

INSIDE

The 55th Macau Grand Prix

13th - 16th November 2008

**The Macau Motorcycle Grand Prix -
and the guys to watch**

**Another perspective
of Motorcycle Racing**

**Exclusive interviews with the men behind
from WTCC and Formula 3**

**Enjoy Macau - another way to indulge
yourself during the best race event in
the world**



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Aren't there enough Macau Grand Prix magazines out there already? Well . . . my apologies to all the publishers, editors, journalists and designers toiling over deadlines, angles and copyright photographs but I am not in the business of consumer publishing. However, I do think there's a need for what you hold in your hands right now – which I describe as a PR tool rather than a magazine. It's PR – with more apologies, this time to the PR specialists – whose function is one-dimensional: it is simply an 'appreciation vehicle' for all our sponsors and supporters in and around Macau. Let's hope the wheels go round fast enough!

As the title of this 'magazine' implies, we are talking from the Inside. I fervently believe that there is a need for this channel of communication because it's a way of bringing the sport we all love closer to us all and if in the process we can answer some of your questions in a professional and truthful way then that's a big bonus.

We are a sport and event promoter – very well known in the specific sport you are going to watch this weekend – REAL ROAD RACING. When we gave our company a new home in Macau, we faced even more difficulties in finding sponsors - which we did not really expect in such a prosperous environment.

We discovered that most local companies don't comprehend what sponsorship really means. The common perception is that it's all about exposure and having your company's name 'up in lights' - a sticker on the car or bike, etc. That worked - 20 years ago. Some 70% of all companies, when asked what the main target of sponsorship is, reply: 'Exposure and Brand Awareness'. But that's only half right and presupposes increasing revenues. And of course you can measure sponsorship – contrary to what I claimed in the Master's thesis I wrote here in Macau three years ago. Most of the questioned company representatives could not give an answer on how they measure sponsorship.

Motor sport enjoys exposure caused by massive media attention – but at the end of the day you have to transform that effect into increased revenues. Another important element is client entertainment and incentives. Here we are limited but always try to find new ways to meet our client's expectations. Slowly but surely Macau understands our way of working – witness the doubling of sponsors and supporters we have this year. Some are just testing the water ahead of what could be a return in the future, while others need no convincing . . .

We're thankful, of course, to welcome back long term partners – local companies who joined and trusted us from the very beginning . . . There must be a reason why they return with increased budgets, even in such difficult times, don't you think? Our sincere thanks to Coca Cola, Beertech, IGT and Pirelli Asia – we are proud and honoured to receive your support again – and you know by now that you can hold us to our promises! And of course a very warm welcome to our new sponsors and partners: Macau.Com, Churrascao, Hutchinson Telecommunications, MGM Grand Macau, Mocca Clubs, Royal Canin, Galaxy Entertainment, Monkey Bar, BNU, Macau Foundation, Institute of Sport, Nirvana Spa, Ao's Racing, Le Cesar and BG Performance.

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PROVISIONAL PROGRAMME – 13th to 16th NOVEMBER 2008

13th November 2008 (Thursday)

06:00		Circuit Closed
06:30	07:00	Circuit Inspection
07:30	08:15	Macau Motorcycle Grand Prix - 42nd Edition - Practice
08:40	09:20	MAC + HKG Interport Race - Practice
09:40	10:10	Windsor Arch Macau Road Sport Challenge - Practice
10:30	11:00	Windsor Arch Formula 3 Macau Grand Prix - Practice
11:20	12:00	Macau Touring Car Race - Practice
12:20	12:50	FIA WTCC - Guia Race of Macau - Testing
13:10	13:40	Formula BMW - Practice
14:00	14:45	Windsor Arch Formula 3 Macau Grand Prix - Qualifying
15:25	16:10	Macau Motorcycle Grand Prix - 42nd Edition - Qualifying
16:30	17:00	Special Event - Practice
18:30	**	Circuit Opened



14th November 2008 (Friday)

06:00		Circuit Closed
06:30	07:00	Circuit Inspection
07:30	08:30	Macau Motorcycle Grand Prix - 42nd Edition - Qualifying
08:45	09:15	FIA WTCC - Guia Race of Macau - Practice
09:35	10:05	MAC + HKG Interport Race - Qualifying
10:25	10:55	Windsor Arch Macau Road Sport Challenge Qualifying
11:15	11:45	Windsor Arch Formula 3 Macau Grand Prix - Practice
12:15	12:45	FIA WTCC - Guia Race of Macau - Practice
13:05	13:35	Macau Touring Car Race - Qualifying
13:55	14:25	Windsor Arch Macau GT Cup - Practice
14:45	15:30	Windsor Arch Formula 3 Macau Grand Prix - Qualifying
15:50	16:35	FIA WTCC - Guia Race of Macau - Qualifying
18:30	**	Circuit Opened



15th November 2008 (Saturday)

06:00		Circuit Closed
06:30	07:00	Circuit Inspection
07:30	07:50	Macau Motorcycle Grand Prix - 42nd Edition - Warm Up
08:20	09:10	Windsor Arch Macau Road Sport Challenge - 10 laps
09:40	10:30	MAC +HKG Interport Race - 10 laps
10.55	11:25	Windsor Arch Macau GT Cup - Qualifying
11:50	12:50	Macau Touring Car Race - 12 laps
13:00	13:30	Special Event
13.55	14:45	Windsor Arch Formula 3 Macau Grand Prix - Qualification Race - 10 laps
15:15	16:15	Macau Motorcycle Grand Prix - 42nd Edition - 15 laps
16:40	17:10	Formula BMW - Qualifying
18:30	**	Circuit Opened



16th November 2008 (Sunday)

06:00		Circuit Closed
06:30	07:00	Circuit Inspection
07:50	08:05	FIA WTCC - Guia Race of Macau - Warm Up
08:20	08:40	Windsor Arch Formula 3 Macau Grand Prix - Warm Up
09:05	09:55	Formula BMW - 10 laps
10:20	11:10	Windsor Arch Macau GT Cup - 10 laps
11:40	13:50	FIA WTCC - Guia Race of Macau - (2 Races of 9 laps each with 15 minutes break between Races)
14:00	14:30	Special Event
14:55	15:10	Lion Dance
15:25	16:25	Windsor Arch Formula 3 Macau Grand Prix - 15 laps
18:30	**	Circuit Opened



Concept:	SKSupport Ltd.	Chief Correspondent:	Joao Fernandes, Phil Wain	Partners:	Irish Racer Magazine
Design:	Stefan Kuehn	Pictures:	S. Patterson, J. Sanders, S. Davison	Distributor:	Macau Daily Times
Editor in Chief:	Mike Armstrong	Translations:	Nicole Rio	Advertisement:	Joao Fernandes

It was 2001 when we were first invited by the Macau Grand Prix organisers to compete in the Motorcycle GP. In those days I worked for Steinhausen (Sidecar World Championship) and Bender Four Star Racing (German Superbike Championship) in addition to running my own Team SKSupport with two up-and-coming riders in the German Superbike Championship. We arrived here with former 125cc World Championship rider Benny Jerzenbeck on a 1000cc Suzuki GSXR - the same bike we raced in the FIM Superstock European Championship.



left: Benny Jerzenbeck at his debut for SKSupport on Suzuki in 2001

(picture by Macau Grand Prix Committee)

The only thing at all familiar to me about Macau was the MADE IN MACAU logo on the bottom of the toy cars I played with as a kid! I packed the bike and flew over under the wily eye of former Macau GP contender Peter Rubatto, knowing that we were squaring up to the 'Who's Who' of international road racing – supreme artists on wheels like Michael Rutter, John McGuinness, David Jeffries and many other top-drawer riders. Big respect, they were living legends.

Seeing the track for the first time - and notching up a lap in a 'scout' car with John McGuinness - was nothing short of a revelation. Instead of finding a race track like the road race circuits of Europe we were 'elbowing' metal barriers, scooters, taxis and pedestrians every step of the way. It was difficult to get to grips with and I have to admit I started feeling sorry for Benny. He, of course, felt quite excited about it all . . . and knew upfront what he was letting himself in for. We finished 16th that year - Best Newcomer! And I started loving the Macau Grand Prix – **The Best Race Meeting In The World**, bar none.

I have happy memories of adrenalin-pumped casinos and quieter moments spent strolling around centuries-old Chinese-Portuguese highways and byways. The old Lisboa impressed me most. The other big casinos we see today, of course, were not even a twinkle in an entrepreneur's eye then. During the hot day we toiled in the pits but come night-time we saw another side of old Macau – take a bow, Embassy Bar and the old DD! We had the greatest time ever and we resolved to relive the experience if we were invited here again . . .



We did come back in 2002 but unfortunately we had a non-finishing race with Benny collecting a wall and destroyed engine on the way round after a braking failure. In 2003, the legendary Chris Palmer piloted a 1000cc Suzuki and once again Benny entered the Supersport class on another Suzuki.

We had to give 2004 a miss as the rider we proposed (Guy Martin) was not accepted in time. So it was 2005 when we returned with an even more impressive line up – the Klaffi Honda Team. Martin Finnegan rode the Pier Francesco Chili World Superbike, Cameron Donald piloted the Neukirchner World Supersport bike and Callum Ramsay completed proceedings on Charpentier's World Supersport Honda. Great pedigree - and we had our eye on some podium finishes. Callum Ramsay's spot in the first row on a Supersport bike gave us a real boost but unfortunately he crashed in the last lap fighting for a class win. Finnegan finished 15th and Cameron Donald secured the targeted podium finish.



above: Klaffi Honda with Ramsay, Finnegan, Donald and Klaus Klaffenboeck himself, 2005 (picture by Stephen Davison)

Macau changes every year. It gets bigger, bigger, bigger . . . and bigger; glamorous, expansive and tiring for everybody because, guess what, the nightlife is getting better, too. Amazingly, I still managed to study in spite of all the racing demands on my time. It was 2006 when I had to finish my master's in sports management. Following an invitation by the Macau Grand Prix Committee to write about the event, I decided to move to Macau for three months in March 2006. Studying at Macau's Institute for Tourism Studies (IFT) it did not take long to meet Glenn McCartney, bar shareholder and restaurateur, Marketing and Event Professor at IFT and British Honorary Consul of Macau. Glenn invited me take part in his lessons, studying his papers and research about the Macau GP, and selflessly put me in touch with the right people. So the focus of my master thesis almost naturally evolved as the Sponsorship of the Macau Grand Prix.

Familiarising myself with Macau Grand Prix's major sponsors, supporters and advertisers made me realise that there is a dearth of knowledge about sponsorship in Macau. Only Coca Cola was able to provide quantifiable data about the measurement of their sponsorship so a new child was born – Macau's first sports and incentive agency. During those three months I received a proposal to guide

left: Team Lucas - SKSupport with Chris Palmer and Benny Jerzenbeck on Suzuki (2003)

a Zhuhai-based racing team and followed the invitation to take over the team in the summer of 2006 after returning from the Soccer World Cup in Germany. My girlfriend Joanne also got me back to Asia.

Thus it was that local racing entity SK Support Racing Team 'bellied up to the bar' at the 2006 Macau Grand Prix with overseas riders Stephen Thompson and Michael Weynand - with great support from local companies such as Coca Cola, Beertech and IGT to match.



above: Team SKSupport with Stephen Thompson and Michael Weynand in 2006 (picture by Stephen Davison)

In 2007, our local sponsor recognised that we were doing something new rather than predictable. We did not ask for money for putting a sticker on the bike. The real question everybody should ask, of course, is what would you want if you put your very own money into a sport? You can get a real return on investment - but only with a clear strategy and 'on-side' workforce.

IGT invested in its very own team – IGT Racing Team with Stephen Thompson piloting a Suzuki Superbike. It was Martin Finnegan onboard the first MV Agusta Superbike and Bolliger's Kawasaki with Cameron Donald which gave us a real face in Macau. And it is worth mentioning that our close relationship over the years with the BMW WTCC Germany team was another factor in our success. So it took two and a half years of hard work on the ground in Macau to convince local companies to look kindly upon the Macau Motorcycle Grand Prix. Unfortunately, I have to say that it's the Americans who understand the business of sponsorship. So once again, Coca Cola, IGT and Macau.com are the frontrunners. Hutchinson Telecom

below: Martin Finnegan and his beauty (MV Agusta) in 2007 (picture by Simon Patterson)



above: IGT Team Racing Team with Stephen Thompson (Suzuki GSXR) (picture by Simon Patterson)

munications, Mocha Clubs, Royal Canin, MGM and Churrascao, Arlen Ness, BG Performance and BNU. . . we're following up on getting their return to sponsorship investment. You can see for yourself.

Look around the Motorcycle Grand Prix Paddock - see the merchandising and client entertainment, see the fan zone – these are returns above and beyond the PR and thousands of print articles and electronic messages being pedalled round the world. We have achieved real substance - and hopefully we will welcome even more supporters in 2009. Thank you Macau, thank you Macau Grand Prix Committee – the team around Mr.Costa Antunes, who is doing an amazing job. Thank you all for letting us be part of this wonderful event. And a sincere thank you dear sponsors, supporters and advertisers - we would not be here without you.

Stefan Kuehn - SKSupport Ltd.



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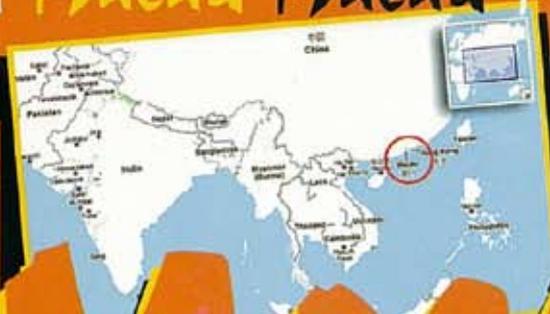
by Paul Lindsay (*Irish Racer Magazine*)





STEVE PLATER's inch perfect line through Mandarin was spectacular and awe inspiring

Macau Macau Macau Macau Macau Macau Mac



MACAU

...it's just magical

Words & Images:
PAUL LINDSAY

OFTEN dubbed 'the holiday race' for many of the world's top road racers at the end of another tough season [and a few of the really tough circuit riders], the Macau GP, situated on the western bank of the Pearl River — just a hop and a skip from Hong Kong — must seriously be experienced first hand to be believed; and that's only the on-track antics at this famous venue. ◉



above: Steve Plater carries him home
- Martin Finnegan on the A.I.M. Yamaha R1

(Qualifying Session Macau Grand Prix 2007 pictured by Simon Paterson)

While the rest of Europe sleeps, Macau, referred to as one of Asia's "little tigers", houses some of the world's biggest casinos where thousands flock each and every day by Turbojet, helicopter and the border checkpoints of Zhuhai in China to spin the roulette wheels, or pump the glittering array of slot machines the locals have dubbed the hungry tigers.

Gambling is a way of life in Macau, and riding the 3.8-mile Armco and stone wall lined Guia Circuit is probably the biggest gamble any racer on two wheels will ever take in his career – there's just no margin for error at all!

Blasting through the Asian equivalent of Mather's Cross at Mandarin Oriental Bend is probably the only international road racing comparison I can come up with (although that stretch is actually wider than the North West!) as this place makes the North West look as safe as Brands Hatch and the TT as tame as a certificate PG movie.

But...I'm hooked. At first Macau comes as a serious culture shock and not having suffered insomnia on a long-haul flight for night on 30-years, I just couldn't alter my sleep pattern for my seven days stay: wide awake when I should have been asleep and struggling to stay awake when it wasn't even lunchtime! The hot sticky heat, although uncomfort-

able at times, was a welcome change from an Irish winter that was threatening to explode as we left Belfast City Airport on the short hop to Heathrow, before the hellish 13-hour flight to Hong Kong's Chek Lap Kok International Airport.

Stuck in against the window for the duration of the flight had me reaching for my credit card when we landed, and the upgrade fee on the return leg which bought me more leg room (and free wodka) and a couple of hours kip was well worth the swipe on my over-used company Visa card.

When I'd settled into my executive suite on the nineteenth floor, which Michael Rutter was none too pleased about, especially as he was sharing a room on level 12 in the local economy rooms, I decided it was time to do a lap'.

The only way to travel around this unique circuit was by hailing one of the many local taxis outside the Lisboa Hotel, which by the way, is the final 'tame' corner on the circuit before the riders climb up San Francisco Hill and into the tight maze like bends of the Solitude Esses and Moorish Hill.

Some would think that learning a 3.8-mile circuit would be pretty easy, but with the Armco barriers painted black and yellow, my eyeballs were getting sucked from their sockets as I tried to think what was coming up next. I must admit I was a bit

distracted by the Portuguese taxi driver asking, "One more, one more." as the meter clicked slowly towards the 100 Hong Dollar mark.

I declined his offer of another lap, thinking I'd leave that sort of lunacy to the riders, who would lap the next morning in just under the two-minutes thirty seconds. It looks almost 8 minutes and that was bloody fast enough, as we played chicken with a host of teenage tearaways on scooter and highly-charged white Honda Civics. Incidentally, if you think the bike lap record sounds quick...well, the F3 record before this year's event stood at 2 minutes 11 seconds – over 16seconds faster than Plater, Rutter and McGuinness on Superbikes! No shit.

Fortunately for double winner Steve Plater and his fellow gladiators, they know their way round the circuit pretty well, scuffing the odd bit of paint from the walls and Armco just to make sure the circuit organizers get the brushes and yellow paint out again for 2008! For those of you that think Steve Plater rides the Armco barriers using them as berms, then you ain't seen nothing until you've seen the four wheeled lunatics. I've never seen so many saloon cars sliding down the road on their roof in my life. Enter the crane driver team and the roadside Marshals who seemed to enjoy the experience, apart from one I witnessed cremating his fingers on a glowing-hot brake disk. It was



right: Cameron Donald guides Rico Penzkofer around in 2007 (picture by Macau Grand Committee)

almost like West Belfast back in the '70s; the Marshals even had masks on. So it wasn't only the TT races that had a re-enactment in 2007! And then there's the re-claimed land at Coloane and Taipa: there's a championship golf course and a 15'000-seater stadium among many other attractions like the Venetian Hotel with 3000 bedrooms and a 'squillion' retail shops – this place is Vegas without the polished veneer. If we could do the same in County Down we wouldn't need a boat from Portaferry to Strangford...we could bloody walk it and I reckon if the People's Republic of China's 'big knobs' got hold of the 26 counties here in Ireland, we'd be driving to the Isle of Man for the next year's TT races via some high rise tower block hotels and casinos!

I'm not sure what type of picture I've painted of Macau, but as a pure road-racing fan I think it's fantastic. In terms of offering a unique selling point, this place has nothing to fear from its higher profile road racing brothers some 10'000 kilometers west of Hong Kong. The organization of the event is mega (Guy Martin is rubbing off on me) and the way the sessions are bolted onto the programme to incorporate car disciplines for Formula3, FIA World Touring Cars, Superproduction Cup, Group N (mad locals in 'souped up' Hondas) and the Porsche Cup is impressive indeed.

I know the bike guys aren't over keen on sharing a track with cars, but it's the four-wheeled brigade who dominate proceedings at Macau with the Superbike stars growing in favor and stature, as the years pass by. There's even a scooter race that Michael Laverty (on holiday in Macau) tried to get an entry for, but unfortunately you must be a Macau resident. I think he argued that he



was sponsored by a local casino in Cookstown but it didn't wash and he had to make do with cleaning Stephen Thompson's helmet (careful how you interpret that please) or Hong Kong Thompson as he has become know in the East.

Ron Haslam and Michael Rutter still hold the record number of wins around the Guia Circuit (6 apiece); although Haslam got to stand on the same victory steps in the same year (1983) as the late great Ayton Senna when they savoured both two and four wheeled victories.

This year Rutter, making his 14th appearance at the circuit, set the pole time in practice as Plater struggled with a defective brain – not his, the one on the bike. Rutter too had problems the following morning with a miss fire in warm up and Stephen Thompson (IGT Racing) was bending a few valves just to increase the cost of the trip, but it was Guy Martin who had is all worried during Friday's final pre-race session. The Solent Scientific Honda rider who was celebrating his 26th birthday missed his breaking marker at the ultra-fast Moorish

Hill section of the course and

became and blue and white and black pin ball. Thankfully, after be

ing unconscious for some time he was released from hospital with both arms in plaster. Only one remained the next morning (a plaster, not an arm) when he was interviewed on the grid by Keith Heuwen, with the glove-like plaster cast mitt removed, exposing a badly damaged thumb; although he was sporting a whopper of a black eye and his lips were swollen to trout pout perfection.

Guy was ok, exorcising his usual brand of humor, but both he and Cameron Donald were discuss-



ing the benefit of wearing an Arai helmet. Cameron remembering his big one at the North West 200 back in May.

Tension

Nonetheless race day went ahead as scheduled and I must admit the build up and tension after a short delay with oil on the circuit at Mandarin (only the fastest corner on the circuit) was intense. The holiday atmosphere went out the window as Plater, Rutter and McGuinness looked up to the task as they flashed past the grandstand at the start finish. After getting the holeshot, McGuinness was harried and hustled by Plater on the AIM



left: Augusto Farfus and his damaged BMW after the first race in 2007 for BMW Germany

Yamaha for the lead, but Rutter, who was looking for that elusive seventh victory, got caught up in a tussle with the heavily tattooed American Jeremy Toye and Austrian Thomas Hinterreiter for third place.

Plater fought it out for 15 laps with McGuiness, but was worthy winner. John McGuiness, always the consummate professional, was the first to congratulate Plater through a sweaty hug. Hinterreiter dug deep and hung on to Rutter until two-thirds distance when the normally ice-cool Kawasaki rider made an elementary mistake coming into Lisboa hard on the brakes, needing the slip road to reassert himself. His race was all but over and the Austrian's pit crew were delighted as Thomas took the final podium position. Steve Allan, AIM Yamaha mounted, took the Supersport honors for the second successive year ahead of Germany's Rico Penzkofer and Scotland's Callum Ramsay, but the man of the meeting for me was Conor Cummins. The Isle of Man resident finished fifth on his debut and was unlucky not to hold onto Rutter and Co. in the scrap for third place overall, on his Duffus and Morrison Racing Yamaha.

Team owner Iain Duffus was doing a Scottish jig in pit lane as the 21-year-old pumped in consecutive laps to hold of the

likes of Mark Miller(6th), Martin Finnegan(10th) and the Stobart Honda mounted Ian Hutchinson (DNF).

They say the older you get the wiser you get, so hopefully that was the case when I Slipped off to shower and change in preparation for my flight home. Sadly that wasn't entirely true, as I only missed the after race party as someone else book had booked my flight!

After 26 hours of travel I finally

from our meals in the superb Landmark Hotel) and settled for American breakfasts, steak and chips with the odd McDonald's thrown in for good measure. So it was only fair that I ordered a chicken curry from our local Chinese restaurant in Greyabbey when I got home – now that's culture for you!

- by Paul Lindsay

(Irish Racer Magazine Issue #71 - Dec/Jan '08)

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below: Guy Martin, the day after his crash with Joanne Stevenson



got back to my sleepy village on the Ards Peninsula somewhat jaded, albeit happy to reflect on a superb week in Macau. I must admit I hadn't got on too well with the food in Macau (apart

above: Best Shots by Simon Patterson My very good friend Martin Finnegan and his mechanic Leo at the starting Grid 2007 - he will be sadly missed in Macau

right:

from Best Shots Column by John Sanders

Steve Plater guns out of the Melco Hairpin to another win – see the yellow paint on his back from the Armco ! (Photo by John Sanders- Asianmoto)





Name: **Cameron Donald # 6**

born / nationality: **29 September 1977 in Melbourne / Australia**

Team: **Relentless Suzuki by TAS**

Macau GP Career:

2001	1 st	Supersport	XG Jao Racing
2002	2 nd	Supersport	Man Lee Tat Racing
2003	1 st	Supersport	Zong Shen Racing
2004	2 nd	Supersport	XG Jao Racing
2005	3 rd	Supersport	Klaffi Honda
2007	13 th	Superbike	Bolliger Kawasaki

Career's Best Result: **2008 TT Isle Of Man Superbike Winner**



Name: **Bruce Anstey # 5**

born / nationality: **24 April 1969 in Wellington / New Zealand**

Team: **Relentless Suzuki by TAS**

Macau GP Career:

2003	2 nd	Supersport	V&M Triumph
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Career's Best Result: **2008 TT Isle of Man Superstock Winner**





Name: **Guy Martin # 9**
 born / nationality: **4 November 1981 in Kirmington / England**
 Team: **Bike Animal Honda**
 Macau GP Career: **2005 12th Superbike BTS Racing**
2006 5th Superbike A.I.M. Yamaha
2007 DNS Superbike Hyrdrex Honda
 Career's Best Result: **2008 Scarborough Gold Cup - 8 Wins**



Name: **Stuart Easton # 3**
 born / nationality: **21 July 1984 in Hawick / Scotland**
 Team: **Doosan Honda**
 Macau GP Career: **2003 5th Superbike E.T.I. Ducati**
2004 3rd Superbike MonsterMob Ducati
2006 4th Superbike Stobart Honda
 Career's Best Result: **2004 3rd Macau Grand Prix**





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Name: **Michael "The Blade" Rutter # 200**

born / nationality: **18 April 1973 in Wordsley / England**

Team: **Discover Ireland NW200 Ducati**

Macau GP Career: (from 2000 onwards)

2000	1st	Superbike	Level 3 Yamaha
2002	1st	Superbike	Manchester Ducati
2003	1st	Superbike	Renegade Ducati
2004	1st	Superbike	Redbull Honda
2005	1st	Superbike	Redbull Honda
2006	2nd	Superbike	Stobart Honda
2007	11th	Superbike	MSS Kawasaki



Name: **John McGuinness # 2**

born / nationality: **16 April 1972 in Morecambe / England**

Team: **Vent-Axia VK Honda**

Macau GP Career: (from 2001 onwards)

2001	1st	Superbike	Honda Britain
2002	2nd	Superbike	Zongshen Honda
2003	2nd	Superbike	Zongshen Ducati
2004	2nd	Superbike	Monster Mob Ducati
2005	2nd	Superbike	Stobart Honda
2006	6th	Superbike	Stobart Honda
2007	2nd	Superbike	Stobart Honda



Name: **Conor Cummins # 4**

born / nationality: **27 May 1986 in Douglas / Isle of Man**

Team: **AIM Yamaha - Team of Paris**

Macau GP Career: (from 2007 onwards)

2007	5th	Superbike	DMR Yamaha
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Career's Best Result: **2008 5th TT Isle of Man Superstock**



Name: **Stephen Thompson # 11**

born / nationality: **29 March 1976 in Crumlin / Northern Ireland**

Team: **SLOAN Development Racing**

Macau GP Career: (from 2004 onwards)

2004	10th	Superbike	PJ o'Kane Suzuki
2005	5th	Superbike	MSS Kawasaki
2006	DNF	Superbike	SKSupport Racing
2007	DNF	Superbike	IGT Racing Team

Career's Best Result: **2007 5th Superbike MSS Kawasaki**

NORTH WEST 200

NW200 Race Week attracts thousand of visitors and accommodation gets booked up very quickly. The area boasts a range of hotels, guest houses, special NW200 campsites and privately rented apartments and houses. For information on what's available contact:

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Tel 0044 28 7034 4723
Email: info@northcoastni.com
Fax: 0044 28 7035 1756

For details on official North West 200
campsites contact:
BT52 1PE Blair's Caravans
Tel 0044 28 7082 3537
info@blairscaravans.com

For information on the North Coast region visit:
www.northcoastni.com
www.causewaycoastandglens.com

The International North West 200 – Ireland's Biggest Sporting Spectacular

Since its origins in 1929, the NW200 has become Ireland's largest outdoor sporting event, attracting crowds in excess of 150,000 as well as the biggest names in the sport including Michael Rutter, Steve Plater, Bruce Anstey, John McGuinness, Cameron Donald and Ian Hutchinson.

With the main event held on a Saturday each May excitement and anticipation is built up over the week before during a festival of events organised by Coleraine Borough Council and the NW200 race organisers. In terms of entertainment, family fun and the thrill of top class racing the NW200 offers an unparalleled combination of experiences in one of the most beautiful locations in the world.



