



# INSIDE

*The 57th Macau Grand Prix*

18<sup>th</sup> - 21<sup>st</sup> November 2010



IT'S ALL ABOUT STYLE  
一切源自品位





Editor-in-Chief: Mike Armstrong

*It's time to cast the runes again, and this year it's the bikers that have caught our eye.*

*Will 'Ratboy' Stuart Easton chalk up his third victory in consecutive years on his all-conquering Kawasaki in the 44th Macau Motorcycle Grand Prix or will Mike 'The Blade' Rutter slash and burn his way to that so-elusive seventh record-breaking victory on the Guia Circuit? Can either of them hold off the legendary, 15-times winner of the Isle of Man TT John McGuinness, whose confidence is newly reinforced by his recent European wins? Given the elevated level of hardware being prepared for this year's race, the serendipitous performances of the top guns throughout the year, and the confluence of up-and-coming talent on a notoriously unforgiving track, Rutter's comment to INSIDE magazine that any one of ten riders could lift the crown this year is probably on the money.*

*One thing's for sure, though: there's something in the air this time around in the two-wheeled world. There are just too many supremely talented riders out to prove a variety of things, and as they themselves note in the interviews inside, all of a sudden Macau has become a serious venue for real road racing while not too long ago it was, as a couple of them put it, a 'holiday'. We saw the winners sing for their supper last year, with plenty of Roy of the Rovers late goals and nail-biting drama that could have been scripted by a Hollywood hack, and the runes say stay tuned - 'cos you ain't see nothing yet.*

*Whether it's the bikes or the cars that do it for you, the 57th Macau Grand Prix is cooking, so be sure to get the best seat, branch, wall, lamp post or window you can for a weekend of racing that promises to be so good you'll always want to say "I was there".*



*Will we see them on the podium again - Michael Rutter, Stuart Easton and John McGuinness*



THE MACAU MOTORCYCLE GRAND PRIX - 44<sup>th</sup> EDITION

**4** Macau GP Event & Team Schedule



**11** Looking Back: Macau Motorcycle GP 2009  
Rear-view Mirror



**14** Preview: 2010 Macau Motorcycle Grand Prix  
Who's who on the Grid



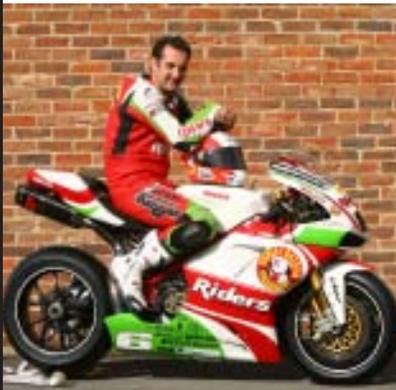
**18** Team Introductions  
From BMW - Yamaha



**20** Stuart Easton  
The Flower of Scotland...



**28** Michael Rutter  
Competition cracking up the pressure of the Rutter legacy



**40** The Calligraphy of Road Racing  
Mark Miller explains



**42** View from the Saddle  
MotoGP riders about Real Road Racing



**46** MotoGP from A - Z  
Technical reflections on the beauty that's a beast



**56** Walk the Talk  
What's the meaning of Macau



INSIDE  
The 57th Macau Grand Prix

PUBLISHER  
SKSupport Group

EDITOR IN CHIEF  
Mike Armstrong

CHIEF PHOTOGRAPHER  
Stephen Davison  
(Pacemakerpressinternational)  
ASSISTANT PHOTOGRAPHER  
Simon Patterson



**Putting the Turbo into the event 100**

A PhD in talks about the Macau GP



**INSIDE**  
Grand Prix

CONCEPT & DESIGN  
SKSupport Group

ADVERTISING  
Florian Hampel & Joerg Heger  
insidemagazine@macau-motorsport.com

SPECIAL CONTRIBUTORS  
BMW Motorsport  
TT Tourism & Leisure Department



**62 World Touring Car Championship 2009**  
G. Tarquini - a worthy champion



**66 Tarquini finds winning formula**  
The 2009 World Champion face to face



**70 WTCC Commitment at Forefront of Customer Racing Program**  
In Talk with Dr. Mario Theissen



**75 Testosterone family still bulking up**  
INSIDE the BMW factory



**80 WTCC from A - Z**  
All you need to know about WTCC



**THE MACAU FORMULA 3 GRAND PRIX - 27th EDITION**

**82 INSIDE Track Formula 3**  
Who's on a role for GP2 or F1



**86 Red Bull Racing**  
How's that for will power!



**88 Formula 3 from A - Z**  
Push the throttle



**92 Sticking to what you know**  
Motorsport Business



**96 The ZEN of Motorsport**  
Psychology



# Macau Grand Prix Event Schedule



## Thursday, 18<sup>th</sup> November 2010

06:00	Circuit closed	
06:30 07:30	Circuit Inspection	
<b>07:30 08:15</b>	<b>Macau Motorcycle Grand Prix</b>	<b>Practice</b>
08:40 09:20	Hotel Fortuna MAC/HK Interport Race	Practice
09:40 10:20	Macau Road Sport Challenge	Practice
<b>10:40 11:25</b>	<b>Formula 3 Macau Grand Prix</b>	<b>Practice</b>
11:45 12:25	CTM Macau Touring Car Race	Practice
<b>12:45 13:15</b>	<b>FIA WTCC – Gula Race of Macau</b>	<b>Testing</b>
13:35 14:05	Formula BMW Pacific	Practice
<b>14:25 14:55</b>	<b>Formula 3 Macau Grand Prix</b>	<b>Qualifying</b>
<b>15:35 16:20</b>	<b>Macau Motorcycle Grand Prix</b>	<b>Qualifying</b>
16:30 17:00	Special Event	
18:30 ***	Circuit opened	



## Friday, 19<sup>th</sup> November 2010

06:00	Circuit closed	
06:30 07:00	Circuit Inspection	
<b>07:30 08:30</b>	<b>Macau Motorcycle Grand Prix</b>	<b>Qualifying</b>
<b>08:45 09:15</b>	<b>FIA WTCC – Gula Race of Macau</b>	<b>Qualifying</b>
09:35 10:05	Hotel Fortuna MAC/HK Interport Race	Qualifying
10:25 10:55	Macau Road Sport Challenge	Qualifying
<b>11:15 12:00</b>	<b>Formula 3 Macau Grand Prix</b>	<b>Practice</b>
<b>12:30 13:00</b>	<b>FIA WTCC – Gula Race of Macau</b>	<b>Practice</b>
13:20 13:50	CTM Macau Touring Car Race	Qualifying
14:10 14:40	Macau GT Cup	Practice
<b>15:00 15:30</b>	<b>Formula 3 Macau Grand Prix</b>	<b>Qualifying</b>
<b>15:50 16:40</b>	<b>FIA WTCC – Gula Race of Macau</b>	<b>Qualifying</b>
18:30 ***	Circuit opened	

# Macau Grand Prix Event Schedule



Saturday, 20<sup>th</sup> November 2010

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



Sunday, 21<sup>st</sup> November 2010

06:30	Circuit closed	
07:00 07:30	Circuit Inspection	
<b>08:00 08:15</b>	<b>FIA WTCC – Gula Race of Macau</b>	<b>Warm Up</b>
08:45 09:35	Formula BMW Pacific	Race (10 L)
10:05 10:55	Macau GT Cup	Race (10 L)
<b>11:25 13:35</b>	<b>FIA WTCC – Gula Race of Macau</b>	
	2 Races of 9 laps each	
	with 15 minutes break between races	
13:45 14:45	Special Event	
15:00 15:15	Lion Dance	
<b>15:30 16:30</b>	<b>Formula 3 Macau Grand Prix</b>	<b>Race (15 L)</b>
18:30 ***	Circuit opened	



# Macau Grand Prix Team Schedule

*Want to know what's going on when the teams are in town? Read on for the best dinners and parties, and feel free to join us - we're always up for a good natter and a photo op!*

Sunday, November 14<sup>th</sup> 2010



Visors will slam shut, suits will zip tight, and the Velcro slapped on stickier than ever as 40 glint-eyed karters line up for the IGT Charity Karting Grand Prix at the Coloane race track. But these are no ordinary karters 'out for a spin'. These are the best in the world on two and four wheels and they'll be out for (somebody else's) blood a whole week before their day job pitches them against each other in the 57th Macau Grand Prix.

Regional electronic gaming pioneer IGT is inviting its partners to show what they're made of for the inaugural Charity Karting Grand Prix. Teams of three fielded by IGT, The Venetian, Sands, SJM, MGM, Galaxy, Melco Crown/City of Dreams, Wynn, Entertainment Gaming Asia and Macau Business will challenge for HK\$50,000 of prize money, to be forwarded directly to the local charity of the winners' choice.

Afterwards the teams will meet for an 'after work' party in the RoaHouse Blues Bar so come and chill with us to great bike videos and a couple of pints.

Monday, November 15<sup>th</sup> 2010



## Team Dinner at MGM's Rossio

International delights await in this restaurant with an open kitchen at its heart. Rossio recreates classic cuisine with universal appeal. From breakfast to buffet dinner, Rossio makes an all day unique dining experience. Rossio's currently running an American Buffet with wide variety of seafood and American ribs.

## Macau Motorcycle Grand Prix Bar - Darts Tournament I

As the name suggests, motorcycles will be a key theme, with displays of 'two-wheeled power' taking place regularly.

Located about halfway between the Macau Cultural Centre and MGM Grand Macau, The Roadhouse serves as yet another of Macau's prime live music venues. There's a serious sound system and no fewer than 18 TV screens, and a suitably rough-at-the-edges ambience courtesy of wood floors, tall barstools, and faux brick walls liberally adorned with photos of jazz and blues legends. During our Tuesday night visit, Jamaican-born Jimmy 'Blusic' Graham was playing to a packed house. Genuine memorabilia from the MotoGP and Macau Grand Prix are on display while even a Playstation 3 is set up on a giant screen where you can compete against a real rider next to you.

Tuesday, November 16<sup>th</sup> 2010



Taipa - Nova Garden  
Tel.: +853 2885 5945

## Team Dinner at Savory Crab

An American style restaurant with a great variety of food but best known for its delicious seafood, especially crabs. But real insiders appreciate the decent and best salads in town – definitely worth it to go for. If you are looking for Sandwich Packages for your team in the paddock - give them a call as you don't want to miss out.

## Grand Prix Darts Tournament

at The RoadHouse Macau

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' new second home.

Tournament starts about 9:30 but don't expect any rules, we will just make them up the way we need to get some decent drinks.

# What's Going On Off-track

## Team Dinner at Churrascao

Churrascao 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 Churrascao – we can't wait to get back there for the good beef.

## Moto GP and Darts

at The RoadHouse Macau

A Playstation 3 is set up on a giant screen and we will challenge each other for drinks. In mulitplayer modus you will challenge the Macau Grand riders for a drink - the loser pays. How many more chances you will have to race face to face...

## Team Dinner at MGM's Rossio

International delights await in this restaurant with an open kitchen at its heart. Rossio recreates classic cuisine with universal appeal. From breakfast to buffet dinner, Rossio makes an all day unique dining experience. Rossio's currently running an American Buffet with wide variety of seafood and American ribs.

## Macau Motorcycle Grand Prix Bar - Dart Tournament II

... It's simply an awesome themed bar to hang out in – so if you can throw a dart at the board and fancy a chat with the riders about their experiences on this frightening track come and join us for a few jugs and the second round of this legendary darts tournament. But be warned – the round could be your shout!

Wednesday, November 17<sup>th</sup> 2010



Thursday, November 18<sup>th</sup> 2010



# BLUES & BIKES ROCK AND BOOZE

Happy Hour every night from 5-9pm weekdays  
5-12am weekends

Buckets of beer MOP120 weekdays, MOP100 on weekends

Monday Night  
Red Bull Special...  
2 for 1 long drinks  
from 9pm

Wednesday is  
Ladies night  
2 for 1 special cocktails  
from 9pm

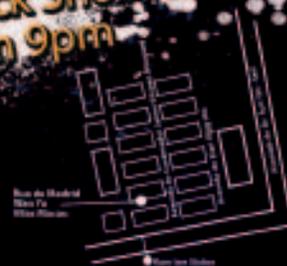
Thursday  
Thirty Buck Shooters  
from 9pm

Free Blooze Bus service for guests

[www.facebook.com/theroadhousemacau](http://www.facebook.com/theroadhousemacau)

Phone : 2875 2945

Blues and Rock every Tuesday and Friday from 10pm





Saturday, November 20<sup>th</sup> 2010



### 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 another drink in the RoadHouse and the party of the night in Macau.*

### Macau Grand Prix Motorcycle Party

*where.....watch out for the flyers*

*Its legendary too and has been rated as the best party in Macau to date...so if you are lucky you will catch a flyer and you will know where. Its partytime...to celebrate the hell riders of the Macau Motorcycle Grand Prix and the birthday of a very special friend.*

Sunday, November 21<sup>st</sup> 2010



### Team Dinner at Sands' 888 Gourmet Plaza

*For those of you who appreciate a great variety of good food, the Las Vegas style buffet at the Sands' casino offers one of the most amazing deals in town... More than 300 feet of buffet table, packed with dozens of delicacies from different international cuisines... Fabulous fresh Sushi, Thai, Indian, various Chinese cuisines... you name it... Make sure to keep some room for desserts coz the buffet is certainly not short of them... chocolate fondue, fresh fruits, rich cakes and what not...*

### Macau Grand Prix Champions Party

*at MGM Grand Macau*

*Join, celebrate and party at MGM Macau Lion's Bar – the only real Macau Grand Prix Party in town and since 2009 the party of the year. 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 Night Club - the Lions Bar at MGM Macau. Tournament starts about 9:30 but dont expect any rules, we will just make them up the way we need to get some decent drinks.*





# Circuit your way to MGM MACAU'S Annual Racing Party

Get hyped up and be part of the adrenaline-pumping racing party at Lion's Bar - November 21. Party with star-studded racers as DJ Ted rolls up R&B and House Music. Unrivalled House Band Upfront will definitely kick us into high gear.

Date and Time :  
November 21, 2010 (Sunday)  
From 10pm till late

For enquiries, please call (853) 8802 3888

Sponsors





# DOG ONE LIFE

TOKYO • HONG KONG • TAIWAN • OSAKA • MACAU

**DOG ONE LIFE is a Japanese "one-stop" shop with multi-features pet service center.**

**We provide all kind of pet needs including:**

**High quality supplies, food from worldwide, training classes, workshops, salon, migration, hotel and the bakery are specially made for your loving dog.**



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

**Adress: Rua de Tai Lin, No 389,  
Edf. Pou Long, R/C, Loja B., Taipa, Macau**

**Tel: +853 2883 9898**

**Fax: +853 2883 6777**

# Rear-View Mirror



Stephen Davison - PaceMakerPress/International

Stuart Easton Wins  
43rd Motorcycle Macau GP  
in 2009 with New Lap Record

# 43rd Macau Motorcycle Grand

**L**ast year, Stuart 'Little' Easton (Hydrex IGT Honda), the 26-year-old Scottish road racer, won the Macau Motorcycle Grand Prix for the second consecutive time, breaking the lap record in the course of his blistering attack on the notoriously temperamental – and narrow – Guia Circuit.

In fact, his victory was in doubt right up until the final few yards, having picked up rear tyre problems. Easton led the pack from the start on the opening lap and had built a daunting six-second lead before his rear tyre began to show signs of excessive wear on lap six. Conor Cummins (PBM Kawasaki WSBK Team), the 23 year-old Isle of Man magician, then began to catch him rapidly. On the penultimate lap of the 15-lap race, Cummins took the lead, but Easton was not giving up without a fight. At Lisboa Bend he regained the advantage and then used the lapped traffic to stretch his advantage over Cummins, crossing the line almost two-fifths of a second ahead of his rival. In the process, Easton set a new lap record for the 6.2km Guia Circuit at two minutes 25.17 seconds – reaching 151.76kph on the fifth lap of the event.

Ian Hutchinson, the 30-year-old Yorkshire rider mounted on a second PBM Kawasaki WSBK Team machine, ran home in third place, his best ever finish in the event, having caught and re-passed 29 year-old Lincolnshire rider Gary Johnson (A.I.M. Rasing) in the closing stages. He crossed the line over five seconds ahead. Powering up nine seconds behind Johnson was the German Rico Penzkofer (BMW Macau Racing Team) to take fifth position. Six-times Macau Motorcycle GP winner Michael Rutter (T.O.P-AXA Racing Kawasaki) took what was for him and his many fans a disappointing sixth.

## Eastern magic eludes McGuinness in Macau

The fabled John McGuinness of Morecombe was not able to add to his impressive score of eight podiums at the Macau Grand Prix when he was forced to retire from the 15-lap shoot-out. McGuinness, who lined up as part of the Hydrex IGT Honda team, had been running in the top ten but was unable to advance as he would have liked and, struggling for grip, he retired on the seventh lap, his first DNF at the venue for a decade.

Practice and qualifying produced unusually cold conditions with temperatures just nudging double figures and this affected a number of riders as grip levels plunged. Riding the Hydrex machine for the very first time, McGuinness started steadily and after placing tenth in free practice, he moved up to eighth in the opening qualifying session. He then recorded his best time of the week in final

# Prix 19th - 22nd November 2009

qualifying, a lap of 2m28.059s, putting him in seventh place and on the second row of the grid.

Although conditions were slightly more positive for Saturday afternoon's race, proceedings were initially red-flagged due to a false start but at the second attempt it was underway and McGuinness completed the first lap in ninth place. He held station here for the next three laps but on lap 5 it was clear all was not well as he dropped to 14th and on lap seven it was an extremely disappointed John McGuinness that pulled in to the pits to retire.

Speaking later, he said: "It's never easy jumping on an unfamiliar bike and being immediately competitive and, if I'm being brutally honest, I

never found the levels of confidence I needed to be pushing at the front. The conditions all week were really tough and in the 12 years I've been coming here I've never known it to be so cold - and that played a part in my qualifying performance being steady, rather than spectacular. Having said that, my lap times improved throughout and I felt that I could have run the pace to go with the other boys in the race.

"Sadly, it didn't pan out that way and after a mediocre start I was fighting really hard just to stay in the top ten, not at all what I was hoping, or expecting, when I came out here. It was a disappointing race for me and I never found my confidence on the bike. The team did a great job and couldn't have given me any more but I simply couldn't find any rhythm or pace and by the time I reached lap seven I had taken the decision to retire."



# Who's Who on the Grid



Stephen Davison - PaceMakerPress/International

**E**very racing event naturally throws up its chosen one, and every winner attracts pretenders to the throne, chomping closely at his heels. But while the hunger of a highly motivated newcomer is not to be discounted, the wiliness of the scarred and battle-hardened 'vet' takes some beating. Some of the following names will instantly ring a bell, while others haven't accumulated the silverware or column inches . . . yet. So, let's polish up that crystal ball and see who's likely to be on the podium shaking a magnum of bubbly – the taste of which gets sweeter every year.

### **Stuart Easton (27)**

Known as the protege of Paul Bird, the Flying Scotsman returns this year with a Kawasaki Superbike factory team after two very successful seasons on the IGT Hydrex Honda. Bottom line, the most successful rider of recent years in the Macau GP is now sitting on the fastest machine, which definitely makes him the absolute favourite for the trophy.

### **Michael Rutter (38)**

Michael 'The Blade' Rutter is sharpening his act for another strike at the elusive seventh win in Macau. With six victories in his pocket here, he is back on the Ducati, which we hear is much better prepared this year. This - plus the fact that he has won 27 British Superbike Championship races, most recently at Knockhill in 2010, and has finished as series runner-up twice - makes him a realistic contender. With 'The Blade', it's always a close shave.

### **Cameron Donald (33)**

Two-times Macau GP (600cc) winner Donald is going for the triple on a TAZ Suzuki from Australia, and has to take our fancy. His team has now solved its distracting financial issues, and he's back in business. The frontrunner in the Macau 2008 GP, electronic damage forced him to retire. His competitors will be wary because his portfolio includes a win at the Isle of Man TT Superbike and Superstock Races in 2008. This guy really knows his road racing and that means that Macau is right up his street.

### **Keith Amor (38)**

Amor last put in an appearance at the Macau GP in 2008, when he won the Super Sport Class. This guy really must have been on fire when he finished on the podium in all of his six races in this year's Ulster GP Bike week, going on to claim victory in the Dundrod 150 Superbike race. He also won the North West 1000cc Superstock Race this year, making it the first win for BMW. Riding a factory Kawasaki, it looks like a battle royal is on the cards with Stuart Easton.

### **John McGuinness (38)**

A genuine legend in his own lifetime, McGuinness has done it all, and there's still plenty of puff in the 'old' guy yet. A road racer since the age of 18, he's racked up a mind-blowing 29 podiums and 15 wins in the Isle of Man TT, and is probably the most successful road racer out there. Give him an inch and he's more than capable of taking the 3.8 mile circuit all the way to victory.





### Gary Johnson (29)

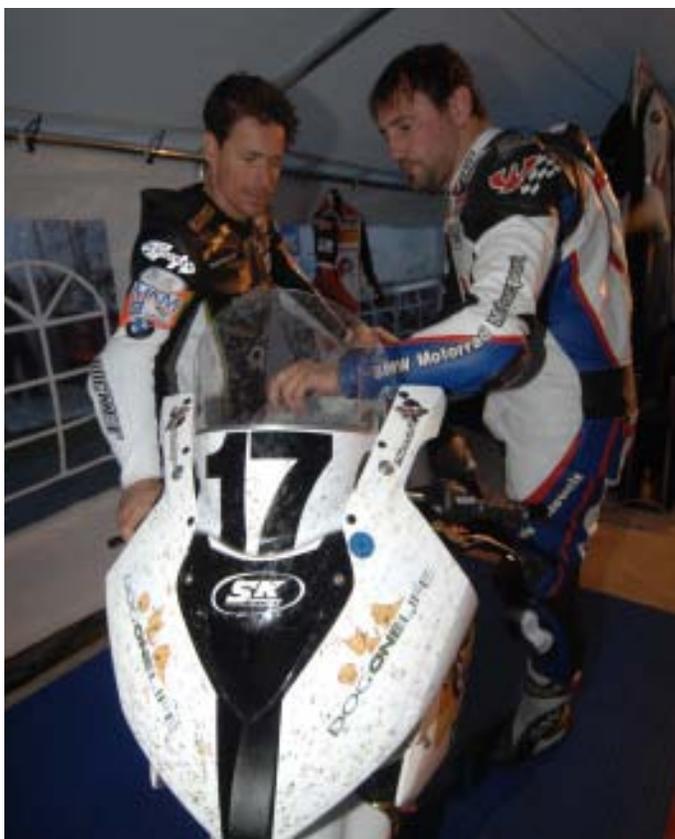


After a patchy season in the British Super Bike, Johnson will start with a competitive AIM Suzuki in Macau. He finished 4th last year but has a fair chance of making it onto the podium if he can pull it all together on a track he now knows.

### Rico Penzkofer (35)

After a remarkable debut in 2009 in the Super Bike, Penzkofer finished 5th on a BMW. This time, the German will be racing on an improved BMW, which deservedly puts him on this list.

Jeremy Toye (44) on Honda and Marc Miller (40) on BMW are consistently top-10 finishers and always good for a surprise.



Stephen Thompson (34) and Simon Andrews (26) try their luck on the MMS Kawasaki and cannot be ruled out.



*Stephen 'Hong Kong' Thompson*

Newcomers Michael Dokoupil (32), James Hillier (25). Sean Dwyer, Dave Johnson and Chris Peris will have to prove their mettle against the best road racers in the world, so let's see what they're made of . . .



*above: Sean Dwyer after his maiden AMA win in Palm Beach  
left: Penzkofer and Miller in talks at the 2010 TT Isle of Man*

***Realistically, six riders have a chance to grab victory this year. So watch out – this is surely going to be the most exciting Macau Grand Prix you will have ever experienced for the very simple reason that the starting grid will be the best in the race's history.***



ISLE OF MAN

FUELLED BY



MONSTER  
ENERGY

QUALIFYING 30 MAY - 3 JUNE / RACE WEEK 4 - 10 JUNE / [WWW.IOMTT.COM](http://WWW.IOMTT.COM)



“INCREDBLE”

VALENTINO ROSSI

# PBM Kawasaki WSBK Racing

The team led by Paul Bird Motorsport is the current factory hit squad for Japanese manufacturer Kawasaki in the World Superbike Championship. Following a decent debut in the 2009 world championship campaign by Makoto Tamada and Broc Parkes, the team has taken on former MotoGP rider Chris Vermeulen and Tom Sykes, the rider who managed to regain pole for the green hornet after so many years being the 'bridesmaid'. Paul Bird has probably secured the best line-up for the Macau Motorcycle Grand Prix, having not lifted the silverware here for at least six years. And while Stuart Easton is probably the best bet to do so, don't underestimate his Scottish teammate Keith Amor, who so convincingly secured the first two titles for BMW on international roads at the Ulster GP and the NorthWest 200. So you've been warned: watch out for the green missiles sponsored by local Dog One Life and IGT Asia.



**Stuart Easton**  
'Rat Boy'

Born: 21-07-1984  
Nationality: Scottish

Latest Career highlight:  
9th British Superbike 2010



**Keith Amor**  
'The Bold'

Born: 18-03-1974  
Nationality: Scottish

Latest Career highlight:  
Winner NW 200 STK 2010  
3rd Supersport TT 2010

- 2002 – 1st Supersport – Ducati 748 Zongshen Racing Team
- 2003 – 5th Ducati (SBK) E.T.I. Ducati
- 2004 – 3rd Ducati (SBK) Monstermob Ducati

- 2006 – 4th Honda (SBK) Stobart Honda
- 2008 – Winner Doosan Honda
- 2009 – Winner IGT Hydrex Honda

- 2006 – DNF – Suzuki (SBK) DMR Suzuki
- 2008 – Winner – Yamaha (SSP) A.I.M. Yamaha





Serve chilled  
Carbonated

Red Bull



ENERGY DRINK

With Taurine Vitalizes body and mind

# A

*atchy but nevertheless productive year raises the question 'Can Ratty make it three?' Scottish Borderer Stuart Easton – the youngest rider ever to win the Macau Motorcycle Grand Prix - claims he's more focussed than ever, and just needs the Honda, and competitors, to behave.*

**INSIDE Magazine:** Shaun Muir and Michael Rutter say you really made a name for yourself in international motorcycle racing after winning the last two Motorcycle Grands Prix in Macau. Were these wins life-changing?

**Stuart Easton:** No, they didn't really change my life but there was great personal satisfaction coming back and winning again in 2009. Road racing and circuit racing are very different and have their own supporters, so winning Macau just made some of the real road racing world sit up and take a bit more notice.

**IM:** Yamaha were constantly looking over their shoulder at you on your Honda in the British Superbike. When Yamaha withdrew factory support for the series everybody expected you to dominate in 2010. What went wrong?

**SE:** Well, 2010 has been a bad season for me in British Superbikes for a number of reasons. I started the year with a leg injury after a testing crash two weeks before the opening race which hampered my start to the season. The bike looks the same for this year but has more advanced electronics and to be honest I've struggled to get a good feel of the beast all season. And it's broken down a lot more this year. On the plus side, I won at Oulton Park in the BSB and finished second at the North West 200 Superbike race in Ireland so I'm looking forward rather than backward.

**IM:** You've got more than one team supporting you, right?

**SE:** Yes, my wife Claire is very supportive and she knows what it takes for me to get my job done. And becoming a dad has helped because it's another mouth to feed! I won my first BSB race two weeks after my son's birth then went to Macau and won again. I think Finley has focused me more on racing and what I want from life. There's plenty of time between races but I always seem to have something to do. I go mountain biking, motocrossing and put in the hours at the gym. Otherwise, I spend most of my off-track time with family and friends.

**IM:** Do you cook for them?

**SE:** No I don't cook – I'd burn the house down! John, Hutchy and I recently went over to watch the Manx GP and we had a great laugh. We are all competitive and

off the track there's nothing but mutual respect. No need for cooking - we just enjoy a beer and taking the Michael!

**IM:** It's no secret that Paul Bird is a kind of mentor to you. You even rode for his team in the WSBK round for the Kawasaki factory outing. What makes him so special?

**SE:** I first met Paul at a motocross race in the north of England in the late 90s. He was running a British road race team and persuaded me to have a ride on his bike at a circuit called Three Sisters. I will never forget it - I loved every minute of it! That was the start and he took me on to win a British championship in 2002. He understands racing having done it all his life, including motocross GP, and has a good eye for the job, which I trust and respect.

**IM:** How do you prepare yourself for racing – lining up for the armcos at Mandarin or the Solitude esses?

**SE:** Not much can prepare you for the circuit! I don't get any less nervous each year but nerves are what keep you alert. Once I get a few laps under my belt it all falls into place and I relax a bit and enjoy the circuit; that's how to go fast there. The best bit is just after the race when you realise you've done something a bit different to normal life!

**IM:** Michael Rutter is trying to achieve his 7th win in Macau, and you're shooting for your third. You'll face Michael, Ian Hutchison, Gary Johnson and Rico Penzkofer so what's on your mind?

**SE:** We all want to win but you have to ride your own race to your own limits. That's what I do and if it brings a third win then great but I have back to back wins already so I'm not going crazy for three. Having said that, I don't want Michael to get seven!!

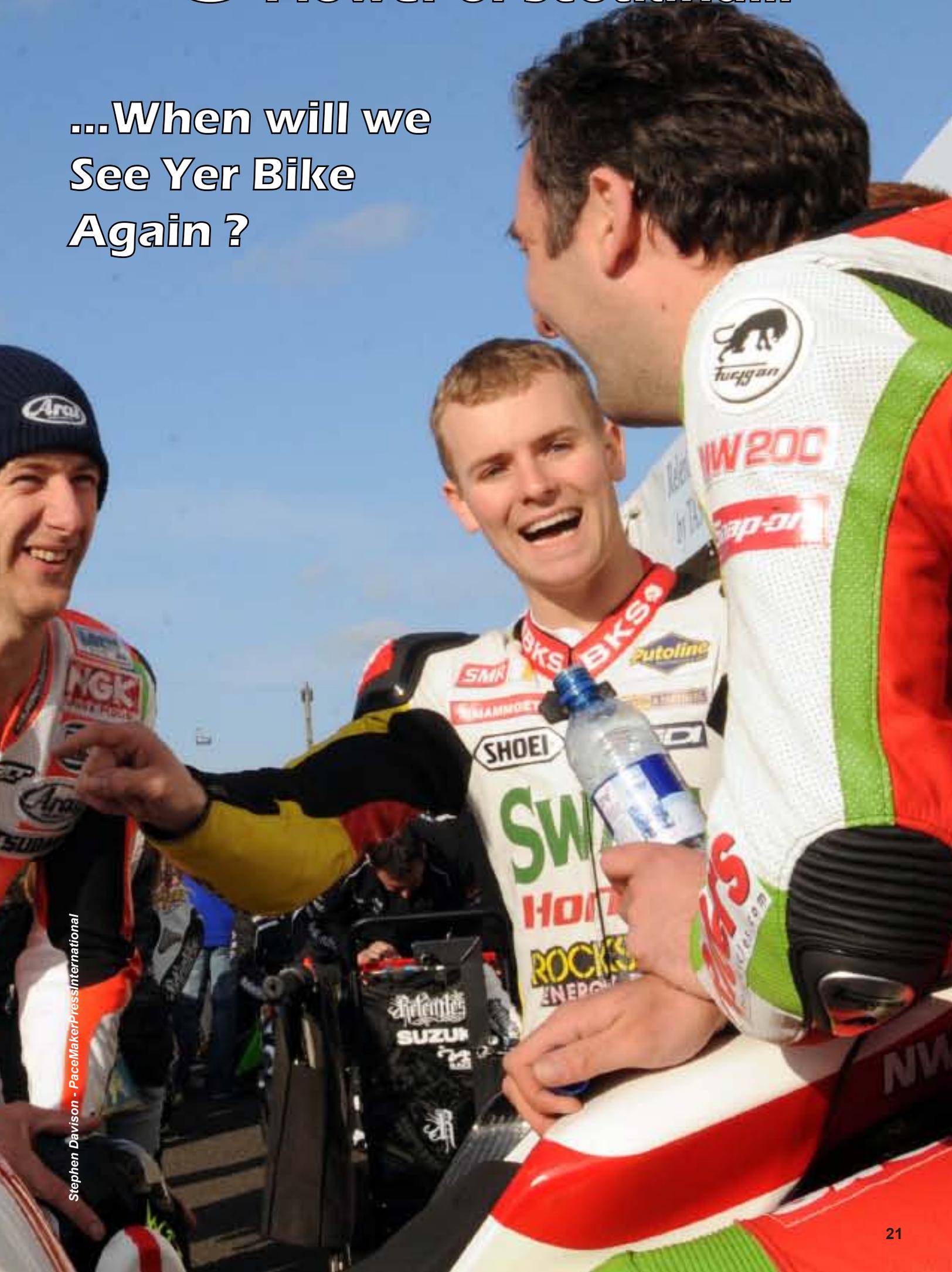
**IM:** Macau is now a prestigious race and it's a week of great entertainment, heritage sightseeing and cuisine. What makes it so special for you?

**SE:** I love the whole trip. From airport to airport, there's a great atmosphere that you don't get at any other race. In 2003, somebody gave John McGuinness and me a couple of beers in the garage after the race; we just sank them, smiling away - it was great. Small memories like that are what it's all about. I would definitely like the flight to be one hour long rather than thirteen but other than that, there's not much I would change.

Er . . . maybe two races would be nice.

# ○ Flower of Scotland...

...When will we  
See Yer Bike  
Again ?



# IGT Firing on All Cylinders at Macau Grand Prix



**John Gomes**  
Managing Director

**IGT Asia is highly acclaimed for delivering superior gaming products and solutions throughout the region and is now making a name for itself . . . by making a name for itself. The company's aggressive sponsorship programme demonstrates that the right exposure means that the community never loses.**

2010 is the fifth year that IGT has been a sponsor of the Macau Grand Prix. Every year, the company invests ever more effort in the territory's November motorfest, receiving not only great exposure connected to the racing action but the unrivalled opportunity of supporting the local community in a worthwhile, exciting, and rewarding manner.

When it first dipped its toe into the event, IGT supported local teams as a co-sponsor, and in 2008 local bike rider Joao Fernandes put the IGT logo on the winners' podium for the first time.

With a tough economy to contend with in 2009, the IGT team had a scrap on its hands to support the event but finally announced its sponsorship of the Hydrex IGT Honda team. Again, IGT hit the jackpot, with Stuart Easton - supported by legendary teammate John McGuinness - lifting the winner's crown at the Macau GP for a second consecutive year.

IGT's success as a sponsor opened further opportunities for corporate social responsibility with the company converting the 'memorabilia' and safety gear of its successful riders into cash that has directly helped fund local charities.

This year, IGT has really pushed the boat out by not only sponsoring Stuart Easton once more - plus Keith Amor - in the Kawasaki factory team, 2009 TT Superbike Winner John McGuinness and 3rd Senior TT winner Gary Johnson, but by adding the IGT Karting Challenge to its roster of supported events. This novel shoot-out will take place at the Coloane Karting Circuit one week time before the Grand Prix proper, and to make sure that all cylinders are firing IGT is putting up HK\$50,000 in prize money, with cheques going directly to the winners' choice of local charities.

A driver from a local company will team up with one Macau GP rider or driver to spice up what promises to be a great day out and plenty of competitive driving. Racing icons Keith Amor, Michael Rutter, John McGuinness and two-times Macau GP champion Stuart Easton will be putting the pedal to the metal to secure the trophy for their teams, so we'll have to see where the cards fall, and may the best man win. One thing's for sure, though: the community won't lose out, so it's probably an appropriate moment for IGT to thank all participating parties for their unstinting support. We look forward to another year of excitement and wish all competitors and their teams every success.



**Bill Stefanakis**  
Sales Manager  
Bill.Stefanakis@IGT.com



**Mick Caban**  
Sales Manager  
Mick.Caban@IGT.com



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



**Angela Houslay**  
System Director  
Angela.Houslay@IGT.com





## The perfect game served every time.

sbX™ Floor Manager, built on the open network, delivers access to hundreds of great IGT games for optimizing your floor. Preselect and personalize the games your players want on the machines they like to play. Thanks to fast downloading, you can serve guests at an unprecedented level. It's not just "service with a smile," it's a reason for players to keep coming back. To learn more, visit [www.IGT.com/sbX](http://www.IGT.com/sbX), or contact your IGT Account Manager today.



Macau: (853) 8795 9500 | Singapore: (65) 6521 6300 | Philippines: (63) 2830 8674

© 2010 IGT. All rights reserved.

# