

INSIDE

The 56th Macau Grand Prix

19th - 22nd November 2009



**Hydrex IGT Honda:
The monster awakens**

BMW Motorrad a total blast

**Kawasaki WSBK hits town,
and interviews galore...**

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What a year! It has passed unbelievably fast, and it goes without saying that the 'financial tsunami' has taken its toll on just about everybody. But while such global events can dim sponsors' enthusiasm – and ability – to spread their promotional wings, setbacks like these can never extinguish the soaring enthusiasm for racing that lights a fire in fans and racers alike – especially when it comes to the Macau Grand Prix, now in its 56th year! Thus, we return battered, wiser . . . and even more enthusiastic about this wonderful annual clash of egos, men and machines on the narrow, serendipitous streets of Macau.

In addition to being one of a select few events around the world to run a Grand Prix on its city roads, Macau can lay claim to being the only such venue that hosts both car and motorcycle racing on the same dance card. But while petrolheads and occasional fans alike can reel off the names of the giants that bestride the F3 and WTCC race scenes, it seems that the Motorcycle Grand Prix – now in its 43rd year – has traditionally been accorded the role of side dish to a bigger feast. Now that's all changed. Although in the paddock it has always been appreciated for the spectacular event it is, with the great majority of car drivers (whisper it) huge fans of the bikers, it's the media that has suddenly come to the two-wheeled party.

In 2008, for the first time, the Motorcycle Grand Prix overshadowed the WTCC and Formula 3 races in terms of exposure, published articles and interviews in countless magazines, and for the very first time it achieved live coverage in Europe. Last year, the strongest line-up ever arrived in Macau with TT and NW200 winners Cameron Donald, Michael Rutter, Guy Martin, Ian Hutchinson and John McGuinness bringing their legendary stature and racing skills to the territory, while the up-and-coming generation, personified by Connor Cummins and Stuart Easton, made headlines all week long. Through these riders, the racing public is much more aware, in turn, of the various world championships these guys compete in – the World Superbike, British Superbike, German Superbike, the Endurance World Championship and the American Championship. And for Macau it was undoubtedly a source of great pride that its motorcycle racing fraternity emerged into the bright glare of publicity as The Macau Racing Team was 'exported' earlier this year to the biggest road racing events in the world for the very first time! Read more about that INSIDE.

So be it F3, WTCC or bikes that turn you on, you can rest assured that there will be no side dishes in this year's struggle for the silverware, with a whole sideboard-full of championships up for grabs at the most unique race circuit in the world!

Before you get into the articles, however, allow me to acknowledge the work of the Macau Grand Prix Committee and its related departments, the organisers of the Tourist Trophy on the Isle of Man, the organisers of the North West 200 in Northern Ireland and our very own editorial and advertising 'pit crew' – world-class photographers Stephen Davison and Simon Patterson, and my local back-up Mike Armstrong and Joao Fernandes. Very special thanks also to Mike Trimby and his crew as well as to Joanne Stevenson.

Unfortunately, there's not enough time or space to thank every individual out there helping us make things happen but my deepest appreciation goes to all of them, as it does to our sponsors and advertisers, without whom we would not be here having such a good time for such a worthy cause.

Stefan Kuehn

**Come, Join and Celebrate at
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November 21st and 22nd
from 10pm**



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The 56th Macau Grand Prix

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Grand Prix

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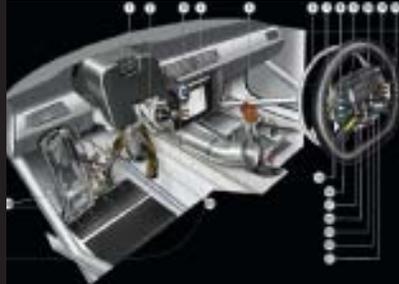
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Putting the pedal to the metal



Macau Grand Prix Ev

Thursday, 19th November 2009

06:00		Circuit closed	
06:30	07:00	Circuit Inspection	
07:30	08:15	Macau Motorcycle Grand Prix	Practice
08:40	09:20	Hotel Fortuna MAC/HK Interport Race	Practice
09:40	10:10	Macau Road Sport Challenge	Practice
10:30	11:00	Formula 3 Macau Grand Prix	Practice
11:20	12:00	CTM Macau Touring Car Race	Practice
12:20	12:50	FIA WTCC – SJM Guia Race of Macau	Testing
13:10	13:40	Formula BMW Pacific	Practice
14:00	14:45	Formula 3 Macau Grand Prix	Qualifying
15:25	16:10	Macau Motorcycle Grand Prix	Qualifying
16:30	17:00	Special Event	Practice
18:30	***	Circuit opened	



Friday, 20th November 2009

06:00		Circuit closed	
06:30	07:00	Circuit Inspection	
07:30	08:30	Macau Motorcycle Grand Prix	Qualifying
08:45	09:15	FIA WTCC – SJM Guia Race of Macau	Qualifying
09:35	10:05	Hotel Fortuna MAC/HK Interport Race	Qualifying
10:25	10:55	Macau Road Sport Challenge	Qualifying
11:15	11:45	Formula 3 Macau Grand Prix	Practice
12:15	12:45	FIA WTCC – SJM Guia Race of Macau	Practice
13:05	13:35	CTM Macau Touring Car Race	Qualifying
13:55	14:25	Macau GT Cup	Practice
14:55	15:30	Formula 3 Macau Grand Prix	Qualifying
15:50	16:40	FIA WTCC – SJM Guia Race of Macau	Qualifying
18:30	***	Circuit opened	



Event Schedule 2009



Saturday, 21st November 2009

06:00		Circuit closed	
06:30	07:00	Circuit Inspection	
07:30	07:50	Macau Motorcycle Grand Prix	Warm Up
08:15	08:45	Macau GT Cup	Qualifying
09:15	10:05	Hotel Fortuna MAC/HK Interport	Race (10 L)
10:30	11:20	Macau Roadsport Challenge	Race (10 L)
11:50	12:50	CTM Macau Touring Car Race	Race (12 L)
12:55	13:25	Special Event	
13:45	14:35	Formula 3 Macau Grand Prix	Race (10 L)
15:15	16:15	Macau Motorcycle Grand Prix	Race (15 L)
16:30	17:00	Formula BMW Pacific	Qualifying
18:30	***	Circuit opened	



Sunday, 22nd November 2009

06:00		Circuit closed	
06:30	07:00	Circuit Inspection	
07:50	08:05	FIA WTCC – SJM Guia Race of Macau	Warm Up
08:20	08:40	Formula 3 Macau Grand Prix	Warm Up
09:10	10:00	Formula BMW Pacific	Race (10 L)
10:30	11:20	Macau GT Cup	Race (10 L)
11:55	14:05	FIA WTCC – SJM Guia Race of Macau	
		2 Races of 9 laps each	
		with 15 minutes break between races	
14:15	14:45	Special Event	
15:00	15:15	Lion Dance	
15:30	16:30	Formula 3 Macau Grand Prix	Race (15 L)
18:30	***	Circuit opened	

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BERRY



Image: STEPHEN DAVISON / Pacemaker Press Int'l



Image: STEPHEN DAVISON / Pacemaker Press Int'l

(Above & Left):
Eventual race winner STUART EASTON working hard to hold off the attention of MICHAEL RUTTER

There's not a motorsport event in the UK or Ireland that can prepare your body, or your soul, for the Macau Grand Prix every year in November. The massive change in culture; the heat; the humidity and the late nights take their toll, but you can always be assured, come Thursday morning at 7.30am, all of Mike Trimby's invited guests will roll out onto Avenida da Amizade for the first time... sore heads or not! ◊

MACAU

Words:
PAUL LINDSAY

THE NEW VEGAS



Image: STEPHEN DAVISON / Pacemaker Press Int'l



The tightest corner on any racetrack in the world: Melcoo Hairpin, almost too tight for the F3 cars

Image: STEPHEN DAVISON / Pacemaker Press Intl



➤ This is unmistakably the biggest event on the Macau calendar, and while the bike racers play second fiddle to the four wheeled Formula 3 and WTCC superstars, it's still one hell of a trip for any petrol head to put on the 'to do list'.

Getting onto the island of Macau never gets any easier, and although my busman's holiday team travelled via Perth in Western Australia this year, after attending the Kings of Wanneroo [see separate feature], which had us virtually acclimatised; we lost almost two hours waiting on our transfer host at Chek Lap Kok International airport in Hong Kong. Apparently he was in bed... 'nuff said.

Transferring from Hong Kong International Airport to the Turbojet ferry in daylight was a bit of a novelty, and a first for many on the trip. The short journey offered a limited insight to the local culture on the outskirts of Hong Kong [albeit through a bus window] where seven million people were going about their daily business. That's just the population of Hong Kong, which unbeknown to some is not considered part of Mainland China [population of 1.3 billion], but a special administrative region along

with Macau.

Skyscrapers and high-rise living accommodation dominated the landscape and with over 7000 to look at, it soon became clear, just why Hong Kong and Macau were two of the most densely populated regions in the world. In fact, Macau currently tops that list with 18,500 people crammed into every square kilometre, but our crew were about to make the streets a little more crowded – and we couldn't wait!

A sign for Disneyland Hong Kong was the first indication of western culture as 15 pairs of eyes scoured the concrete hulks and the landscape, recording as much data as possible on our short trip to the ferry terminal. This is where we'd make our way across the Pearl River Delta to Macau. Unfortunately we couldn't stop off, as Ryan Farquhar reminded us all: "We're here to work... this isn't a holiday!"

The service at the terminal, as expected, was faultless, and our demonstrative host whom I'd met 12 months earlier, was as zealous as ever, lifting our bags onto the ferry, distributing tickets and offering up the sort of enthusiasm that makes us

'westerners' a little wary.

After a bumpy ride and a few Dutch pale ales, on what I call a Hydrofoil [that's the Aussie coming out in me!], we were off-loaded into a number of sticky humid queues with thousands of other people, mainly Chinese, making their way to Asia's Sin City.

It's hard to fathom, but 10 million pairs of feet will shuffle their way through the same terminal by the end of 2008 and a further 16 million will make their way through the border checkpoint at Zhuhai en route to Macau. There are forms, and forms about forms to fill in as we try to enter ourselves, with our passports getting hammered to death with many shades of blue and black ink.

In 2007, Macau turned over \$10 billion from gambling alone, compared to \$6 billion in Las Vegas – all filtered through less than 40 casinos. Amazing. And with 70% of the government's income coming from the highly charge slot machine and Baccarat player's misfortunes, I'll never feel bad again for bypassing the casino floors. For me the Sands complex is all about the steak house... and McDonalds!

Once on the Macau Peninsula, the



Image: STEPHEN DAVISON / Peacemaker Press INT

MIKE BARNES
(Vent Axia Honda)
leads **STEPHEN THOMPSON**
(Sloan Honda)
through the
140mph right
hander past the
race paddock

focus always turns to the unique street circuit, which sits below sea level in certain areas and the famous names who've held it flat through Mandarin [well almost!], and negotiated the tight bends at Maternity, Solitude and Moorish. Great respect must be given to the Armco lined 6.2km circuit with road widths down to less than 7 metres in sections; and whilst I'm a purist two-wheeled fanatic, I must admit I'd love to have witnessed Ayrton Senna [1983] and Michael Schumacher [1990] in action on four wheels. Our own Martin Donnelly was also a winner in the '80s but enough of the history lesson!

Respect did I say?

Unfortunately the Guia Circuit showed little respect for Guy Martin's over-exuberance, which was all a tad déjà vu: the luckless Doosan Honda mounted pilot coming to grief on the Guia Hill section of the course... again. This time his crash didn't come



Image: STEPHEN DAVISON / Peacemaker Press INT

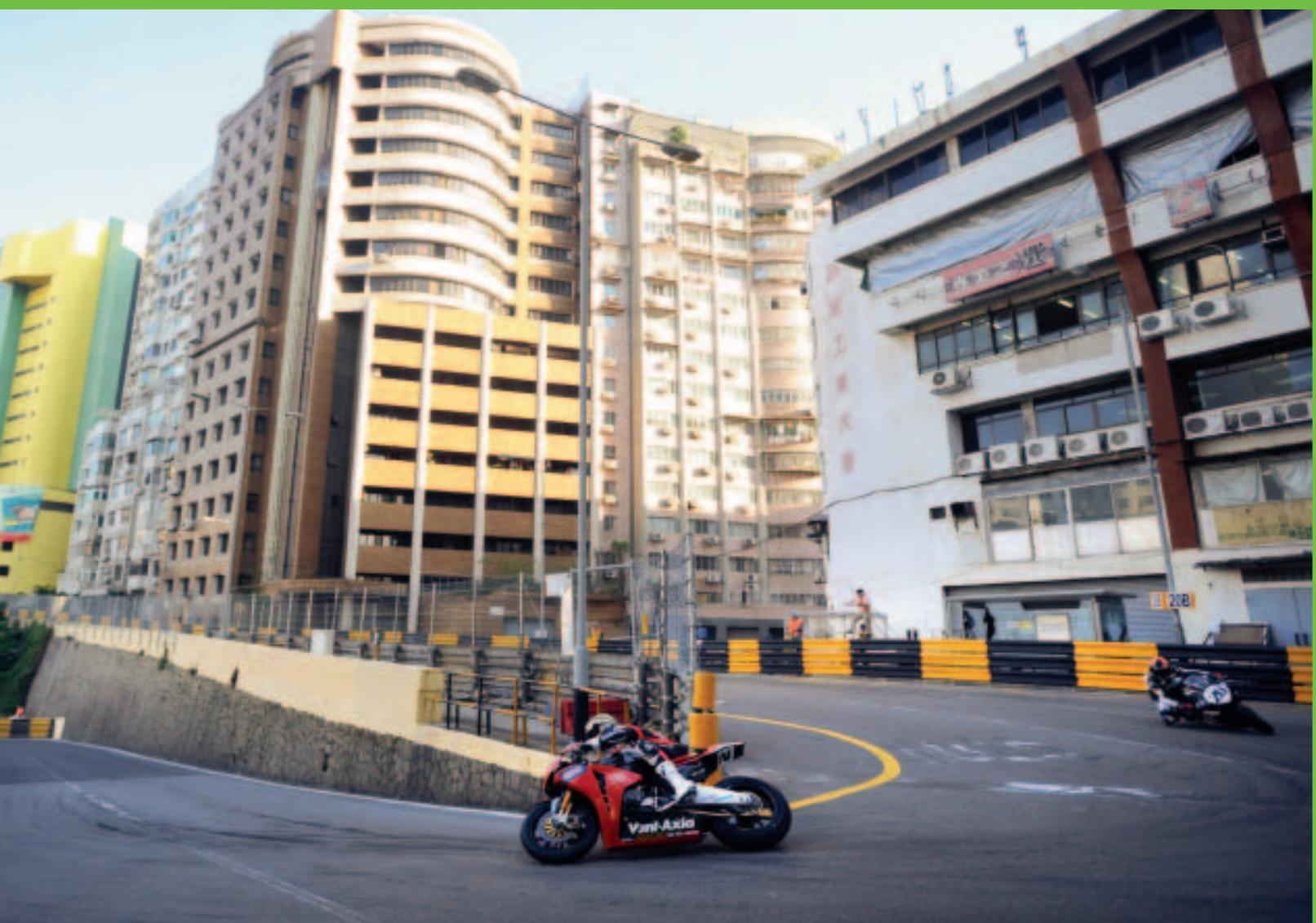
in the race, but in the first practice session after less than 12km completed. Knocked unconscious in the crash, the fast talking Lincolnshire rider was forced to sit out the rest of the week ending his season on a major low.

After the qualifying sessions for the 42nd Motorcycle Grand Prix, Manxman Conor Cummins topped the timesheets taking pole position; but after a few too many in the Bellini bar the night before, I took an executive decision to stay in bed, preferring to source my information from the ever-helpful Richard Nichols at Greenlight Television. Never one to miss an opportunity, I met up with both

Cummins and 600 pole man Keith Amor for a late breakfast. Job done.

In between qualifying and racing there are number of things I wanted to do. Bars and gambling green baize may float some peoples boats, but Macau has a solid history and some great landmarks – both old and new – that were well worth a visit.

One place I had set my sights on, and it couldn't be missed, was the 338 metre high Macau Sky Tower. I'm not the greatest lover of heights but the Peninsula of Macau and the mile-long bridge, which connects Taipa and the Cotai Strip were a wonderful sight from floor 61. The tower was commissioned by the most powerful





man in Macau, 85-year-old Stanley Ho, who just so happens to own 50% of the Peninsula's Casinos, most notably the Grand Lisboa, which, even from 61 floors up, still dominated the murky skyline.

On Saturday our thoughts were back to the bikes, but at least we wouldn't be getting up at the ungodly hour of 6am to see them off the grid. It was just as well, as the Bellini had become our night time haunt, and after witnessing American R'n'B star Chris Brown strut his stuff within the ten and half million square foot area of the Venetian Hotel the night before, we all needed a lie in.

Morning warm up had left pole man Cummins with a major problem: he needed a new motor installed in his multicoloured Team of Paris AIM Yamaha – step up mechanic Jim McMahon. Precautionary or whatever, Cummins didn't look in the best frame of mind and his team-mate Keith Amor looked even unhappier. He'd approached the last right-hander at Moorish one gear too brave in the same session, telling me: "That scared the shit out of me!"

On the grid for the 3.20pm start, it was Cummins from Michael Rutter,

Aussie Cameron Donald and John McGuinness. The Morecambe man has become known as the Mountain Master in recent years for his exploits at the Isle of Man TT, but in my research for this article, I discovered the title, 'Mountain Master' was better left alone in this region: reserved in Hong Kong for the Dragon Hand, who is basically in layman's terms, the leader of the Triads! TT King will have to do John, until we get home that is...

Drama

The first lap, as expected, was full of drama with Bruce Anstey [1000cc Relentless Suzuki], who'd missed morning warm-up and looked a tad uninterested, crashing into the tyre wall at Lisboa along with Dan Linfoot [600 Yamaha] and Rico Penzkofer [600 Yamaha]. 20-year-old Linfoot had out-braked himself; punting Anstey into the tyres. Bruce was thankfully unhurt but Linfoot suffered a broken collarbone for his troubles with Penzkofer also getting caught up in the melee. This left Keith Amor without his two biggest challengers in the supersport [FIM] class, going on to take the win by 25 seconds from

Frenchman Gerald Muteau.

In the race that mattered, Rutter led the way on the opening lap, but Donald was hungry for success, having worked hard to get the TAS Racing machines out to the Far East for the first time since the late great David Jefferies rode them at Macau in 2002.

On lap 2, Donald had pulled the quickest man in morning warm-up, Stuart Easton, on the Doosan Honda, away at the front of the pack and they were doing their best to drop the Discover Ireland supported North West 200 Ducati of Rutter, who was already three seconds adrift after only 8 miles of racing.

Rutter was suffering with arm problems, but did his best to shadow the pair who played cat and mouse at the front of the field, before Donald retired at the start of lap 5. Easton inherited a healthy lead, but Rutter took only six laps to reduce the margin to less than half a second on lap 10 of 15.

Pole man Cummins had started slowly, down in sixth at the end of the opening lap, but pulled himself into a comfortable podium position once Donald had retired, taking an



MARK MILLAR shows us his unorthodox style through Maternity Bend





Image: STEPHEN DAVISON / Pacemaker Press Int'l

(Left): CAMERON DONALD negotiates the Armco on the run from Maternity Bend to the Solitude Esses – fully committed as always!

impressive 10 seconds out of lap record holder John McGuinness in only six laps. McGuinness looked at best, fourth, but a rectifier problem forced the Manxman onto the 'Not Classified' page on lap 7, being joined by American Mark Miller [Corona Extra Honda] a lap later, leaving McGuinness to cruise home on Paul Bird's Vent Axia VK Honda in third.

At the front of the field, Rutter was applying the pressure, and I'd have had my house on him when they started to negotiate backmarkers on lap 12.

Only three laps to go!

Leong Iok Choi was the first to get axed by Easton and Rutter: both UK riders showing him little mercy in this end of season 'holiday race'. Easton was under pressure, but the stylish former British Supersport champion wasn't about to crack and put almost a second into Rutter on lap 13.

Riding the most famous number in international road racing [3] Easton applied more pressure on the penultimate lap and by the end of the

37-minute, 15-lap race, he had almost three seconds to spare.

A debut win for Easton and a debut Macau win for team owner Shaun Muir. Possibly not with the rider he expected, but Easton, who was doubling this Grand Prix trip up as his stag weekend, was in perfect and faultless throughout, showing the pedigree of the Doosan liveried SMR Honda. Incidentally, Easton also broke a ten-year dominance at the event by English riders, which is ok by us Celts as well!

Paul Bird's other guest rider, 40-year-old American Mike Barnes was mighty impressive, and although the 'yank' is now in the twilight years of his career, he was a joy to watch, battling tooth and nail with Luis Carreira all the way to the chequered

flag, only losing fourth place by 2/100ths of a second.

The sole Irish entry came from the ever smiling, Hong Kong [Stephen] Thompson. Stephen is a Macau regular and after suffering an electrical problem in first qualifying when on provisional pole, he eventually finished sixth on the Sloan Developments Honda.

The 'Kings Team' finished off Macau with yet another night in the Venetian, and being an adventurous lot, we opted for the local Asian delicacies at McSorley's Ale House... fish and chips and a pint of Guinness, washed down by copious amounts of Gin and Tonic!

What is it they say?

You can take the Irishman out of Ireland but you can't...

Roll on 2009. ●



Image: GARETH APICS



Image: STEPHEN DAVISON / Pacemaker Press Int'l



Image: STEPHEN DAVISON / Pacemaker Press Int'l

Great Expectations

What a dramatic race we witnessed last year when Cameron Donald led the pack for five laps before retiring. We were talking about the strongest entry ever in 2008 but when we look at this year it's going to be tougher still. Unfortunately, we won't have the pleasure of seeing Steve Plater race but we're working on getting him back for a ride in 2010. And Cameron will be sadly missed this year, too. The broken shoulder he collected from his high speed crash at the Isle of Man in June means that his doctors weren't prepared to sign him off fit in time. Guy Martin - another road racing star - is always a man to watch at any event but after he crashed in Macau in 2007 and 2008 he thought better of a 2009 outing but I'm sure we'll see him again very soon. So if three of the top riders are already absent, who is going to stop Rutter and McGuinness running away with the silverware?

First in the frame must be the newly-matured Stuart Easton. Only 25, the surprising and youngest Macau GP winner ever is coming back even stronger. He first rode the winning bike at last year's event and signed a contract with Shaun Muir's team for the British Championship right afterwards. He has performed well all year long chasing the Airwave Yamahas of Leon Camier and Jamie Ellison and regularly outpacing the factory HM plant Hondas of Brookes and Richards too, so he now knows his bike inside out and I for one would put money on him.

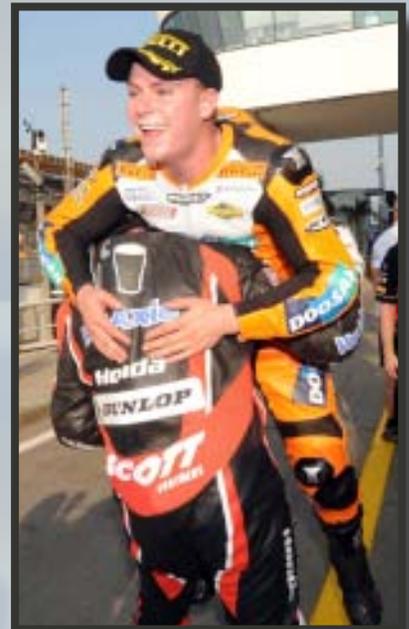


Reviewing the entry list, the first thing you notice is the armada of Kawasakis we have in Macau this year, eight of them in total and three directly from the Kawasaki World Superbike Championship team of Paul Bird. And who is in the saddle? 2008 Polesitter Conor Cummins is one. The Manx Giant will be easy to spot, just watch out for a 2-metre man in a leather suit: a definite contender. But Bird is pushing three bikes onto the grid and for sure 2006 podium finisher and current double TT champion Ian Hutchison will give it a go for another podium finish, as will American veteran Mike Barnes, who finished an impressive fifth last year.



Moving along to Garage 40 (Kawasaki), the last one in the pits, we spot a business-looking BMW bike. It's definitely a beauty and ridden by a 'beast', former German factory rider Rico Penzkofer. It's also the manufacturer's debut in Macau and its return to road racing following a 30 year absence. Penzkofer's teammate is World Endurance rider and buddy Horst Saiger of Austria. They both have good experience of the Guia Circuit but will most likely try to finish in the top ten and develop the bikes for the 2010 full road racing and World Endurance season. A top ten finish would make them more than happy this year.

The second team in this pit is Hyrex IGT Honda, piloted by the aforementioned Easton. His teammate is not only the world's most successful TT road racer - with 15 wins - but has secured more podium finishes at Macau than anyone else alive. We refer, of course, to the legendary John McGuinness. He is in pretty good shape and already has a couple of wins in this season's British Superstock under his belt.



Next stop Yamaha - Pit 38. And it's newly crowned World Champion Yamaha Austria Racing Team with 'Big Tom' Hinterreiter on board. He hasn't raced much this year but Mandy Kainz is confident he'll be very competitive on the Michelin MotoGP technology tyres - crucial for a podium finish - so count him in, too. DMR-Duffus and Morrison combination is always a strong entry, and Steve Mercer impressed everybody at this year's TT, as did James Storrar, so let's see what transpires.



Who to Watch ?

A.I.M. Suzuki also boasts a reasonable CV. They arrive with two brand new Superbikes this year and one of their rider is a real weapon. Gary Johnson will be out there to put some pressure on the top runners, while putting his mark on the Guia asphalt. And I'm sure you'll see him at some point on the winning board in the Macau Grand Prix Museum. You'll also spot some familiar faces in the next pit. Let me call them 'the Individuals'. If you're looking for a lift, have a chat with Hong Kong Thompson and his brother. You won't find any more unique Irishmen in any paddock in the world. The lack of technology will be compensated for by the passion they put into the sport. So if you bump into them in a bar buy them a drink and be prepared to be regaled by stories from the Emerald Isle. Teammate 'Big Nose' James McBride is also a refreshing drop of optimism . . . So who's with Suzuki this year? Unfortunately they have to give it a miss but for sure they will be back in 2010 even stronger.