Name: **Mark "Thriller" Miller # 10**

born / nationality: **17 September 1974 in California / USA**

Team: **Corona Extra Honda Racing**

Macau GP Career:

2000	3rd	Superbike	Performance Honda
2001	DNF	Superbike	Attack Performance
2005	6th	Superbike	Superbikelife.com
2006	DNF	Superbike	KWS Suzuki
2007	7th	Superbike	Corona Honda



Name: **Jeremy Toye # 57**

born / nationality: **11 September 1971 in San Diego / USA**

Team: **Corona Extra Honda Racing**

Macau GP Career:

2003	9th	Superbike	Lee's Cycle Suzuki
2004	7th	Superbike	Roadracingworld.com
2006	DNF	Superbike	Lee's Cycle Suzuki
2007	5th	Superbike	Lee's Cycle Suzuki



Name: **Ian Hutchinson # 8**

born / nationality: **12 August 1979 in Bingley / England**

Team: **Aviva Kawasaki**

Macau GP Career:

2005	2nd	Supersport	DMR Honda
2006	3rd	Superbike	Stobart Honda
2007	DNF	Superbike	Stobart Honda

Career's Best Result: **2007 TT Isle of Man Supersport Winner**



Name: **Steve Allan # 40**

born / nationality: **11 September 1974 in Perth / Scotland**

Team: **Aviva Kawasaki**

Macau GP Career:

2001	15th	Superbike	MSS Performance
2004	8th	Superbike	E.T.I. Kawasaki
2005	1st	Supersport	MSS Kawasaki
2006	1st	Supersport	MSS Kawasaki

Career's Best Result: **2007 1st Supersport A.I.M. Yamaha**

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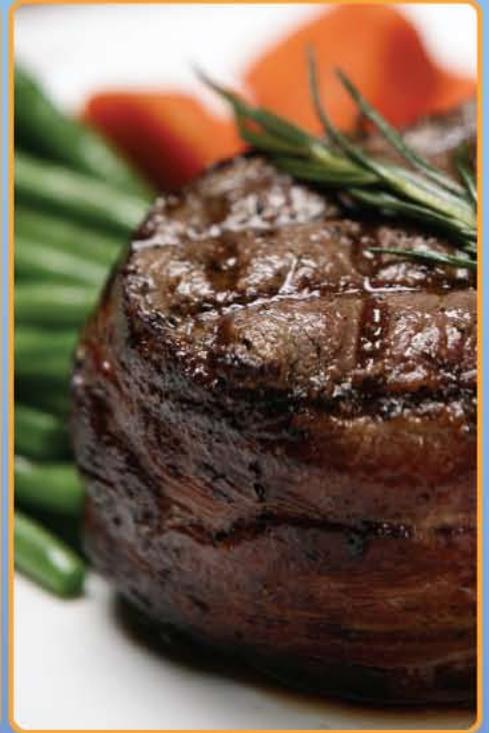
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Name: **Rico Penzkofer # 13**
 born / nationality: **8 July 1975 in Boehlen / Germany**
 Team: **IGT - Yamaha Austria Racing**
 Macau GP Career: **2006 DNF Superbike PS - YART Yamaha**
2007 2nd Supersport YART Yamaha
 Career's Best Result: **2001 3rd German Supersport Championship**



Name: **Michael Weynand # 25**
 born / nationality: **6 January 1977 in Uccle / Belgium**
 Team: **IGT - Bike Promotion Racing**
 Macau GP Career: **2006 10th Superbike SKSupport Racing**
 Career's Best Result: **2005 LeMans 24hour Superstock Winner**



Name: **Keith Amor # 24**
 born / nationality: **18 March 1974 in Falkirk / Scotland**
 Team: **A.I.M. Racing**
 Macau GP Career: **2006 DNF Superbike DMR Suzuki**
 Career's Best Result: **2008 3rd TT Isle of Man Supersport**



Name: **Gary Johnson # 69**
 born / nationality: **20 July 1980 in Grimsby / England**
 Team: **BTS Racing**
 Macau GP Career: **Newcomer**
 Career's Best Result: **2008 4th TT Isle of Man Superbike**



Mocha Clubs

Mocha Clubs first launched its feet in Macau at 2003; it has broken the traditional gaming practice and was the pioneer of electronic gaming in Macau. In order to provide more variety of electronic entertainment for players, the company has been importing fire new table game machines and series of top quality slot machines from all over the world. Mocha has been growing in speed, up til January 2008; Mocha has 7 different venues located at the hottest tourist spots and hotels all over Macau, being one of the largest non table games based casino, the company has now own about 1,100 table game machines and slot machines. For more information of Mocha Clubs, please go to www.mochaclubs.com



IGT's Supports Macau GP



John Gomes
Managing Director
John.Gomes@IGT.com

IGT prides itself in having the opportunity to be involved in this great annual event. We are proud to be part of this historical event and have the opportunity to sponsor one of the teams, hosting our customers for this Macau GP event, will give us all pleasure.

IGT believes that this is not only a sponsorship opportunity but also a way to show our support to our customers and the local Macau community by playing an active role in supporting the Macau community as a whole.

We look forward to another exciting race, event and wish the team and organizers our best wishes in making this fantastic event possible.

John

IGT - Racing Team ready for Macau GP



All the preparations are on their way for IGT – sponsoring an own team for three year in the row now. The IGT Racing team will appear with two riders on the grid this year. Michael Weynard, newcomer at his last appearance in 2006 will line up with German Rico Penzkofer who finished 2nd in the Supersport class last year. Both riders were testing their machines in Frohburg in Germany last weekend. The Joey Dunlop Open is the last real road racing left in Germany and Weynard had a chance to test the Yamaha R1 Superbike. Finishing second in the Qualifying on a new track for him was quite impressive but having crashed in the first race.

His new team mate Penzkofer instead raced in his own league and won the Supersport race with a comfortable lead of 7 seconds in front of William Dunlop (son of legendary Robert Dunlop) and Dutch Supersport Champion Sven Ahnendorp.

About IGT Asia

IGT Asia is truly proud of our developments and localized product library that we have been able to achieve for this year 2008 in Asia Pacific. We welcome our customers to visit our local showroom and familiarize yourselves with our extensive product mix and what we have install to roll out for your casino floor. This serves as a testament of our commitment to the Asian market.



Bill Stefanakis
Sales Manager
Bill.Stefanakis@IGT.com



James Geere
Regional Sales Manager
James.Geere@IGT.com



Angela Houslay
System Manager
Angela.Houslay@IGT.com

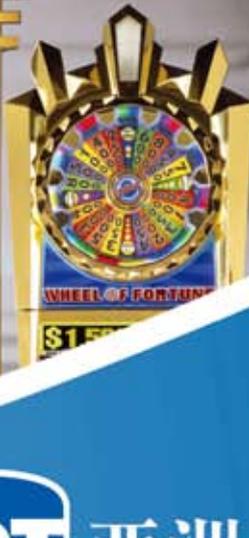


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www.macau.com



Name:	Thomas Hinterreiter # 7		
born / nationality:	23 June 1967 in Bludenz / Austria		
Team:	Macau.Com YART		
Macau GP Career:	2001	5 th	Superbike Rubatto Racing Suzuki
	2004	4 th	Superbike YART Yamaha
	2006	7 th	Superbike YART Yamaha
	2007	3 rd	Superbike YART Yamaha
Career's Best Result:	2004	BMW Boxer Cup Champion	

Feel the speed with Macau.com and the Macau GP

As Macau's top website for everything Macau related, we're one of Macau's biggest fans. We've got the highest bungy jump, world class concerts, luxury hotels and award-winning Michelin-starred restaurants. And if you're reading this, you already know that Macau is also home to the Macau Grand Prix - recognized as one of the greatest road races in the world. Road racing is one of the most dangerous sports in the world, and with Macau's narrow streets, there is no room for error – making it a heart-pounding experience for both racers and spectators.

Macau.com is proud to support the Macau Grand Prix through sponsorship and VIP packages. For this

year's event, we bring visitors up close to the action by offering great value Grand Prix packages that included GRANDSTAND seats with an unprecedented price, exclusive Grand Prix merchandise and an exclusive "GP Experience (Meet and Greet the Stars of the scene)" tour. To be informed of next year's Macau GP packages and more great deals, sign up for free updates at Macau.com.

While you're enjoying the action, we hope you'll join us in cheering on top motorcycle rider Thomas Hinterreiter from the Macau.com YART team to victory. Thomas has fond feelings for Macau, having placed some of his fastest racing times on our roads.

We hope you fall in love with Macau as much as Thomas and we have. While you're here, log on to Macau.com to find:

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- A shows and events section allowing you to view and book tickets for upcoming events including Cirque du Soleil
- Guides, maps and facts – everything you need to know about Macau

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Name: **Joao Contente Fernandes # 32**
 born / nationality: **7 March 1977 in Lisbon / Portugal**
 Team: **Hutchinson - Macau Racing Team**
 Macau GP Career: **2003 10th Supersport Santomar Honda**
2004 8th Supersport Ao's Racing
2005 4th Supersport Macau Racing
2006 6th Supersport Team of Paris
2007 5th Supersport Macau Racing
 Career's Best Result: **2007 Suzuka 8hours Superproduction Winner**



Name: **Marc Fissette # 20**
 born / nationality: **26 February 1974 in Hermalle / Belgium**
 Team: **Churrascao - Macau Racing Team**
 Macau GP Career: **Newcomer**
 Career's Best Result: **1997 2nd Ulster GP 250cc**



Joao Fernandes - Macau Grand Prix 2007 (picture by Macau Grand Prix Committee)

Welcome to NW200 Ducati

The International North West 200 is going global! Already one of the biggest outdoor sporting events in Europe, attracting over 150,000 spectators and contributing in excess of £6m to the local economy, the NW200 is transporting its excitement and dynamism onto an even bigger stage.

In an innovative partnership with Ducati, the ultimate name in biking and JHP Racing, the new NW200 Ducati Team has been born and with it an unparalleled promotional vehicle for both the NW200 and Northern Ireland.

An ambitious new venture it offers the opportunity to support a unique concept in racing in the 'premier' league British Superbike Championship.

Macau Grand Prix

"The team have worked hard all year to get the bike in great order, and it will be fantastic to listen to the sound of the Ducati through the streets of Macau as we have not seen a Ducati there since I won in 2003. Mostly though, I would just like to finish the season off with a win to thank all the guys for there hard work all year but I will have strong opposition from John McGuinness, Cameron Donald, Ian Hutchinson and Guy Martin to name a few, so it should be a very close fought race. I still want to come out on top as we cross the line! I always enjoy my time in Macau as it's a fantastic place to visit and I am really looking forward to going back this year."

Michael Rutter



Scientific knowledge is made to be shared



A major objective for the scientists and veterinarians working for Royal Canin is to share our knowledge with our partners from the veterinary community, through numerous articles, books and scientific meetings.




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KNOWLEDGE AND RESPECT

The recent Financial Crisis starting from the USA and spreading to the majority of the countries all over the world, most people believed that the Motorcycle and Motorsport industries will be seriously affected by this event. Many people in the world are now looking at one of the least affected world economy heavy weight, China, to provide some answers for the future. Today, China is fast becoming one of the top 3 car manufacturing and the biggest motorcycle producing country in the world. BG-Performance Ltd, a Greater China based Motorsport Group established in a short 6 years, has also fast becoming one of the most comprehensive Motorsport Group that operates out of Hong Kong, Chinese Taiwan and also out all the major regions in China. For the past 6 years, BG has been known for quite a few previously deemed near impossible feats such as taking the 1st China Motorcycle Team to a MotoGP 250 race at Sepang Circuit in Malaysia in 2003, and again building the only China 250 MotoGP Team that completed the 1st MotoGP event in China's Shanghai Circuit in 2005 and again in 2006. BG's China Riders SBK Team has also won most of the China SBK Championships from 2003-2006 giving the team a well deserved Championship winning team in the Greater China region. At the BG Motorsport Center at the Zhuhai International Circuit, we have the opportunity to get BG's CEO Mr. Steven Tsui to talk to us about Greater China Motorsport in general, and also about the Group's future prospects.

Interview with Steven Tsui, CEO – BG-Performance Ltd.

Inside:
 "35 years passion in motor sports, can you tell us a bit about the start and thinking behind BG?"

Steven:
 "For many years in my younger days, I was involved in racing, but mostly in 4 wheels. After the Zhuhai International Circuit was opened, I decided in 2000 to venture into 2 wheel racing. Because I had been racing overseas, when I arrived to the China's racing scene, I noticed a void of the professionalism in the racing, so in 2003, I decided to set up BG to raise this level and to try to help get it on par with the racing overseas. It all started by improving the image of the sport, then it moved more into getting higher quality motorcycles and parts. Before I knew it, I not only found myself running one of the most successful teams in Greater China, but also as the distributor for some of the world's best motorcycle aftermarket parts and accessories! Because I do this for the love of the sport, I have reinvested everything into helping expand the sport and promoting motorcycle racing all over Greater China. We have been involved in many promotions from running the MotoGP support race to bringing over professional stunt riders from America to do stunt shows."

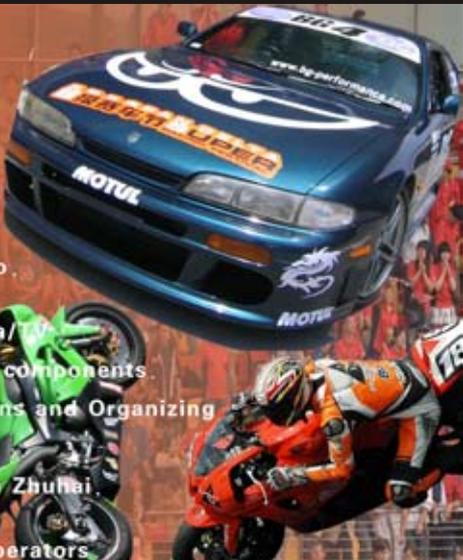
Inside:
 "What do you think is the most difficult part in Promoting Motorcycle Sports in the Greater China region?"

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- Young Rider Training Program and Rider Exchange Program with Major Overseas operators.



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Steven:

"In the 1970/80's, motorcycle sports has always been limited to Hong Kong and Macau as they have a free market to buy and ride bikes, but the number of riders in these 2 regions are too small to support the sport and also without any motorsport facilities in these 2 places, motorcycle sport has actually started to lag behind the other Asian countries, so in the 90's when China started to build race circuits, all eyes were focused on the China market to offer everyone hope for the future. Today, despite China being the biggest motorcycle manufacturing country in the world, the biggest problem is the banning of motorcycles in all major cities in China since the 1990s this had lessened the interest for most of the motorcycle manufacturers to invest in motorsport or in anything that helps the development of motorcycle sports and riders in the country."

Inside:

"What are BG's plans in the coming future ?"

Steven:

"After the 2006 Season, we have decided to focus on a different direction. From the inception of BG in 2003, we have grown to be one of the biggest motorcycle sports group in Greater China and Asia. In order to provide support to Greater China and other Asian countries' riders, we have taken up and become the Greater China distributors and tech centre for many of the world's best performance products such as :

Arlen Ness/Berik racing leathers, Ohlins suspensions, Brembo Brakes, Michelin Tyres, Leo Vince exhaust, Marchesini Wheels and many more. Today, a lot of the professionals and young riders benefits from BG represented products as many get race support deals from us so that more younger riders can afford to race in various championships in the region. BG has offices, motorsport centers, wholesale and retail network in all major regions in China such as Hong Kong, Macao, China Zhuhai-Shanghai-Beijing and Chinese Taiwan. Going into 2009, our major focus will be on the training and developing of Greater China's next generation of young riders, in the most important CSBK Championship in 2008, 2 out of 4 CSBK's youngest riders below age 20 were from BG, and BG's CSBK youngest rider at 18 shocked many people by coming 6th overall in the championship bettering many of the more experienced veteran riders, this gave us a lot of joy and hope knowing that our young riders' development program is working better then everyone expected.

We have reached initial agreement with HKAA (Hong Kong) and CTMSA (Taiwan) to set up training courses in Hong Kong and Taiwan for their young riders from 12-16 years and also a high level SBK training for their general bikers. We'll also set up a rotating training team

that will travel to many regions in China in order to help the local young rider to gain a better understanding of motorcycle sports. The Honda CBF150 training schools we'd set up together with Honda China in 2008 have proven to be extremely successful and we'll continue in 2009 on a bigger scale. We really need the public, the motorcycle industry and other big companies to see that there is a great future for China Motorcycle Sports and China's young riders, so that they can see the potential to invest in the sport in order to promote their product and brand awareness. Our Goal is, in 3 year's time, we'll have high level young Chinese riders racing at some of the world's top level motorcycle racing events.



BG-Performance can be contacted at :

email: race@bg-performance.com

website : www.bg-performance.com

www.MADIF.com

From here its the uphill climb of San Francisco hill as you take the bike through a left then right hand kink into the tight Maternity bend and the track changes from very fast to very technical working its way across the side of the hill overlooking Macau.

As you work your way back down towards the seaside the Melco Hairpin is last technical turn and would be the tightest of any circuit I have seen.

Exiting the Hairpin in first gear it is time to accelerate hard through the gears on the downhill run to Fisherman's bend a fast 3rd gear right hand turn that takes you along the sea side.

Exiting the fast sweeper its head down and back into 6th gear on the long straight to Lisboa bend before sitting up to brake as late as possible while shifting down to second gear for the tight right hand turn, this would be one of the best opportunity's to overtake under brakes during the race.

From there you work your way back to full throttle in 6th gear down the straight on the approach to Mandarin Oriental bend making sure you have positioned yourself on the left hand side of the road to take the fastest turn on the circuit in 5th gear.

As you cross the start finish line at full throttle in 4th gear on a flying lap of the Macau circuit there is little time to glance at your pit board being held out by your team before shifting down to 3rd as you peel into turn one.

Its very important to get a good drive off this turn as you reach 5th gear before another late braking turn and back to 3rd gear rounding the final corner onto the short straight across the start line to complete a lap of the Macau GP circuit.



left: Valentino Rossi signs a helmet for Cameron in Don- nighton

below: Cameron Donald and his TAS Relentless Superbike (photo by Gavan Caldwell)

“A lap of the circuit is very demanding on both rider and machine as there is a mixture of very fast sweeping turns and tight and technical bends all connected by a series of long straight’s so a rider can have no weak points if they are to win at Macau.”

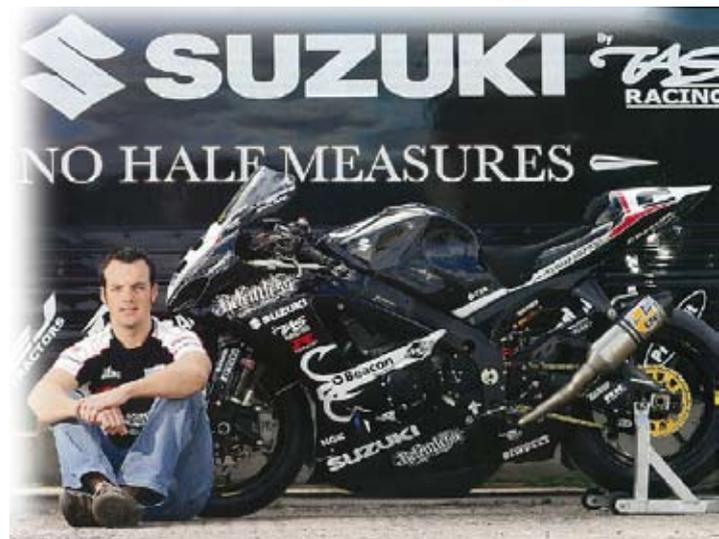
Cameron Donald

“My expectations for this year’s Macau Grand Prix are very positive as this year I will be riding for the Relentless Suzuki team and together we have already had many strong results this season.

In previous years I have raced on bikes that I had not ridden before the event and it has made the task much more difficult but this year I will be aboard the same GSXR 1000 that I rode to second place at the NW 200 and first place in the IOM superbike TT.

But the lineup of teams and riders for this year’s event is very strong and the usual names will be fighting for the front so you could not discount any of the top 10 come the end of qualifying.

As I raced in the Asian Pacific championship for two seasons I have many friends in Macau and always look forward to returning to this exciting event and the hospitality that is shown to us.”





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above: Joao Fernandes on the starting grid for the Zhuhai Superbike Championship, he won both races in September 2008

Uphill Slog for Local Drivers

To talk about the local rider's challenges, we should start by itemising the advantages.

Participating in an international event of the majesty of the Macau Grand Prix is a solemn incentive for each rider to be proud of. He is representing Macau, is close to his friends, relatives and fans and of course his sponsors. He's on home ground.

The first difficulties become apparent, however, when talking about sponsorship.

It is complicated to find a budget to race at the Macau Grand Prix at even a minimally competitive level because this budget will be used solely for one relatively short event just once a year. It is often easier to get a larger budget for a complete Championship series.

In addition, Macau has no Supersport or Superbike Championship. To participate in the MGP, a local rider has to create a whole new team for a single event. This naturally increases the cost of participation. The organisation covers certain expenses for invited teams such as flight tickets and accommodation for team members and the shipping of bikes. For European teams, the Macau GP represents an extra championship. For locals, it is their race of the year. On top of such outlays the local rider must add the bike and the tyres, they have to cover expenses for the whole team.



Joao Fernandes and his Macau Racing Team will face a new challenge in 2009, competing in the FIM Asia Pacific Supersport Championship and the three International Roadracings - NW200, TT Isle of Man and the Macau Grand Prix.

The government, however, via the Macau Institute of Sport, subsidises each driver to the tune of MOP30,000. This is helpful but it doesn't cover all expenses necessary to sign up for the GP. It is vital to look for and get sponsorship from local companies, and we know that this is anything but easy.

Another difference is the location of the locals' boxes – the rear side. This reduces their sponsors' exposure and visibility. We would like to see all local racers in the front pits, decorated with everything related to the administrative region they race for.

Last and most important of all are the difficulties of the race itself.

Joining the crème de la crème of international riders requires a very high level of competitive spirit but the riders representing Macau have generally not competed in any other race throughout the whole year, save a few practice outings in Zhuhai.

The bikes are normally two to three years old, there are no professional teams, and there are no mechanics to develop a new machine. The bikes are older because they have been purchased from contenders in previous European championship races or similar events.

It is little wonder that many are satisfied just to score the qualification time that makes them eligible to take their place on the starting grid. And then the real competition begins.

Joao Fernandes

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The Monkey Bar is a classy mix of NEW YORK Chic and Asian fun, showing the hottest Thai dancers in town. This bar has become renowned as the place to be and to party.

The Live Band "Crossover" performs everyday except Mondays and sings oldies and modern songs, from ABBA to U2, ACDC, Madonna, Rihanna, Black Eyed Peas and so on.

Look out for the bar men - these boys put on a special show too and literally put the bar on fire!

We recommend these shots "Fishbowl" and the hot flammable "Lamborghini". The bar also serves snacks such as nachos, hot dogs and chicken wings. If you prefer a chill out and quieter ambience, Monkey Bar has also a few VIP rooms at your service, with screens showing for example football matches.

During the Macau Grand Prix weekend you will find a variety of official merchandising items from different motorcycle racing teams on sale and if you are lucky you might win something....! To know how, just go to take a look!

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Flying the (Chequered) Flag

Frenchman Michel Marqueton founded the Zongshen Motorcycle Team in early 1999, and the team that represented Zongshen in the first event of that year's FIM World Endurance Championship held at Le Mans in France was in fact a French team, composed entirely of non-Chinese members. The first time the China Zongshen Team competed in an international motorcycle event was also the first time a team from China had competed.

The China Zongshen Team was formally established on 18th May 1999 as China's first professional motorcycle racing team. It was the first time that China had won points in a world championship, and the first time that a Chinese racing team's name appeared in the journals of the Federation Internationale of Motorcycles. In 2002, the team took overall championship honours in the FIM World Endurance Championship with a superb record of three wins - the greatest accolade for China in her short history of motorcycle racing. In 2003, Au Chi Hong formed a team made up solely of Chinese riders and mechanics, and he was also the driving force behind Zongshen's participation in the China Motorcycle Road Racing Championship. The team achieved huge success and won nearly all the races in the series. Through sheer hard work and determination, the China Zongshen Team represented China at the 2006 Moto GP in the 250cc class, thereby ushering China into an era of international races competed to the highest standards. The team finished 16th and 17th in the Sepang, Malaysia event of the race, recording, in the process, the best results for Chinese motorcyclists in the world's top road races. This year - in Estoril, in Portugal - they came 14th, a new high for the team. For the first time, a team from China won points at the Moto GP. Group founder Zuo Zongshen has always been a staunch supporter of motor racing - subscribing wholeheartedly to the concept that 'races make good bikes' - and uses the technology learned in racing to enhance the quality of the motorcycles the Group manufactures.



left and right:

*Ho Wan CHOW
on his 250cc
Aprilia for Team
Zongshen during
the Grand Prix in
Germany 2008*

In recent years, the enterprise has actively explored new overseas markets for its motorcycle products, and promotes them through racing. There has been a noticeable growth in sales, and in 2009 the Group will continue to participate in more races, while shooting for even better results.

The Ao's Racing Team - established by Ao Chi Hong - owns different types of racing car and participates in various types and grades of racing. In motorcycle competition, Ao flies under the banner of China Zongshen Team: in effect, Ao's Racing Team and China Zongshen Team could be said to be one and the same. Mr. Ao has always insisted on employing Chinese motorcyclists as the basis of the team, reflecting the beliefs of Mr. Zuo, who extends great faith and flexibility to Ao in managing team operations. Ao is uncompromisingly keen to develop and train Chinese riders and mechanics, and his team is the only team among the competing Chi-

nese teams to be run and managed directly by Chinese, demonstrating that a Chinese motorcycle team is as good as any in the world. Led by Ao, the China Zongshen Team has participated in the Moto GP for three years; it is lamentable, however, that while China doesn't lack talent, riders or mechanics, it lacks funding support to enable the Chinese team to reach the pinnacle of the sport. The current available funding pays for participation in races but not for training and developing riders.



China is the largest manufacturer and user of motorcycles, and manufacturers do rely on the promotion and publicity that motor racing engenders. Nonetheless, it is regrettable that these manufacturers have not supported their county in the development of this sport. For this reason, the Zongshen Group persists in its endeavours and continues to support motorcycle racing on its own.

Currently, the only two international race tracks in China are being used for commercial activities, and there is no training ground for motor racing, while training costs have exceeded those of Japan and the West. Mr. Ao hopes to find more financial support to bring riders to Europe for their training so that they can familiarise themselves with diverse race tracks and achieve better results. He believes that the Chinese team is capable of competing at international level as long as manufacturers and sponsors are aware of the unique promotional opportunities that motorcycle racing brings. By supporting the development of motor racing and the training of our riders, it is not too fanciful to think that the Chinese flag could be hoisted on the world's racing circuits as often as it was at the Beijing Olympics in future Moto GP events . . .

Macau is about to host its 55th Grand Prix, and continues to enthusiastically support and develop sport racing. Observing how the Macau Grand Prix has developed into a major international event, the Macanese Mr. Ao, a beneficiary of the Macau Government, understands better than most the importance of financial support for the riders. The Macau Government has done everything in its power to support the sport, and has been instrumental in facilitating the international success of local competitors such as Andre Couto.

Although riders in Macau do manage to find financial support, the equally important racing teams are often neglected. There are racing teams in Macau but their development has been restricted by this dearth of financial support, which has inevitably resulted in Macau's lack of success as a breeding ground for riders. As one of the world's pre-eminent racing cities this leaves something to be desired. It is hoped that the Macau Grand Prix can continue to support the development of motor racing. In wishing the best for the 55th Macau Grand Prix, it is also hoped that Macau will soon create the necessary conditions for the emergence of its own internationally renowned racing team and accomplished riders.

The Isle of Man Tourist Trophy (TT) is most probably the most popular road racing event in the world held since 1907 at the Isle of Man – it's part of the "Virtual" Real Road Racing World Championship together with the North West 200 in Northern Ireland and the Macau Grand Prix. And the stars of the scene gathered again now and here in Macau, but what happened there? – written by Phil Wain.

Drama, controversy, excitement, heartache and good weather – yes, the 2008 Isle of Man TT Races had it all. After all the glitz, glamour and celebrations of the Centenary event last year, it was time to get back to basics and get on with the racing, kick starting the next 100 years of the legendary TT. And what racing we had.



above: John McGuinness - living legend, 13 times TT Winner and current lap record holder waiting for the start of the practise session - by iomtt.com

Coming into this year's races, all eyes were again on John McGuinness, to see if the Morecambe ace could continue his amazing run of success, and whilst he ultimately grabbed a win and a trio of podiums, the gap



had closed and it wasn't the domination we'd all become accustomed to. John's Superbike success train was

stopped by a misfire in the opening Superbike race but he saved the best until last, taking the blue riband Senior and, by doing so, moved his haul of TT wins to a brilliant 14, joining the legendary Mike Hailwood in equal second place on the all time winners list. The ever modest Lancastrian will continue to play his achievements down but, make no mistake, he's a TT legend in his own right and few would bet against him increasing that tally in 2009.



above: Practice Session - Guy Martin sided by Cameron Donald 2008 - by realroadracing.com

The queue of riders forming behind him to take over the mantle is getting ever longer though. In Cameron Donald a new TT hero was born and, but for an oil leak in the closing stages of the Senior, it could well have been a sensational hat-trick for the Australian as he had opened up a 5-second lead to, seemingly, break the challenge of McGuinness. Instead, he had to 'settle' for a Superbike-Superstock double but he left no one in any doubt as to how high is talents are.



above: Cameron Donald is leading Bruce Anstey in the TT Superbike Race at the Isle of Man 2008 - by realroadracing.com

Keith Amor got onto the TT podium for the first time and Ian Lougher, although not getting on to the podium, quietly added five more top seven results to his name. Excellent results were also achieved by Carl Rennie, Dan Stewart and Ian Pattinson but what happened to Guy Martin and Ian Hutchinson?

left: John McGuinness Supersport Honda CBR 600 RR TT Isle of Man 2008 - by realroadracing.com



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Two of the stars of 2007, both were expected to rack up at least one win but for various reasons it never happened and Martin was again denied his maiden victory. The Hydrex Honda rider appeared to have the Superbike race in the bag, having opened up a ten second lead but it all came to halt at Sulby on the fourth lap and the tone for his week was set, suffering two more retirements and the only time he tasted the champagne was when he finished third in the Superstock race. Hutchinson also had his fair share of breakdowns and, by Wednesday of race week, he only had a 14th place finish beside his name.

However, he salvaged his campaign with a second and third in the final two races of the week.

So why dont you book a trip over there for 2009 and watch the Macau Racing Team making its debut. For further information visit our website - www.skssupport.de or go directly to www.iomtt.com and find all you need to know.



name: Kevin Schwantz

born: 19 June 1964

Moto Grand Prix World Champion 1993

“I look back on that and think how did Suzuki ever even think about letting me go do that! As big a kid as I was and as much stupid stuff as I did on a proper racetrack, wow, what might I have done - and how badly could I have got hurt - with all those walls!”

Thinking about what might be interesting to read, I talked to many people and received a couple of ideas. When I found out that there is still a 500cc Grand Prix Suzuki from 1988 in the Macau Grand Prix museum, I said to myself – let’s write something about the technique and its development in 20 years of Motorcycle Racing.

So we had to arrange three things to make that work. First we had to call the museum to get permission to come and see the Suzuki RGV 500 and take it apart as far as possible. To get to see the 2008 MotoGP Suzuki I had to contact two more people – Rizzla Suzuki Team Manager Paul Denning and Secretary General of IRTA Mike Trimby. With booking a flight ticket down to Malaysia and visiting the MotoGP round in Sepang – to get a closer look at the current bike. Last but not least I had to contact the legend himself and sent Kevin an email to ask for a personal statement of a comparison of these two bikes and Macau.

Stefan Kuehn - SKSupport Ltd.



Thanks to Paul Denning and his team I could get a close up and the necessary pictures to be able to explain the main differences of these two bikes without going to much in detail such as frame geometry etc.

ENGINE:

MotoGP, the premier class of GP motorcycle racing, has changed dramatically in recent years. From the mid-1970s until 2002 the top class of GP racing allowed 500cc with a maximum of 4 cylinders, regardless of whether the engine was a two-stroke or four-stroke. Consequently, all machines were two-strokes, due to the greater power output for a given engine capacity.

Some two- and three-cylinder two-stroke 500s were seen, but though they had a minimum-weight advantage under



front fork suspension:

XRG1: Inverted telescopic Ohlins (Up-Side-Down)

RGV 500: Inverted telescopic Ohlins



front wheel:

XRG1: 16,5 inch JB Power Magtan rims (magnesium)

RGV 500: 17 inch Marvic rims (aluminium)

brakes and discs:

XRG1: billet alloy Brembo radial 4 piston calliper, 314mm carbon discs

RGV 500: AP 4 pistons calliper, 320mm steel discs





dash board:

XRG1: digital 2D full data locking system

RGV 500: analog ND Denso dashboard

Ignition and carburation type:

XRG1: digital Mitsubishi ECU fuel injection

RGV 500: Nippon Denso Ignition carburetors

Loris Capirossi - current RIZZLA Suzuki factory rider. The Bike you see in the center is the bike he rode in Sepang in 2008



exhaust system:

XRG1: Titanium 4 in 2, no silencers

RGV 500: Stainless Steel 4 in 4 with 4 single silencer (2-stroke)

rear wheel:

XRG1: 16,5 inch JB Power Magtan rim (magnesium)

RGV 500: 17 inch Marvic rim (aluminium)



rear shock suspension:

XRG1: TTX style Ohlins shock absorber with ultra short spring for less weight

RGV 500: Showa shock absorber, much longer

the rules, typically attained higher corner speed and could qualify well, they lacked the power of the four-cylinder machines. In 2002, rule changes were introduced to facilitate the phasing out of the two strokes, probably influenced by what was then seen as a lack of relevance: the last mass-produced 500cc 2-stroke model had not been available to the public for some 15 years. The rules permitted manufacturers to choose between running two-strokes engines (500cc or less) or four-strokes (990cc or less). Manufacturers were also permitted to employ their choice of engine configuration. Despite the significantly increased costs involved in running the new four-stroke machinery, given their extra 490cc capacity advantage, the four-strokes were soon able to dominate their two-stroke rivals. As a result, by 2003 no two-stroke machines remained in the MotoGP field. The 125cc and 250cc classes still consist exclusively of two-stroke machines. In 2007, the MotoGP class had its maximum engine displacement capacity reduced to 800cc for a minimum of 5 years.*

* www.wikipedia.com

This is a third gear corner where you need to push hard to carry the speed up the hill in to the part of the track where you have to start to work. It would be interesting to see the heart beat compared to the breathing rhythm the following corners – i sometime see myself not breathing at all.

Turning into Maternity Bend in 5th gear you shift down to second by hitting the brakes hard – a very difficult braking zone where it is easy to lose the car while the car is under steering. Downhill towards the Solitude Esses - all in 3rd gear – you keep close to the walls by entering and exiting these corners with maximum speed. And you hit a hump there as well where you are not able to steer the car so you have to make your car turn before you actually hit the hump. An experienced driver will make some time especially in this section.

San Francisco Hill

Maternity Bend

Solitude "Esses"

Lisboa Bend

Heading in top speed down to Lisboa Bend, it's the point to overtake out of the slip stream on the brake – last attack before the tricky hill section. Thirty seconds on full throttle down to 2nd gear on the brake into a 90 degrees turn where some drivers lost the entire race and teams a whole championship before. So if you are in the lead you have to brake even later to defend, while in qualifying you try to carry as much speed as possible around there.

Mandarin Bend

Passing the start finish line in ? gear in a Touring Car its going down to Mandarin Oriental Bend – the hardest corner on the Guia Circuit. The Car is in 6th gear hitting 240 km/h and you need to put weight on the front of the car by touching the brake to make the car turning into it. The car is sliding all the way and very close to the wall. Here you can make a different as you take all the speed down to Lisboa bend.



When you watch the race on TV it does not seem fast down to Dona Maria Bend – but you are hitting 200km/h on the clock. Shifting down to second again by braking early so that you don't go straight into the wall as there is a another hump and your car is not responding at all. You make the gear box work between the second and third by hitting a second hump – all corners very tricky. The Dona Maria Bend itself is in 2nd gear – not very difficult but a long corner with a small banking section.



Melco Hairpin

Its Melco Hairpin you are facing in 1st gear – its a very technical turn as you come down to it quite quick and hitting the brake very hard. As soon you can get back on the throttle you do it to get as much as top speed down the hill to the water reservoir.

Moorish Hill

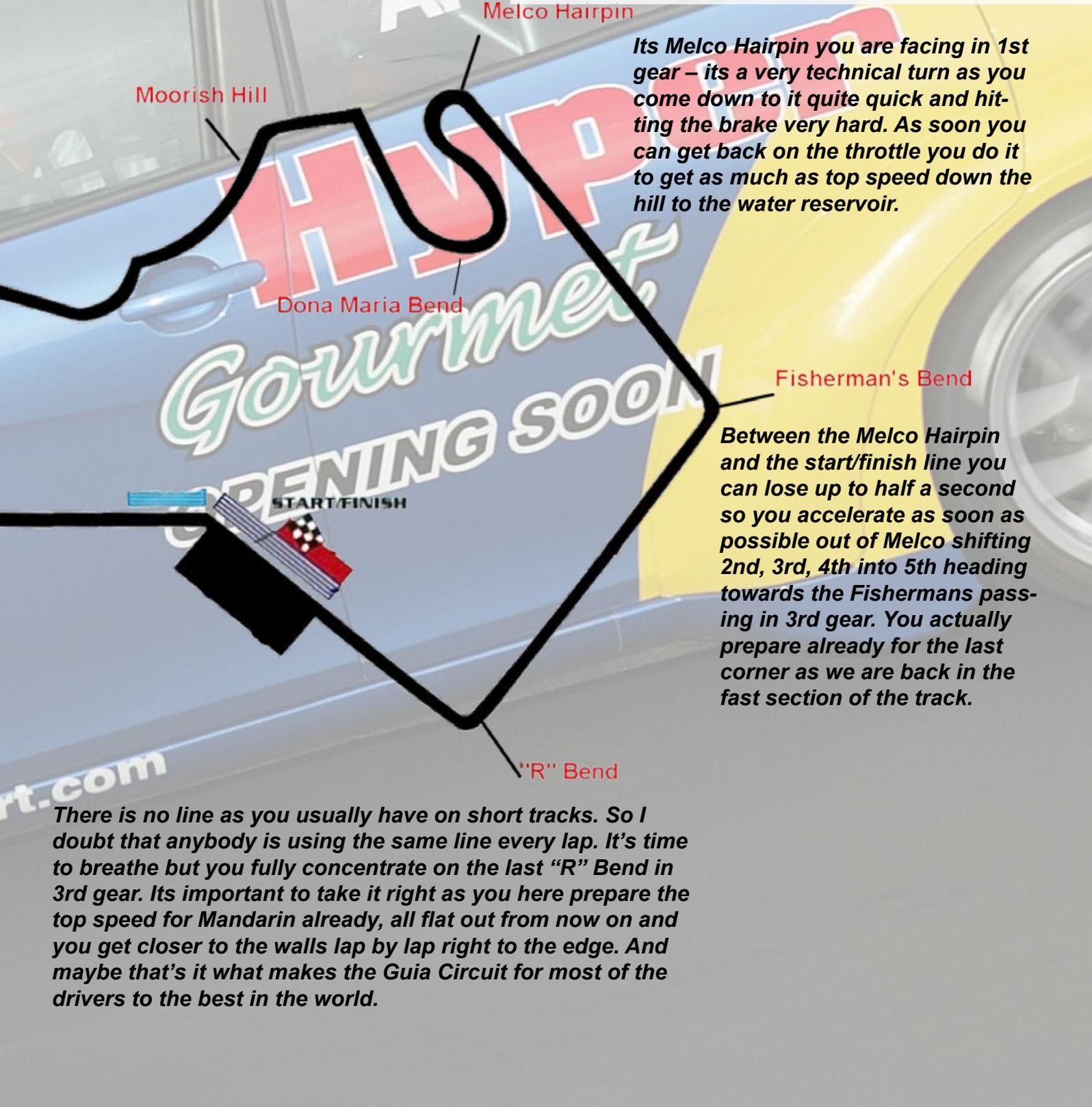
Dona Maria Bend

Fisherman's Bend

Between the Melco Hairpin and the start/finish line you can lose up to half a second so you accelerate as soon as possible out of Melco shifting 2nd, 3rd, 4th into 5th heading towards the Fishermans passing in 3rd gear. You actually prepare already for the last corner as we are back in the fast section of the track.

"R" Bend

There is no line as you usually have on short tracks. So I doubt that anybody is using the same line every lap. It's time to breathe but you fully concentrate on the last "R" Bend in 3rd gear. Its important to take it right as you here prepare the top speed for Mandarin already, all flat out from now on and you get closer to the walls lap by lap right to the edge. And maybe that's it what makes the Guia Circuit for most of the drivers to the best in the world.



Four titles in a row, one ETC title and three times FIA World champion – undefeated since the WTCC was revived in 2005 – which title was the most important one in Andy Priaulx's career so far and was this the same one as the most important win to him personally?

Andy Priaulx:

"My first title, the European one, meant a lot to me. I remember thinking: Wow, this was really special. But then to do three titles in a row was just fantastic. The first two were really hard; the third one didn't feel quite as good. I was proud to get to the last race with the chance to win. But I knew I had to rely on someone else's bad luck to win it. I didn't like that. To answer the question: The first and the third of my four titles mean the most to me."

Inside:

"The performance spectrum is tremendous in WTCC and it's probably the most exciting racing you get to see on TV. But it's still far behind in media coverage compared to Formula One, especially, and the World Rally Championship. Germany's DTM is the main competitor in the Touring Car world and you mentioned that you would like to see a "Head to Head" between the DTM and the BTCC in a "Grand Finale" championship race. Where would that be held and who would you expect to be upfront along yourself?"

Andy Priaulx:

"I think it would be great to have this sort of world final - but putting the best drivers from WTCC, BTCC, DTM and V8 Supercars together will never happen. I would expect them all to be at the front. All the top-ten drivers at this level are able to win races. I'd never have the arrogance to expect myself being up there either. One of my strengths is over the whole year. That means a lot if you want to win a championship. But obviously I would give my best to be on top there. Never rule me out."

Inside:

"The WTCC is in some ways considered a contact sport - therefore you need some instinctive feeling about your competitors, or you can easily get spun out, or pushed off the track. Who are the drivers you can professionally trust and who are the ones you feel you had better avoid? Macau is a classic track for this type of "racing" - as we see every year, certainly at Lisboa on the first lap."

Andy Priaulx:

"I would be a bad one to comment on this I think. Unfortunately you have to expect the worst from most of the other drivers. I obviously trust my fellow BMW drivers – my team-mates – most of all."



Inside:

"The WTCC is a very strong competition with anywhere between 10 and 13 drivers who are capable of winning each single race. With Joerg Mueller you have one of the strongest contenders in your own team. But you took all titles home. What makes the difference between you and him?"

Andy Priaulx:

"Joerg certainly is one of the toughest competitors. But so is Augusto (Farfus), and also Félix (Porteiro) who has had a great year. Why I won the four titles rather than him? Maybe it's a consistency thing. One point can make the difference at the end of the year. It's just all so close."

Inside:

"From its re-birth in 2005 BMW has been the all-dominant manufacturer in the WTCC. In 2008 - and especially with the Turbo charged diesel engines by Seat – it's a different competitive environment. As the BMW is rear wheel drive – what are its advantages and disadvantages right now?"

Andy Priaulx:

"All our advantages have been taken from us. The BMW is good at a standing start, and now we only have one standing start left. It was very good for tyre reliability, but now the tyres don't work for us. In general our car's strengths lie in high temperatures, when we have less tyre drop off. But as I've said: A lot of our strengths have been taken away."



left: WTCC Macau GP 2006 - Lisboa Corner
(photo by Macau Grand Prix Committee)

Inside:

"Sports medicine specialist Dr. Vincenzo Tota has said about you that it is your mental strength that has made you win all the titles up to date. But what is it that you feel you do differently and how can somebody else improve to your level?"

Andy Priaulx:

"To be honest, it's better if I don't tell them. I work on my mental strength, but there's no special secret behind it."

Inside:

"Certainly the physical fitness is very important as well. What is your daily training schedule?"

Andy Priaulx:

"Fitness is important. But you have to keep in mind that we have sprint races. So you need to be in a good shape rather for endurance testing than for the races themselves. General fitness, a lean physique, is the cornerstone for perfect concentration over the whole weekend."



Inside:

"Good (personal) race preparation is half of the victory," you said once. How do you prepare yourself for the Macau GP and what makes it different to other races?"

Andy Priaulx:

"I can say that I have a love affair with Macau. This makes the difference. You always need a bit more preparation for street circuits, because a lot of things change over the year, barriers, bumps or surface conditions. So any sort of preparation will help you in Macau. It also has a very high dependency on slipstreaming. You also have to keep this in mind."

Inside:

"What comes after the WTCC?"

Andy Priaulx:

"Who knows? I'm sure BMW will provide me with a great car."

above: WTCC Macau GP 2007 - Andy and his team after winning his third title
(photo by Macau Grand Prix Committee)

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continuing interview with Andy Priaulx

Inside:
 "From your experience how do you see the development of the WTCC and the Macau GP?"

Andy Priaulx:
 "I think it would be a real shame to lose Macau. It's a real blue-ribbon event. As far as the WTCC is concerned: Who knows? There's a big unbalance in the regulations. It's a huge challenge for the organizers to keep all manufacturers happy. What all of them want going into the season is a chance to win, if they compete at their best."

Inside:
 ""One of the Season's highlights, besides the Macau GP, is the Race of Champions. Your mission is it to beat 7 times World Champion Michael Schumacher. Dr. Mario Theissen said that you are the Michael Schumacher of WTCC. What do you think of him and how well do you know each other?"

Andy Priaulx:
 "I met him a few times and really enjoyed being with him. He is a good guy, not at all how you read he is. He is genuinely a fun guy. And of course I'd love to beat him, like everybody else. But let's save the talking for the track. The ROC is such a fast event. You have got no time in the car, and suddenly you are out in front of 50,000 fans against Michael Schumacher. Anything can happen."

Inside:
 ""John McGuinness is a good friend of yours. How do feel about seeing him, and the other motorcycle guys, racing between the metal barriers here on Macau's famous, but challenging, street circuit?"

Andy Priaulx:
 "I always love to be on the grid for the start of the Motorcycle Grand Prix. But I really find it hard to watch the race. It's one of the most dangerous races in the world. I'm always pleased when it is over. But Macau wouldn't be the same without it."



Inside:
 "You have been doing motocross – do you still go on a motorbike sometimes?"

Andy Priaulx:
 "No, not at all."



top: WTCC Macau GP 2007 - Andy Priaulx arrives parc ferme (photo by Macau Grand Prix Committee)

middle: Andy Priaulx in the Cockpit of 2007' WTCC BMW 320 (photo by www.motoshots.com)

Inside:
 "Michael Schumacher is now a contender in the German Superbike Championship and is doing pretty well with consistent points finishes. Could you imagine yourself doing something along these lines in this situation after your similar, successful, Touring Car career?"

Andy Priaulx:
 "I think this is crazy. If I look at Michael, I can just say: This guy really loves motor racing. To be doing what he is doing just for fun is amazing. Who knows, maybe once I retire I will really miss racing after a year off like he has. I think motorbikes are the closest thing you can get to being in Formula One with the danger and the speed. I don't know if my wife would let me do it."

left: Andy Priaulx in conversation with TT Legend John McGuinness (photo by Simon Patterson)





name: Joerg Mueller
 born: 3rd Sept. 1969
 nationality: Germany
 residency: Monaco
 material status: single

Inside:
 "It seems that your home is behind the steering wheel of Touring Cars and you really like the 24 hour races. What is the difference between the formula cars and touring cars, as many drivers struggle to be fast in both?"

Joerg Mueller:
 "From my point of view, a good single-seater driver must also be a strong touring car racer. The big difference for the driver is the weight and the centre of gravity. The centre of a single-seater is always lower than the one of a touring car, which makes it far more agile. In addition it's lighter. Cornering speeds are higher, and the brake performance is better. Therefore it's more fun to drive a single-seater. On the other hand, touring car races are far more interesting. It's almost a contact sport. You are driving side by side with your rivals – and the overtaking is more spectacular."

Joerg Mueller is one of the most familiar faces in Touring Car Motorsport. He is the only driver who won the Macau Formula 3 Grand Prix a World Touring Car race in Macau. And as he is also a very special friend and one the most kind and funniest characters in the paddock its more than worth it to have another interview with him.

Inside:
 "As so many other stars in the sport, you were introduced to motorsport by your father at the age of 5. In 1984 you became national kart champion and it was the start of a very successful career. In 1993 you won the Macau Formula 3 GP and in 1994 the German Formula 3 Championship. You made the step into Formula 1 as a test driver for several teams, but never as a permanent driver in F1. Why not?"

Joerg Mueller:
 "There are a lot of people you can ask this question. My manager, my sponsors, myself – I don't know. But I'm really grateful for having had the chance to be a test driver for four years. I did the engine development for BMW, and the tyre development for Michelin. In these days, you were spending a lot of time in the car as a test driver, far more than F1 test drivers nowadays. I enjoyed this period in my career."



Inside:
 "You kind of wrote history in the streets of Macau, as you are the only one who won the Formula 3 GP and the WTCC race. Since it seems like you really love this circuit, what is it about and what makes it so special?"

Joerg Mueller:
 "Macau is something special for me. No matter in which series I competed there, it has always been the final event of the year. This makes for a unique atmosphere. The teams need each other and help each. The track itself is one-of-a-kind. You can't compare it with Monaco, or with Monza's long straights – which are equally challenging in Macau. It's sort of a "best-of" taken from several great tracks. I simply like racing there."

left: Mueller and BMW motorsport director Dr.Theissen (photo by Reuters)



Inside:

"The heat and humidity in Macau are really hard conditions for the drivers. How do you prepare yourself for such a race and what is the most stressful for you during the race meeting in Macau?"

Joerg Mueller:

"It's important to prepare properly for this at the beginning of the year. If you did a good job then Macau won't be a problem. All drivers in our series are extremely fit. The only thing you can do is to go there a bit earlier than usual to become familiar with the conditions. Then you are on the safe side."

Inside:

"Is it comparable to a 24 hour race?"

Joerg Mueller:

"No. You just cannot compare two sprint races with a long-distance event. Even if it's cooler, you still spend 1.5 hours in the car. This is a completely different challenge."

Inside:

"In the last 4 years you were always a title aspirant to the WTCC - it came to a show down in Macau and Andy Priaulx took the crown. What makes him so special and how would you describe your relationship?"

Joerg Mueller:

"Andy is a great guy, and we get along well with each other. On top of that, he is an amazingly fast racing driver. He is racing for a different team, so I can hardly assess how he is working with his engineers. You surely cannot win three world titles and one European title by chance! But he hasn't told me his secret so far..."

Inside:

"Macau changed a lot since you came here for the first time. The racing scene changed as well... what are the most remarkable changes in racing in Macau and in the city itself?"



above: Joerg Mueller joining and joking around in the bike pits after the WTCC race

Joerg Mueller:

"As a city, Macau has changed a lot. But the track is still very much the same. A big difference is that we now work in the sunlight. When I came there with Formula Three, we were located in the basement garage. We spent almost the whole day in the dark – apart from the session on the track."

Inside:

"If the WTCC would not come back to Macau, what about you? What holds the future for you?"

Joerg Mueller:

"For me it would be a real pity if WTCC wouldn't return to Macau. It's one of the greatest tracks, the atmosphere is always incredible. Everyone has to cope with the special conditions at this circuit, and the teams work much closer together than at other places. For me personally everything is possible. I would love to stay with BMW. But no final decision has been taken so far."

Inside:

"The technology of the racing cars nowadays is a major key to win races. How much talent needs the driver to bring along and how do you prepare yourself in getting along with the technology? Is it necessary to understand it in detail and how is to set up a car? How many hours do you spend with your engineers?"

Joerg Mueller:

"Let me put it like this: A skilled tennis player won't win with a bad racket – and a bad tennis player won't win with a bad racket. We are competing at a world championship level. That means, both components – driver and car – must be perfect. It's all about the quality of the whole package. We have got 15 guys in our series who can win races, which underlines the high quality of the drivers and the teams. I'm happy to say that I'm working with one of the best teams around."

left: Joerg Mueller after winning the WTCC race in Macau in 2006 (photo by Macau Grand Prix Committee)





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continuing interview with Joerg Mueller

Inside:

“Ayrton Senna, Alain Prost and Michael Schumacher were famous for spending most of their time with their engineers and they were very successful. How much are you getting into it and how much time you do spend with your engineers?”

Joerg Mueller:

“It’s difficult to say. The amount of time I spend with my engineers now is definitely smaller than a couple of years ago, when the BMW 320si WTCC was in the first phase of its development circle. In our championship, there is not much room for further development, once the car has been homologated. Therefore, we now know a lot about our car, and you have quite a good idea about the set-up when you come to a well-known track. Still, spending time with engineers is a crucial factor. I would say, for every half-hour of practice, I spend one hour with my engineers.”

Inside:

“A world championship race driver has about 6 to 8 week-ends off in a season. What do you do when you have time off? Is there any time for family?”

Joerg Mueller:

“I haven’t had the time for holidays this year! When I have a few days off, I spend a lot of time in Monaco. It’s not just the place I live, but it’s also nice to go swimming there and to relax. Sometimes I visit my parents, and of course I spend a lot of time with my girl-friend. All of this helps me to focus on the next test or the forthcoming race weekend.”

Inside:

“Is it possible to improve a car a lot throughout the season, since BMW had a lot of problems at the beginning of the season. Where and how did you improve the car?”

Joerg Mueller:

“It’s rather a week-to-week thing. If you arrive at a race track for the first practice session and your feeling is good, then you are likely to perform well over the course of the week-end. If you start bad, then it’s difficult to get back on the right track. So it’s not so much about developing the car, but rather to get the set-up perfectly right.”



Inside:

“Your profession is being a professional racing driver, but you actually learned to be a two wheel mechanic and we know that you are a big fan of the motorcycles. Every year you join the pits of the bikes and they like to see you there. What makes them so special and what do you think about their sport?”

Joerg Mueller:

“Yes, I actually learnt to be a motorcycle mechanic. My father ran a motorcycle shop, and I grew up with it. I took apart my first engine when I was five or six years old. Motorcycling is a dangerous sport – but in Macau it’s even more than that. The guys racing at the Guia Circuit are true heroes for me. They risk a lot! They spend more time on the rear-wheel than they do on two. Quite a few German or Austrian riders compete there, and of course you make friends over the years. For them it’s the same as for us: It’s their last event of the year – and therefore you are a bit more relaxed than in the middle of the season.”

Inside:

“Michael Schumacher is enjoying his life and entered the German Superbike Championship. You are a biker as well. Would you like to try bikes as well afterwards?”

Joerg Mueller:

“Absolutely not! During my apprenticeship I lost two or three customers every year. You check the engine of bike – and a fortnight later his guy has a fatal accident. I have a motorbike in Monaco, but rather for cruising than for going at high speeds. For me it’s about fun, not danger.”

Interview and pictures by Stefan Kuehn



left: WTCC Macau GP 2007 - Joerg Mueller’s BMW 320si (photo by Reuters)



Most probably one of the most familiar faces of the Formula One scene – “The Doctor” of Motorsport and indeed he is a doctor – Dr. Mario Theissen. Graduated at Aachen University in Germany with a doctor in mechanical engineering, Theissen joined BMW back in 1977. And since 1999 he became BMW Motorsport Director with oversight of BMW’s Formula One and other motorsport activities, including BMW’s factory teams in the World Touring Car Championship.

So its time to have a quick chat with the doctor:

Inside:

“BMW won the WTCC title with Andy Priaulx three times in a row. In 2008 it was SEAT who ruled the season’s incidents and once again it was Andy Priaulx who gave the best impressions on BMW side throughout his constant performances to keep up with SEAT. Do you see a need for action in the WTCC regimentation or a revision in BMW’s strategy?”

Dr. Theissen:

“After taking home all the possible titles (riders and constructor’s championship) in all these years, in 2008 we have been behind indeed most of the time, which was unusual so far. There are several reasons but a single one is sticking out the most: this year there are cars with different engine concepts and according to the current regimentation it was not possible to equal the performances. There is definitely a need for action and appropriate proposals are currently in discussion. The result will indeed affect BMW’s future strategy.”



Inside:

“What is your opinion on the development of the Macau Grand Prix since its 50th anniversary back in 2003 and especially after the WTCC became a permanent part of it?”

Dr. Theissen:

“The Guia Race is a bench mark with tradition and great history in Asia’s racing calendar – this applies for the F3 GP as well as for the Touring Car race. The circuit itself and the



city is a great and unique coulisse for the sport. Logically the WTCC wanted to be a part of it. As it is also the last race of the championship calendar, it happened in Macau – dramatic action and world championship decisions have been seen. Both the WTCC and the Macau GP received great benefits of that fact.

In our point of view – The Macau Grand Prix is the season’s highlight.

Inside:

“Formula BMW Pacific is a part of the 55th anniversary of the Macau GP. Formula BMW stands for an outstanding “playground” for talents in car racing. Nico Rosberg and Sebastian Vettel have been “growing up” there and even raced in the Macau Formula 3 GP. What is your point of view regarding the talents in Asia? Are there any teams and drivers who have a potential for the next level or even Formula 1?”

Dr. Theissen:

“I am watching the development in the Formula BMW Pacific and enjoying it. 2003 was our first year with that class in Asia. Since then this series grew and established itself in the region. In the past years many talents took their first steps towards professional motor sport in that class. Quite a few of them have been seen in higher formula series meanwhile. Ho-Pin Tung, champion in 2003, already tested a BMW Formula 1 with us, the fist Chinese ever in this sport. I am sure there will be many more in the future. I am looking forward to it.”

Inside:

“Besides the pressure from the media and other circumstances especially found in motorsport, what gives you the strength and daily motivation to work this meticulous and to bring it to perfection?”

Dr. Theissen:

“Motorsport is fascination pure – a strong competition in both - sport and technic. Who wants to be successful must be stronger than the competitors, in every detail. That is where I get my motivation from.”

Inside:

“Thank you very much for your time and speak you soon again.”

Interview by Stefan Kuehn



name: Andre Couto
 born: 14th Dec.1976
 nationality: Portugal
 residency: Macau
 material status: married
 two kids

Now I am in Super GT in Japan, and I really enjoy it. Great cars to drive if you come from single-seaters. I'm very happy to be there."

Inside:
 "Some people are "joking" with your name when it comes to the Macau GP because of several incidents in the past. What makes you continuing racing in the Macau GP?"

Andre Couto:
 "First of all I don't race for "some" people. I race for myself, because I like it. I race for the passion I have for this sport. Like in other sport you can't win all the time, but you can try your best every time, and that's what I try to do. You win some, you lose some. I just try to learn from my mistakes when I make them. I only listen to the people that work with me, people I trust, people that want the best for me, like my team, engineers, mechanics, my family and friends. Overall, I feel the Macanese people are my friends and always support me. They are very warm to me and I really appreciate that. It gives me an extra power for the race. I am a Macanese like them, so I represent them and I am very proud of that. Every sportsman has people who talk bad when their country hero or best player miss a penalty in a important soccer match. What they don't understand is that, the player wants to win, to score that goal, and he is always trying his best. So as long as I try my best, I am feeling good, I feel my mission is accomplished!"

It has been quiet around Andre Couto you in 2008 – is it because he is racing in Japan instead of WTCC or Formula 3?

Andre Couto:
 "It depends on the way you look at it. I race in the biggest series in Japan, the Super GT, the top motorsport category in Japan, with many drivers and the cars are simply amazing to drive. 500HP, good aerodynamics, we pull 3G in the corners, we run faster then the F3 cars 3 to 4 sec a lap. Not to mention the crowds, we have in every race 50 to 80 thousand people watching us, and they are real fans of this sport.

This championship have a huge coverage by the media, directly supported by the 'big 3', Toyota, Honda and Nissan, and is the second biggest budget after F1, far more expensive then WTCC. You just need to watch a race and you will be amazed, it's a different world."

Inside:
 "Macau GP's most common advertisement is that they are creating future Formula 1 stars. And 18 out of 22 current Formula 1 drivers raced in Macau. You actually won the Macau Grand Prix but we have never seen you in Formula 1?"

Andre Couto:
 "Unfortunately I didn't have the backing to go to F1. I needed money. Straight after my win in F3 I had some offers to the F1, but I couldn't get the budget that they required. I guess many of the F1 drivers in their first year needed a big sponsor to make it go through.



above: Andre's working place in Japan - Toyota Supra from team SARD - Japanese Super GT

Inside:
 "How does your current daily life look like and maybe you could specify what a modern professional drivers is doing day by day while not sitting in a car?"

Andre Couto:
 "Outside the track, I like to spend most of the time with my family and friends, because I am away many times. As a professional driver you have to take care of your body, your fitness, so you have to go to the gym nearly every day. Personally I don't like exercising alone, so I play soccer with my friends and other times I simply go to the gym. I also like many other sports like tennis, squash, karting. Basically I try to enjoy, have some fun and take a day at a time."



left: Andre Couto on the winner podium of the Formula 3 Grand Prix in Macau 2000 (photo by Macau Grand Prix Committee)



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continuing interview with Andre Couto

Inside:

"Macau is loaded with big money enterprises and it should be easier to convince these companies for a sponsorship of a local driver in a local or regional event or championship promoting their brand Asia wide. But it seems also that it does not work for you – so is it your lack of Marketing and PR and missing supervision?"

Andre Couto:

"I can't say that is not working, because I am still racing at highest level. I have my sponsors that have been with me for many years and they have been nice to me and I only have to thank to all of them, and try to do the best I can on the track."

Of course Macau is getting bigger with all these Casinos and for me it would be easier if I had one big sponsor. I could achieve more."

Inside:

"What is the price of entering the WTCC for a full season in a customer team as it seems you have a talent as driver – why don't we see you in a FIA sanctioned championship?"



above: João Manuel Costa Antunes (Macau Grand Prix Coordinator) and Andre Couto (photo by Macau Grand Prix Committee)

Andre Couto:

"Well, one full season in WTCC the cost for the teams to run a car is about 1 million Euros. It's not easy to find this amount of money. I guess that's the main reason why you don't see me in WTCC."

Inside:

"So it seems like that the financial support of the Macau Government is not enough to buy you in a WTCC racing team. Tiago Monteiro receives between 2-5 Mio. Euro from the Portuguese Government. But we actually believe it's not the Governments responsibility to finance anybodies racing career. What are your thoughts on that?"

Andre Couto:

"I guess the Portuguese Government gives him a good support, which is great. Macau's government always has been given me the support. Obviously I would like to receive more, but in the end of the day I'm very grateful for their support."

Inside:

"There have been thousands of interviews and stories with you in the past, is there anything which nobody asked you before, which you would actually level as important about you, Macau and Racing?"

Andre Couto:

"I would like to send a message to the Macau people. Thank you for you support. It really means something to me. I'll keep fighting to make them proud."

Interview by Joao Fernandes

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*left: Barry Bland - Formula 3 Macau Grand Prix Coordinator
(photo by Sutton Motorsport Images)*

The Macau Grand Prix celebrates its 55th Anniversary and you and the MRC have been involved for quite some time. But not only Macau changed in the last 5 years dramatically. The latest Formula One Stars had their appearance in the last 5 years here in Macau such as Takuma Sato, Robert Kubica, Lewis Hamilton, Nico Rosberg, Nelson Piquet Junior or Sebastian Vettel. And that's what Macau is famous for. In whom did you see the most potential of becoming a star in Formula before you invited him to Macau?

Barry Bland:

"All the names you mention were seen to be future stars and all, bar one, had received considerable recognition for their abilities and the backing to fulfill their ambition. The exception was Robert Kubica, who struggled for budget, received far less attention, but who clearly had tremendous talent - especially on street circuits. He had gone well at Macau and invited back in the hope that a good result would provide him with more recognition and that is exactly what was achieved - thanks to the support of the Carlin Team. Very satisfying when BMW took him on."

Inside:

"Why was last year's field so poor considering it was the 25th Anniversary - anything to do with the record number of Macanese drivers?"

Barry Bland:

"You surprise me. I think last years' entry was the strongest ever. Some drivers we would like to have invited were left-out as the places were taken by five local drivers, but you will see a reduction of these this year (at least with respect to the F3 race). It will be difficult to improve on last year's entry, but we shall certainly be trying."

Inside:

"Not only Macau changed in the last 5 years dramatically.

We believe that the Macau Grand Prix has actually the potential of a Formula One race such as the Monaco GP. What needs to be changed to reach the next level?"

Barry Bland:

"To run an F1 race at Macau would require considerable additional investment - and a change in the track layout (i.e. using different roads to the current Guia circuit)."

Inside:

"With the step in of the WTCC – the Macau Grand Prix improved a lot in international reputation and media attention. If the WTCC would leave, don't you think that would be a big loss and a step back in PR for the Macau Street Racing?"

Barry Bland:

"The International reputation of the Macau Grand Prix is extremely high - 1983 was a major turning point and up until about the turn of the century, it just got better and better and you could probably say that from that time until now, it's about as good as it could possibly be. It's a highly significant event on the motor sport calendar and reaches a huge, global audience. The WTCC is a nice race - very similar to the Guia touring car races that came before it. If your question is whether it would be a step back if WTCC dropped-out, I don't think this would necessary be the case."

Inside:

"If you could put the Grid of your dream together here in Macau who would be in your top ten."

Barry Bland:

"Dream grid - equal cars for Nuvolari, Moss, Fangio, Senna, Prost, Stewart, Clark, Schumacher, Hamilton and Alonso."

Inside:

"A lot of legends were born in Macau, but also a lot of funny stories are going around about several drivers and their time in Macau. Which is your favorite one?"

Barry Bland:

"The best stories are the unrepeatable ones. The exploits of Steve Parrish (one of the Bike GP riders) some years back was a good one, but probably not to be broadcast!"

Inside:

"There are several people called the men behind the Macau Grand Prix. It's you, Phil Taylor and Mike Trimby. For how long do you know each other? And what gave you the biggest headache in the last 10 years here in Macau?"

Barry Bland:

"I first met Mike in 1983, the first year I brought F3 to Macau and Phil Taylor from a couple of years previous to that. The main people behind this event are of course the members of the Grand Prix Committee and their team of staff. Things have changed considerably since Phil Taylors' days and the Committee has appointed many specialists in their field

to assist them - including Mike Trimby and myself. This 'Macau Grand Prix team' has been working hard to remove the headaches and run an efficient event, so there is no single problem area which stands out in the last 10 years."

Inside:

"What do you feel the future holds - both for Macau and F3 in general - as patterns seem to be shifting away from F3 being the talent spotters formula with Macau being their Paradise. (Hamilton groomed from an early age, Räikkönen never even seeing a F3 car....)"

Barry Bland:

"One of the problems I have with the press is their all-too often negative attitude - always looking for the bad things to write about and not the positives. You have just given me the opportunity of airing that view! Hopefully, as a Motor racing event, Macau will have a very long future. As far as motor sport is concerned, there are too many single-seater formulae trying to compete with one another. The result is an overall dilution of funds and effort going into each. Formula 3 is still currently the best stepping stone in terms of driver (and engineer) training, but needs some guidance from above to reduce its costs - which should not be an impossible task. There will always be exceptions to all 'rules'. Räikkönen's manager asked me for an invitation to the Macau Grand Prix when he was in Formula Renault, also stating that 'mark my words, he will be in F1 next year'. Of course, I didn't believe him - such a statement was too farfetched, and we've heard such talk many times. Whilst I should probably now regret not inviting him, he had not of course qualified for an invitation - still it's a pity

he's not somewhere in the record lists and maybe we can try to get him to Macau some time (in a F3 car after retirement)"

Inside:

"With the new Singapore Formula Grand Prix, a similar racing event appeared in South East Asia and its even hold in the night time. Do you feel any danger for the Macau GP?"

Barry Bland:

"The Casinos bring one sphere of exposure to Macau and the Grand Prix another. Certainly there is a cross-over in interests, but I think the two complement one another very well and provide the new Macau with exactly the right mix to reach all corners of the globe."

Inside:

"And the last question: What do you think personally about the Motorcycle Grand Prix here In Macau? A lot of F3 or Touring Car drivers are big fans and often come over to our pits to talk to and supporting us."

Barry Bland:

"The Motorcycle Grand Prix is awesome and where else do you find three headlining events on the same program with the Grand Prix, Bike Grand Prix and Guia races. To the car world, the bike riders are completely crazy - incredible skills, but crazy. I just keep the fingers crossed every year that there are no injuries - they are so exposed to high-risk."

Interview in June 2008



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above: Pedro Lamy today - Peugeot factory driver in the LeMans series

We didn't hear anything from him for a long time - so it was time to give him a call and see how he does and steal 10 minutes for a chat.

Inside:

"Was the second place reached in Macau in 1992 the key to open the F1 door, or was your next sportive step already decided before this event? Among the public and the fans, you're the winner of the Macau Grand Prix in 1992. Could you remind us of what happened?"

Pedro Lamy:

"I think that it was a very important race in my career but not decisive for my future. In fact, I already had my objectives very well defined and the F1 was already confirmed. And yes, the driver who finished in first position should have been penalized, because he overtook me under the yellow flags. I was leading the race with 5 or 6 seconds of advantage, and he overtook me while I took off the foot so I wouldn't overtake the other slower competitor ahead of me in an accident zone, with yellow flags! If I was another driver beside Portuguese, the organization would perhaps have adopted a different attitude, and they should have! It was very unfair to me."

Inside:

"To leave the F1 circus was only a question of lack of sponsors to continue? Do you feel you deserved to have a chance to continue, and where and what kind of results do you believe your talent could have taken you?"

Pedro Lamy:

"Only the specialists and the passionate fans can, with knowledge, talk about my talent. Regarding my exit of the F1, it's pretty simple: I could not reach a competitive team, therefore I decided to continue my career in a different championship."

Inside:

"Ayrton Senna was a recognized friend and an admirer of your talent. How can you characterize your friendship, how was Senna in the private life, and how was it to lose a friend, a colleague of profession, in such a dark GP?"

Pedro Lamy:

"He was a good friend and he helped me a lot in the F1, but unhappily I did not have enough time to know him better off the tracks. About that GP there is not much to say, it was a weekend to forget, with too many incidents, two deaths, a tragedy. The only aspect these accidents served,

in such a way, was to implement new safety rules on the tracks, such as in the cars."

Inside:

"In all the disciplines you have raced you achieved a huge success. For many, such talent should have promoted you to one of the top teams in F1, but this chance never appeared. Is the fact of being Portuguese conditioning your career? Or do you believe that, if you had started today, other chances could appear?"

Pedro Lamy:

"Obviously being Portuguese and Portugal having a smaller market complicates things a little for who wants to race at this level. Not only to find new sponsors, but also revert to sponsors who already are in our favor. The fact of having raced and achieved good results in other categories helped, but it is not everything. Nowadays it's easier to get chances than in the past, especially for the young drivers. Today I believe I would have had more opportunities to prove my value."

Inside:

What are the similarities and differences between the current Peugeot that you race, and a F1 car?"

Pedro Lamy:

"The main difference is the weight. The 908 has obviously more weight than a F1. In terms of technology and structure of the teams everything is very similar, but the Peugeot is one of the top teams! It has also other obvious differences: the 908FAP is closed and diesel, and has a big difference in the binary. In maximum speed they are very close, I already reached 340Km/h with the Peugeot..."

Inside:

"In your actual team, do you have a number one driver? How is to divide and manage the settings with two more drivers?"



Pedro Lamy:

"In this type of endurance races, things are different. In terms of setting the car, everything functions as a team. We talk and choose everything accordingly to the three drivers. The internal wars of the F1 do not exist here. We only focus in beating our opponents."

Inside:

"How you see the WTCC? Could this type of cars, with a technological and performance level very different from the powerful cars of endurance, motivate you to join this championship?"

Pedro Lamy:

"It is a very competitive championship with very experienced drivers, but the car is not so powerful. In driving terms, it is not a very seductive car. It is a neutral car. But the cars are very equal and this results in very interesting races. In my case, if any invitation arrives, why not..."

Inside:

"Do you continue to follow the races since you left the F1? What is the possible comparison with the years you raced there, in terms of technology and the competitiveness of the drivers?"

Pedro Lamy:

"I follow them, but with some distance. I continue although inside in terms of what going on there... Now, of course, it has more technological advances that are reflected later on the commercial cars, but in competitiveness terms, nowadays the F1 is much more interesting. The teams are much more equal, even in budgets. It is in fact much more interesting than in the past. It has more drivers fighting for the victory and always has surprises on the podium."

Inside:

"And the Macau Grand Prix? Do you follow the event with

attention, to the results? It seems the evolution of the lap times, are not different from your year. Should the evolution be bigger?"

Pedro Lamy:

"I am not very familiar with the last lap times reached, but many factors could change the Macau lap times. Macau is always a spectacular circuit. Who reaches a good result in Macau for sure will have a notorious career in this modality. The GP of Macau continues to be one of my favorite tracks. I think in adrenalin terms this is the most emotive one. It is spectacular."

Inside:

"Between 1977 and 1981, for the ones who don't know, Pedro Lamy added to his curriculum seven Portuguese National titles in Mini-motocross. Why, with such promising career on two wheels, did you suddenly, in 1982, change to karts? And did you ever feel the desire to return?"

Pedro Lamy:

"My change for the cars had to do with a tragic accident that my mechanic suffered and let him in a wheel chair. This situation scared a lot my family and I opted to change to something less dangerous and joined the karts championship. But I never felt the desire to return, motorcycle races are out of my plans."

Inside:

What you think about the assumed risk of the motorcycle drivers in the Guia circuit?"

Pedro Lamy:

"It is a huge risk. The minimum error and a big crash against the walls is immediate. It takes a big package of guts, especially for who wants to win in Macau. Big Respect!"





Mad Dogs and Englishmen

When Noel Coward wrote “Mad Dogs and Englishmen come out in the Midday Sun” he was of course referring to the Noon Day Gun in Hong Kong but I am sure that had he ventured just those few extra miles to Macau during November he would have penned his verse slightly differently to describe those somewhat mad Englishmen who seem to excel riding round the streets of Macau on motorbikes more suited for the long run offs of today’s biggest circuits than between the armco and the concrete walls of Macau.

Not that of course it is only Englishmen who venture out onto Macau’s streets but there is just a little something about the circuit that brings out the best – or is it the worst?

But what do I know? I am only a simple photographer who stands behind the safety barriers clicking away with my trusty Nikons!

Absolutely ... I admit it ... Despite being one of those “mad dogs” that Noel Coward alluded to, I have always too scared to throw my leg over any of these powerful machines and engage in the real life arcade game that is the Macau Guia circuit.

The similarity of Macau to the mind blowing antics of gamers was pointed out to me by former Macau Grand Prix winner– Mike “Spike” Edwards who powered his way to the top step back in 1995 and who is still racing – and winning – on almost any bike that he can lay his hands on ... but he resists coming back to Macau. Why? After all he is a true Englishman!

But how did get involved with Motorcycle Racing Photo-



above: *Keep that should twisted Michael ! (by John Sanders - Asianmoto - 2007)*

graphy and indeed the Macau Grand Prix?

It all started back in 1963 when at the ripe old age of fifteen I first witnessed a race at Brands Hatch in the Garden of England – Kent – where I was born. I already had a fascination for bikes and racing mainly gained through the pages of the weekly magazines and I thought I knew almost everything there was to know about all of the top racers but this was the first time that I had actually be able to watch them perform myself. And I was hooked before even the first race had finished. Knowing that I could never afford to actually race – and before admitting that even if I had had a rich Dad I would not have been brave enough to do it – I decided that perhaps I could explore the men behind the machines by training a camera on them and engaging in



a life as a Motorcycling Photo Journalist. That I did working starting with a weekly column in the “East Kent Times” that took me back to Brands Hatch many times along with other circuits and even one very long haul (for the sixties) trip to the Italian Grand Prix at Monza where I witnessed Giacomo Agostini power his 500cc MV all over Mike Hailwood and the “new” Honda 6. Family and other commitments that demanded

left: *Michael Rutter shows me that I have been away too long (by John Sanders - Asianmoto - 2003)*



more money than motorcycle photography can ever provide meant a fairly lengthy hiatus in my "career" although I never lost my love of motorcycle racing. What really brought me back to life though was taking the short trip from Hong Kong to Macau in 2003 with a newly acquired Nikon Digital SLR to see if I could still come up with the goods! Having been out of the media frame for so long I did not try to apply for accreditation so decided that the second best vantage point would be amongst the buffet eaters at the Hotel Lisboa.

*right: Michael Rutter flexs his muscles to slow down for Lisboa
(by John Sanders - Asianmoto - 2003)*



Watching Michael Rutter grind his way round one of the many corners that signify Macau I knew that none of the magic had gone – either from my photographer's eye or, more importantly, from the riders and their modern machines.

I was hooked again and decided that I had to restart my photo journalism to bring the magic of motorcycle racing, and Macau in particular, to mad Englishmen, and anybody else who I could get to look!

What really fascinates me about photographing motorcycle racing – and I am now fortunate enough to travel



around the world clicking away at tracks as diverse as Cadwell Park, Shanghai and Indianapolis – is the body language of the riders than can only be seen when you are as close to them as the telephoto lens allows. Whether it be the tension in the arms of Michael Rutter braking with all he can muster lest he "miss" the Lisboa Corner or the same man twisting his shoulder to avoid too hard contact with the armco around Fisherman's Bend there is so much more visible feeling and action than can ever be seen, or felt, watching the four wheeled drivers in their armour plated cocoons!

Even, or maybe especially, seeing the antics of Steve Plater in destroying (temporarily?) the hopes of Rutter in taking the record for wins in Macau one can only admire the grit that is visible everywhere on all the riders who love riding the streets of Macau.

It's a pity that other appointments keep you away this year Steve but no doubt there will be other Englishmen, and a couple of Scots, a Colonial or two and even some Frenchmen who will be wanting to ensure that "Rocket" Ron Haslam retains his half-share of top honours while they engrave a new name on the trophy but I have to admit that I will be rooting for Rutter – after all it was the "Blade" that brought me back to my first love.

by John Sanders - www.asianmoto.com

left: Of course no set of Macau GP photos would be the same without one of the famous Babes ! (by John Sanders - Asianmoto - 2006)

If you want good typical Portuguese dishes, race to:

O SANTOS, the cooking saint

Santos was a cook for the Portuguese fleet. He arrived in Macau in 1983. It was love at first sight: the marine fell in love with Macau and Macau with his food.

Open since 20th of November 1989, close before the Macau Grand Prix, O SANTOS is located in Old Taipa Village.

In the first 10 years his customers were mainly Portuguese, and especially after the handover in 1999, 80% of his guests are from Macau, China and Hong Kong. There's a particular group called "os notáveis das quartas-feiras" (the Wednesdays noticeable), for whom Santos reserves his separate room for the last 20 years. They all come looking for yummy dishes like "Arroz de Marisco", "Arroz de Pato", "Arroz à Valenciana", "Pastéis



de Bacalhau", "Ameijoas à Bulhão Pato" and, the most famous of them all, "Leitão" (Seafood rice, Duck rice, Valenciana style rice, Cod-fish balls, Bulhão Pato clams and Suckling Pig). What brings people to O SANTOS is also the variety of the menu: every day there are 6 meat and 3 fish dishes (apart from the regular menu).

The local radio station (Canal de Macau) promotes weekly the restaurant since 2000. Whoever guesses the right score of a Portuguese football championship, wins a dinner for two at O SANTOS. Santos used to have another restaurant ("O SANTOS II") and a bar ("Pátio das Cantigas"), but he chose to close them and keep only the original restaurant, giving him more time to dedicate himself to his customers.



O SANTOS is closed every Tuesday and will show a new decoration after the 8th of November, just in time to welcome the next Macau Grand Prix and his visitors. We recommend booking your table in advance.



It's 8 am and you have the sudden appetite for freshly baked bread and warm roasted Latin flavored coffee...

Then you should start your day at "Café Ou Mun"!



The café/restaurant has its doors open since 2001 and is the only place in Macau with its own bakery, serving the best Portuguese pastry and bakery Specialties in the city.

Apart from that, "Café Ou Mun" also serves lunch and dinner with weekly set menus and meals à-la-carte.

The interior of the café is

colorful and you can sense a bit of old Macau through the photos hung on every wall.

The owner, Fernando Marques, arrived in Macau around 1999 and knew from the very beginning what he wanted to do. He started this business with his wife, but nowadays they have several employees.

"Ou Mun's" bread and pastry can also be found in places like the Four Seasons Hotel, at the Venetian, Pavillions, Royal and Seng Cheong Supermarkets and in some restaurants.

"Café Ou Mun" is located in the "Travessa de São Domingos" (Senado Square), on the way to the "Sé" Cathedral. Open everyday from 8 AM to 11 PM, except Mondays.

Café Ou Mun:

Tel.: 2837 2207; 6681 0065

E-mail:
cafeoumun@gmail.com

Travessa de S. Domingos,
No. 12 R/C Macau





The Irish Bar, Macau

Established 1998 or thereabouts



The music could be loud and the staff might shout back, but at least the beer is cold and good value
Say 'Nam San' to the taxi driver

Happy Hours 6pm – 8pm

Big screen viewing if your seat isn't behind one of the walls

With one of the biggest drink selections in Macau of draft beers, bottled beers, whiskies,....even we lose count

'The Irish Bar in Taipa is another popular expat hangout. Reminiscent of a Dublin pub... Russell, an Irish Bar regular, comes for the service and the socializing as much as the beer. He points out one of the barmaids, Mona, and says she is one of the best he has ever been served by. The Irish Bar has one of Macau's broadest ranges of draught beer and its happy hour is great value'

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Draft beer, soft drinks, burgers, hot dogs, sandwiches

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Isabella Acconci Lourenço is a well known name at the paddock. Everybody loves her food and her sympathy.

Connected to the Grand Prix since her childhood, she grew up in Macau and her passion for this event is part of her life.

"My family used to watch the races from our old restaurant, the 'Riviera', where the Mandarin Hotel is presently located, therefore the Macau

Grand Prix was always part of our lives, and the drivers are good customers of our restaurant", explains Isabella. In 1994, the Toscana Restaurant opened right on top of the paddock, and this restaurant was a real Museum,

filled with good memories, incredible photos and some remarkable stories: "one time, I can't remember exactly the



driver's name, but I guess he was from Argentina. He had a big accident, went to the hospital and stayed there to recover for some days. The funny thing was that he only wanted to eat the food from Toscana, so I arranged a scooter to take him food every single day!" Isa recalls. Also the victory of Ricardo Patrese is still in her heart, when we talk with her, Isa's eyes are literally shining, "he invited me to sit in his F3

and I am also Italian, so of course I was very happy when he won the MGP. I even remember the front wheel, all scratched because he touches the walls during the race; this is really an amazing race". Sadly for the Teams, to visit Isabella and her Restaurant, now you need to move a little bit further than the Paddock, but the food, the good and diverse choices of wines and the delicious desserts



really value the effort, and it is only 5 min by Taxi from the Paddock. Antica Trattoria opened in 2003 and since then the guests are very loyal. "For me the best thing is when I see a guest picking a business card - it means he will come back! It is also very nice to receive pictures and letters from the drivers after the GP. Of course this is a business, but I feel much better when I see a client happy in my restau

rant; with the food, with the ambience, and when I see him coming back next year", Isa concluded. If among the many choices available in this restaurant you feel a little lost, we can give you a perfect suggestion: try the T-Bone Steak



with the Mushroom Risotto aside with the Italian wine Lambrusco; For dessert we recommend the profiteroles and, in the end, the Italian espresso coffee. You will appreciate this dinner! You can

find the Antica Trattoria Restaurant in Avenida Sir Anders Ljungstedt, Vista Magnífica Building, on the first floor, but we suggest booking your table in advance (28755102), because the place is usually packed.

Toscana Café and Restaurant

Another place also managed by Isabella, together with her brother Oseo, is Toscana Café just in the heart of town, in the Senado Square, near the Sé cathedral.

Here you can find almost all the dishes served in Antica Trattoria for your lunch or dinner, or you can simply try the real Italian espresso along a cheese foccacia for instance, the perfect combination for a middle break during a shopping afternoon in Macau.





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