while a new sport seat and Combat-specific finish completes the machine.

## DAVID BECKHAM

*Once upon a time the sight of leatherclad men in the throes of middle-aged angst only meant one thing, but the preference for two wheels over four no longer spells mid-life crisis – as numerous middle-aged stars will testify. Indeed, former footballer Golden Balls David Beckham has a huge passion for motorcycles that may well have stemmed from his close friendship with bike nut Tom Cruise.*

### F131 Hellcat Combat Specifications:

#### Engine:

989cc liquid-cooled 4-cylinder 4-stroke DOHC desmodromic  
86mm (Bore) x 42.56mm (Stroke)  
197.3 bhp @ 13'800 rpm, 116 nm @ 10'500 rpm

#### Carburation / Transmission:

4 x 50mm Magnetti Marelli EFI /  
6 speed extractable cassette

#### Front:

43mm Oehlins FG353P gas forks,  
330mm Brembo discs at Brembo M4 monobloc callipers

#### Rear:

Oehlins PRXB shock absorber  
240mm disc with opposed 2-piston Brembo calliper

#### Price:

USD 72'500 (2004)





## Triumph Scrambler Adventure Bike

Richard Pollock/Mule Motorcycles custom built the Scrambler campaigned by Triumph America. In a 2015, British BBC television documentary shows Beckham and his group riding through the Amazon. The bike was essentially a stripped down stock Triumph 850 Street Scrambler, right down to the stock suspension and passenger peg foot mounts. Needless to say with the bad roads and tumbles to the ground, the original Triumph bikes ridden in the TV documentary were pretty well battered come film edit time. Egos as well as offcuts were left on the edit suite floor.

Triumph America wanted to put something special together for Beckham as a 'Thank You' for participating in the TV programme, and to ride about town for a little extra publicity. They came up with the fantastic idea of hiring legendary FastDates Calendar Bike builder Richard Pollock to build a replica Triumph Amazon Scrambler Bike for Beckham, but this time using the best possible components.

From the ground up, Richard started with Sun aluminium racing rims laced to his own design Mule Hubs with a single Beringer 4-Piston racing brake with floating brake rotor. The brake and clutch lever controls are also Beringer adjustable units. The beefy upside down front forks is an Ohlins, with Race Tech adjustable gas shocks on the rear.

The 865cc engine remained stock, except for the beautiful Flat Black Arrow Exhaust System with heat wrap cloth tape applied to the header pipes. The stock, highly padded seat was also trimmed down a bit by JVB like a race seat for better bike feel and control and reupholstered in brown leather by Abe Ramos. But what really makes the bike look special is the army flat olive satin black paint used throughout the bike on the fuel tank, bodywork and side covers, then skotch-brited to dull the finish further. The engine cases and cam covers are standard Triumph black.



*Bike builder Richard Pollock works building his trademark Street Tracker custom bikes from his home garage on evenings and weekends, when he's not at his regular job as a precision machinist for the aerospace industry.*



*Ohlins Upside down forks with Sun aluminium racing rims with a single 4-piston Beringer racing brake calliper.*



*Becks is an above-average rider with rudimentary dirt-riding and mud-riding skills, but he isn't showy.*

*Isn't it great to see a multi-millionaire enjoying the same pastime we can all enjoy on a sub-USD 20'000 motorcycle, not some million-dollar Ferrari!*





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*Keanu Reeves gets so into his parts he does just about whatever is asked of his character, whether it's jumping onto an out-of-control bus in 'Speed', or jumping 50 feet into the air in 'The Matrix'. It's no surprise, then, that he also enjoys the thrill of motorcycles. "I enjoy riding motorcycles," Reeves said. "I love how they look, how they smell, how they feel".*





*Reeves came to motorcycles later in life. When he was 22, he bought a Kawasaki KLR600 while working on a movie in Germany. The bike was stolen, but the hook was set. When he returned to Los Angeles, he bought a classic Norton Commando.*

### KRGT-1

Each one of the 200 parts on an Arch bike is custom-made in the Los Angeles shop with painstaking care. A tank shell alone takes 64 hours to shape. Even the key is a work of art. The design of the tank, the frame, the scale in the rear end and the cowling and rear wheel. The wheels are sculpted out of BST ultra-light carbon fibre. The chassis is made of tube and billet steel with billet aluminium structural members and digital instruments programmable by MotoGadget Motoscope Pros.

Now completed and undergoing the testing required to pass emissions and noise standards, the KRGT-1 looks like a rough-hewn road warrior. Blacked-out rims, cylinder heads and fork tubes are stark against the bright chrome and polished aluminium of the gas tank, exhaust pipes and upswept muffler.



The engine - a 120-cubic-inch V-twin producing 121 horsepower and 121 pound-feet of torque - roars like an untamed beast. But this beast is a beauty, a handcrafted, 538-pound piece of motorcycle art, with each bike requiring hundreds of hours of labour to get it so.

The two-section gas tank alone requires 60 hours of work to turn 600 pounds of solid aluminium into the sinuously-curved 21-pound final product.



The bike is fast, too. At a recent test run on the track at Willow Springs International Raceway near Lancaster, Hollinger said, professional motorcycle racer Danny Eslick took the KRGT1 up to 138 mph. Arch's proprietary S & S Cycle T124 Twin Cam engine puts out a maximum 121.5 hp.

Arch employs eight workers at the Hawthorne facility, and is in the process of assembling the first five production KRGT-1s and crafting parts for more. The company is taking orders for bikes that Hollinger said can be delivered in 90 days.

Hollinger and Reeves plan to build a maximum of 100 machines a year, and may expand their line to three different Arch models.

**The price? USD 78'000.**



Now Reeves has taken that love of bikes to another level, co-founding Arch Motorcycle Company in Los Angeles, which designs and custom-builds high-end motorcycles. Back in 2011, Keanu Reeves had a bike custom-built by Gard Hollinger. He liked the result so much he suggested they make more. Reeves is much more involved than just slapping his name on the product. "He's the ultimate test rider", says Hollinger, "because he rides so much. Anything that can be broken, he'll break it".



# THE ROADHOUSE MACAU

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- Ducati Member who produces membership card with any purchase.
- Purchase of Ducati Cocktail.

#### MECHANICS:

- One Ticket = One Raffle Entry
- Promo Period: November 1, 2016 - March 17, 2017 (St. Patrick's Day)

#### RAFFLE DRAW:

- Raffle Draw will be on March 17, 2017 (St. Patrick's Day) 11:00pm.
- Raffle Draw will be at The Roadhouse Macau situated in R/C, Shop E-G016~G019, Broadway Hotel, Rotunda do Dique Oeste, Taipa



Between 1996 and 1998, in tribute to Ayrton Senna, the Italian manufacturer Ducati produced three special 'Senna' editions of their 916 Superbike. Ducati was at the time owned by Claudio Castiglioni - a personal friend of Senna, who was an avid Ducati owner, and endorsed the release of this 916 in March 1994. Senna owned a Ducati Monster and the 851.

# S SENNA

## DRIVEN TO PERFECTION

"On a given day, a given circumstance, you think you have a limit. And you then go for this limit and you touch this limit, and you think, 'Okay, this is the limit.' As soon as you touch this limit, something happens and you suddenly can go a little bit further. With your mind power, your determination, your instinct, and the experience as well, you can fly very high."



# Ducati Panigale 1199

In 2013, Ducati released a special edition of their new top-of-the-range sportbike, the 1199 Panigale S Senna. Realised exclusively for the Brazilian market, a limited edition series of just 161 motorcycles were produced, signifying the number of F1 Grand Prix raced by the Brazilian star.

## Ducati Panigale 1199 Specifications:

### Engine:

1199cc liquid-cooled L-twin 4-stroke  
112mm (Bore) x 60.8mm (Stroke)  
195bhp @ 10'750rpm, 132nm @ 9000rpm

### Injection / Transmission:

Mitsubishi EFI Ride by Wire / 6-speed wet clutch chain drive

### Front:

43mm Oehlins NIX30 forks with electronic compression and rebound  
330 mm Brembo Monobloc M50 4-piston callipers

### Rear:

TTX36 Oehlins Shock absorber with electronic damping  
245 mm disc 2-piston calliper

### Dry Weight:

164kg

### Price:

EUR 37'000 (2013) - currently valued at EUR 60'000

## Ducati 916 SP Specifications:

### Engine:

916cc liquid-cooled L-twin desmodromic 4-stroke  
94mm (Bore) x 55.9mm (Stroke)  
114bhp @ 9000rpm, 90nm @ 7000rpm

### Injection / Transmission:

Weber I.A.W. CPU P8 / 6-speed dry clutch chain drive

### Front:

43mm adjustable Showa GD051 inverted fork  
320 mm discs 4-piston Brembo callipers

### Rear:

Oehlins DU 3420 progressive cantilever linkage monoshock  
220 mm disc 2-piston Brembo calliper

### Dry Weight:

198kg

### Price:

EUR 19'000 Euro (1995) - currently valued at EUR 25'000

# Ducati 916 SP

The colour of the Ducati 916, chosen personally by Ayrton Senna during his visit to the factory a few weeks prior to his last race in Imola in 1994, is the same as the one seen on the 300 bikes of the first version dedicated to him, produced in 1995. This was a grey, red-wheeled 916 SP, the 916 Senna I, which was available only as a limited 300-bike edition. Another two versions followed: the 916 Senna II and the 916 Senna III, manufactured and sold in 1997 and 1998, respectively. All three Senna versions were limited editions, are extremely rare, and eagerly sought after by collectors worldwide.



# MV Agusta F4 750 Senna



## MV Agusta F4 750 Senna Specifications:

### Engine:

749.4cc liquid-cooled 4-stroke transverse 4 cylinder  
73.8mm (Bore) x 43.8mm (Stroke)  
144bhp @ 13000rpm, 77.5nm @ 10500rpm

### Injection / Transmission:

Weber Marelli / 6-speed wet clutch chain drive

### Front:

49mm Ti-Nitride Showa forks  
305 mm discs 6-piston Nissin callipers

### Rear:

Sachs shock absorber  
205 mm disc with 4-piston calliper

### Dry Weight:

188kg

### Price:

USD 24'995 (2002) - currently valued at USD 35'000

In 2002, under the presidency of Castiglioni, MV Agusta also released the special-edition F4 750 Senna motorbike followed by the F4 Senna 1000 in 2006. In both instances, each edition was limited to 300 units and, as with the Ducati, all profits from sales were donated to the Ayrton Senna Foundation.

## Your own custom bike? Why not!

### VYRUS 986 M2 Senna Edition

If you have some dosh burning a hole in your pocket and your wife/girlfriend/mistress isn't too mad about having another bike sitting in your living room then you might want to think about getting your very own custom beauty. It's just a matter of taste and price tag.

Here's one idea. Yes, it's another Senna edition – a Vyrus 986 M2 Senna – and it's road legal. It's basically a Vyrus Moto2 bike for the highways and byways, fitted with lots of trick parts and a Honda 600cc Supersport engine. Of course, everything comes in the familiar Senna code colours and sophisticated signature exhaust. And yes, it's mad – but why not? You only live twice, right? Including once in your dreams.

Description	Price
Vyrus 986 M2 Street version	37,941
Fairing multiple colours (Senna custom design)	
Special frame number Senna	
Senna logo engraved on the upper fork crown with the title limited edition 1/1	
Fairing Decal anodized frame and alloy parts	
Total cost of Single Copy customization (This is the unique exemplar of the 986 M2 Senna Edition)	16,879
<b>Total (Tax &amp; Transportation not included)</b>	<b>49,811</b>
<b>Reservist offer (Tax &amp; Transportation not included)</b>	<b>41,429</b>



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