Which brings us to Rutter. He's teamed up again with Nick Morgan on a Kawasaki ZX 10 R from the British Superbike Championship. Can he finally write history by winning the Macau Grand Prix a seventh time? Let's see. Regardless, he is definitely one for the podium. By the way, he's already found another point-scoring sport in which he can win money – darts. So I'll try to team up with him again for the Macau Grand Prix Team Darts Championship in the Irish Bar. Meet the guys and have a chat with them here on Tuesday and Wednesday.



What else? We don't predict anything unequivocally but for this year's impressive entry expect a very close race this Saturday afternoon, courtesy of Mike Trimby and the Macau Grand Prix Committee. And watch the WTCC or Formula 3 jockeys in the paddock – it could well be a case of tools down while the bikers get down to business!

Hydrex IGT HONDA

Hydrex IGT Honda is a British Superbike Championship team. Stuart Easton, Karl Harris and Tommy Hill have been competing in the 2009 season. They are now coming back for the third time and will be backed up by IGT Asia as a team sponsor in the 43rd Macau Motorcycle Grand Prix. With last years' winner Stuart Easton team owner and manager Shaun Muir has the youngest Macau Grand Prix winner ever in his team. His team mate is the legendary John McGuinness and together they build the most successful team of the Macau Grand Prix in the last ten years with 3 class wins and 7 podium finishes. The Hydrex IGT Honda is a 1000cc Superbike and produces ca. 205bhp at the back wheel and fitted with a traction control system. Mick Shanley and Pete Jennings are the crew chiefs of Easton and McGuinness. The team's website is: www.hydrexhonda.com



Stuart Easton
'Rat Boy'

Born: 21-07-1984

Nationality: Scottish

Latest Career highlight:
3rd BSB Championship 2009



John McGuinness
'Cruise Control'

Born: 16-04-1972

Nationality: English

Latest Career highlight:
TT Superbike Winner 2009

2002 – 1st Supersport – Ducati 748
Zongshen Racing Team
2003 – 5th overall – Ducati (SBK)
E.T.I. Ducati
2004 – 3rd overall – Ducati (SBK)
Monsternob Ducati
2006 – 4th overall – Honda (SBK)
Stobart Honda
2008 – Winner – Honda (SBK)
Doosan Honda

2000 – 4th overall – Honda (SBK)
Demon Vimto
2001 – Winner – Honda (SBK)
Honda UK
2002 – 2nd overall – Honda (SBK)
Zongshen Racing Team
2003 – 2nd overall - Ducati (SBK)
Zongshen Racing Team
2004 – 2nd overall – Ducati (SBK)
Monsternob Ducati

2005 – 2nd overall – Honda (SBK)
Stobart Honda
2006 – 6th overall – Honda (SBK)
Stobart Honda
2007 – 2nd overall – Honda (SBK)
Stobart Honda
2008 – 3rd overall – Honda (SBK)
Ventaxia VK Honda





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Easton Taps into B

Seven years ago, it was apparent that a new star had arrived on the real road racing scene in the form of 18-year old Scottish borderer Stuart Easton when after his first practice session – despite the long shadows thrown by legends Jefferies, Rutter, McGuinness and Duffus – it was a case of ‘Watch the kid’! Easton then proceeded to elbow aside favourites Cameron Donald and Takayama to win the Supersport class in his first outing in the territory. Last year, he won the Macau Motorcycle Grand Prix on a Doosan Honda.

INSIDE Magazine: What people might not know is that your 2002 debut was your first appearance in any road race anywhere. Who brought you here and what was the appeal of Macau in the first place?

Stuart Easton: The first time I came to race in Macau was in 2002 with Paul Bird’s team and to be honest I didn’t know too much about the race. I thought it sounded like a good idea to race in November as it would shorten the off-season a bit. When I first looked at the circuit I was nervous, to say the least, but when I got going on the bike it was a lot of fun! I managed to snatch the Supersport race from Cameron Donald, which was a great feeling and made me make my mind up to return on a Superbike.

IM: When you took your first podium in 2004 on the Monstermob Ducati Superbike, it seemed just a question of time when you were going to win the Macau Grand Prix . . .

SE: In 2004, I rode a 999 Ducati for Paul Bird and finished third in the Superbike class. I was second on the grid but Michael Rutter and John McGuinness were too fast for me over a race at that time. A solid podium was a good progression for me and I started to think I could win the Superbike race once the time was right.

IM: You finally won the Macau Grand Prix in 2008 with a new team around you. You teamed up with Shaun Muir’s Doosan Honda and only a few people know that you are the youngest winner of the Macau Grand Prix ever, winning the Supersport class at the age of 18 and the Superbike at 24. That’s even younger than the late Kevin Schwantz was when he won the GP in 1988.

SE: I’ve missed the race due to injury a couple of times but in 2008 everything came together for me on Shaun Muir’s Doosan Honda. I was only sixth on the grid but I always feel my way into it at Macau because you can’t take any chances! Michael Rutter pushed me all the way and I knew he would be trying because one more victory and he would break the all-time record of six wins held by Ron Haslam.



IM: You’re all grown up! And you have a very good year under your belt in the British Championship, easily outpacing your teammates Karl Harris and Tommy Hill. But to challenge the Airways Yamahas you might need another year . . . ?

SE: Yeah, the Airways Yamahas are the only bikes in front of me this year but with 15 podiums, two race wins and third overall I consider it a great year for us at Hydrex Honda. If I continue my progress from this year, 2010 should be a good year, I hope.

IM: You’ve raced at the North West 200 but although you did a lap of honour at the Isle of Man a couple of years ago you haven’t raced there. Having said that, you’ve been spotted doing mechanic duties for six-time Macau GP winner Michael Rutter at the TT lately . . .

SE: It’s difficult to get a team to commit a rider to short circuits and a competitive British Superbike season. Every team likes the Macau GP, though, because it’s in November and it’s also a good holiday afterwards!



Border Reiver Spirit

IM: What makes Macau such a special place for you, and what changes do you see from your first appearance in 2002?

SE: The Macau GP is a very unique circuit, that's for sure! When I won last year it was a special feeling, I think, because of the nature of the race. Macau itself seems to be ever growing with more huge buildings being built every year.

IM: You got married last year after the GP – not a kid anymore! But you're still called 'Rat Boy'. What gives?

SE: I don't know, you'll have to ask Paul Bird why he gave me that name. Now I'm married with a little boy maybe I can pass the moniker on!

IM: Seeing the photos from your podium finish in 2004 and last year's podium and race performance, it seems like you're totally in control of 'old foxes' John McGuinness and Michael Rutter, and they really respect you . . .

SE: As much as we all take the mick, we have a lot of respect for each other and I like racing them because they're safe riders with a lot of experience.



IM: Last year, the Motorcycle Grand Prix easily outpaced WTCC and Formula 3 in terms of publicity. Do we have a new kind of 'Race of Champions' in Macau?

SE: I hope so; it's great to see the race going so strong. I think it's getting a bit more prestigious now and as long as riders don't get desperate it looks great. More British championship guys want to do it now, I've noticed.

IM: You have a strong and well-known crew supporting you. Shaun Muir is a respected team manager and with Mick Shanley and Pete Jennings you have very experienced crew chiefs . . .

SE: Shaun Muir's Hydrex Honda team has been great to ride for and I get along with my crew very well. I think Pete Jennings has been a good influence on me this year and the results have proved that. It's a professional team and there's pressure for results but that's what we all want anyway. I've been lucky in my career to have been mostly in good teams even if the bikes haven't always been great! Paul Bird's team was good for me and we were British champions in Supersport. I learned a lot there.

IM: When do we see you racing the TT for the first time?

SE: I don't know. I want to concentrate on British Superbikes for now and hopefully move onto world championships. One day I want to race at the TT because if I don't I will always wonder what it would've been like!

IM: Podium tips for this year's Macau Motorcycle Grand Prix?

SE: There're many riders who can be up front: maybe Cummins, Hutchy, McGuinness, Rutter, Hinterreiter . . . to name but a few!

...so lets see !

IGT supports Macau Grand Prix



John Gomes
Managing Director

When SK Support moved to Macau and based themselves locally to the Macau Grand Prix – it was IGT who initially picked up the sponsorship opportunity. IGT continued to put effort into the annual motorsport festival in November, giving them great exposure connected with the most exciting racing action during this annual event.

While being a Co Sponsor in 2006, with Michael Weynand and Stephen 'Hong Kong' Thompson on board the then local bikes, it just took another 12 months and IGT backed up their own team – securing the right to name one of the SK Support bikes in the 2007 Macau Grand Prix. Steadily growing with SK Support, IGT also has embraced the event and given it real colour with hundreds of the light blue merchandising shirts all around the Peninsula.

Setting the best performance in the practice of the 2008 event – 600cc pilot Rico Penzkofer was predicted to bring home IGT's first win but another bike slid into Rico's light blue Yamaha R6, taking him out of the race at Lisboa corner and it was all up to the local teammate Joao Fernandes who finally secured IGT's first podium position ever in the prestigious event.

And again in 2009 IGT is going into its fourth year of supporting this local event. By teaming up with SK Support's latest signing, Hydrex, IGT Honda will attend the most spectacular motorsport event in Asia. None other than last year's winner ever Stuart Easton will be on board of the IGT Hydrex Honda, who was also the youngest to win this event. But this year's real sensation is his team mate, 15th times TT Isle of Man winner John McGuinness.

SK Support and IGT are proud to be part of this local event in these tough economic times and worked hard to achieve this top racing team for the 2009 event.

IGT does not see this just as a local sponsorship but also as an ongoing commitment and social responsibility since sponsorship of the local team gives back to the local community, both directly through this event and indirectly by donating race memorabilia of the team such as helmet and safety gear to local charitable institutions.

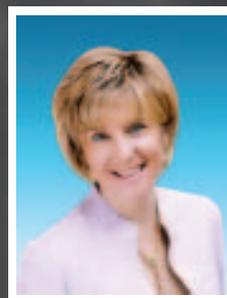
We look forward to another year of excitement and wish all the riders and their teams every success. IGT Asia is committed to delivering superior gaming products and solutions to our customers throughout the Asian regions.



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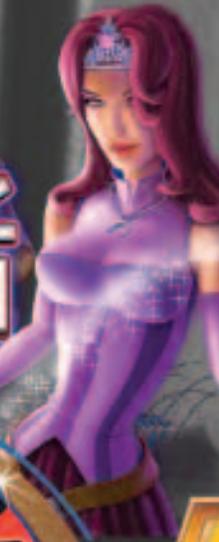
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Kawasaki WSBK

The team led by Paul Bird Motorsport is the current factory outfit from the Japanese manufacturer Kawasaki in the World Superbike Championship. Japanese Makoto Tamada and Australian Broc Parkes rode their Ninja ZX 10 RR's into the Top Ten at several stages of the 2009 season. Last year's polesitter Manx Man Conor Cummins and Ian Hutchinson are both recent TT winners and will now chase the factory Kawasaki superbikes around the Guia Circuit here in Macau. The Team is led by Paul Risbridger and Stuart Bland.

The team's website is: www.paulbirdmotorsport.com



Ian Hutchinson
'Mr. Nice'

Born: 12-08-1979

Nationality: English

Latest Career highlight:

TT Superstock Winner 2009

TT Supersport Winner 2009



Conor Cummins
'Manx Giant'

Born: 27-05-1986

Nationality: Manx

Latest Career highlight:

2nd at Senior TT 2009

3rd at Supersport TT 2009

- 2005 – 2nd Supersport – Honda CBR
DMR Honda
- 2006 – 3rd overall – Honda (SBK)
Stobart Honda
- 2007 – DNF – Honda (SBK)
Stobart Honda
- 2008 – 7th overall – Kawasaki (SBK)
AVIVA Kawasaki

- 2007 – 5th overall – Yamaha (STK)
DMR Yamaha
- 2008 – DNF – Yamaha (SBK)
A.I.M. Yamaha



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INSIDE



NGT Asia



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Nov 17-22



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Racing Week Featuring Red Bull and Red Square Vodka

Nov 21
DJ Greg Stainer & DJ Butch



Motor GP Racing Party Part I

Date: November 21, Saturday
Time: 21:00 until late
Venue: The Vista II, Level 2, MGM GRAND Macau
Live Entertainment: DJ Greg Stainer & DJ Butch
No Admission, Free Mini Burgers Available

Nov 22
DJ Greg Stainer & DJ Butch



Motor GP Racing Party Part II

Date: November 22, Saturday
Time: 21:00 until late
Venue: The Vista II, Level 2, MGM GRAND Macau
Live Entertainment: DJ Greg Stainer & DJ Butch
No Admission, Free Mini Burgers Available

For Enquiries: (853) 8802 3888
dining@mgmgrandmacau.com



INSIDE MAGAZINE: We're frequently asked where the specific differences lie in the ZX10R Hutchison, Barnes and Cummins are piloting in Macau. People ask: Can I buy something similar direct from a dealer? Where can I purchase the essential tuning parts? How much is this Superbike worth with all the electronics installed?

Paul Bird:

Like any World Superbike, the ZX10R is based on the road version consumer model. The WSB series puts certain restrictions on what we can do to develop the bike but there are modifications that we can make to enhance power and get the most out of the machine and rider. On the Macau machine we'll run our own PBM-designed swingarm factory Showa suspension, Brembo brakes, Arata exhaust and a very technical and specialised Magneti Marelli electronics system as well as several other 'trick' genuine parts direct from Kawasaki which would be hard to buy on the street. The total package for one of our ZX10R machines – with all 'trick' parts included - would be in excess of 100,000 Euros so there is obviously quite a bit of difference.

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54mm Factory Showa Forks

Showa Factory Rear Shock Absorber



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Engine

Kawasaki factory engine with more than 200bhp available at the back wheel in excess of more than 320 km/h top speed and a bore/stroke of 76mm/55mm

Rims

16,5 inch front and rear rims from JB Magtan with Pirelli competition slicks fitted

Brakes

Alloy cast 4 piston callipers from Brembo working on 320mm x 6mm Brembo brake discs via carbon brake pads



Radiator

extra large radiator for more effective engine cooling made by Taleo

Kawasaki's Paul Bird



Paul Pursues Big Points

Paul Bird is one of the most familiar names in motorcycle racing, and is inextricably linked with the British Superbike Championship and Real Road Racing. John McGuinness and Shane Byrne are just two of the riders who have made headlines for Paul Bird Motorsport in the UK, and this year his foray into the World Superbike Championship has caught the eye of several manufacturers. One of the sport's distinctive characters talks about life aboard a factory Kawasaki.

Inside Magazine: Paul, you've consistently brought the biggest team setup to Macau and signed up some of racing's best riders. But the Macau Grand Prix isn't necessarily about bringing home trophies for you, is it?

Paul Bird:

Our team has competed in the Macau Grand Prix since 1999. It's a good time of year for the mechanics to enjoy themselves after a hard year in stressful championships such as the BSB or WSB. Although we're serious, Macau is also something of a holiday for us. The city is fantastic – lots of culture - and the stories that come out of the trip usually last until the following year! We always look forward to coming here.

IM: Last November we saw you with two Ventaxia Hondas, then a week after Macau you were working with Kawasaki on your 2009 campaign, which seems to have worked out well. You started from zero and clinched some top 10 finishes with Parkes and Tamada. What's the game plan?

PB:

PBM's been fortunate to work with several manufacturers and I have a team who can make the transition between manufacturers very well. The Hondas were very competitive a couple of years ago and we've had some success on this bike in BSB - but in WSB you need manufacturer support, and all the additional suppliers who come with that, to have a chance of success. It was a dream come true for me to be directly linked with a manufacturer like

Kawasaki at this level. It's a longer term project for us in WSB and the development that comes with that makes a massive difference to BSB. The competition is very tough in WSB, while in BSB you can be quite competitive without a manufacturer directly behind you. In WSB you need all you can get to reach the top of the game. With Kawasaki, we hope that in the next two years we can race with the frontrunners as we did a few years back.

IM: It's not very common for regular World Championship guys to get involved with Real Road Racing. But it seems it's a real passion of yours. Seeing you in Macau now – will there be a chance to enter a bike in the North West or TT next year?

PB:

The WSB test and race schedule is very demanding and doesn't allow much spare time for other races so we won't be taking part in the TT or North West. The Kawasaki / PBM project is our main priority and it's also getting bigger and bigger each year so we need to focus 100% on this project.

IM: We'll see an armada of Kawasakis in Macau this year, eight in all. It was a big issue when Kawasaki dropped out of the MotoGP but everywhere else it seems they are upping their support and appearances. How do you read the runes on that?

PB:

In the current financial climate most manufacturers are feeling the pinch and MotoGP is a very expensive project to run. We were obviously not involved with the MotoGP outfit but it doesn't make sense to withdraw from the support classes such as Superbikes, which are the commercial link to the bike market. The fact that Kawasaki has chosen to concentrate its racing efforts on Superbike and other support races such as Macau / BSB, etc. shows just how serious they are in focusing on developing their racing success.

IM: What kind of budget does a team like yours need? In 2006, you competed in the British Championship with Ducati and Shane Byrne, and entered a private Honda team in last year's World SBK. You now run a fully supported Kawasaki factory team ...

PB:

Running a two-man factory WSB team costs around three times as much as running a BSB team. To run a single rider in WSB is slightly more than a two-man BSB team and with our current set-up, I'd say would cost around 80% less than the MotoGP outfit.

IM: Factory line-ups from Honda, Yamaha, Suzuki, BMW, Ducati, Aprilia (with KTM round the corner) is putting intense pressure on everybody. How will you ensure Kawasaki takes a podium place next year?

PB:

We see the PBM / Kawasaki partnership as a long term project and we're very enthusiastic about where we will be in two years time. We're still in the early development stages of the partnership and are learning more and more at

each race. We still have a fair way to go to be up there on the podium but our primary objective in 2009 is to be in the points (top 15) and have a handful of top 10 finishes. We've had some bad luck this year but I'm confident we'll be more consistent and will start to see a big leap from the middle to end of next year. We also have a very intense test schedule coming up over the winter and will be working very hard to achieve both PBM and Kawasaki Racing's goals over the next 12-months.

IM: You're a passionate rally driver and mentioned in another interview that there were a couple of races you want to win in your career. You won the TT and the Macau Grand Prix with your team and John McGuinness. Having won a couple of races in a rally car, have you never thought about entering the Macau Grand Prix yourself – chasing a saloon or touring car round the Guia Circuit?

PB:

My personal ambition is to score points in the World Rally Championship - and I'd also like to drive a car at the Guia Circuit and Le Mans.

“ World Superbike costs three times more than British Superbike, but only about 20% of what MotoGP costs. ”

BMW Macau Racing

The BMW Macau Racing Team is a collusion between SKSupport and Penz13.com following their successful partnership in the three biggest international road racing events of the last year. Rico Penzkofer successfully represented his local team in the Supersport TT to bring home the Best Newcomer trophy of the event. Shortly afterwards, Rico Penzkofer and SKSupport cemented their mutual commitment with entries for BMW Superbikes in the 2010 World Endurance Championship, the North West 200 and the Isle of Man Tourist Trophy. Austrian Horst Saiger joins the team for the Macau Grand Prix having also partnered Penzkofer in the Kawasaki colours of the Swiss Bolliger Team in the 2008 World Endurance campaign.

More on www.macau-motorsport.com



Rico Penzkofer
'Kaethe'

Born: 08-07-1975
Nationality: German

Latest Career highlight:
2 German Supersport Wins '09



Horst Saiger
'Der Schreckliche'

Born: 22-06-1971
Nationality: Austrian

Latest Career highlight:
3rd World Endurance Champ.

- 2006 – DNF – Yamaha (SBK)
PS - YART
- 2007 – 2nd Supersport – Yamaha R6
YART
- 2008 – DNF – Yamaha Supersport
IGT Racing Team

- 2004 – 17th overall – Yamaha (SBK)
YART



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Penz Hot to Trot on G



Take one seasoned motorcycle racer, add national fervour, mix in BMW's quarter of a century's absence from any real road racing, and bring to boil in the new-recipe S1000 RR. Rico Penzkofer knows that the proof of the pudding lies in the eating, and can't wait to take a bite out of this year's Macau Grand Prix. Mike Armstrong talks to the Macau Racing Team star.

Like many of us confronted with status quo-changing events, Rico Penzkofer remembers exactly where he was when the call came through from the factory that confirmed he would be the first to ride a BMW Superbike 1000 RR in the Macau Grand Prix.

"I was in the kitchen eating an apple . . . and was pretty excited – no, make that thrilled! – about being the first to ride the bike in Macau as the public hasn't seen the marque participate in the last 25 years in any meaningful road racing event. I believe it's a pretty good opportunity to be the first to come to come to Macau on this mount, and it's reminiscent in a way of Martin Finnegan's outing on the Agusta in 2007. I definitely think it's the right track to be competing on at this stage of the bike's life – the perfect mix of real road racing and a short track in the right environment. The track's long and very fast, and it's always very hot here so you have the full nine yards to test the bike's reliability," says the German. "With the high demand in handling the bike fast you can test it for nearly everything. That's relevant to the factory, as well as to me as the pilot, because the punter can now order his own BMW S 1000 RR as a street bike from a BMW dealership – which makes me a travelling salesman as well as a competitor!"

In testing the evolution one series of the bike in 2007, Penzkofer was one of the first riders to have put the machine through its paces anywhere and recalls that the original was 'unbelievably powerful,' saying, "The S 1000 RR left quite an impression when I tested it – the engine revved like a supersport bike, which was pretty awesome and made a huge difference. The handling was also superior to other bikes I had raced and I'm hoping that this relatively easy handling will make the essential difference in Macau. To be honest, that was one of the main factors that persuaded me to take the team up on its offer . . . and give my beloved supersport bike to teammate Joao Fernandes."

Penzkofer has been something of an underdog in international road racing but with his first appearance at the Isle of Man and the NW200 this year he has left a pretty good impression, piquing interest in the German rider's progress as he went home with 'Best Newcomer' trophies in both events this year.

"It was always a dream of mine to race the Isle of Man TT," he says, "but it continually clashed with my other commitments in either the World Endurance or the national championship in Germany. When I received the offer from SKSupport to race Macau again, we also spoke about the TT and the NW200. It turned out to

be the best thing I ever did. I skipped the German Supersport Championship, and although I only appeared in two of their meetings I actually won them both. In 2009, there haven't been any clashes with the World Endurance Championship so I've finally been able to realise my objective.

"I may only have chalked up a couple of laps at the NW200 but I'm pretty sure I can leave a bigger mark in next year's event. And I've got great respect for the TT, where I used the 17 laps to learn the track; Steve Plater mentioned it was quite a good first step, which is encouraging. Looking ahead to 2010, I'll be back in these events together with the new team – with much more experience and different preparation."

With regard to the significance of carrying the flag for BMW after its 25 years' road racing absence, Penzkofer leaves little doubt as to his sense of mission, declaring, "First of all, there are not many German riders left in this scene. And that really motivates



Giant-Killer BMW SBK

me. Representing a German manufacturer as a German makes me very excited. Having my mostly German team around me, which is promoted by a German company based in Macau, is the best kind of buzz. What else do you need to be prepared to challenge all-comers? The Japanese and Italian manufacturers have traditionally dominated the sport in the past but the Macau Grand Prix has a habit of throwing up surprises.”

This, of course, raised the million-dollar question: who’s likely to snatch the silverware this year? True to form, the German did not rush into an answer but responded in his engaging, measured manner, “There’s no data of any BMW on any road circuits and of course we could not test a BMW here before but I’m pretty confident that this bike will be suitable for this kind of track with its fast straights and tight mountain section.

“Our personal target is to bring it home in a top 10 position, and reviewing the entry list reveals pretty much the strongest entry ever. There are the usual suspects, of course. Stuart Easton won last year . . . and John McGuinness has climbed the podium in every single Macau GP so far. Rutter will desperately chase his seventh win and then there’re the likes of Conor Cummins, and Ian Hutchison on some pretty awesome Kawasaki machinery. I’m sure Gary Johnson will be on a mission with his new team which is pretty experienced and riding A.I.M.’s new Suzuki he’s definitely not to be underestimated. There are about 10 riders who have a chance of finishing on the podium. In a nutshell, anything is possible!

Penzkofer reiterates that “it was a great opportunity given to me last year to step into the big three internationals to be part of

the Macau Racing Team” and singles out the German market, with increasing numbers of people getting interested in where the team is headed. “I feel honoured to represent such a team as we promote the event indirectly, too,” said the rider. “The Macau GP is now a big hit in Germany and everybody is talking about it. I simply love Macau: the people – we’ve had so many good encounters with the local community - and the culture, which is different and intriguing. And every year, we see so many changes. And, of course, the team’s biggest supporters live here! So I’m really looking forward to going ahead with them here in 2009 . . . and next year when we go for the World Endurance Championship”.

The Long and Winding Road

Penzkofer was racing with Kawasaki Bolliger in the World Endurance Championship in addition to taking his own team into the German Supersport Championship with Raphael Chevre and Daniel Puffe when he and Stefan Kuehn first spoke about approaching BMW for the World Endurance in 2010 at this year’s TT outing.

“We established a rapport we thought worth developing,” says Kuehn, “and as a result of reviewing opportunities for 2010 we decided to go ahead with Road Racing events such as the NW200, TT and Macau under my guidance while Rico took the team’s setup to the World Endurance in 2010, with SKSupport supplying marketing and PR back up”.

BMW bought into SKSupport’s proposal to provide the team with a bike in 2009 so they decided to build it up for the Joey Dunlop Open and use it as a pre-event for the Macau GP. Penzkofer took the chequered flag, winning on a brand new bike, and following race weekend he and teammate Horst Saiger undertook further suspension compound testing in Brno.

“Our next mission is to find funding for the 2010 World Championship for Rico, Macau rider Joao Fernandes and others to be confirmed,” says Kuehn. “Horst Saiger will join the squad for the NW200 – while Joao and Rico will bring back the BMW to the Isle of Man after many years’ absence!”



Yamaha Austria RT

The Yamaha Austria Racing Team (YART) first hit Macau in 2004 but the team made its name in the World Endurance Championship. Team leader Mandy Kainz picked up the 2009 world title in impressive style by winning LeMans, Oschersleben and Albacete, and finishing 4th, 'Divine Wind'-style, in Suzuka, Japan. Thomas Hinterreiter made the podium in 2007 and is definitely another potential winner with his ultrafast Yamaha on Michelin tyres.

The team's website is: www.yart.at



Thomas Hinterreiter 'Big Tom'

Born: 23-06-1967

Nationality: Austrian

Latest Career highlight:
2004 BMW Boxer Cup Champion

2001 – 5th overall – Suzuki (SBK)
Rubatto Racing

2004 – 4th overall – Yamaha (SBK)
YART

2006 – 7th overall – Yamaha (SBK)
YART

2007 – 3rd overall – Yamaha (SBK)
YART

2008 – DNF – Yamaha (SBK)
YART



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A.I.M. Suzuki

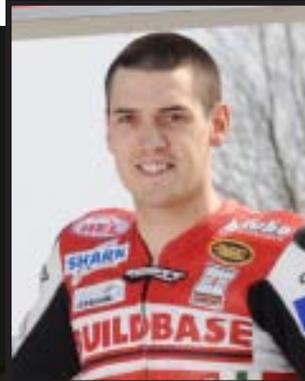
Scottish entrepreneur Alistair Flanagan is the man behind the tremendously successful A.I.M. racing team, which had its biggest success on roads with a TT win in 2005, courtesy of John McGuinness aboard a Yamaha Superbike. Everybody remembers when Steve Plater came with A.I.M. to Macau to lift the competition with two consecutive wins in 2006 and 2007, and in 2008 he rode a tremendous North West 200 with a spectacular triple. This year, the former 'red army' will march in another shooting star and newcomer flying a new Suzuki Superbike for Macau. Let's see how this pans out...



Gary Johnson
'The Machine'

Born: 20-07-1980
Nationality: English

Latest Career highlight:
3rd Senior TT 2009



James Hillier
'Jimmy the Kid'

Born: 17-03-1985
Nationality: English

Latest Career highlight:
14th Superstock TT 2009



DMR Yamaha

DMR – Duffus Morrison Racing – came about through the pairing of legendary TT riders Ian Duffus and Brian Morrison, both of whom are known for introducing promising newcomers to Macau every year. The latest shooting star is Steve Mercer, who this year made an impressive road racing debut at the Isle of Man. Look for both Mercer and James Storrar in the top ten slots of the 2009 Macau Grand Prix.



Steve Mercer
'Watchman'

Born: 18-03-1982
Nationality: English

Latest Career highlight:
25th Superbike TT 2009



James Storrar
'Jimmy'

Born: 24-11-1986
Nationality: English

Latest Career highlight:
Coming back to Macau in 2009

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The Macau Poker Cup Championship takes place from 12th to 20th December with the Main Event boasting a HKD \$2 Million Guaranteed prize pool. This nine day poker extravaganza will also include the Asia Poker Awards.

For your **FREE** chance to qualify for the Macau Poker Cup Championship, visit PokerStars.net (go to Events tab /Macau)

Macau Poker Cup Championship - December 2009 Schedule

Day	Date	Time	Tournament Name	Buyin (HKD)
Saturday	Dec-12	12:10 PM	Heads Up Challenge (32 Players)	\$5,000
		2:10 PM	Satellite to Event No. 1	\$500
		6:00 PM	Event No. 1: \$3000 NLH (2-day event)	\$3,000
Sunday	Dec-13	12:10 PM	Event No. 1 - Day 2	
		2:10 PM	Event No. 2: \$1500 + 2 Rebuys	\$1,500
		6:00 PM	MPCC Main Event: Rebuy Satellite	\$500
Monday	Dec-14	2:10 PM	Phase 1 - MPCC Main Event	\$500
		4:00 PM	Phase 1 - MPCC Main Event	\$500
		8:10 PM	Event No. 3: \$2,000 NLH	\$2,000
Tuesday	Dec-15	2:10 PM	Phase 1 - MPCC Main Event	\$500
		4:00 PM	Phase 1 - MPCC Main Event	\$500
		8:10 PM	Event No. 4: \$2,000 Six-handed NLH	\$2,000
Wednesday	Dec-16	2:10 PM	Event No. 5: Charity Event	\$1,000
		8:10 PM	Phase 2 - MPCC Main Event	\$2,000
Thursday	Dec-17	2:10 PM	No Limit Holdem Shootout	\$500
		4:30 PM	Phase 1 - MPCC Main Event	\$500
		8:10 PM	Event No. 6: \$5,000 KO Bounty (2-day event) (\$1000 cash for each player you eliminate)	\$5,000
Friday	Dec-18	12:10 PM	Event No. 7: \$4,000 NLH	\$4,000
		6:00 PM	Event No. 8 - Day 2	
		6:00 PM	Media Event	
		6:30 PM	Phase 2 - MPCC Main Event	\$2,000
		8:10 PM	Tournament of Champions	
Saturday	Dec-19	12:30 PM	Event No. 8: Main Event \$2 MILLION GUARANTEE	\$20,000
		6:00 PM	Ladies No Limit Holdem Event	\$1,000
Sunday	Dec-20	12:10 PM	Main Event - Day 2	
		12:30 PM	\$1,500 Deep Stack NLH Asia Poker Awards Ceremony (After completion of Main Event)	\$1,500

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PokerStars
Macau



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GRAND LISBOA

Hardboiled YANKS



Mark Miller
'The Thriller'

Born: 17-09-1974
Nationality: American

Latest Career highlight:
11th TT Superbike 2009

2000 - 3rd - Performance Honda
2001 - DNF - Attack Performance
2005 - 6th - Suzuki Superbikelife
2006 - DNF - KWS Suzuki

2007 - 7th - Corona Honda
2008 - DNF - Corona Honda



Jeremy Toye
'Silencer'

Born: 11-09-1971
Nationality: American

Latest Career highlight:
12th AMA SBK (ACS 2009)

2003 - 9th - Lee's Cycle Suzuki
2004 - 7th - RR World Suzuki
2006 - DNF - Lee's Cycle Suzuki
2007 - 5th - Lee's Suzuki

2008 - 7th - Corona Honda



Stephen Davison - PaceMakerPressInternational

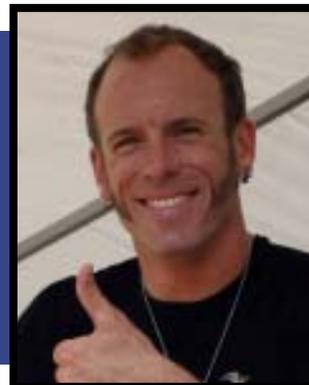


Mike Barnes
'Barney'

Born: 21-10-1968
Nationality: American

Latest Career highlight:
5th Macau Grand Prix 2008

2008 - 5th overall - PBM Ventaxia Honda



Scott Jensen
'Scooter'

Born: 22-01-1976
Nationality: American

Latest Career highlight:
11th AMA Superbike in 2008

2008 - 16th overall - Moto Garage Racing

10



ROARING ACHIEVEMENTS SINCE OPENING

-  2009 Fourth China Hotel Starlight Awards —
"The Best Luxurious Hotel"
-  TTG China Travel Awards 2009 —
"Best New Hotel in Macau"
-  2009 China FIT Starlight Award —
"The Most Favorite Brand from Hong Kong / Macau Region"
-  Travel and Meeting Industry Award 2009 of Travel Weekly China —
"The Best Luxury Hotel"
-  Best Hotels and Resorts in Asia The HotelClub Awards 2008 —
"The Best New Property"
-  Mobil Travel Guide Award 2009 —
"Mobil Four Star" Hotel
-  Mobil Travel Guide Award 2009 —
"Mobil Four Star" Six Senses Spa
-  2009 HotelWorld Global Hospitality & Design Awards —
"Best Lobby/Public Space Design in Luxury"
-  2008 Boutique Design magazine —
"Best Diversity of Space"
-  Michelin-Star —
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THE INDIVIDUALS

Cruefully deprived by Stuart Easton of a record seventh victory in the topsy turvy streets of Macau last year, Michael Rutter returns with a vengeance aboard Nick Morgan's Kawasaki, with Ron Haslam's long-standing record the glittering prize. It's not getting easier for the 36-year old Englishman who had to let Steve Plater and his 'TT mechanic' Stuart Easton pass him on their way to the top of the podium the last three years, and there are more hungry lions out there who won't hesitate to devour one of motorcycle racing's tastiest prizes. And Hong Kong Thompson - who is Irish, of course - is definitely another contender for a top ten finish on the Robinson Concrete Honda, having snatched 6th place in 2008.



Michael Rutter
'The Blade'

Born: 18-04-1973
Nationality: English

Latest Career highlight:
3rd Macau Grand Prix 2008



Stephen Thompson
'Hong Kong Thompson'

Born: 29-03-1976
Nationality: Northern Irish

Latest Career highlight:
6th Macau Grand Prix 2008

2000 – Winner – Yamaha (SBK)
Level 3 Yamaha
2002 – Winner – Ducati (SBK)
Manchester Ducati
2003 – Winner – Ducati (SBK)
Renegade Ducati
2004 – Winner – Honda (SBK)
RedBull Honda

2005 – Winner – Honda (SBK)
RedBull Honda
2006 – 2nd overall – Honda (SBK)
Stobart Honda
2007 – 11th overall – Kawasaki (SBK)
AVIVA Kawasaki
2008 – 2nd overall – Ducati (SBK)
NW200 Ducati

2004 – 10th overall – Suzuki (SBK)
PJ O'Kane Suzuki
2004 – 5th overall – Kawasaki (SBK)
MSS Kawasaki
2006 – DNF – Suzuki (SBK)
SKSupport
2007 – DNF – Suzuki (SBK)
IGT Racing Team
2008 – 6th overall – Honda (SBK)
Sloan Development



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Macau Racing Team

Macau Racing Team, brainchild of SKSupport, gives the international sports agency a welcome local dimension as it continues to support the development of motorsport in the territory. Signing up local rider Joao Fernandes – who took third position in the 2008 Macau Grand Prix (SSP) and was Macau's first ever podium finish – was an inspired decision. This year, he rides teammate Rico Penzkofer's Yamaha R6 from the German Supersport Championship. Dutch Branko Srdanov will experience his first taste of Real Road Racing this year in Macau. The team's website: www.macau-motorsport.com



Joao Fernandes
'The Local'

Born: 07-03-1977
Nationality: Portuguese

Latest Career highlight:
3rd Macau Grand Prix SSP 2008
China SSP Champion 2008



Branko Srdanov
'The new kid'

Born: 21-02-1988
Nationality: Dutch

Latest Career highlight:
World Endurance
Championship Season 2009

2003 – 10th Supersport – Honda CBR
Santomar Honda
2004 – 8th Supersport – Yamaha R6
Ao's Racing
2005 – 4th Supersport – Yamaha R6
Macau Racing
2006 – 6th Supersport – Yamaha R6
T.O.P.

2007 – 5th Supersport – Yamaha R6
Macau Racing Team
2008 – 3rd Supersport – Yamaha R6
Macau Racing Team





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The New Benchmark

BMW Motorrad unveils the new S 1000 RR



new benchmarks in terms of riding dynamics, safety and innovation.

BMW Motorrad's objectives while developing the S 1000 RR were to produce a stiff yet agile chassis, with top handling and supreme traction. The aim was also to reduce the weight of the motorcycle to an absolute minimum. A combination of supreme riding precision and agility as well as unparalleled engine power and performance has been achieved.

The engine has a very compact cylinder head and is narrow in shape. Following the example of BMW's Formula 1 engines, the two intake-

BMW's highly-anticipated new entrant in the supersport motorcycle sector made its debut in the 2009 World Superbike Championship with double world champion Troy Corser(AUS) and former MotoGP rider Ruben Xaus(ESP).

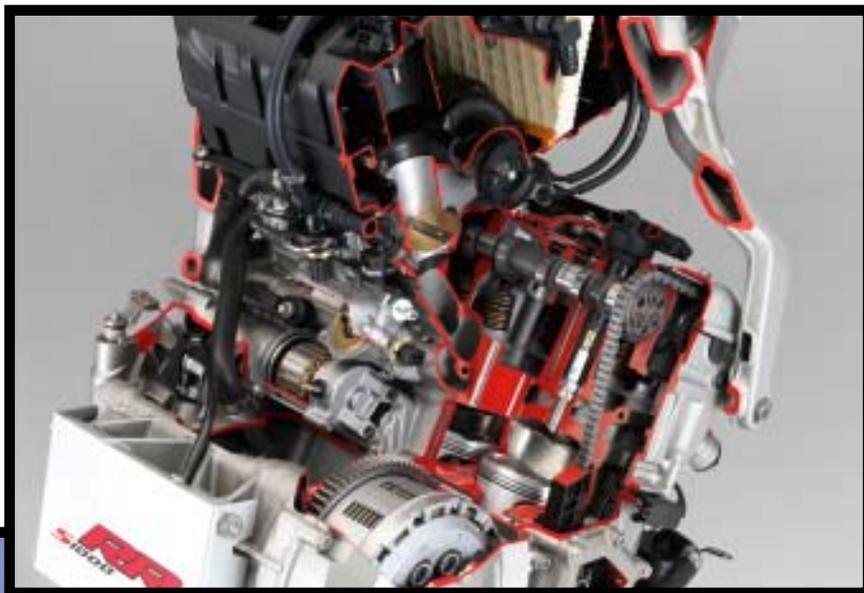
After several years of planning, design and development, BMW Motorrad has reached a new level in the world of sports machinery with the production version of the S 1000 RR. The power-to-weight ratio, along with optional Race ABS and Dynamic Traction Control (DTC) technologies, have all contributed to attaining a



ork - BMW S 1000 RR

and exhaust valves per cylinder are made of extra light titanium and are operated by a very small, and equally light, single cam followers. In conjunction with the short sprocket driving the camshafts via an intermediate gear, this ensures supreme revving qualities at the highest speeds as well as exact maintenance of valve timing combined with very compact dimensions.

The motorcycle also boasts a newly-developed sports ABS featuring four different modes at the touch of a button. These features combined with the DTC ensure that active safety is significantly enhanced when braking with the Race ABS



developed specifically for the S 1000 RR.

This bike really stands out from its competitors, with its distinctive design closely reflecting its racing pedigree. Visually, it is exceptionally slender, adding to its sporty appearance. The overall design has a short, low front and compact rear, emphasising balanced proportions.

The new S 1000 RR is now available in four finishes: Mineral Silver Metallic, Acid Green Metallic, Thunder Grey and based on BMW racing colours, Alpine White/Lupine Blue/Magma Red.

So please come down to the Macau Motorcycle Grand Prix pits or simply watch this beauty from the Grand Stand as the first BMW ever hits the streets of Macau.



Be Streetwise

Teams converging on Macau from all over the world usually only know the enclave from impressions formed during race week - but being a Macau resident and a professional racer is something else. When competing in the Macau Grand Prix, local riders get the chance to see Macau from a totally different perspective . . . and of course the community and government are a hundred per cent behind us. About September, Macau gets into the mood of Asia's biggest

motor sport event; here and there, workers start making small but necessary changes around the track, which is still a public road. The streetscape undergoes subtle changes and bit by bit the 'stage' unfolds. Overnight, it seems, the reservoir bank bristles with steel construction poles (bamboo just a few years ago!) . . . followed by wood and moulded plastic . . . and suddenly the realisation hits that the racing is not too far away. Goose bumps time.



Stephen Davison - PaceMakerPressInternational



Over the next few days I will cross and re-cross the bridge – its already the race track as soon as you enter Macau by the Outer Harbour - passing dozens of casino buses and taxis to my left. A couple of days later the coach zone is empty and Chinese welders put corrugated steel barriers into position. It's a week to go before the action, and cranes start swinging heavy containers and flight cases around – hundreds of cars and boxes are being pushed up and down the paddock and the area is a hive of activity. It's truly amazing how fast things fall into place: out of nowhere a racetrack materialises and hundreds of people advance down it preparing and painting the metal barriers. I have to hand it to all those people working on the event, especially in that crazy two weeks leading up to the GP.

One week to go.

It's Sunday night. Teams start arriving and usually it's the bikers who are first in town. It's a real thrill to welcome my team – in the last couple of years I've been fortunate enough to get a special bike from Germany, accompanied by some really good mechanics who have become fast friends. Just seeing them gets the adrenalin pumping! So many familiar faces, and of course the living legends arrive, too – the amazing John McGuinness, whom I watched earlier this year at the Isle of Man TT, Michael Rutter, Cameron Donald, and of course my very own teammates, including Rico Penzkofer.



By Tuesday, everything needs to be ready. The bikes are out of the boxes, displayed in their MotoGP-style pit setup. Wednesday is scrutineering day and you can see what's what. Peaceful 'monsters' are pushed up the paddock, beautiful factory machinery glistens and gleams under the sun; so many working hours and so much hard currency invested in a motorbike to transfer it into a work of art. And of course it's my own bike I get to see and fall in love with . . .



Wednesday afternoon is PR time. The Macau Grand Prix Committee invites the local community and the worldwide media to meet the GP stars. It's a pretty important event for all of us and the last couple of hours in which to relax and unwind. It's enjoyable to participate in and also presents a good opportunity for the newcomers to get closer to the other teams and riders.



Macau is a scary circuit for the first few laps and mentally demanding as you need to get focused very quickly; most importantly, you need to remember that the circuit was a public highway less than 24 hours ago and that the oil, water and fuel soaked up by the road from public buses, cars, trucks (and motorbikes!) may still lurk in patches. As a newcomer, you particularly need to get it right. Knowing your way around is easy in the lower circuit as you crank the twist-grip through three or four corners. The most important part is the mountain section because this is where you can make time up. And you have to qualify with a reasonable time, otherwise you will not be part of the big event, which means that all the hours, effort and money to come so far evaporates with your dreams. You need to have faith in your team and your bike - and you need to be at peace with yourself. If there is something bothering you, you'd better pull in the next chance you have. We have seen riders coming to Macau who are simply not ready for it: you need to know what you are about otherwise it becomes dangerous for yourself and others.

Some riders struggle with jetlag, while some get less sleep because of the exciting nightlife in Macau. I always suggest visiting one of Macau's good spas to help relax your mind and muscles, and these can be found near the Grand Lappa, the old Mandarin Oriental. Thursday passes really fast and you usually fight against the heat in the pits sorting out things like suspension set ups, gearings and tyres. Needless to say, it's a cauldron of activity for the mechanics.

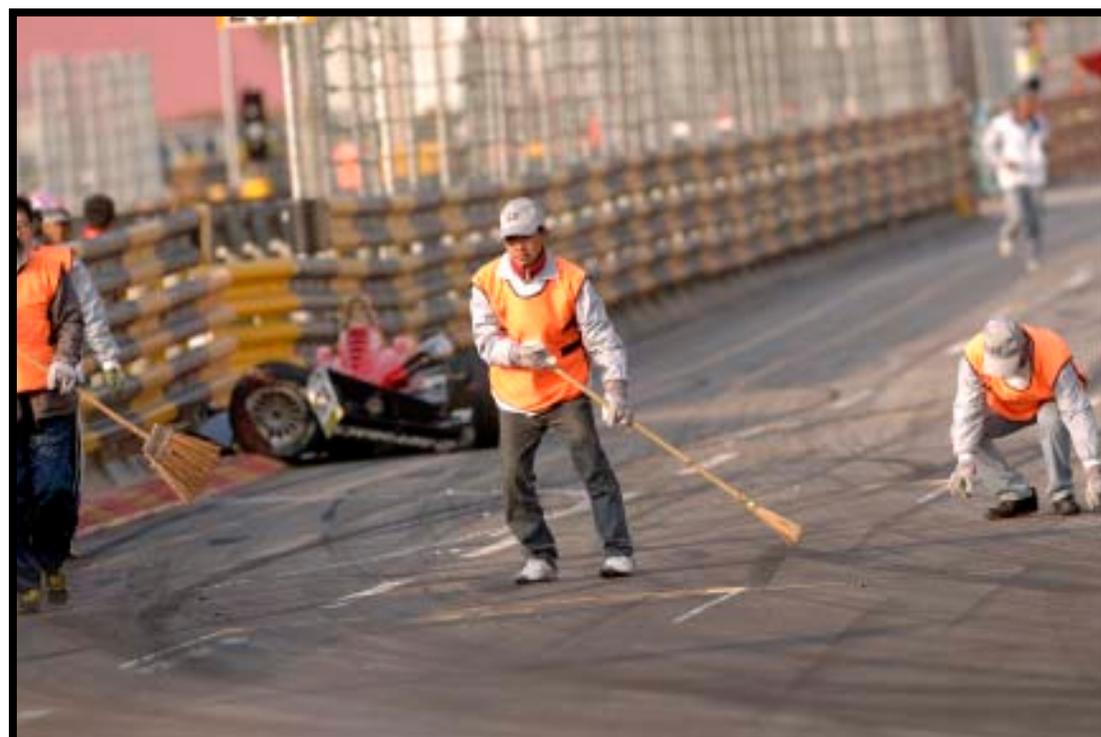
Early morning, Friday, and we are first on the track. It's the last chance to get it right, to find another second or so here and there. The starting grid is so important – if you are too far behind you will lose the top runners until Lisboa Corner . . . and then they are gone. So, everything has to be focused on the second qualifying session. And as a rider you are usually done for the day by 10 o'clock in the morning. All the data is given to the crew, and then it's best to positively distract yourself by, for example, catching up with friends who came across the world to support you.

It's here: Race Day.

Saturday morning starts with a crucial warm up session at eight and then it's a long wait for the race at two. Some riders go back

to the hotel to catch an extra forty winks: some guys even go shopping. Everybody is using his time differently to get his mind right for the race. And usually it's hot; the sun position in the braking for Lisboa Bend is really hard for riders (straight in the eyes!) and the track is not in the best condition at that time because of the oil leaks sprung by our touring car buddies. So you glide over the white powder in total trust and the mother of all wheel spins, hoping that it will all be alright.

This race is a big adrenaline boost for all of us. With 36 bikes shooting like water from a jet hose into the neck of a bottle, the first corner is a challenge. At Lisboa your brakes are cold, like the front tyre, and everybody is lining up for the race line. It's a narrow bend, and it's common to feel an elbow or even a foot rest on your boot. It's a long fight with yourself, making it all right for 16 laps, and physically demanding, keeping your eyes sharp in the labyrinth of black and yellow stripes. Sometimes you stop breathing as you feel its going to be a bit tight into the next right hander, touching the wall with your shoulder, hitting it hard and upsetting the bike





– but its alright, its normal, you only feel the pain of the bruise two days later. One more lap to go and it's hard to describe what flashes through your mind. I was injured last year, racing with a broken hand, but I bore in mind the words of my team boss - "Try to finish the race – the position is not so important. Do it for yourself. You worked so hard for this day". How much risk do you take? It's always a source of inner conflict but one thing is for sure – it was a fantastic feeling to finish the race in front of my home crowd, and to mount that podium for the first time as a

local in 2008. I was proud for myself, for my team and especially for the people of Macau in being able to pay back the trust and support extended to us all year long.

But the Macau Grand Prix is not over because it's time to party! Enjoying a great buffet dinner at Taipa House and going to the legendary Irish Bar right afterwards is a must. And if you really want to have fun and meet all of us, make sure you have your



ticket for the MGM Macau Grand Prix Party on Saturday night, which promises to be a doozy. On Sunday, after the car races,

comes the prize-giving ceremony. And what better than to receive the trophy in front of your team, the media, and so many well-wishers.

Last but not least, don't forget the ultimate party – the 'after show' for your very local team! Macau Racing Team invites you to join them at CUBIC at 2:00am (yes, in the morning) for a first champagne or beer and shoot the breeze about this, that, and the best racing event in the world – my Macau Grand Prix.

Joao Contente Fernandes



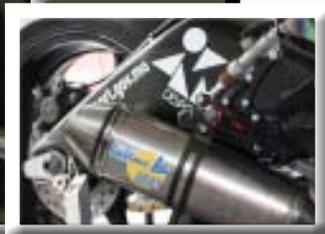
You might ask what the point to compare these two bikes is. But we often get asked: "what is the difference in the bike Rossi is riding", on Sunday afternoon when you watch MotoGP and the ones you see in Zhuhai or here at the Macau Grand Prix. We tell you and take Rossi's bike apart comparing it to a Supersport Yamaha R6 your local rider Joao Fernandes will ride at the Macau Grand Prix in 2009. This Yamaha R6 is slightly modified and the close to the ones you can buy at the next dealership. The costs for a competitive race version is about 150'000 HK\$ while you can lease a M1 for apr. 10 million HK\$ only.



in the picture above: Yamaha R6 of the Macau Racing Team ridden by Rico Penzkofer (GER) at the North West 200 and the Tourist Trophy at the Isle of Man. Now the bike will be piloted around the Giua Circuit by your very local rider Joao Fernandes.



M1: huge and very short Termignoni carbon fibre silencer fitted on a full titanium exhaust header system



R6: full titanium Leovinci exhaust system (18'000 HK\$)



M1: single 220 mm BREMBO stainless steel rear disc operated by a twin-piston calliper with traction control sensor fitted on

R6: single 220mm TRW stainless brake disc - no traction control run



M1: dry ceramic clutch in a magnesium housing by EXEDY

R6: TRW ceramic clutch running inside the engine in oil



M1: fully adjustable hightech Oehlins rear shock absorber with extremely short spring and gas reservoir

R6: fully adjustable standard Oehlins TTX rear shock absorber with standard spring (12'000 HK\$)



M1: adjustable brake lever and hydraulic clutch, mapping switch and underneath a magnesium steering damper

R6: bowden cable clutch, quick shift switch, power switch and mapping switch



M1: wider and adjustable magnesium yoke clamps with D2 dashboard, see the gorgeous pit limiter and engine stop switch on the right handle bar

R6: standard alloy yoke clamps



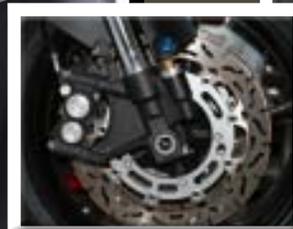
M1: Beautiful and huge RAM AIR Carbon Fibre intake

R6: smaller plastic centre RAM AIR intake



M1: BREMBO 320mm full carbon brake discs in 8mm thickness

R6: TRW 310mm steel brake disc in 5mm thickness (5'000 HK\$ in set)



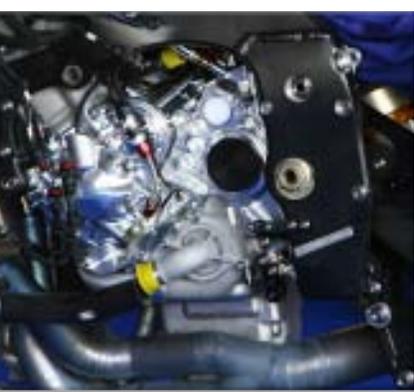
M1: BREMBO billet alloy four piston calliper / carbon brake pads fitted on a 16,5 inch magnesium rim guided by a Oehlins 46mm front fork

R6: Alloy cast four piston calliper / carbon ceramic brake pads fitted on a 17inch alloy rim guided by a standard 41mm fork with Oehlins closed cartridge kit (20'000 HK\$)



M1: casted 800cc cylinder in line connected to a billet alloy crank case - simply a piece of art delivering more than 200bhp to the back wheel at

R6: standard casted 600cc cylinder in line and crank case delivering 128bhp to the back wheel at 14'500 rpm



American Mark Miller

“Why don’t we see the likes of Valentino Rossi or Ben Spies racing the Macau Grand Prix or the I.O.M.?”

”



“And, what are the main differences between the motorcycles being raced at Macau verses those ridden in MotoGP on proper short circuits like, for example, Phillip Island?”

Firstly, if I had to guess as to why we don’t see more of the Rossi’s from MotoGP or the Spies’ from World Superbike competing in the Macau GP, is, very simply those riders are worth too much money to their sponsors for them to allow their riders the ‘okay’ to participate in such a super unique, super exciting, but super dangerous race as the Macau Motorcycle Grand Prix.

Some of the top men in MotoGP and WSBK get paid tens of millions of US Dollars per year to take on their respective world championships, and as fun and challenging as the real road races like Macau are, they leave little room for error. You can’t crash.

In most short circuit racing the riders are effectively paid to go as fast as they possibly can around a smooth safe track until they eventually reach the limit of speed on their motorcycle and crash.

Then, they remount to try again, learning from their mistakes and go even faster the next time.

While competing on the real roads circuits like Macau the riders cannot follow this pattern because there is no run-off room, no lengthy gravel traps to allow the riders to fall free from there crashing motorcycles and skid safely to a stop. Typically, if a crashing rider doesn’t hit anything solid like a wall or another motorcycle, including his own, most of the time can he stand up and walk away with little more than being angry at himself for scratching his shiny motorcycle.

I’ve done both kinds of motorcycle racing professionally, short circuits and the real roads, and I can say that racing the real roads circuits like Macau is quite a bit more difficult than racing on smooth perfect short circuits. As a rider you must find the limits of your machine and the racetrack: the available traction, your braking markers, your turn-in points, the best racing lines, etc., without the luxury of being able to run off the track straight if you should get it slightly wrong. Then, during the race the riders must be extra careful when putting an aggressive pass on

er Explains the Rush

another rider because the last thing he wants to do is take himself out and crash, but he certainly wouldn't want to take another rider out, possibly hurting him or even killing him. Racing at Macau is serious business. I think that if the likes of Rossi did ever decide to race the Macau GP or the TT he would find some very strong competition for the win. Then, maybe with some time he could do every bit as good on the real roads as he does in his own championships. It takes a very smart rider to race safely at Macau and Rossi is among the smartest. Plus, he likes racing rally cars, on public roads. But, to be perfectly honest I think he would find it very difficult to beat the current crop of front-runners at Macau. Rossi attended the TT this year and was very, very impressed with what he saw in John McGuinness. Some insiders who know him well think he might give a real roads race a try when he's done racing in MotoGP. Giacomo Agostini, another past Italian World Champion did real road races in his era and won a few. Rossi might have something to prove. But, it won't be easy.

Our race machines entered in the Macau Motorcycle Grand Prix are not far off the state of tune of the race bikes you will see competing in the World Superbike Championships. Our bikes racing in China are based on street bikes anyone can buy from Suzuki, Honda, etc. which you can ride legally on public roads. Only, our bikes are heavily modified to the point of being capable of reaching well over 200 miles per hour if given enough road in a straight line, and touch just over 190 miles per hour on the front straight at Macau. This, however, takes between \$50,000. and \$500,000. US Dollars to make our bikes good enough, fast enough, to reach these speeds so quickly on the racetrack. They are very trick motorcycles, and as fast as hell. They also have extremely powerful and expensive brakes, top shelf suspension pieces, and un-Godly amounts of horsepower.

The race bikes found in MotoGP in contrast are full manufacture prototypes and not based on street bikes. They can cost, I'm told, in upwards of four (4) million US Dollars each to build from scratch. Much of the cost going into these machines are in their electronics, research and developing new frames and engines, and while working with such exotic materials as Carbon Fiber, Titanium and Magnesium.

The electronics packages, both on MotoGP bikes and on our modern Superbikes, have become an important part of the overall performance equation to go faster for longer periods of time. Our race bikes at Macau have more power than the rear tire can use, so the electronics aid the rider in allowing only as much engine power as needed to move to bike forward on the race track while also keeping the bike from 'wheelying' excessively (the front wheel lofting into the air under acceleration forcing the rider to let off the gas in order to place the front tire back onto the road so the motorcycle can be steered - all of which wastes precious lap time). The electronics keeps the rear tire from spinning so much faster than the front tire that it wears out the rubber prematurely. Our race tires at Macau have only a certain amount of rubber thickness available for the race distance and once the rubber wears down completely, which is easy to do before the end of the race, the bike can no longer accelerate as fast as when the tire was new at the start of the race. So, whichever rider uses up too much of his tire earlier on in his race, he won't potentially have the necessary grip left on the last lap to beat his competitor to the finish line. One of the most important games being played out by the racers during the Macau Motorcycle Grand Prix then becomes 'who will have the most amount of rubber left for the last couple laps leading up to the checkered flag?' The electronics, or Traction Control, help the riders play this game and is actually adjustable by the rider on the bike during the race. Very cool stuff.

In conclusion, the top men racing in the Macau Motorcycle Grand Prix on November 21st I believe are among the fastest motorcycle racers in the world. I have raced against and stood on podiums next to many riders throughout my career who went on to compete at the front of World Championships being run on proper short circuits, and I can tell you from personal experience that Macau racers like John McGuinness, Steve Plater, Michael Rutter, Jeremy Toye and the rest of the riders running up front in this year's Macau GP are exceptionally talented, brave, and are all riding on top shelf state of the art machinery. We're just wired a little differently. We appreciate the risks but overcome our natural human fears in order to experience one of the most unique and satisfying challenges of our lives, the Macau Motorcycle Grand Prix.

It should be an epic battle and a good show to watch, I hope I can be in the hunt for a podium finish. So, if you see the #10 bike come flying past as you watch from the side of the racetrack, throw a little extra 'Jia You' my way, won't you? See you there. :)



Valentino Rossi: "T



Asked how good MotoGP riders are compared to road racing TT riders, Guy Martin says:

"Rossi is awesome but then the TT riders are gods, too. Comparing the TT to MotoGP is like comparing squash to soccer. They both use a ball but otherwise they're completely different."

Many people ask, "What is the difference in racing motorbikes we see in Macau and on TV when we cheer on Valentino Rossi?" I will try to explain it even though it is not possible to really know the difference until you experience it yourself. But do you really want to do that? I think you should simply sit back and enjoy watching the motorcycle heroes racing in the streets of Macau; and if you meet one of them here or there in a pub, at a restaurant or at a party – simply sidle up and ask him! They all tell you different stories but they all mean the same: they love doing what they do – racing at the edge.

The chief differences are the circumstances and the tracks but generally racing is racing, isn't it?

Eight-times world champion Valentino Rossi recently visited the Isle of Man - the road racing capital of the world - which serves as the perfect comparison. He didn't just visit the Isle of Man

– he rode a lap of the mountain course together with the once dominating, legendary Giacomo Agostini, Rossi's idol and 10 times TT winner.

"I have seen the TT on television and on DVDs so I knew more or less what to expect but to witness it in real life is completely different," he said. "I have huge respect for the racers who ride this circuit flat out on a Superbike because it requires massive courage and concentration. It is dangerous and unbelievably fast and entirely different from the kind of track I am used to racing on. It's a great spectacle but different to learn in one lap so I would like to do five or six laps the next time I come over, though not to race. When you speak with McGuinness, Martin, and Plater and you look into their faces, you can see something different. It's very clear that they are 'crazy' people; they say a normal track is boring and prefer the TT (or Macau). The first requirement, of course, is that you have to be able to ride the bike fast. You have

to be very brave and 'unrestrained', and in particular you have to know every metre of the track. You have to know exactly where the right line is, where the bumps are and what the grip is like in a certain corner. If you don't know every centimetre of the TT 110%, I think it's impossible to go to the maximum. It is also a great emotion to watch these guys race."

Expect to hear similar comments when he comes to Macau one day. Hearing Rossi talking with such respect makes us feel appreciated. Racing on roads is more akin to endurance racing. The race distances involved in the Isle of Man, the North West and the Macau Grand Prix are slightly longer, especially the TT. While your team is trying to help shave tenths of seconds on short tracks, the crew might concentrate on making it more comfortable at maximum speed on road tracks. So we are talking about

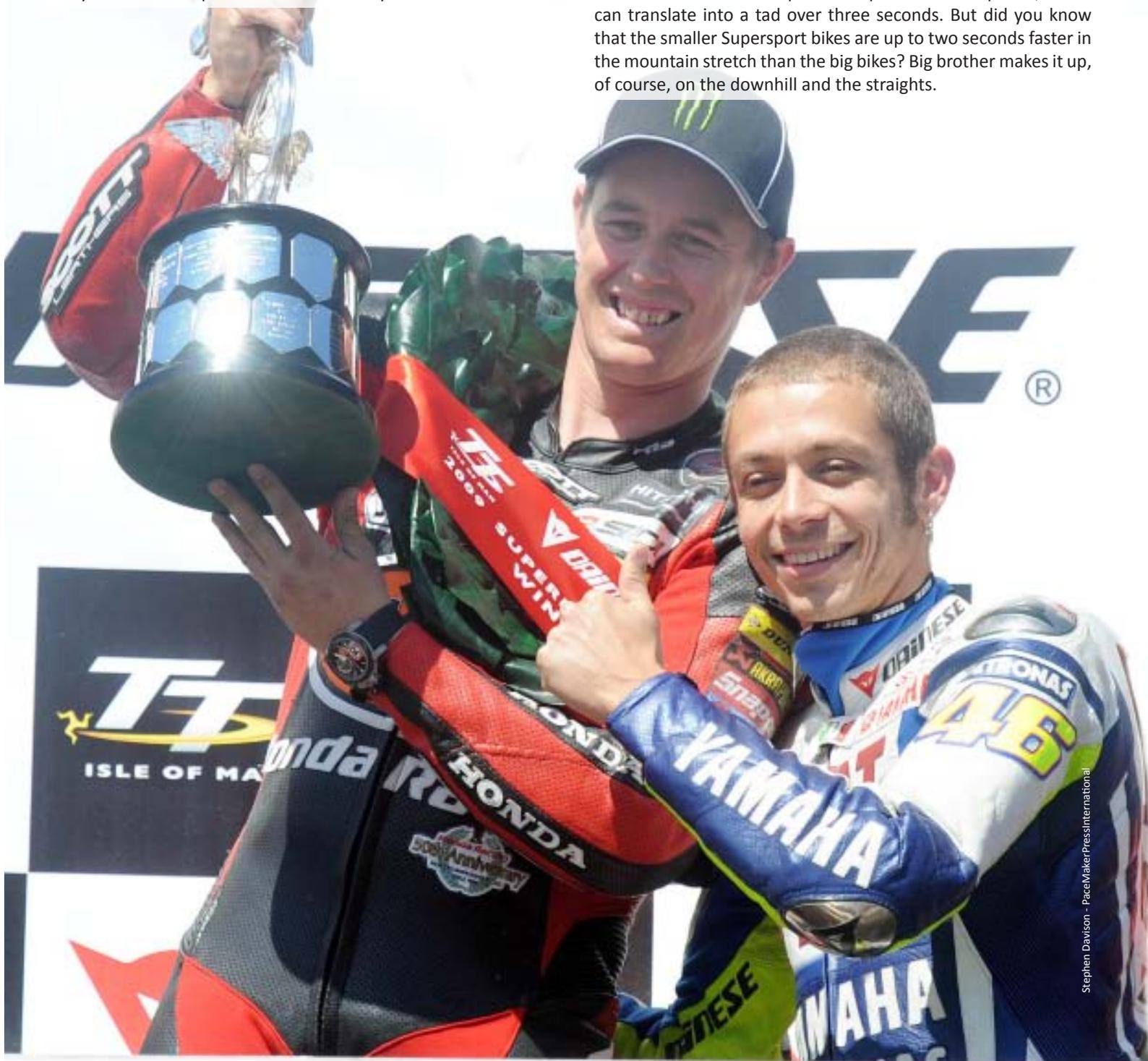


“RT Riders are Gods”

up to 10 left and 10 right corners with a shorter and a slightly longer straight. The maximum sea level difference is 91m in Laguna Seca for short tracks licensed by the FIM. On the Isle of Man mountain course the highest spot on the circuit stands 422 metres above sea level.

When it comes to the differences in bikes, we have seen MotoGP machinery in Macau in the past, especially the 500cc two-strokes of the predominantly UK privateer teams; and many can remember Kevin Schwantz gunning his factory Suzuki around the Guia circuit to incredible effect. Nowadays, you find world factory Superbikes getting into a slugfest with engines putting out far in excess of 200 bhp. Looking at the times, they have improved by up to four seconds in the last three years. These bikes are highly developed but are still tuned a little bit more for a road circuit. The secret of being fast in Macau lies in the mountain section. You need an easy handling bike and you need a feeling for the circuit as you ride blind up there. You don't really see the next corner –

it's a labyrinth. And, of course, it helps you a lot if you don't fight against the power of the bike when you go up Francisco Hill – an anti wheelie control is key. It's easier and more comfortable to open the throttle out of the corner with traction control. And a significant moment is the start in Macau as it is a very long way down to the first real corner and braking point, so a launch control will help as well. Considering all these idiosyncrasies and MotoGP technology, the bikes you see at the front of the grid in this year's Macau Grand Prix will have all these features on board. So it really comes down to the rider again. Macau is hot and humid and with 15 laps at 6.2 km per lap it's quite a distance. You have to work your body through 19 turns, some of them very quickly, with no chance to rest in the mountains. And when you come downhill, you have to work through the gearbox as quickly as possible in order to put the power into the asphalt, with your head down. Another distinction in Macau is that you see 600cc Supersport bikes fighting against their 1000cc big brothers. There can be up to 80 bhp difference in power, which can translate into a tad over three seconds. But did you know that the smaller Supersport bikes are up to two seconds faster in the mountain stretch than the big bikes? Big brother makes it up, of course, on the downhill and the straights.



In general, every race is a single moment and racing itself strongly depends on your mental strength. There are days where you simply can't make it work and you need to risk far more and you fight with your bike at the edge, close to falling off. If you try to do that in Macau, you will likely end up a fatality statistic. But believing that these guys are running at only 90 percent is not right also. Seeing the lads coming in with their leathers criss-crossed in black and yellow paint tells its own story - there is no more room and they are riding their machines to the limit. This is the moment of difference. If you feel you have a good day and things work out, you can get faster to that point and you feel comfortable doing it . . .

But why?

It's a fact that nobody is pressured to take up the sport; they simply love doing it. One might as well ask why people jump from light aeroplanes with nothing but a silk parachute on their back. People jump off the Macau Tower, off bridges, and ski downhill at breakneck speed . . . I could go on but you get the point. Whether we're talking about exhausted marathon runners or committed rugby players the thrill, challenge and competition of sport makes all the risks worthwhile. And it seems that people like to watch athletes performing to their highest level by paying for entry tickets, sponsoring events and watching worldwide broadcasts.



Road racing is physically and mentally harder. You need to be confident with the team and the team 'atmosphere'. If you take your frustrations onto short track racing it sometimes spurs you on but if you try to do that on the road the consequences can be dire. Physically harder? You always see these slim kids and young men in MotoGP – no body fat at all and absolutely fit. Then you compare them to the guys you see on road bikes, some of whom are giants by comparison. But try holding a bike at 280 km/h through the Ramsay section on the Isle of Man or braking at Macau's Melco Hairpin and making the bike turn. You need power, and not just for a couple of minutes. At the Isle of Man a Superbike Race takes 2 ½ hours under these conditions. So please don't judge these guys by the size of their beer belly!

Some people ask why people risk their health and life in such a manner. Some people even try to stop racing events like this.



It's a given that extreme sports carry extreme risks, and in road racing we are obviously exposed to the natural risks of the open track. But road racing is also a highly demanding event of the mind. It's really difficult to memorise a circuit like the Isle of Man mountain course with its 273 corners on 62km of track. It takes a long time to become familiar with the metal barriers and walls around Macau in order to avoid that simple mistake . . .

We all love the Guia Circuit as it offers a little of everything. Slow turns, fast corners, uphill and downhill sections, long straights and strong braking points. Macau - or any other road racing - is difficult to explain, as you can see in this article. You need to be focused and you need to respect your environment. They all do it, they know what they are doing – but they are not crazy, even if Rossi says so. They are people like you and me; simply challenging themselves while having a lot of fun in the process.

And I tell you what: as soon as the crates are packed again after the race on Saturday and the boys head to the dinner functions, they are already talking about next year's Macau Grand Prix. So people of Macau and members of the Committee – you are doing a fantastic job in letting us race here and entertaining you. We thank you all for making this happen, year by year.



The Macau Motorcycle Grand Prix is simply the best in the world !

Manx Means Business

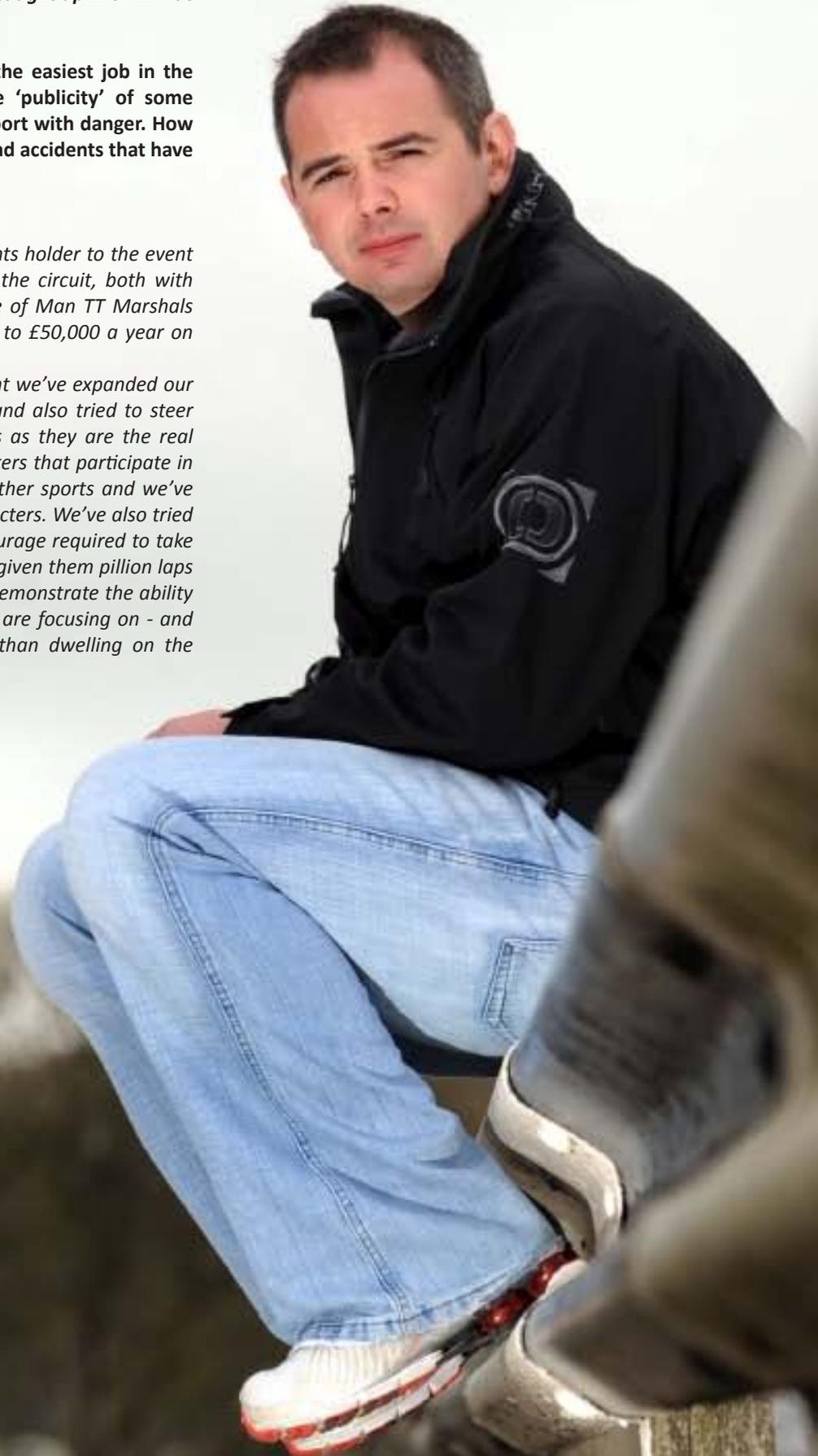
Paul Phillips is TT and Motorsport Development Manager for the Isle of Man Government's Department of Tourism and Leisure, and responsible for developing, managing and promoting all of the motorsport – two wheels and four – that takes place on the Isle of Man. Stefan Kuehn of Macau's first sport & incentive agency SKSupport Ltd. caught up with him at the legendary circuit early this summer.

Promoting real road racing is not the easiest job in the world - especially countering the 'publicity' of some journalists who only equate the sport with danger. How do you address this, given some of the bad accidents that have marred the TT in the past?

Paul Phillips:

As the Isle of Man Government is the rights holder to the event we've invested heavily in safety around the circuit, both with regard to infrastructure and also the Isle of Man TT Marshals Association. In fact, we now spend close to £50,000 a year on Marshal training.

With regard to the promotion of the event we've expanded our targeting to look at the lifestyle media and also tried to steer journalists back to the riders themselves as they are the real story. We have a real asset in the characters that participate in road racing that differentiates us from other sports and we've focused heavily on promoting these characters. We've also tried to educate journalists to the skills and courage required to take part in a road race such as the TT. We've given them pillion laps and identified points on the course that demonstrate the ability of the riders. This means that journalists are focusing on - and celebrating! - the achievements rather than dwelling on the danger.



ness - Paul Phillips

It's well known that some of the biggest fans of this sport are personalities like Valentino Rossi, Michael Schumacher, Andy Priaulx, etc. What feedback do you get when you invite such celebrities – most recently Rossi - to the Isle of Man?

Paul Phillips:

We've invited a number of prominent people to visit the island to experience the races first hand as we know that their endorsement and support for the event can greatly increase our profile and grow the target audience. We don't pay personal appearance fees to any celebrities but to date we have had unanimous support. Valentino Rossi described the event as 'incredible' and F1 star Mark Webber called it 'awe-inspiring'. You can't buy that kind of endorsement.

Tell us about the involvement of the tourism department and the economic impact of the TT in recent years as we've witnessed great changes since 2006. It's obviously a very important event for the local community. . .

Paul Phillips:

As you've highlighted, the benefits to the local economy are hugely important. Many businesses tied in with the event report a significant proportion of their annual turnover during the two weeks of the festival.

The fact that the races have survived for so long is testament to the enduring popularity of road racing and the continuing commitment of the manufacturers, riders, teams, fans and volunteers to the event. The race, and its rationale, have constantly evolved over its 102- year history and will hopefully continue to do so for many years to come!

It's undeniable that some events in our sport are simply not managed professionally enough. What areas do we need to look into to assure that these events survive another 50 years?

Paul Phillips:

Since the 2005 TT we've undertaken a major review of the event, encompassing everything from safety, rider standards, marketing and promotion as well as the commercial side of the event. We now have a hugely improved sports product that we can confidently market to visitors as well as corporate partners. The commercial revenues that are invested back into the event are growing every year as we attract more and more blue chip

brands. The races give us a huge global profile, particularly with the new television deal that we have struck with North One TV, which means that we've been able to negotiate dedicated TT programming with many of the world's leading broadcasters. We can therefore offset some of the costs of the event against both the visitors that it attracts that contribute to the economy and also the wider profile that we are able to create for 'brand Isle of Man'. However, we still have to operate within an agreed budget so the more revenue we can generate to offset costs the better.

Each of us has his own 'priority' concerning the three big internationals? What is yours?

Paul Phillips:

The internationals, and indeed all of the races in the calendar, are great for building and maintaining a season-long interest in our sport. People can track form, review results and get to know the characters. The three big internationals - and also the Ulster Grand Prix, which is undergoing something of a renaissance - all play their part in generating season-long awareness for the sport as do many of the other races, particularly in Ireland.

It seems another big manufacturer will return to the Isle of Man after BMW appeared for the first time in the Macau Grand Prix. What else do you expect for next year's TT - and what is your message to the motorsport enthusiast in Asia?

Paul Phillips:

We're working really closely with all the leading manufacturers to broaden the field and interest in the TT and there's always intrigue when new teams or manufacturers first appear or old favourites return. There was a huge amount of interest in Norton coming back to this year's races, for example, and we're hoping for one or two new faces again next year. We're also working closely with the team at Suzuki who will celebrate their 50th anniversary of racing at this year's TT.

We hope that as many Asian fans as possible experience the 2010 TT races - either through visiting us or hopefully through an Asian TV deal. Fans can also follow the TT live through the web where we stream the Manx Radio commentary. We're also currently in negotiation with leading Asian broadcasters and hope to be able to make an announcement shortly about TT TV coverage in Asia for 2010.



When Irish Eyes

Inside Magazine talks to North West 200's Clerk of Course Mervyn Whyte, MBE – still high from the spectacular success of this year's 80th anniversary of Northern Ireland's premier road racing event, and looking forward to even greater things.

INSIDE MAGAZINE: Since sports promoter SKSupport first visited the International NW 200 in 2003 with a German team built around Benny Jerzenbeck it has seen spectatorship leap. What's the secret?

Mervyn Whyte:

Part of the secret is looking at bringing new ideas and improvements to the event by talking to various team managers, competitors and other individuals and bodies and meeting their requirements to stage a safe and enjoyable event. Their opinions really matter and they are people with a profound experience of other races and events - and their input has certainly helped the success of the NW200.

A significant advantage we have at the NW200 is its stunning location on the northwestern coast of Ireland. Spectators can not only enjoy a thrilling week of events and racing, they can also experience the picturesque scenery and historical attractions of the area with the memorable local welcome that is extended to all our visitors!

Each year we endeavour to improve the event even further so we continuously look at spectator expectations in terms of facilities, vantage points, safety and access, among other things. We also keep our loyal fans updated through the year with the planning of our event through our website www.northwest200.org which is now available in four different languages.

All of these elements combine to create an event that is well publicised, safe and thrilling to watch - and enjoyable to attend throughout the full week or just on Race Day. We believe that if we keep listening to our competitors and spectators and improving the event on an annual basis we'll further enhance the enviable reputation of the NW200 that has been steadily built up over the last 80 years.

INSIDE MAGAZINE: You visited the Macau Grand Prix in 2008. Did it live up to expectations?

Mervyn Whyte:

Macau in 2008 was a fantastic experience for me. The location was breathtaking and the organisation inspired me to bring new ideas to the NW200 circuit. Spectators coming to Macau for the races also get to experience the fascinating culture of Macau and for me this, combined with the superb racing, puts Macau in a league of its own. Personally, I thought the whole organisation of the event was extremely sleek and the event presentation was to the highest standard and certainly a model of excellence for other road races to emulate.



es are Smiling



INSIDE MAGAZINE: Where do you see further potential for the Macau GP?

Mervyn Whyte:

The main potential I see for Macau's immediate future is the exciting prospect of a World Series of Roadracing, which would include the likes of the I.O.M TT and our event, the NW200, and one or two other road races. This is a progression I would be very keen to see take place as it would add new potential to all the events involved in terms of inspiring new competitors to attend events in the various countries which - equally importantly - would help forge strong links between the organisers of these unique races to build on the future of road racing.

INSIDE MAGAZINE: You ran a very special campaign supporting an own team in the British Superbike and other racing events – a NW200 team featuring the legendary Michael Rutter, who has won the Macau GP six times and clocked up another 13 wins at the NW200. How did the event benefit from this promotional activity?

Mervyn Whyte:

The launch of the NW200 Team brought great publicity and focus to our event. The campaign around the team was strategically designed to place the NW200 at the forefront of motorsport with the very successful Ducati team in 2008 and the Yamaha team in 2009. With Michael Rutter on board, the NW200 brand was hailed a great success and gave us a firm placing amongst the BSB teams and then, of course, onto Macau in 2008. This type of publicity established the NW200 as a key event in the racing calendar, with an exceptional following from new fans, the press, and a worldwide audience.

INSIDE MAGAZINE: The NW200 attracts some 140,000 spectators to the races and the 5-day festival. That must be good for the local economy, right?

Mervyn Whyte:

The NW200 is the biggest outdoor sporting event in Ireland, and the economic impact on the North Coast reaches in excess of £10 million, which is derived solely from the Race Week Festival and Race Day; so, yes, there's no doubt that this is a big deal for the economy of Northern Ireland. We attract so many visitors that all the hotels and guesthouses are fully booked within a 30-mile radius - and possibly beyond - and of course the shops, bars and restaurants gleefully welcome the NW200 Race Week as a lucrative start to the summer season!

In 2009 we launched a new campaign called 'Stay Awhile' to encourage visitors to the NW200 to tarry a bit and discover the delights of Northern Ireland, and identified 10 specially designed routes in Northern Ireland that can be explored in just two days. We hope from initiatives like this that we can further enhance the individual spend of the NW200 tourist and continue to build on the positive impact to our economy.

INSIDE MAGAZINE: The popularity of real road racing has grown apace in the last three years, thanks to the good work of various promoters like your team. What's round the corner?

Mervyn Whyte:

I think there will always be controversy over road racing due to the nature of the sport and the risks involved. Although we've had some unfortunate incidents in years gone by we've continued with our work and passion for the sport by ensuring that we provide the highest standards in course safety and preparation for each event.

The top priority at the NW200 is the safety of our competitors and spectators and I believe this is the reason we continue to receive the support of both teams and fans. The future of the sport relies on us staging the best possible event each year in every respect. Taking a full year to carefully plan each annual event, I'd say the future of road racing is very bright as we begin to attract new markets and develop the sport through our links with other international road racing events.

INSIDE MAGAZINE: There's always been a spirit of competitiveness between the NW200 and the TT but finally the event organisers have come to appreciate that it makes more sense to work together to promote the events through each other. Where do you see further potential to assure that real road racing survives?

Mervyn Whyte:

I believe that a united front by all road racing event organisers is required to secure the future of the sport. By forging a good working relationship we can share ideas, offer support if needed and build on a world series to create a sustained platform for the sport and build the future for each of our events together. Road racing has so many elements to it, and being a Clerk of Course, as well as taking on various other duties, I welcome the opportunity to draw on the experience of others in the same position and am pleased to offer any support I can in return.

INSIDE MAGAZINE: Valentino Rossi confessed that he is a huge fan of real road racing after seeing the TT live, and public relations is undoubtedly an important aspect of such events. What does the NW200 do different to the TT, or Macau for that matter?

Mervyn Whyte:

I have to say that one of the main reasons the NW200 has become so popular is the support we receive from our local press and BBC Northern Ireland. The NW200 is such a well loved event that the press seem to focus very attentively on it with great positivity almost all of the time. This conveys a very strong message to our fans - that road racing is an important part of our culture, and I believe that is why we've been so successful.

Good public relations make a difference but this doesn't happen without us making sure we help our press as much as we can to make their features interesting, so as in all other areas of our event we listen to what they want and need and then we endeavour to deliver to the highest possible standard, taking into account all the feedback we receive. If I were to tell you the one thing I believe to be the most important element of success for the NW200 across the board, it would be attention to detail and attention to what your people want - whether that be from press, competitors or spectators.

INSIDE MAGAZINE: You can look back on a long relationship with the North West 200. You've seen many stars emerge and watched some superb racing. What's been the most memorable moment of your career?

Mervyn Whyte:

There have been a number of exciting moments during my time with the NW200, not least of which was witnessing the success of Joey Dunlop over the years and the great wins of Carl Fogarty: truly fantastic experiences.

Although a bittersweet moment, I will never forget the emotional win of Michael Dunlop in the 250cc, after his father Robert was fatally injured in 2008.



Start of the North West 200 Superbike main race 2009



Macau Racing Team rider Penzkofer on his 600cc Supersport Yamaha



The pack along the Irish Sea coast down to York Corner



Macau Racing Team rider Fissette on his 1000cc Superstock Yamaha

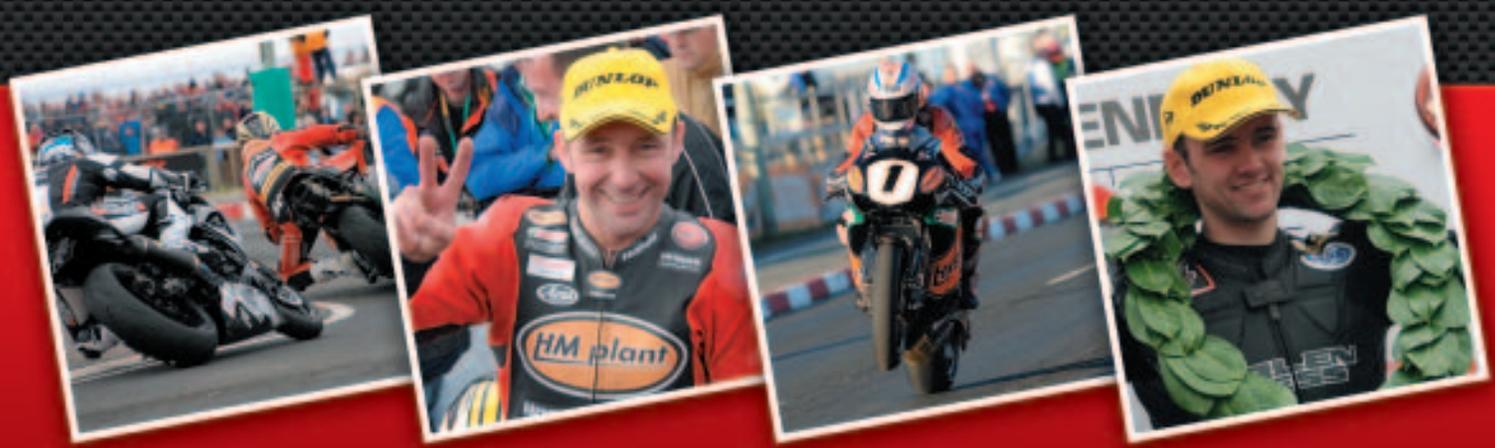
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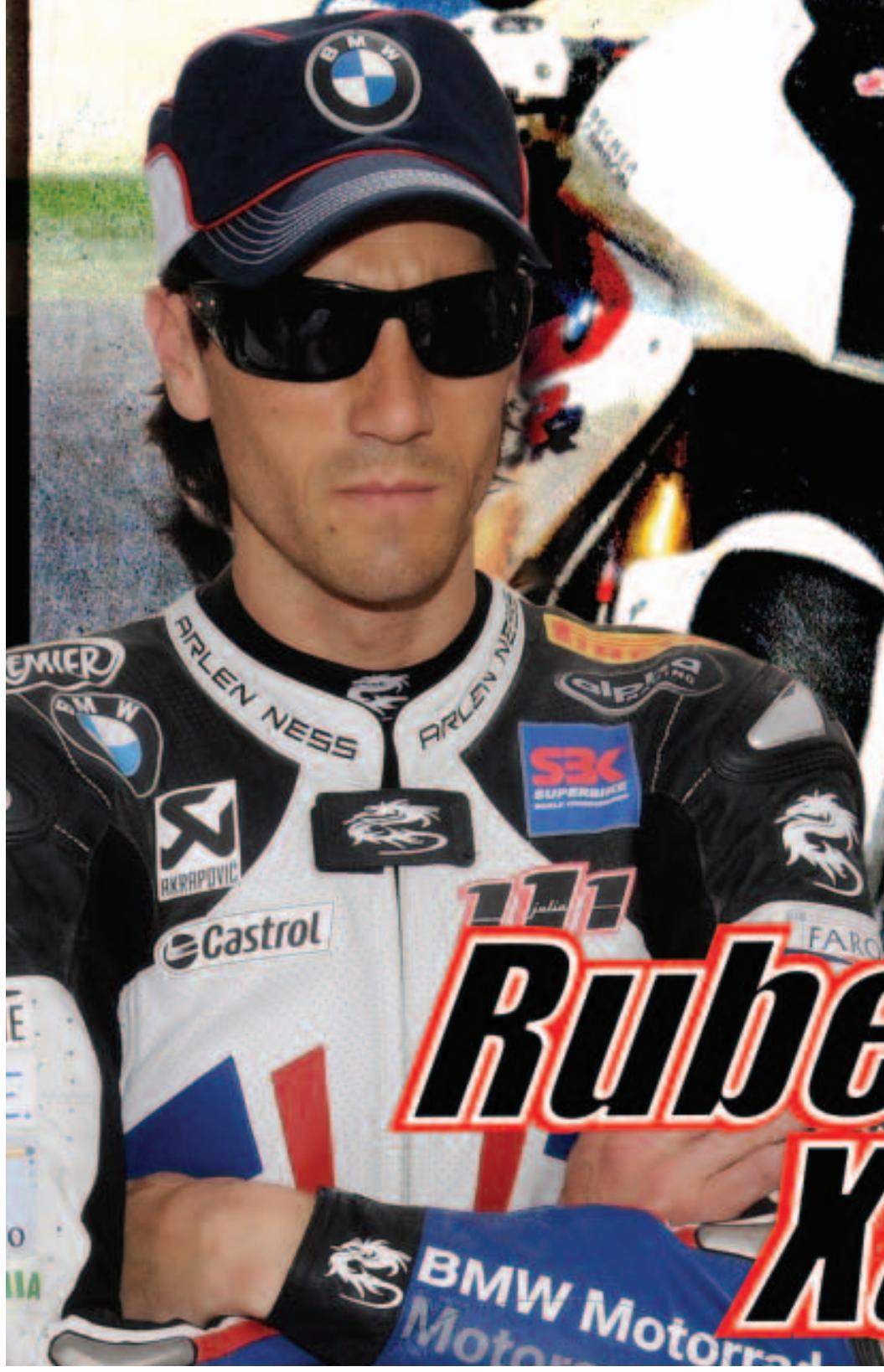
*Date to be confirmed, check www.northwest200.org for updates



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Ruben Xaus

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Technical Design:

The curving in different parts of our racing suits provides comfortable patterns at sleeves, waist and hip, legs for diversifications of riding styles. It offers better and flexible movement when riding, and capable of withstanding extreme pressure in various riding conditions. Designs of our racing suits are distinguished among motorcyclists, from sport-racing to touring.

Protection - Double Layer Leather

We offer double layer leather at shoulder, elbow and hip areas for protecting from abrasion damage. Putting 3mm foam at the knee area to protect damage of leather and body from abrasive damage.

Protection - Titanium and Magnesium Protectors

We focus on the impacts of the crashes brought to our body, therefore, by applying strong protectors on racing suits is far more important than anything other things. The surfaces of Titanium and Magnesium are very slippery, which can lower the frictional resistance when crashing, while Magnesium has the most significant benefit of no sparkles when sliding on the road surface.



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- Impact abrasion resistance of the complete suit/jacket/pant on 4 different zones
- Impact cut resistance of the completed suit/jacket/pant on 4 different zones
- Seam burst strength of the completed suit/jacket/pant on 4 different zones
- Tear strength of leather
- PH of the leather
- Chromium VI of the leather
- Color fastness to perspiration
- Azo dyes
- Fit and ergonomics

Macau Racing Team

Rico Penzkofer leans against the wall, arse in the dust and dead leaves, knees up, Daytona boots on the Manx pavement. He acknowledges me, but it's clear he doesn't want to talk. There are five minutes until the start of the 2009 Isle of Man TT Supersport 2 race and Rico knows what's coming. Photographers snap the TT newcomer, trying to catch his intensity.



His eyes are screwed up in the bright afternoon. His face isn't giving many clues to what he's thinking, and this isn't a time for laughing and joking. He's one of 40 or so riders having a very personal moment. A moment few people can understand or share. Above him an old couple sit behind the ivy-covered wall under the shade of a tree. The lady puts down her knitting and walks to the edge of the raised garden to see who is being photographed. She peers over

wall directly onto the top of Rico's head as he takes a deep draw on a cigarette. Rico's competing on a Macau Racing IDM-specification Yamaha R6. His team boss Stefan Kuehn walks over and sits on the pavement next to his rider. Stefan has a map of the circuit in his hand and a gutful of nerves. If Rico doesn't know the circuit now it's too late. He's already finished one Supersport TT, finishing in 33rd place, completing the race at an average of 116.456mph.

n: The TT Adventure

You can't bullshit the TT circuit. It's 37.73 miles and over 200 corners. Riders sometimes say they 'Got lost'. They don't mean the strayed from the track, but their overloaded brain forgot what comes next. It is a 130kph left or a 210kph right? You can understand why a brain would become frazzled. Parts of the track, the ones lined with green trees and bushes, can blur into one. Most of the corners on the track are blind, and very few of them are slower than 100mph, even on a Supersport 600. The quickest 600s lap at an average of 125mph from a standing start. That's an average. Think about that for a minute. How hard do you have to ride to make back the time lost on the 30mph Ramsey Hairpin?

So brains are dealing with corners, the gears, two corners ahead, the surface, the rider in front and those behind. Riders are trying to spot pit boards shoved out of garden gates; consider strategy; they're noticing the helicopter in your peripheral vision, their tired muscles. Never, not for a second, do they doubt their mechanic's ability to tighten every single fastener. Do that and you may as well part up and become a spectator.

But even with all this going on a rider must not get lost. Do that and you might, just might have enough time to swear before impact. But Rico knows he's not going to get lost. If he didn't he wouldn't be pulling on his X-lite helmet, he'd be hiding in one of the portaloos. Lots of people think the TT is all about bravery and balls. In truth it's more about revision, knowledge, wisdom and restraint.

Rico's best friend and mechanic, Lars Sanger, is quiet as the first bike rev, rev, revs and launches along Glencrutchery Road and down Bray Hill. 102 years since the first TT the legend continues. The race has been delayed for over two hours because of rain on the other side of the island. The track is still wet in places as the race gets underway.

The TT is run like a time trial, not a mass start – like a GP, or even road races like Macau or Ireland's Northwest 200. Riders leave, in the order of their race number, at 10-second intervals. They form in a long line, surrounded by mechanics, journalists, photographers, TV crews and brollie girls. When they're five or six bikes from the start line they enter a fenced off area and can clearly see the road ahead. Eagle-eyed scrutineers stare at the bikes, a final lifesaver, straining to see anything loose or leaking. The racers look like paratroopers edging towards the open door of an aeroplane.

The starter pats Rico's shoulder and he's gone. Ahead of him are 152 of the most intense miles in motorcycling.

Rico's pit crew, Stefan, Lars, Gordon and Frank, take their place on pit wall, listen to the commentary and watch the Isle of Man's antique and arcane scoreboard, staring at 32 – their man's race number. But something's up. The 'clocks' that shows where each rider is on the circuit are all moving. Except Rico's.

'Oh, shit,' thinks Lars. The scoreboard is, as it always has been, operated by the local boy scout troop. One walks along with a wooden panel with the letter R (for retired) painted on it. Retired could mean a mechanical failure or a crash. The scout stands in front of 32 and looks up at the scoreboard, 'Jesus, please put it on 33,' think Lars, his guts felling like an acid mush.

The scout reaches up and hangs it on 33. It's hard not to sound over-dramatic when talking about the TT, but the truth is tiny mistakes have huge consequences here.



Lars, who also mechanics for Daniel Puffe in the IDM championship, says 'Here I check everything four times, not just twice. I worked on the bike alone so I knew everything had been done, and stripped it after every practice and race. Here you must lockwire and Loctite everything. And think about materials. Steel bolts not aluminium or titanium.'

The team also tiwrapped a Manx £5 note to the top yoke so his rider could buy some cigarettes and a drink if he broke down.

'If we put it there, he never needs it.' Rico ends the first lap in 41st. His aim was not to lose a minute a lap to the leader, but Michael Dunlop is going so fast in the unpredictable conditions he's losing slightly more. A lap later Rico passes the point he mounted the roundabout and crashed in practice. The bent front wheel hangs next to the Becks beer pump in the team's awning. This time there are no mistakes and the team are ready for the only pit stop of the race. Penzkopfer is no stranger to long races or pit stops. He an experienced and sought after endurance racer. Pit. Drink. Fuel. Visor. Go. There is nothing more the team can do, but wait.

Adapting from a bike with less than two litres in the tank, to one that is full takes some getting used to. Especially on the first few



快啲嚟 澳門旅遊塔

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tricky corners, but Rico is through and gone. Bottoming out the suspension at Barregarrow, leaping Ballaugh Bridge, jamming his chin on the tank along Sulby Straight. Kerb-to-kerb, bars kicking, tyres sliding, rev needle tickling 15,000rpm. 'Where else can I race where I can hold the throttle on the stop in sixth for more than a few seconds?' Rico asks.

Where is 30th? But unless you've visited the TT, unless you've seen the bikes going so fast, so close to the scenery that they're virtually sucking rabbits out of the hedges, you have no idea. 'You can feel the appreciation of the crowd. This is where racing started. MotoGP is called the road racing world championship, but it's motordrome racing. This is road racing. I followed real road racing when I was growing up. I raced at Karwina and Horice, then Macau. Now I have raced at the Northwest 200 and the Isle of Man. I wanted to do it and I did it.'

Are you coming back? 'Yes,' he nods, his lips curling up at the edges, his mind already on next year's TT.

Gary Inman

"People say TT riders switch their brains off, the opposite is true", says team manager Kuehn.



Michael Dunlop, son of Robert, nephew of Joey, a walking, talking, pipe-smoking reminder of the dangers and rewards of real road racing, wins the race. He's proved you don't have to be gym-fit to ride a very, very fast TT race.

Rico comes in 30th, the only newcomer to finish this race out of the five that started. He lost six minutes on the leader and averaged 109.175mph. Outside his target, but still admirable. In the comfort of your own home it might not seem like much of an achievement.





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'

Destination Macau, Oct-Nov 2008

VISIT OUR IRISH BAR BOOTH AT THE GRAND PRIX MAIN STAND!!
Draft beer, soft drinks, burgers, hot dogs, sandwiches

www.irishbarmacau.com
Tel: 28820708

What's Going On Off-track

You always wanted to know what's going on in Macau when the teams are around. So read on and if you like to join us here or there – please feel free to come. We are always open to have a chat or a picture with you. So let's see where are the best dinners and club parties:

Monday, November 16th 2009

Team Dinner at O Santos

Best Portuguese Restaurant in town situated in Old Taipa Village. It provides delicious and authentic Portuguese cuisine. The variety of the menu with changing 6 meat and 3 fish dishes attracts especially the local community. Try their Bacalhau and Fried Prawns with Garlic - so another real insider tip.

Macau Grand Prix Welcome Party

at CUBIC Club Macau

With team presentation of the CUBIC Macau Racing Team as well as the premiere of the BMW S 1000 RR and its team for the first time in Macau. Enjoy an exclusive night where you can meet all the stars of the Macau Motorcycle Grand Prix with great raffles and entertainment. Original Macau GP shirts to give away.



Taipa - Village
Tel.: +853 2882 7508



2nd Floor - AIA Tower Macau
opposite of the Emperor Hotel

Tuesday, November 17th 2009

Team Dinner at Churrasco

Churrasco is the best Brazilian Restaurant in town and with their 'all you can eat' program clearly a catch for the teams' mechanics. After last year's premiere of team dinners in Churrasco – we can't wait to get back there for the good beef.

Grand Prix Darts Tournament

at Irish Bar in Taipa

It became a habit of several riders to team up with each other and competing in some serious Darts Competition. The rules are strange but clear – and of course you have to leave the prize money in the bars to buy your buddies some drinks. Otherwise they might take it wrong. Enjoy the best beers in a great GP themed bar – the riders' second home.



Taipa - Nova Garden
Tel.: +853 2884 3739



jump in a taxi and say:
'Nam San'

Wednesday, November 18th 2009

Sightseeing Tour

On Wednesday the teams usually use the time for a bit of sightseeing. People who come to Macau for the first time will visit the usual tourist attractions and especially the Grand Prix Museum. And there you can see some really good machinery - bikes and cars. Others will go for shopping to HK or Zhuhai to use the last day before the racing action begins.

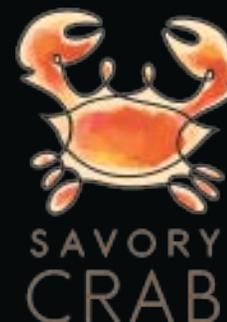
Team Dinner at Savory Crab

This restaurant is known for its delicious seafood, especially crabs. But real insiders appreciate the variety of food. And if you were ever looking for a decent salad in town – you will find it here too.

Grand Prix Darts Tournament

at Irish Bar in Taipa

It's the second and final round of the 2009 Macau Grand Prix Darts Tournament



Taipa - Nova Garden
Tel.: +853 2885 5945

Macau Fisherman's Wharf

Since the very popular Italian restaurant on top of the pit garages closed four years ago to make way for the expanded Macau Grand Prix offices, the choices for a slap-up lunch or dinner in the immediate environs have been limited. Until the theme park known as Macau Fisherman's Wharf was built, that is. Where you find theme parks, you find theme restaurants and bars – and some of the region's best can be found here, right on the edge of the city's picturesque Inner Harbour, just five minutes' walk from the paddocks.

When it comes to gaming and entertainment, it's no secret that Macau is firmly on the map, while progressive enterprises are embracing and supporting all kinds of traditions and festivals that make the territory so unique. As a leading entertainment venue, Macau Fisherman's Wharf has actively thrown itself into many facets of the city's colourful spirit, and this year hosts a cornucopia of events related to the 56th Macau Grand Prix by getting the participants of this international motorfest directly involved in the theme park's November fun. Most of the drivers, riders and mechanics, from Europe and Asia, like to let their hair down when they're not working - and excellent food and drink is what Macau Fisherman's Wharf is famed for far and wide!

This year, the park is hosting the much-anticipated Macau Fisherman's Wharf Beer, Wine and Seafood Festival. So, if you don't have access to the paddock area but you do want to meet team members all you have to do is walk over to the theme park, where you can have the opportunity to chat to the 'petrolheads'

directly while enjoying a refreshing beer and appetising snacks. Did we mention that MFW is hosting a special beer drinking competition on Grand Prix Friday? Your very own Macau Racing Team - and several other teams - will be competing for bragging rights so why not join in the fun and see if you're quicker than the racing crowd! The evening beerfest will see booths bulging with regional flavours from Portugal, Germany, China, Hong Kong and Macau, where visitors can experience some great ales, bitters and lagers. The all-comers beer competition for visitors starts on 20th November from 8:00pm to 9:30pm in Rossio Square, and this year – as noted! - the world class Grand Prix bike riders will be looking to add the Barrel Champion to their already impressive laurels. Plus more open challenges on Friday and Saturday evenings.

And what would a Fisherman's Wharf be without seafood scooped direct from the tank? The ultra fresh seafood specially imported from Australia and New Zealand means that visitors can enjoy a variety of classic seafood dishes cooked in typical 'fisherman' style. To wash it down, there will be booths galore to serve beer, wines and snacks along the breezy boulevard.



Come and join the Beer, Wine and Seafood Festival at Fishermans Wharf - the place where you can meet the stars of the Macau Grand Prix -

Wharf - A Great Catch

Sample the nectar of the gods while relaxing after a hard day's racing action and drink in that live music as you get the inside scoop on what makes the teams tick at the Macau Grand Prix!

Fine Wine-tasting Dinners and Seminars

If a less raucous atmosphere is to your taste, and you fancy yourself a bit of a connoisseur, you may want to slip across to The Rocks Hotel, where Vic's Café, the perfect harbour-side venue for fine wine-tasting dinners and seminars, is cooking up something special. The MFW and select sponsors – inspired by the love of fine food and wine - are hosting a wine-tasting and dinner at Vic's prepared by renowned guest chefs Tony Bullot from New Zealand and Patrick Périé of France. These culinary alchemists will create their magic in a semi-open kitchen, pairing fabulous dishes to the perfect vintage. Guests can relax in a friendly, convivial atmosphere while appreciating a few glasses as a wine expert conducts an informal but instructive seminar during dinner.

Or seek out the 'Wine Gourmet' – which is easy to find in Campo Maior – and discover the dramatic, authentic interior of a vineyard wine-tasting chamber, complete with racks of vintage bottles from the world's most renowned winemakers. Visitors can sip the remarkable fruity reds and whites of Australia, France Italy, New Zealand and Portugal, while indulging themselves in the delights of distinguishing each country's characteristic favourites. Without doubt, this is the perfect opportunity to learn a little more about the 'old art' - while taking advantage of the occasion to stock some of the world's most divine wines ahead of the holiday season!

Gourmet and Wine Dinners

13th November 2009

19:00 - 22:00

1.000 MOP per Person

New Zealand Wine Dinner

featuring NZ Guest Chef



Tony Bullot
(New Zealand)

Wine Seminar hosted by



Simon Tam

19th November 2009

19:00 - 22:00

800 MOP per Person

French Wine Dinner

featuring French Guest Chef



Patrick Périé
(France)

20th November 2009

19:00 - 22:00

650 MOP per Person

Aussie Wine Dinner (Barbecue Style)

featuring Australian Guest Chef



Paul Andrew Breech
(Australia)

all dinners pairing with wines, performances, lucky draws and more

What's Going On Off-track

Thursday, November 19th 2009

Team Dinner at Morton's Steakhouse

Morton's is famous for its animated signature tableside menu presentation: steaks, whole Maine lobsters and other main course selections, along with fresh vegetables, are presented on a cart rolled to your table, where the server displays and describes each menu item in appetizing and entertaining detail. The teams will gather around the Bar 1221 to enjoy a Burger dinner like they never had before – of course with beer.



THE STEAKHOUSE
Venetian - Cotai Strip
Tel.: +853 8117 5000

Special Grand Prix Ladies Night

at MGM Lion's Bar

Lion's Bar at MGM is definitely the hottest club in town with great live music and everything else you need to party. And what would be a Grand Prix without the hottest girls in town? So come and party with us at the Lion's Bar.



MGM Grand Macau
Casino Floor

Friday, November 20th 2009

Team Dinner at Antica Trattoria

Best Italian Restaurant in town with fabulous pizza, pasta and excellent wines. The owner Ms. Isabella is connected to the GP since her childhood as the family used to own the restaurant above the paddock.

Antica Trattoria

經典意大利餐廳 *Da Isa*
Tel.: +853 2875 5103

Special Competition

at Fisherman's Wharf

Come and join the teams in the legendary Fisherman's Wharf theme park where a special Beer, Wine and Seafood Festival will be held during the Macau Grand Prix period. Live Music, Raffles and Beer Drinking competitions will be on schedule. Experience the wide variety of food and beverages in Macau.



Macau Fisherman's Wharf
澳門漁人碼頭

Saturday, November 21th 2009

Legend's Night

It's a traditional gathering of the Motorcycle Racing Teams after the Taipa House Dinner in the IRISH BAR, to have a drink and chat about the Grand Prix races before enjoying the parties and nightlife in Macau.



jump in a taxi and say:
'Nam San'

Macau Grand Prix Party

at MGM Grand Macau

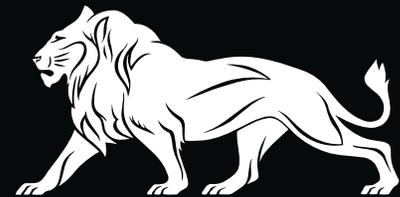
Join, celebrate and party at MGM Grand Macau's – the only real Macau Grand Prix Party in town. DJ Greg Stainer and DJ Butch will get the dance floor burning. We will introduce and celebrate the Motorcycle Grand Prix Race Winner as well as representing the Fastest Lap Trophy...and we are sure there will be countless surprises waiting for you. Come and party with the teams and supporters in Macau's Best In-and Outdoor Location at MGM Grand Macau.

Saturday, November 21th 2009

Macau Grand Prix Party

at MGM Grand Macau Part II

Join, celebrate and party at MGM Grand Macau's – teams from Formula 3, WTCC and the Motorcycle GP come together to celebrate their race winners and the new WTCC World Champion and manufacturer. Have a drink with the stars and enjoy an unforgettable night – something you can experience in Macau only – as the difference is Macau.



澳門美高梅金殿
MGM GRAND Macau

Macau Grand Prix Aftershow Party

If you aren't tired yet – join the aftershow party in CUBIC until daylight returns (from 2am until ...)



O Santos has gone up in the world! Literally! O Santos II is now open in a lovely old three-story Chinese house just around the corner from the original O Santos I. Up on the top floor you can enjoy a lavish Portuguese buffet lunch, including complimentary house wine, sangria or beers and enjoy the view over the village house rooftops. All the Santos a la carte dishes are available too - with the typical country tastes of olive oil and herbs in dishes like stuffed loin of pork Alentejana and whole grilled fish.



Taipa - Village
Tel.: +853 2882 7508



O Santos I continues to thrive in it's tiny spot on Rua do Cunha - so much like a typical family run place in a small country town in Portugal, with it's pictures and football memorabilia, that you'll almost feel you've stepped into another country!

With daily special menus (and daily wine recommendations) the O Santos restaurants offer

so much to choose from that you'll want to return time and time again. The only Macau Restaurant to hold the prestigious "Euro-Toque" Award



Special: Clams a la Bulhao Pato - Curry Crab - Ox-Tail Stew - Grilled Lamb Chops - Bacalhao Ze de Pipo



nirvana
SPA

NIRVANA DAY SPA, a free-standing sanctuary which understands the true meaning of "Spa". Located at the heart of the financial district on Avenida do Praia Grande, facing Nam Van Lake, its warm and unique ambience is built around six themed and well-appointed treatment rooms featuring nuances of surrounding Asian countries, occupying a floor area of approximately 2000sqm.

NIRVANA's menu of holistic body treatments include Ayurvedic, Thai, Hot Stone, Deep Tissue, Shiatsu, pregnancy massage and the ancient Indian Shirodhara therapy, to name a few; aromatherapy massages and various face, hands and feet pampering services are also offered to both men and women in privacy. Rooms such as the Yang/Ying is tailored for couples, the "M" for men, the China room for facials and the Bali, India and Thai rooms each serve their respective disciplines.

According to Hindu philosophy, NIRVANA means "an ideal condition of rest, harmony, stability, or joy", and NIRVANA DAY SPA aims to bring each client to a higher state of wellness and contribute towards a better quality of life!

NIRVANA DAY SPA is the brainchild of Cristina Lobo who was born and raised in Lisbon-Portugal, moving to Macau 17 years ago to recover her Asian Macanese roots. With a diversified background in sales, public relations and also administrative duties, Cristina is a highly trained therapist mastering various Asian techniques; she also holds a diploma in Spa Management from the USA.

The team of skilled therapists at NIRVANA has been brought in from several Asian countries, combining years of experience in the field.

Competitive prices range from MOP\$210 to MOP\$510 for body treatments; MOP\$300-\$480 for facials. NIRVANA DAY SPA is open from 10:00 to 21:00 from Mondays to Saturdays and 11:00 to 20:00 on Sundays.

Avenida do Praia Grande, China Law building G/F, Macau • Tel. +853 28331521



For more than 55 years many racing stars, on and off the tracks, have greatly contributed to the evolution of the Macau Grand Prix.

The Macau Grand Prix Museum, the first of its kind in Asia, opened its door on November 18, 1993 and exhibits a vast number of memorabilia of this unique event.

Come and visit us!



MACAU GRAND PRIX MUSEUM

Rua Luis Gonzaga Gomes N°431

Macau, China

Tel: (853) 8798 4186

Fax: (853) 2870 6076

e-mail: mgp@macautourism.gov.mo

Website: <http://www.macautourism.gov.mo>

Chariots of the Gods

A Night at the Museum' seems to have touched a chord with the movie-going public: exhibits coming to life and history unfolding as a living, breathing event. It's not hard to see the appeal - and in fact you might say that the movie reinforces the 'frozen in time' quality of the thousands of non-Hollywood museums out there.

Among those thousands of museums are dozens of motorsport museums, which as often as not are situated near a famous

it out, and that is the Macau Grand Prix Museum. Inaugurated on 18th November 1993, it is a treasure trove of racing 'gold'. Dedicated to one annual event that this year is in its 56th season, this museum resonates like no other. A veritable time capsule, this intriguing 'historical garage' - arguably the most underestimated exhibition in the Asian region - nevertheless manages to grow year by year. And you don't have to be addicted to motorsport to get hooked on its hallowed machinery, photographs, mementos and stories of derring-do.



race circuit. Motegi in Japan springs to mind and boasts an impressive array of Formula One cars and motorbikes - all Hondas - piloted by the likes of Ayrton Senna, Mick Doohan and Freddy Spencer, while Donnington Park in the U.K. probably exhibits the greatest collection of Formula One cars I have ever seen in one place at one time. And if you are ever in Andorra, I can highly recommend the very good exhibition of GP motorcycles ridden by the likes of Alex Criville and Ricardo Tormo . . . There is one museum, however, which holds a fascination for just about everyone who seeks



You won't find anything quite like the Macau Grand Prix anywhere else in the world because of the variety of races you can watch in just one weekend. And so it is with the GP museum. The Formula 3 cars of track titans like Ayrton Senna and Michael Schumacher can be found here . . . so can touring cars . . . saloon cars . . . and the 'hell machines' of a growing number of motorcycling heroes.

These are not simply F3 machines but the cars the

legends chased around the streets of Macau – what one might call the chariots of the gods. As such, it's quite a collection of rare memorabilia, and invaluable in terms of memories or price tag.

The FREE ENTRANCE of MACAU GRAND PRIX MUSEUM is still effective till December 31st 2009



above:

A close look into Emanuele Pirro's BMW M3 by Schnitzer - Winning touring car of the Guia Race in 1991 and 1992.

capacity: 2500cc
power: 350 bhp
top speed: 275 km/h

With the M3 Schnitzer Evo Sport BMW achieved a triple victory at the Macau Guia race with Emanuele Pirro, Joachim Winkelhock and Roberto Ravaglia in 1992.

From 1987 to 1989 Group A cars were still very closed from the road version but in 1990 appeared the 2.5 Sport EVO version to full DTM specifications to race against Mercedes and Audi. The very late 1991 cars have reinforced chassis, upgraded suspension, 6 speeds gear box, ABS, 375 HP, adjustable sway bars from the cockpit, digital dash with data logging etc ... The M3s trusted the first places in national and international championships from 1987 to 1992 including 24 Hours of SPA in 87/88/90/92 and 24 Hours of Nurburgring in 89/90/91/92.



above:

Michael Schumacher F3

Seven Times Formula One World Champions and most successful race car driver of all time - Michael Schumacher won the Macau Formula # Grand Prix in 1990 in a Reynard Volkswagen F3.

chassis:	Reynard 903	capacity:	1991cc
engine:	Volkswagen	power:	165bhp
top speed:	255km/h	weight:	465kg





This Museum is not “Frozen in time” – it’s full of life. You always wanted to know how it feels to drive around the Guia Circuit. Simultaneously with your friends you can chase each other around the track in the simulator. So fasten your seat Belt - thats great fun!



And believe me – you won’t get lost in there. The latest upgrade of the museum saw installments of touch screens which show the Macau Grand Prix Circuit in 3D and give you all the information you need.



The Macau Grand Prix Museum has everything to stay ‘a Night in the Museum’. Even my ‘Childhood dream’ – the Guia Circuit with slot cars from Carrera. So don’t miss it when you are next in town.



As most spectators know, the Macau Grand Prix is an event with two major races in his history: the Formula 3 and the Motorcycle Grand Prix. Five years ago they were joined by the FIA World Touring Car Championship but even before the WTCC, touring cars have always been part of the GP and so they are on display, too, with the other legendary machines – the chariots of the gods.

Brazilian Ayrton Senna won the first ever F3 race in Macau in 1983 in his Ralt Toyota, with second and third places snatched by Roberto Guerrero (Col) in his Ralt Toyota and Gerhard Berger (Aus) in his Ralt Toyota, respectively.

And so followed many stars of the like of Jean Alesi, Michael Schumacher, Mika Hakkinen . . . and today’s young guns such as Sebastian Vettel, Luis Hamilton and Nico Rosberg. As long as there is a Macau Grand Prix, we’ll continue to see aspiring talents in the raw. Whose machine and adventures will be next installed in the Macau Grand Prix Museum?



left: **Honda UK - Superbike 954**

Living legend and 15 times TT winner John McGuinness took the beautiful Honda CBR Superbike to victory in the 2001 Macau Motorcycle Grand Prix.

capacity:	954cc
power:	180 bhp
weight:	178 kg

The bike was built by Paul Bird Motorsport. Paul Bird returns to the 2009 Macau Motorcycle Grand Prix with the Kawasaki World Superbike Championship team.

Always there to inform you

macau daily 澳門日報 **Times Sport**

Football Blatter asked to intervene 'urgently' in AFC row

Fifa president Joseph Blatter has been asked to intervene 'urgently' in the row between the Asian Football Confederation (AFC) and the Football Federation of China (FFC) over the appointment of a new coach for the national team.

The AFC has asked Blatter to step in because the FFC has refused to accept the appointment of a new coach, which is a breach of the AFC's regulations. The AFC has also asked Blatter to suspend the FFC from the AFC's activities until the issue is resolved.

Blatter has said that he will try to mediate between the two sides, but he has also said that he will not intervene if the FFC does not agree to the AFC's terms. The AFC has said that it will continue to support the AFC's regulations and will not accept any changes to them.



Pepe 'devastated' over outburst

Real Madrid's Cristiano Ronaldo has been 'devastated' by the outburst of his teammate, defender Pepe, who has been accused of racism.

Ronaldo has said that he is shocked by Pepe's behavior and that he does not know what to do. He has also said that he is worried about the impact of Pepe's outburst on the team and on the club's reputation.

Pepe has denied the accusations and has said that he is sorry for what he said. He has also said that he is a proud Portuguese and that he is not a racist. Ronaldo has said that he will continue to support Pepe and that he will continue to play for Real Madrid.

macau daily 澳門每日時報 **Times**

Old Taipa town to undergo facelift



Old Taipa town is set to undergo a major facelift as the Macau government plans to restore the area to its former glory.

The government has announced that it will invest millions of dollars in the restoration of the town's buildings and infrastructure. The plan includes the restoration of the town's traditional architecture, the improvement of the town's roads and sidewalks, and the creation of new public spaces.

The government has also announced that it will create a new park in the town, which will be a mix of traditional and modern architecture. The park will be a mix of traditional and modern architecture, and it will be a mix of traditional and modern architecture.

Grant in naming for Czech Republic

Czech Republic has received a grant from the Macau government for the naming of a new building.

The grant is for the naming of a new building in the city of Macau. The building is a mix of traditional and modern architecture, and it will be a mix of traditional and modern architecture.

Drive your team Spirit!
Your team spirit is a special one.

Special program for team building, fun and healthy activities for you and your team.

Call us for more information, we will be happy to help you.

www.macaudailytimes.com.mo

Football	Page 21
Pepe	Page 22
Old Taipa town	Page 23
Grant in naming	Page 24

Good
Good news for you.

Macau Grand Prix FIA WTCC

INSIDE Track



WTCC Clocks Up 5 G

It's 2009, and some five years since Macau was first selected as the final showdown circuit for the annual World Touring Car Championship. Five pretty exciting years, you might say. Only three racing series in the world carry the prestigious FIA World Championship designation. In fact, such is its exclusivity, that the WTCC only rubs shoulders with the universally followed Formula One and the World Rally Championship. Since 2005, the WTCC has organised adrenalin-fuelled sprint races all around the globe – and the series is increasingly becoming a crowd pleaser at trackside and on TV.



Great Years in Macau

Many of us will remember the very thrilling races in the 2005 to 2007 period but in the end it was the supremely gifted Andy Priaulx who took home the silverware in his unstoppable BMW. No stroll in the park, considering that he was competing against the likes of Joerg and Dirk Mueller . . . !

The changing of the guard came in 2008 thanks to the less impressive sounding, but giant killing, cars from SEAT with the TDI - when power as well as peerless teamwork enabled Yvan Muller to snatch the constructor's title for SEAT and the championship for himself. Let's hitch a ride down memory lane.

Mueller and Giovanardi could not score a single point . . . and the rest, as they say, is history, with Priaulx lifting his first World Championship crown.



2006

This was a title chase between BMW pilots Andy Priaulx and Joerg Mueller, who had racked up 59 championship points apiece. The third driver in the race for the championship was Augusto Farfus from Brazil, who led with 60 points before the showdown in Macau. But it was Priaulx again who scored the points which matter in the first race with a win while Mueller and Farfus managed just 5th and 6th. Joerg

Mueller tried everything but a win in the second leg wasn't enough as Priaulx finished 5th . . . and secured the title once more.

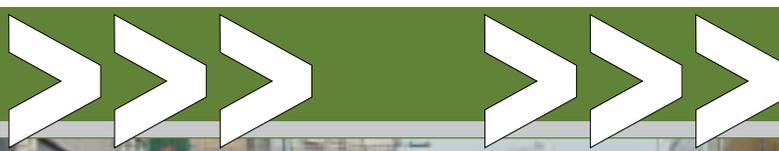


2005

Alfa Romeo vs. BMW – WTCC's fight of the year. German Dirk Mueller (BMW) was dictating the championship but Andy Priaulx closed the gap with some workmanlike performances towards the end of the season. The laughing third could have been Fabrizio Giovanardi (Alfa) with four wins. So it all came down to Macau – the title chase was open until the last lap with Dirk Mueller on 86 points, Priaulx on 85 points and Giovanardi on 81.

It was Andy Priaulx who secured a second place in both races.





2007

The third outing was even closer, and this time there were three manufacturers in contention. James Thompson (UK) 'starred' in the Alfa Romeo, Yvan Muller (FRA) piloted the SEAT, and Andy Priaux made up the party. But it was more or less up to Priaux and Muller if Thompson would be able to claim the title as he not only trailed them but needed zero finishes from both the others. As it turned out, it was a cruelly unlucky weekend for the Frenchman. Leading the race in leg one, the fuel pump packed up one lap before the chequered flag dropped. That forced Muller out of the points and out of the second race, too. An 8th position for Priaux in race one catapulted him to pole in the second race, which he brought home safely – with the title.



2008

Fate dealt a different hand for the fourth WTCC outing. SEAT introduced the TDI Power generation, placing Vice Champion Muller and his teammates in the diesel front wheel drives. BMW and Chevrolet - both with some optimism in following the ultra fast yellow speedsters with usual suspects Andy Priaux and Robert Huff - had to abandon their hopes for the title as the final stage approached in Macau.

Veteran Gabriele Tarquini was 14 points behind Muller after his no-points finishes in Okayama but still felt he had the smidjeon of a chance to fend off Frenchman Muller in Macau. In the event, it took Muller only the first race to stamp his authority and erase any lingering hopes by others, enabling him to lift the title for the first time in answer to the bad luck he'd experienced the year before.



The Champions 2005-2008

Driver's Championship

2005 - Andy Priaulx (UK) BMW Team UK, BMW 320i
 2006 - Andy Priaulx (UK) BMW Team UK, BMW 320si
 2007 - Andy Priaulx (UK) BMW Team UK, BMW 320si
 2008 - Yvan Muller (FRA) SEAT Sport, SEAT Leon TDI

Constructor's Championship

2005 - BMW (BMW 320i)
 2006 - BMW (BMW 320si)
 2007 - BMW (BMW 320si)
 2008 - SEAT (SEAT Leon TDI)

Independent's Trophy Teams

2005 - Proteam Motorsport (BMW 320i)
 2006 - GR Asia (SEAT Toledo/Leon)
 2007 - Proteam Motorsport (BMW 320si)
 2008 - Proteam Motorsport (BMW 320si)

Independent Driver's Trophy

2005 - Marc Hennerici (Germany) Wiechers-Sport, BMW 320i
 2006 - Tom Coronel (Netherlands) GR Asia, SEAT Toledo/Leon
 2007 - Stefano D'Aste (Italy) Wiechers-Sport, BMW 320si
 2008 - Sergio Hernández (Spain) Proteam Motorsport, BMW 320si

SEAT's Yvan Muller

No stranger to Macau, and many other of the world's fastest tracks, Yvan Muller contemplates his position in this year's WTCC stakes, while taking time to nudge the egos of Formula One gladiators. Inside Magazine gets a line on his racing philosophy.

INSIDE MAGAZINE: You finally took your first world title at the age of 39 in 2008, which a lot of people might say is getting on for a racing car driver. How do you respond to such criticism?

Yvan Muller:

I'm definitely not too old for motor racing! Look at Rubens Barrichello in Formula One – he's 38 and still has a really good chance to become F1 World Champion. Age brings experience and for sure the physical ability is not much less than that of a 20-year old. I maintain that while young drivers are often fast there really is no substitute for experience.

INSIDE MAGAZINE: The Macau Grand Prix is renowned as a difficult, narrow circuit and some say the WTCC race is a kind of contact sport. What does it take to win in Macau and why, according to your website, is it your favourite track?

Yvan Muller:

Yes, Macau is definitely one of my favourite tracks! It's a very demanding circuit and it's the fastest track of the year. Even Monza is not as fast at top speed as Macau. Meanwhile, it has the slowest corner of the year at Melco Hairpin. That requires you to be very fast while very close to the Armco or barriers. There's no space for a single mistake as it will cost you a lot of time. But that also makes the Guia circuit very exciting for most competitors.

INSIDE MAGAZINE: Teammate Gabriele Tarquini represents one of your strongest competitors and you challenge each other very hard. Facing each other in the pits must be interesting, to say the least . . .

Yvan Muller:

Gabrielle and I are indeed teammates. First and foremost, we are as competitive as anybody else but we work very closely together as all the other Seat drivers do. That means we have briefings as a group and we all share the information and data we have. Even when I look back at Macau last year, with only Gabrielle and I in contention for the World Championship, we still shared all available information. It's a perfect professional relationship – and you might say we're fast friends!

INSIDE MAGAZINE: Seat pits its turbocharged diesel power against the common fuel engines of BMW and Chevrolet, and you've raced both engine breeds. Can you elaborate on the differences?

Yvan Muller:

The biggest different between the turbocharged diesel Seats and the likes of BMW is the weight we carry at the sharp end of the car. That means the total balance of the vehicle is front-orientated with much more stress on the front tyres. The second point is the engine brake which actually does not really exist with diesel engines. So we use conventional brakes much more than any other car on the grid. It might sound a bit strange to say but the third major difference is the noise. The car is less noisy, which means you experience a completely different sensation when driving as you actually don't hear the engine. There are other differences, too, but at the end of the day we have to race with what we are given by the manufacturer; as such, we are doing our level best to bring home the championship again.

INSIDE MAGAZINE: You've raced at a professional level since 1988 – from Formula Renault to F3 to F2 to Touring Cars and even Rally cars. Did the World Championship title change your perspective on life?

Yvan Muller:

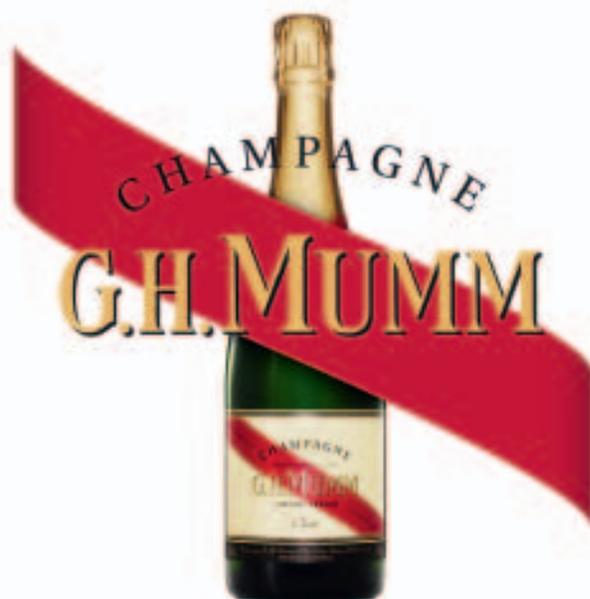
The world title did not change that much in my life. I had been working for that result for a long time and achieving it was great. It makes you a bit more popular . . . but at the same time it was my job to win the title. Having said that, it's something you will hold forever – nobody can take it from you – so the personal satisfaction is immense.





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INSIDE MAGAZINE: The competitors we've talked to so far cite a specific source which ignited their passion for racing. How did you get involved in racing cars?

Yvan Mueller:

Most of us start motor racing as a kid, and usually compete in a kart. But rookies should not focus too early on the future; just enjoy it and race for pleasure. Winning two or three kart races doesn't automatically mean you have the talent for Formula One. The most important thing is to do everything step by step, properly and with enthusiasm. Everything else will come naturally. Although a bit of common sense will help as well!

INSIDE MAGAZINE: The Macau Grand Prix is special. Apart from being the final stage of the World Championship, it's still very different from other street circuits such as Pau. What are the specific differences?

Yvan Mueller:

Macau is definitely very different to any other street circuit I've seen in the world, such as Pau or Monaco for instance. As I've said already, the Guia circuit is very demanding. At 6.2km, it's quite a long track and ultra fast along the waterfront. Past the Mandarin it throws up a huge variety of corners - quick ones and very slow ones - and interesting 'esses'. It's a very specific track and a gem of a circuit in our racing calendar.

INSIDE MAGAZINE: The pressure is on when it comes to the end of the season and the title. Andy Priaulx mentioned in another interview that his success comes from his mental strength and that he prepares for it. What is your routine when you come to Macau?

Yvan Mueller:

As we move further into the season the pressure increases and the championship title usually comes down to Macau. In this case you must fight for it - the smallest mistake will cost you the championship, simple as that. So you have to give it 150% and drive flawlessly all weekend. That takes all your mental and physical powers.

INSIDE MAGAZINE: This year's championship seems to be as close as it was in 2005 and 2007, and Augusto Farfus is finally making his title bid. How do you rate his chances in the BMW?

Yvan Mueller:

I personally believe that the WTCC is the toughest championship of them all. You have a full grid of very experienced drivers from all over the world with different career backgrounds. The cars are quite similar and if there is one very fast driver his car will be 'weighted down' to even the field. That makes it even more difficult to win the championship. Of course, my hardest competitor this season is Augusto Farfus. He's in a BMW and his teammates are all driving for him. They're mainly shooting for the drivers' championship, not the manufacturer's silverware. And of course, since the FIA regulated turbo pressure the BMW is very fast again. The only reason BMW was not championship leader by mid-season is simply because Farfus has made too many mistakes.

INSIDE MAGAZINE: Some Formula One and Formula Series drivers say that Touring cars are quite boring to drive as they

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don't really pack the speed, the feel of a race car or even the brakes. But not many of these drivers can make it in the WTCC and often struggle to get the speed. What's your view?

Yvan Mueller:

Of course, the speed of touring cars cannot match Formula One and if you compare them directly regarding driving characteristics it seems the touring car is a bit boring. But when it comes to racing in the WTCC - which is much more competitive - it's definitely not boring! It's even more difficult to drive a touring car fast as you can only call on much reduced engine power and have to be very precise in your set up. Many former Formula One drivers have tried to find a seat in the WTCC and when they come to test find they're simply not fast enough. Several Formula One drivers have told me that a Touring car drive is boring . . . but the proof of the pudding is in the eating! None of these drivers have shown up in the championship yet. If they ever do, then that will be the time to prove who's fastest.

INSIDE MAGAZINE: Inside Magazine always asks car drivers what they think about motorcyclists competing on the same street circuit here in Macau. Do you watch them? Have you ever raced a bike?

Yvan Mueller:

Yes, I'm very impressed by the Macau Motorcycle Grand Prix. I ride motorbikes but these guys are totally nuts. I would never do what they do here but I'm a big fan and I always go over to their pits and watch them closely. This is one of the amazing things about the Macau Grand Prix. I know a few of these guys. And I also know the Isle of Man. This kind of racing is very challenging and as I said these guys are nuts - but I really like what they do and enjoy watching them!

Yvan Muller made his name as a touring car specialist in the British Championship, which he competed in from 1998 to 2005, winning 36 races and taking 79 podium finishes. He won the Championship in 2003. In 2006 Muller joined the Touring Car World Championship with Seat. While fuel pump failure robbed him of victory in 2007, he took the title in superior style the following year.

In 1993 and 1997 Muller buckled up for the iconic Le Mans 24 Hours and lifted the Andros Trophy Ice Racing Championship 10 times, with 46 race victories. In 2007 and 2009 he competed in the gruelling Dakar Rally.

- 2008: World Touring Car Champion - SEAT León TDI WTCC
- 2007: 2nd World Touring Car Championship - SEAT León TDI WTCC
- 2006: 4th WTCC, 1 victory (SEAT León, Brands Hatch)
- 2005: 2nd British Touring Car Championship
- 2004: 2nd British Touring Car Championship
- 2003: British Touring Car Championship winner
- 2002: 2nd British Touring Car Championship
- 2001: 2nd British Touring Car Championship
- 2000: 4th British Touring Car Championship
- 1999: 6th British Touring Car Championship
- 1995: French Touring Car Champion
- 1994: 2nd French Touring Car Championship
- 1992: Great Britain F2 winner
- 1989: 3rd French F3 Championship

1980 - 1986: karting

1996 - 2005: 9 time Trophee Andros winner



A – ADR

(Accident Data Recorder) this unit must be used throughout the Championship by each competitor entered for the season. This unit must be installed in strict compliance with the relevant instructions and must work at all times during the event. It records any data of the car to reconstruct any incident and will be analyzed by the stewards and race director by any need.

B – BMW 320si E90

a rear wheel drive with 5speed gearbox. The engine is designed as a 4 cylinder in line and 1999cc in capacity with two overhead camshaft and 16 valves.

This normal fuel powered engine produces 280bhp at 8300rpm and a maximum torque of 245nm at 7250 rpm.

C – Chevrolet Cruze LT

a front wheel drive with a 6speed gearbox and an engine with 4 cylinders in line and 1998cc in capacity. The Chevrolet also contains 2 overhead camshafts with 16 valves and produces 280bhp at an engine speed of 8500rpm with a max. torque of 260nm at 5800rpm.

D – Dead Heat

is meant when it occurs that drivers or manufactures are equally in championship points. Then the higher place in the championship then will be awarded to the holder of the most 1st place finishes. If there is still a tie, the second place finishes will be added too and it continues in the same way until a winner emerges.

E – Engine Limitations

are set in different meanings. Therefore a cylinder capacity must not exceed 2000ccm and the engine limited to a speed is 8500rpm for 4 cylinders. Due to cost savings an engine must be used for at least four consecutive races, incl. their respective practice and warm up sessions.

F – Fueling or refueling

is not permitted during any pit stop of the practices (free, qualifying and warm-up). During any pit stop, the driver is obliged to turn off his engine.

G – Ground Clearance

means that no part of the car or its suspended parts must be less than 80mm from the ground. The pressure of the tires must be 1.6bars minimum if the ground clearance is checked in the parc fermé.



in the picture: Augusto Farfus' BMW 320si E90 - BMW won the World Touring Car Championship in 2005, 2006 and 2008 with Andy Priaulx



in the picture: Chevrolet Cruze LT Chevrolet is challenging the 2009 season with Robert Huff, Alain Menu and Nicola Larini



in the picture: another 'ground clearance' Zanardi's BMW needs a new differential gear after race 1 in the 2008 Macau Grand Prix



in the picture: Russian car manufacturer LADA secured British James Thompson for their 2009 squad besides Jaap van Lagen, Kirill Ladygin and Viktor Shapovalov

H – Homologation

is a regulation for being entitled to enter a car in the competition. In general it requires that the cars raced be production vehicles only slightly adapted for racing. Manufacturers typically produce a limited run of such vehicles for public sale so that they can legitimately race them in the class. These cars are commonly called "homologation specials".

I – Independent Trophy

is the unofficial world title for all cars and drivers entered on a privateer basis which does not receive any factory support. The total prize money for this trophy is 384'000 Euro.

J – Jump Start

means a false start, leaving your start position before the green light occurs and will be penalized by a 'drive through'. The driver must then enter the pit lane and rejoin the race without stopping. The pit lane speed limit is 60kph.

K – 60 Kilos

is the maximum compensation weight which is introduced to the WTCC to balance out the differences in performance between individual car models in the championship.

L – LADA 110 2.0

is a front wheel drive produced in Russia. The engine is a 4-cylinder in line with a displacement of 1998cc. It also contains two overhead camshafts with 16 valves and produces a 270bhp at 8500rpm. The torque is at maximum of 265nm at 6500rpm.

M – Mueller, Joerg

is one of the most successful drivers of the WTCC. No other driver had more victories or fastest laps going into the 2009 championship. He is also the only one who managed to win the Macau Grand Prix in a Formula 3 and a Touring car.

N – National teams

are sent out by BMW to battle for the WTCC crown with Joerg Mueller and Augusto Farfus from BMW Team Germany, Andy Priaulx from BMW UK as well as Alessandro Zanardi and Sergio Hernandez from BMW Team Italy-Spain.

O – Oversteering

occurs when the front of the car has more grip than the rear. This can result in the rear of the car swinging out in the corner.

P – Points

will be awarded for each race and each championship (*Manufacturers – Drivers Championship as well as Independents' Trophy*) at each Event according to the following scale:

1st	- 10 points
2nd	- 8 points
3rd	- 6 points
4th	- 5 points
5th	- 4 points
6th	- 3 points
7th	- 2 points
and 8th	- 1 point

Q - Qualifying

for 30-minute determines the grid positions for race 1. After 20 minutes, the first qualifying session comes to an end, with the ten fastest drivers advancing into "Q2". In this ten-minute session the drivers fight for grid positions in the top five rows and pole position. The other grid positions are determined by the times set in "Q1". The Race 1 finishing positions from 1 to 8 will be will prepare the grid in the other way around, which means 8th placed will be on Pole Position for the Race 2 of the event.

R – Race Distance

is approximately 50km per race. That gives us a 9 lap race at the Guia Circuit in the Macau Grand Prix

S – SEAT Leon 2.0 TDI

is the flagship of the manufacturer and secured the WTCC title in 2008. This car is powered by a turbocharged 4 cylinder in line. The engine contains above a 2000cc capacity with two overhead camshafts and 16 valves. The maximum output is at 3800rpm with 262bhp. The much higher torque of 450nm at 2500rpm makes the difference to the fuel powered engines of the other manufacturers. And don't wonder if you don't hear the engine – it simply sounds like a whistle.

T – Tires

are controlled and limited by the FIA. Yokohama is the single tire supplier. All tires that the driver plans to use must be marked or remarked at least one hour before the end of the pre-scrutineering. The number of dry-weather tires is limited to 16 (*4sets*) at all oversea events. Three new sets, and up to two sets of tires not used previously, can be fit at all other race weekends. For wet conditions, at least four sets of wet tires are available for qualifying and the race.



in the picture: Volvo's C30 is not a permanent entry in 2009 but is expected for 2010 - another traditional car manufacturer to highlight the WTCC



in the picture: besides the 5 factory SEAT 2.0 TDI a number of privateers are challenging them with their SEAT Leon TFSI - normal fuel injection powered



in the picture: After some bad luck in 2007 French Yvan Mueller could finally secure the WTCC title in last year's Macau Grand Prix comfortably



in the picture: legendary Alex Zanardi in his special prepared BMWsi E90. Zanardi is a double Formula Cart Series Champion (ChampCar), raced in Formula 1 for Williams-Supertec and Lotus.

U – Understeering

occurs when the car is thrown outwards by the front wheels. Rather than following the line of the corner, the car seems to be driving straight ahead.

V – Volvo C30

is a non permanent entry of the 2009 WTCC. The Front wheeled car is powered by a 5 cylinder in line Bio-ethanol fueled engine, framed by two overhead camshafts, 20 valves and 1998 cc in capacity. The maximum power occurs at an engine speed of 8750 with 285bhp (a max. torque of 240nm @ 7300rpm)

W – Weight minimum

of the car, including the driver and his full equipment (helmet, shoes, gloves and suit) is set by the FIA:

- 1170kg for a front wheel drive in the VK Super 2000 or Diesel 2000 homologated class
- 1200kg for a rear wheel drive in the VK Super 200 or Diesel 2000 homologated class.

These minimum weights must be respected at all times during the event, in particular when the car crosses the finish line.

X – Question?

Diesel against Fuel Power - a never ending discussion about the WTCC regulation. Current regulation entitles Diesel powered turbocharged SEATS to compete against the normal fuel powered BMWs, Chevrolets. LADAs.

Y – Yvan Muller

is the only non BMW-driver who won the WTCC title since its introduction in 2005. He also won the British Championship (2003), the Andros Trophy Ice Racing Championship 10 times and also participated in the Dakar Rally.

Z – Zanardi, Alessandro

is a former Formula One driver who lost both legs in a serious accident in 2001 at the German Lausitz Ring, driving a Champcar race. In 2003 he returned to motorsport with BMW and competes in his fifth WTCC season in 2009. He has four WTCC race victories to his name. The car is specially prepared with a throttle ring fixed to the steering wheel. The clutch control is fitted to the gear lever. The brake is used due to balancing his body – therefore prosthetic foot housing is anchored to his braking pedal.



Swashbuckling Privateer Franz Engstler Plans Raid on WTCC Silverware

Engstler Motorsport is a familiar name to many in Asia, and is probably most readily identified with the Asia Touring Car Championship, which gunned up for the first time in 2005. The championship staged its main races in China, Indonesia and Malaysia - and recalling Zhuhai some years ago, it was Engstler Motorsport who consistently pulled in the fans to these fledgling racetracks. Indeed, it was Engstler who lifted the title in 2005 and 2006 in a private BMW 320i.

The team arrived at the WTCC in 2008 following occasional entries as a guest starter in the Macau Grand Prix. In 2005, it was Hong Kong Driver Paul Poon and New Zealander Paul Scharmach; come 2007, Engstler partnered Andrey Romanov and David Louie. His first full world championship season with Romanov as teammate saw him finish second in the Independent Trophy in what was undoubtedly a very successful debut.

This year, Danish driver Kristian Poulsen has been signed up to race alongside Engstler in the Liqui Moly Engstler Racing Team. One particular incident still resides in the collective memory: the second race in Pau at the beginning of the year. Franz Engstler was leading the race after the first lap of the French city circuit. A safety car took Engstler out of the race, and with that catastrophe went any chances of his first podium finish in the series . . .

Engstler Motorsport takes on another challenge in the 2009

Macau Grand Prix. In addition to Franz Engstler himself and teammate Kristian Poulsen, three Macau drivers will slide in behind the steering wheels of the Engstler BMWs, which might well signal the permanent inclusion of Henry Ho, Liu Lic Ka and Jo Merszei in the 2010 WTCC campaign. All three are in negotiations with the team to form their own BMW Team China under the auspices of Engstler Motorsport.

INSIDE Magazine:

Franz, many things have already been said about the WTCC and it's usually the factory drivers who make the headlines during the event. Maybe we can talk a bit about your team, as it is indeed a rather different proposition to the others. What made you come here and compete for three years (2005-2007) in the Asian Touring Car Championship as a German Team actually based in Germany?

Franz Engstler:

With Prutirat from Thailand we already had an Asian driver in the German Championship some years ago and that was our first connection with Asia. So it didn't take long to think about running a team in this part of the world. And so we did, with Prutirat and me racing in the ATCC in 2005. It was quite a challenge and a tough commercial decision, too, entering a totally new market, trying to convince new sponsors to come on board. And of course, it wasn't easy to put something like this in place with new drivers, new sponsors, new cultural environment and Asian race organisers. But in the end, it all paid off as Asia was a growth market, and still is.

Engstler Plots Raid

IM: Comparing your team, which is a privateer team, to the national BMW teams, the most apparent difference is obviously the budget available to run such a team. When we specifically look at this part of the operation, how much are we are talking about for a full championship season?

FE: Our available budgets are still too small; therefore, it's even more important to run cost control systems while still being successful and delivering the expected results and returns to the sponsors. We strongly depend on sponsorship in motorsport but no-one should underestimate a racing team's motivation, especially that of Engstler Motorsport. We can rely on a very enthusiastic crew behind the drivers who unfailingly give 100%. And it's not always the money – it's the commitment they give. I consider myself being very lucky in having such a crew behind the team. Based on what we had to spend last year, you would need around €500.000 per car to run a WTCC season like we do.

IM: Talking about the differences in cars, the Engstler Motorsport team is competing with brand new hardware in 2009 but you can't really make a comparison at a superficial glance with the one driven by Augusto Farfus . . .

FE: Let me explain it to you in this way. We've received very strong support from BMW Motorsport in Munich for years, which enables us to benefit from all the latest developments. There's a strong interaction between the teams, which is very healthy, and a supportive relationship exists between us. So I guess we're not so far behind their standard. The last upgrade we received was the new facelift which was more a marketing decision to make it look closer to the car you can buy in a BMW dealership, and also here in Macau. On the racetrack, I don't see an advantage in using the new facelift but we will as it would be wasteful not to use the parts provided by BMW.

IM: Engstler Motorsport always offers regional drivers a slot in the team, and Oscherleben and Macau spring to mind. Three drivers from Macau will put the Engstler BMW through its paces before a home crowd. With regard to the Macau Grand Prix, how much money would a local driver need to find to get this one-time opportunity to compete against the best in the world, including yourself?

FE: We're always interested in supporting local drivers realise their goals, and with our experience we can provide a

competitive package – but of course it always depends on the driver's budget. To compete in the Macau Grand Prix, such a package would cost around €45,000, which includes a perfectly prepared car, accident insurance, all tyres and further necessary support such as the mechanic crew, etc. But as you can imagine, the transportation costs of racing in Macau compared to, say, Oschersleben is a major difference. Having said that, as we're partly based in Asia we can offer a moderate package based on engineering, transport and spare parts stock.

IM: Let's talk a bit about what goes on behind the scenes. The WTCC drivers are very special characters. A mutual friend of ours is Joerg Mueller and if I was asked to describe him I would most probably say he's the funniest guy you could hope to meet. How about you? How would you describe yourself as a driver who also happens to be a team owner?

FE: Once I arrive at the track I'm a race driver like all the others. I have to do my job as driver and I do it with all my heart because I live and love motorsport more than anything else. In Kurt Tremel, my team manager, we have the perfect man to guide the team and he's also a friend who's fully committed to the team and our

Jo Merszei
(Macau)

Liu Lic Ka
(Macau)



on WTCC Silverware

mission. Between races we develop strategy, making all decisions together. We're quite similar in our thinking but of course it's not always possible to have the same idea and opinions about realising things here and there. But we always discuss things carefully and find a way to make things happen as we share responsibilities and have to handle issues for the benefit of the whole team. When I sit behind the wheel, I totally get into my space as a racing driver; it's in my blood and I'm always on 100%. So when it comes to driving strategically, it's a bit hard for me as I always like to drive as if there weren't any other competitor on the grid – it's me against the clock!

IM: Checking the list of cars and their specifications, they are all quite similar. But Macau seems to be a bit of a favourite for the BMWs. Why is that?

FE: Macau is 100% a driver's circuit. There's no chance to test before and there isn't much time to get things right on the car as practice time is limited. Concerning the fact that the track is very narrow and there's simply zero runoff, you'd better avoid mistakes as it also takes time away from setting up the car. Another quite strong factor is that the track's condition changes

by the day as it opens for the public at night and there's always some oil here and there dropped by lorries and buses. In Macau, the driver must decide between maximum risk and being safe to finish a race or even qualifying. There's no chance to correct an error. There's no space to spin and all mistakes end in the barrier. At the end of the day, the most intelligent driver will be in front.

IM: What's your personal relationship with Macau? Do you go through a certain ritual to prepare yourself?

FE: Not at all: I'm not superstitious! O.K., Macau is a special track and I pay all my attention to studying the track because of its ever-changing conditions. But that's it, more or less, compared to any other race during the season.

IM: You've worked with many different teammates. And having a good atmosphere in the team is a precursor to success. Who's impressed you most by his talent as a driver and the input the team received? And who was the funniest?

FE: During my Formula 3 career I had the pleasure of working with Michael Schumacher in Willi Weber's team. And already by that time Michael always knew which way to go, whether in setting up a car or handling the things around him. He was fully focused all the time and 100% committed to whatever he did. He always had what it takes to become a great champion. When I look back on that time, he was the only one who really impressed me. The funniest guy I ever worked with was Jockl Winklehock. When we drove in the German Touring Car Championship (DTM) for BMW there was always a big laugh in the pits and I'm sure he's well known for his humour even in Macau.

IM: We've mentioned it many times and you've experienced it yourself - the WTCC drivers always hang around the bike pits and are fascinated by them. What's your personal take on watching the riders power round the track?

FE: I like to ride bikes, too, but for me it's always fantastic and unbelievable how these guys manage the track and the circumstances. You have to be a special character to commit yourself to racing in Macau, and I deeply respect them as sportsmen. I think they're now getting the attention and exposure they deserve – they're truly the main event of the Macau Grand Prix. Big respect to them. I love watching them!



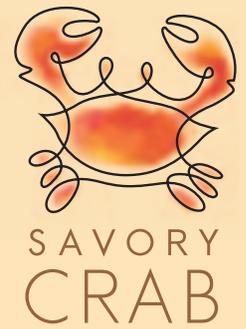
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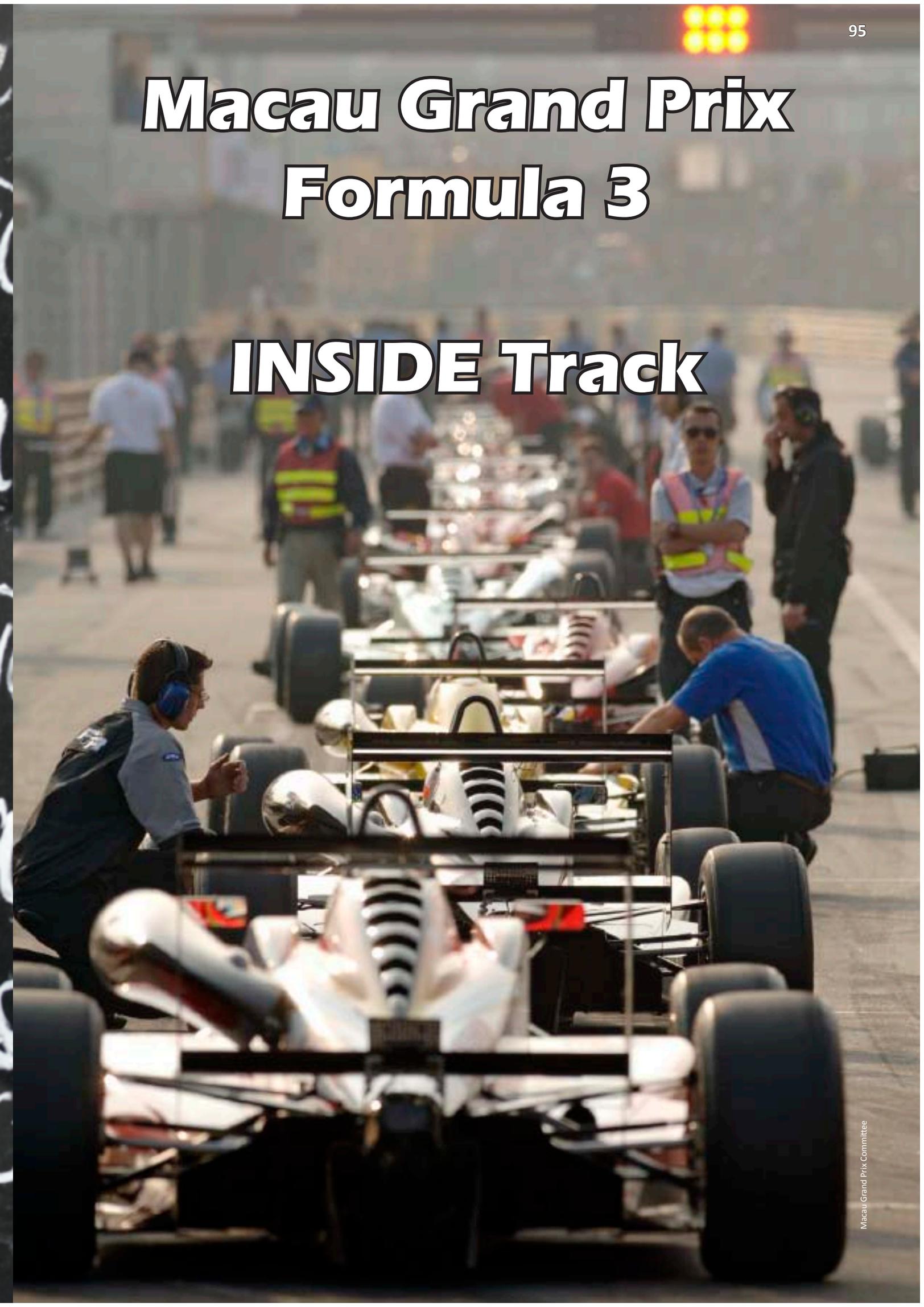
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Macau Grand Prix Formula 3

INSIDE Track



Bland: Macau GP a Di

Barry Bland and the Macau Grand Prix enjoy a strong bond, and the affable Englishman is one of the many players who are key to the success of this international event. Bland co-ordinates all aspects of the Formula 3 event in Macau and is responsible for scouring the world to bring outstanding F3 talent to the territory. A nod from Bland for a slot in the 'traditional shootout' in the streets of Macau can spell a future in Formula One for the most tenacious, resourceful, well-prepared . . . and talented.

Inside Magazine: Hello Barry, we'll all remember the impact the financial meltdown has had on motor sport. Honda has backed out of Formula One and BMW is pulling the plug right now. What does the situation look like for Formula 3? Is small beautiful?

Barry Bland: The financial downturn has affected all motor sport, from the grass roots to Formula One. Everyone has had to tighten their belts and make savings wherever possible but fortunately motor sport is still recognised as a cost-effective marketing tool. I would expect this to be a global situation.

IM: Formula One and MotoGP have introduced cost savings and changed the rules. What was changed in Formula 3 compared to last season, and what further changes do you envisage?

BB: F3 has looked hard at ways to reduce costs, while providing even better value for its drivers. There are many technical changes being made to reduce unnecessary costs and many of these will be introduced from this



picture above:
Nico Rosberg, Lewis Hamilton and Sebastian Vettel -
all three have been challenging the Macau GP before their F1 career

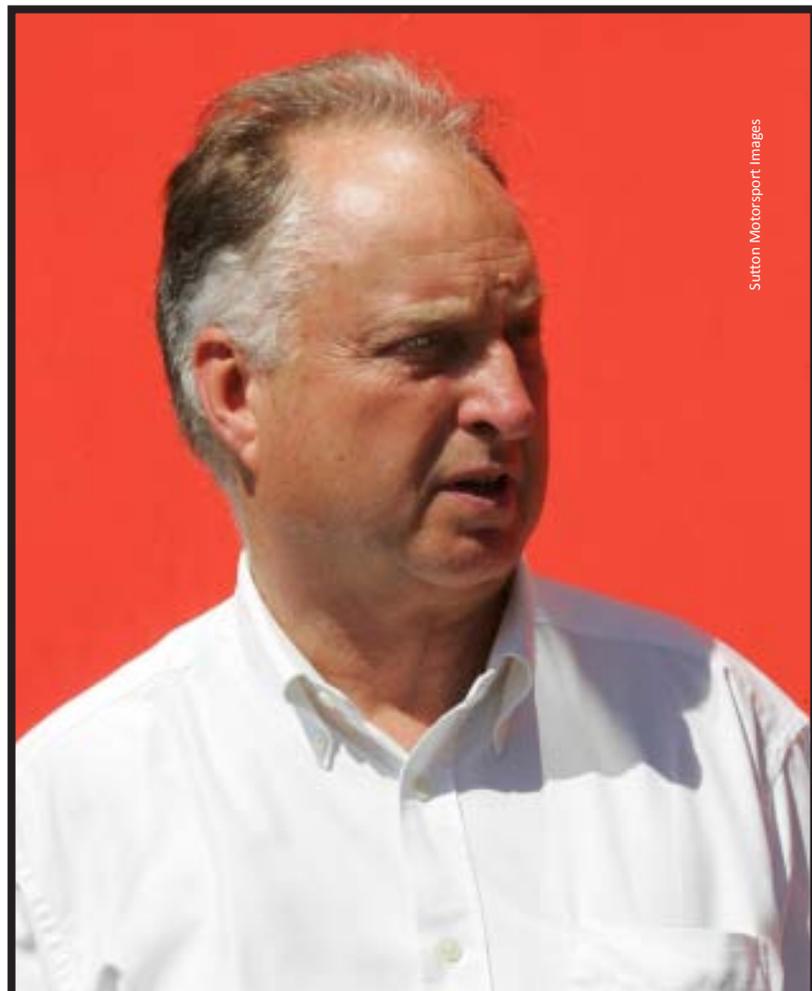
year's Macau Grand Prix – they won't, however, be apparent to the 'outsider' and Formula 3 will still remain the best training formula to set drivers on their path to F1. On the rules side, another positive change, to take just one example, is that the British F3 Championship will run three races per weekend.

IM: Asia is increasingly taking to motor sport. Shortly after last year's Macau GP you went to Korea to sign an agreement for another International Formula 3 event. Does that mean serious competition is on the way?

BB: There's a history of follow-on events to Macau, with these being held at Fuji (Japan), Changwon (Korea) and Bahrain in previous years. These follow-on events give Macau the opportunity to capitalise on its exposure through the 'Macau-Korea Challenge' for example.

IM: You mentioned in another interview that the Korean F3 Super Prix will be a battlefield for the future stars of motor racing and especially for a future Korean driver or team. Unfortunately, that doesn't have the same effect on Macau, Hong Kong or even China. We haven't seen any serious competitor out of this region, have we . . . ?

BB: Look when motor sport started in Europe and when it started in this region. Then look at the development of motor sport in



Sutton Motorsport Images

Difficult Act to Follow



“Macau is a very well-organised event and I suspect that Singapore still has much to learn from them.”

Japan. It doesn't happen overnight but there's no reason why a future star isn't currently developing from this immediate region.

IM: Sebastian Vettel is the current darling of Formula One and you were responsible for bringing him to Macau, as you were for Lewis Hamilton, Nico Rosberg and Niko Huelkenberg. Are standards holding up?

BB: The standard is generally very high and it's difficult to guarantee stardom in advance but if you take the winners of this year's F3 Championships you'll have a good starting point.

IM: The Singapore Formula One GP has been hailed as the most successful event in F1 since its debut two seasons ago. Do you see anything here that might help Macau further improve its own event?

BB: No, I don't think so: Macau is a very well-organised event and I suspect that Singapore still has much to learn from them.

IM: The Macau Grand Prix Committee is improving promotion every year with great displays at several motor sport events in

picture right:

latest shooting star - Bruno Senna - nephew of legendary Ayrton Senna signed with new Formula One team Campos for 2010.

Asia. But it's quite apparent that the grandstands are not fully sold out. What would you suggest the organisers do in this regard?

BB: Have you noticed the attendance at some of the other major sporting events around the world? Ticket costs are sometimes an issue, as is the location of the grandstand. I seem to remember that the Lisboa grandstand was pretty full last year and when I bought tickets for this year's Macau Grand Prix a few months ago, the Lisboa stand was filling up very quickly.

IM: Reviewing all the changes in racing and in the Macau Grand Prix, it was feared that the Macau Grand Prix might experience a slump at some point but it seems the Organizing Committee is responding well to all the changes. With the Motorcycle Grand Prix, the Formula 3 Masters, the WTCC and BMW Formula Asia, Macau has the biggest race series in Asia . . .

BB: The Macau Grand Prix format works – that has been proved. The support races have been changed from time to time and the Committee has a good grasp of what's required.

IM: Although F3 is the jewel of the crown in the Macau Grand Prix, an ever-stronger field, and showing, by the 'support events' is attracting the fans' attention. What do you see in the future?

BB: The Macau Grand Prix is special in many ways, one of these being that it has three 'main races' and we all try to make it work as such. The event deserves to have a long-term future as it continues to provide a valuable asset with regard to worldwide quality recognition for Macau.



The Formula 3 event has clearly, and deservedly, dominated the Macau Grand Prix over the last three decades, and nearly every detail of its fascinating history has been picked over by fans and media alike.

Who should we watch out for in 2009?

Taking Barry Bland's advice (see feature), we cast a critical eye over the national champions of Japan, Germany, Italy, the UK and the Euroseries. Usually, these are the ones to bet on as they drive for what are generally acknowledged to be the best teams; importantly, they show consistency by ending their respective championships on top. This is pretty much essential for Macau, too, as a simple mistake will quickly show you the door.

F3 Euroseries

F3 Series Champion 2009

name: Jules Bianchi
nat.: French
born: August 8th 1989
car: Dallara Mercedes



By winning seven races in the 2009 season, Jules Bianchi became the new F3 Euroseries Champion. The member of team France FFSA Circuit joins a very impressive list of winners Lewis Hamilton, Romain Grosjean and Nico Hülkenberg, three drivers he will continue to follow in the footsteps of as he makes the move to the GP2 Championships in 2010. Bianchi already made his debut in Macau in 2008 and finished 9th after he did not finish the Qualifying race.

Japanese F3

name: Marcus Ericsson
nat.: Swedish
born: September 2nd 1990
car: Dallara Toyota

Sweden's Marcus Ericsson won the prestigious Japanese Formula 3 championship with the perfect end to the series. He won 5 races in the 16 round championship finishing 9 points ahead of second



placed and another Macau GP favorite Takuto Iguchi. Yuji Kunimoto finished in 3rd over all with 97 points and will also be to watch this weekend. Ericsson also makes his second attempt in Macau after finishing the 2008 qualifying race in 8th while not finishing the second race. Ericsson also competed in the 2009 British F3 Championship where he raced 4 times winning twice and finishing 11th overall.



It's been a stunning rookie season in the 2009 Cooper Tires British International Formula 3 Series for the 20 year old West Australian by winning the title. He has led the Series since the first race back at Oulton Park in April. Daniel joins an exclusive group of Australian winners of the British F3 Series, Tim Schenken in 1968 and David Brabham in 1989, who coincidentally was the last British F3 winner to be Volkswagen powered. Over the 2009 season Daniel has won 7 of the 20 races held and been on the podium 13 times. He won with an unassailable 87 point lead over Walter Grubmuller and another 10 points ahead of Renger van der Zande who both will be to watch chasing a Macau GP podium in 2009.



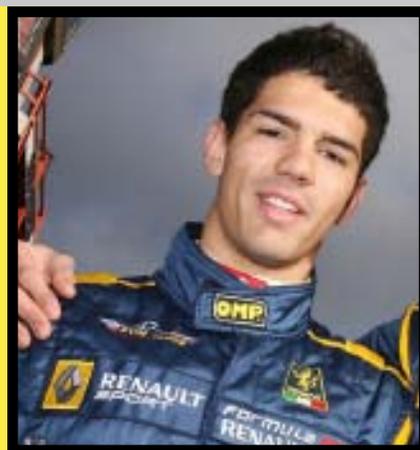


Italian F3

name: Daniel Zampieri
nat.: Italian
born: May 22nd 1990
car: Dallara

The tightest Italian Formula 3 championship of the last few years concluding the championship in the best possible way for the BVM Target Racing Team driver

Zampieri, followed by his team mate Ciatelli in second overall. But Zampieri will be the only Italian F3 Championship drivers coming to Macau, facing very a tough field of champions from all over the world. This makes Macau clearly the final stage to the next level – a real Masters.



British F3

name: Daniel Ricciardo
nat.: Australian
born: July 1st 1989
car: Dallara Volkswagen



The two previous team-mates Laurens Vanthoor and Stef Dusseldorp will go their separate ways. While the ATS Formula 3 Cup Champion from Belgium is going to contest the most prestigious Formula 3 race of the world for France's Team Signature, Dusseldorp races a Kolles & Heinz Union entered Dallara Volkswagen. The Belgian finished the German (ATS) Formula 3 Championship clear 57 points ahead of Dusseldorp. Vanthoor will contest his second Macau Grand Prix and is regarded as another favorite – while it will be the first appearance for the Dutchman.



German F3

name: Laurens Vanthoor
nat.: Belgian
born: May 8th 1991
car: Dallara Volkswagen

So when it comes to the spectacle of Formula 3, we at INSIDE think we owe you a bit more than regurgitating the usual history lesson. Consequently, we decided to pop around to the Macau Grand Prix Museum and check out the 1983 Toyota Ralt RT3 which Ayrton Senna piloted to victory in the first ever Formula 3 Macau Grand Prix. Wouldn't it be interesting to compare the original with the current incarnation of Formula 3, we thought - and as Ayrton Senna is just about everybody's idea of the perfect amalgam of racing driver, myth and personality, it was not a difficult decision to make. And sitting in that legendary car for a moment, silently reflecting on its erstwhile occupant and what the car symbolised... well, you can imagine.

So what's this story about?

We had the 25th Formula 3 Macau Grand Prix last year so that would have been the politically correct time to do it but time, like racing cars, flies like an arrow and here we are. But we'll keep it simple and let the images and facts speak for themselves. INSIDE is basically focused on bikes, which is our primary objective as motorcycle racing - 'always the bridesmaid' - has for too long been underestimated and the sport not understood enough. WTCC is mainly taken care of by its own magazine and Eurosport coverage. And Formula 3 is professionally covered by the official programme - so what do we do, then? How about a Formula 3 ABC and a guided tour through the entry list, focusing on the guys to watch out for as they howl past the grandstand.



Fiberglass properly known as glass-reinforced plastic (GRP) - it is a material made from extremely fine fibers of glass. The technique of heating and drawing glass into fine fibers has been known for millennia.

While the 1983 RALT was covered with such bodywork - the current formula 3 cars are made of carbon fiber. The properties of carbon fiber such as high tensile strength, low weight, and low thermal expansion make it very popular in aerospace, civil engineering, military, and motorsports, along with other competition sports. However, these enhanced features make it relatively expensive when compared to similar materials such as fiberglass or plastic.



Wing +

The Cockpit is the control centre of a F3 race car. The latest model incorporates a steering wheel with a LCD display providing the driver with a circuit map, engine speed, gear selection, engine temperature etc. Furthermore it includes radio button, pit lane limiter and injection program buttons.

Tyres +



TIRES and RIMS

The dimension of the rims and tires changed dramatically to improve the corner speed and grip level raising the width from 180/50 (Senna RALT) to 240/45 while keeping it in the 13 inch dimension.

Chassis +



The modern F3 advanced braking system enables a reduction from 130mph-50mph in just about 2.8 seconds. Compared to Formula One the F3 brake discs have always been out of steel. The balance of the brakes can be adjusted via a button on the steering wheel. The brand of the calipers is open to the discretion of the team. While Senna was trusting in AP brakes the most common caliper brand nowadays is BREMBO.

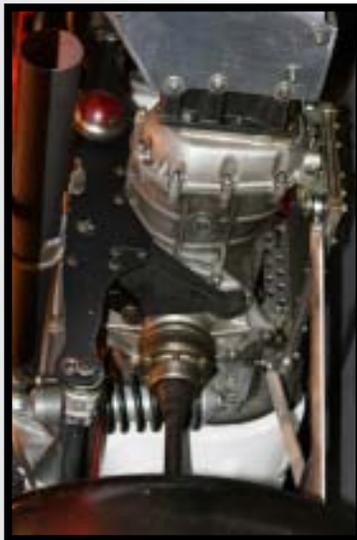
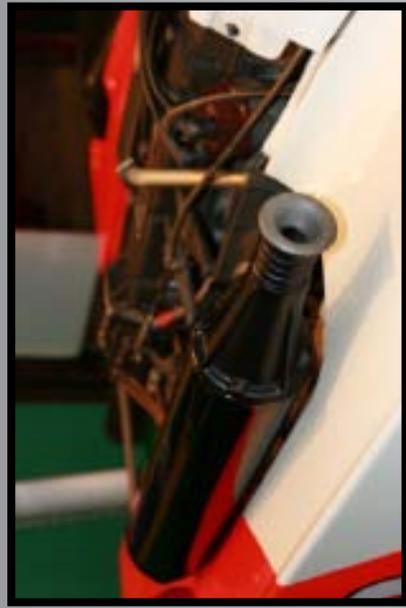


The Senna Cockpit is much simpler and all instruments are analog incl. engine speed, water and oil temperature. In both cockpits the gear stick is on the right – pushed back to change up and forward to gear down.



While Senna's cockpit was more or less a suicide cabin of aluminum and glass fibre the latest F3 contains a monocoque construction of carbon fibre with an aluminum core, creating a very strong survival cell.

Often a source of intrigue on the F3 racecar is the 'torpedo-like' feature attached to the bodywork adjacent to the engine. This is an 'air restrictor'. It controls the flow of air into the engine – and limits the power output and ultimately, the stresses put on the engine. By equalizing the performance of F3 engines, emphasis is placed on driver skill and set-up to achieve the fastest lap times.



F3 cars are currently supplied with engines from Mercedes Benz, Volkswagen, Honda, and Toyota with a capacity for 2 liter as 4 cylinder units. They produce a power of approximately 210bhp This power in such a lightweight chassis makes an F3 almost five-times more powerful than a 2 litre family car. Senna's "NovaMotor" delivered approx. 165bhp.



San Miguel

TRULY SATISFYING



Licence? Check. Helmet? Check. Attitude? Check. Facts? Hmmm . . . read on:

A – Ayrton Senna

The legendary driver won the first F3 race held in Macau in 1983. Roberto Guerrero placed second and Gerhard Berger came third. It was decided by the organizers that since Formula Atlantic was sinking into oblivion, the race would be conducted as a Formula Three event in 1983. Initially, the idea was to run an F2 race but as any large circuit modifications would have been problematical – such as cutting down trees - the organizers plumped for Formula Three. This turned out to be the right choice, with the profile of the event attracting the best young drivers from Europe and Japan.

B – BHP

Brake Horse Power is the most common unit used to measure power output, and quite a difference exists in the power of different vehicles in the main events of the Macau Grand Prix. A Formula Three car transfers some 210 bhp from a 2-litre engine onto the Guia asphalt. A WTCC car delivers about 280 bhp, while a factory Superbike (1000cc) delivers an incredible 205 bhp to the rear wheel. By way of comparison, a Formula One V8 2,4-litre engine produces about 800bhp.

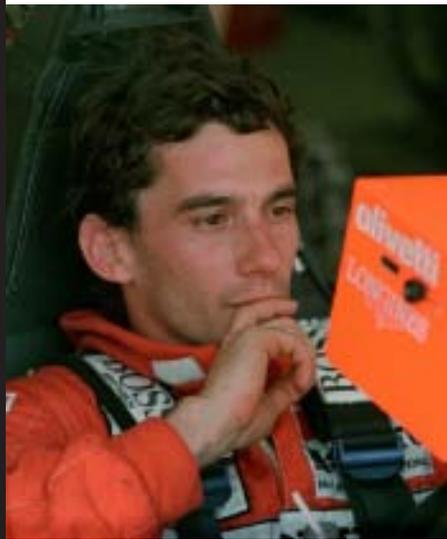
C – Car Regulations

There are several Formula Three series around the world but all cars are regulated along the following lines:

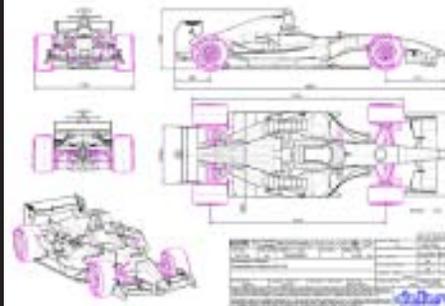
- Maximum width : 1850 mm (72.8")
- Minimum wheelbase : 2000 mm (78.75")
- Minimum track : 1200 mm (47")
- Minimum weight: 550 kg (1213 lbs)
- Active suspension, telemetry and traction control forbidden
- Two-wheel steering and drive only
- Manual gearbox, six forward gears (maximum) and one reverse
- Non-drilled ferrous brakes
- Wheel width 11.5 inches (292 mm), diameter 13 inches (330 mm) maximum
- Fuel from single supplier controlled at comparative level to pump/street petrol

D – Dallara Automobili

is an Italian chassis manufacturer for various motor racing series, most notably F3, for which it has had a near-monopoly since 1993. In that year, Dallara built its F393 chassis for a car that was so competitive it forced every team to drop their Reynard and RALT chasses, driving them out of nearly every F3 market.



in the picture: Legendary Brazilian Ayrton Senna - Macau GP's first Formula 3 Winner and three times Formula One Champion later on



in the picture: Construction plan of Dallara Automobili - most successful F3 Chassis constructor



in the picture: a current Formula 3 engine generates 210bhp between 5000 - 7400 rpm while its 'Intake Airflow' is restricted



in the picture: What would be Macau without the beautiful and most appreciated street circuits in the world - it would not make the Difference anymore

Only a few one-off entries, mostly from Martini Cars, attempted to fight the Italian company's domination. Dallara eventually branched into other areas with equal success, establishing another near-monopoly in the Indy Racing League in 1997.

E - Engine Specs

All cars are equipped with a 2000.c.c. 4-cylinder engine. Engines must be built from a stock production block and are sealed by race or series organizers so that no extra tuning can be carried out. Honda engines (prepared by Mugen) are perennial favorites, as are engines produced by Volkswagen, Alfa Romeo, Renault, Toyota, Opel and Mercedes. These engines deliver 200-210 bhp between 5,000 and 7,400 rpm (engine speed).

F – FIA Super Licence

(Formula One license) is valid for 12 months is awarded to winners of the Formula Three Euroseries, British F3 International Series, Italian Formula Three, German Formula Three Championship and the All-Japan Formula Three by the FIA, the international governing body for most of the biggest car racing series and events, especially world title competitions. Drivers for such racing events must apply for a license from their local governing motorsport body. In British F3, the driver must be in possession of a valid International B license and hold a valid medical certificate.

The 'Super License' qualification - issued by the FIA upon request - enables the license holder to drive in Formula One Grand Prix. The basic cost of the super license increased from 1,690 Euros in 2007 to 10,400 Euros in 2009, with an additional charge based on the number of points amassed during the season going up from 447 Euros per point in 2007 to 2,100 Euros per point in 2009. As a result, British world champion Lewis Hamilton has had to cough up over 215,000 Euros to pilot his McLaren in this year's championship.

G – Guia Circuit

is for most drivers considered the favourite and most challenging. The circuit contains 10 left-hand bends and 12 right-handers, is very narrow and very fast for Formula 3 cars. The pit and paddock complex was relocated to its present site in 1993 but the layout of the circuit has not changed. The narrowest part of the track, at Melco Hairpin, is just 7 meters wide, although the whole length of the circuit is safely encased by Armco barriers, identified by

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their black and yellow stripes. There used to be a gravel trap near Reservoir Bend but since the pit and paddock complex was moved this feature has been removed as well.

H – HANS

(also known as a Head Restraint or Head and Neck Support device) is a safety item that is compulsory in many car racing sports. It reduces the chance of head and/or neck injuries, such as basilar skull fracture, in the event of a crash. Primarily made of carbon fiber, the U-shaped device extends behind the back of the neck and the two arms laying flat along the top of the chest over the pectoral muscles, and is supported by the shoulders. It is attached only to the helmet - not to the belts, driver's body, or seat - by two anchors on either side, much like the Hutchens device but placed slightly further back.

The seat belts that cross the driver's upper body are installed so that the belts go right over the HANS device, on the driver's shoulder, and buckle at the centre of the driver's stomach. The HANS device is secured, therefore, by the driver's body not the seat. The purpose of the device is to stop the head from whipping forward in a crash, without otherwise restricting movement of the neck. In a crash, an unprotected body is decelerated by the seatbelt with the head maintaining velocity until it is decelerated by the neck. The HANS device maintains the relative position of the head to the body, transferring energy to the much stronger chest, torso, shoulder, seatbelts and seat as the head decelerates.

I – Incidents

are the one thing to avoid in Macau in order to get your name into the history books. A single mistake can cost you the race.

J – Joerg Mueller

is the only driver to have won the Macau Formula 3 Grand Prix (1993), the Guia Touring Car Race (2004) and the WTCC Race (2006) on the Guia Circuit. John MacDonald is arguably the most successful competitor in the annals of the Macau Grand Prix, winning the Motorcycle Grand Prix in addition to Formula 3 and the Guia Touring Car race.

K – Kilogram

540kg is the minimum weight of the car, including the driver and his full equipment (helmet, shoes, gloves and suit) as determined by the FIA.



in the picture: HANS - Head and Neck Support device - most essential safety gear to minimize stress on neck and head during crash impact



in the picture: many dreams of future Formula One careers ended in Lisboa Corner due to its hard breaking point and turn into much narrow roads



in the picture: German Joerg Mueller is one of the most successful competitors in Macau and the only one winning the Formula 3 and Touring Car



in the picture: Formula One Toyota steering wheel with Pit Lane Limiter, Brake Balancers, Injection Regulators, Neutral Button, Radio etc.

L – Lap Record

in Macau currently stands at 2:11.744 min. and was posted by Marko Asmer in a Dallara/Mercedes-HWA in 2007. In 2005, a Jordan Formula One driven by Ralph Firman produced five sensational ear-splitting, nerve-jangling demonstration laps, recording a fastest lap of 1:55.714 min. – (just after 4 laps)

M – Monocoque

Historically, March (until 1981), RALT (until the early 1990s) and Reynard (1985–1992) were the main chassis manufacturers in two-liter F3. Martini was fairly strong in France, while Reynard pioneered the use of carbon fiber in the mid-1980s, replacing traditional aluminum and steel monocoque structures. Dallara, after an unsuccessful Formula One project, zeroed in on the formula in the early nineties to the obliteration of almost all other marques.

N – Numerous Macau Formula 3 Grand Prix Winners

and podium finishers made it to Formula One. Macau was for years the golden key to F1 stardom. Some winners even became world champions. Ayrton Senna, Mika Hakkinen, Jacques Villeneuve and Michael Schumacher are just some of the names that have passed into legend.

O – Overtaking

is forbidden at Melco Hairpin. But it wasn't always the case. In its first couple of years, overtaking was allowed in the F3 race but due to a plethora of incidents at the narrowest part of the track the no-overtaking rule was introduced.

P – Pit Lane Limiter

is one of the most important buttons on your F3 steering wheel and entering the pit lane at more than 60 km/h will cost you a couple of thousand US dollars. So hit that button in time to cut the ignition to regulate engine speed!

Q – Qualifying Race

is on Saturday with 10 laps to earn the right for the final starting grid in Sunday's main race.

R – Restrictors

for the air intake of the 2000 c.c. engines are the main reason that the power of current F3 engines has not increased too much compared to the 165 bhp F3 car that Senna drove in 1983. Air is restricted by a \varnothing 26 mm intake.

S – Slip Streaming

occurs when one car tucks closely into the space immediately behind the car in front to take advantage of less turbulent airflow. Also called 'drafting,' slipstreaming enables a competitor to gain significant advantage at high speed before pulling out to overtake the frontrunner. Slipstreaming is a critical factor in achieving a good lap time in WTCC competition. Follow the practice sessions of WTCC and you will see numerous convoys of BMWs, SEATS and Chevrolets helping each other to a good lap time, especially down to Mandarin Bend and braking into Lisboa.

T – Toyota

is the most successful engine used in Formula Three races in Macau since it first started winning with Ayrton Senna onboard a RaltRT3 Toyota. Martin Donnelly, Rickard Rydell, Peter Dumbreck, Darren Manning, Oliver Jarvis and last year's winner Keisuke Kunimoto have kept the Toyota flag proudly flying.

U - Under control

are the tyres used for the Macau Grand Prix or any other F3 racing series. Yokohama is the official tyre manufacturer for the Macau F3 Grand Prix. Normally, the use of slick (non-tread) tyres is restricted to two sets per weekend but an unlimited number of wet tyres is permitted. The tyres are fitted on 9x13 (200\50VR13) alloy rims at the front and on 10,5x13 (240/45VR13) rims at the rear. Thermal, chemical or mechanical tyre enhancements are strictly prohibited.

V – Volkswagen

is also a very successful engine supplier for F3 cars in the Macau GP with five wins posted in the 1990s. Its most famous 'jockey' was Michael Schumacher in 1990 on a Reynard chassis.

W – Warm Up

is an untimed practice session, taking place on the morning of race day, and is often used for fine tuning the car's set-up.

X – Budget

the best things in life are not free! While a factory Formula One team such as Toyota pencils in an annual budget of 300 million Euros, a Formula 3 season in the British F3 Championship is still quite affordable and offers one of the best stepping stones to a stellar auto racing career. A full season drive comes in at around £400,000 to £500,000.



in the picture: Slipstreaming is a usual procedure you can watch during the qualifying of the WTCC - team mates pulling each other for a good starting grid position



in the picture: Senna's Ralt RT3 is one of the main attractions in the Macau Grand Prix Museum and simply a real treasure - so don't miss to see it with your own eyes



in the picture: another treasure in the Macau GP Museum - Record Formula One World Champion Michael Schumacher drove the Volkswagen to victory in Macau in 1990



in the picture: single tire supplier are the latest compromise to cut costs in expensive motorsport series - Yokohama is the single supplier for the Macau GP



in the picture: Teddy Yip's armada of race cars - one of the biggest supporters of the Macau GP died in 2003 in the age of 96

Y – Yip Teddy

Yip is synonymous with successful car racing. The Dutchman moved to Hong Kong in the 1940s and built a business empire spanning travel agencies, hotels, casinos and trading companies, and started racing for fun in the 1950s at the wheel of a Jaguar XK120. In 1962, he and several partners - one being brother-in-law Stanley Ho - formed Sociedade de Turismo e Diversoes de Macau with a monopoly to run all casino operations and various other leisure activities in Macau, including local lotteries, ferries and hotels. Teddy Yip, Stanley Ho, Yip Hon and Henry Fok then established the Casino Lisboa. Sociedade de Turismo e Diversoes de Macau, turning Macau into a major tourist centre in the process. Yip was the driving force behind the Macau Grand Prix, which today is one of the biggest motor racing events in the world outside Formula One.

With Sid Taylor and Julian Randles, Yip established Theodore Racing Ltd. and ran a team at the Macau GP for several years. Instrumental in getting Formula Atlantic rules switched to Formula 3 in 1983, the new concept took off spectacularly and Theodore Racing won the event many times, notably with Ayrton Senna. Yip faded into retirement as a car enthusiast in the late 1980s and finally sold his share of the company in Macau to his famous brother-in-law.

Teddy Yip died at the age of 96 in 2003. This caused a huge media frenzy in Asia, especially in Hong Kong, where the news of his demise raged for a whole week on TV and radio, and in the newspapers and magazines. Yip's relatives converged on Hong Kong from around the world to attend his funeral.

Z – Zero

to 60mph takes just 3 seconds to propel a Formula 3 car off the starting grid. It takes a bit less to slow it down from 130mph to 50mph, which produces quite a force on the human body.

If you have any questions, comments or ideas on such columns and would like to help us to improve our magazine, then please contact us by email to info@macau-motorsport.com or send us a letter to:

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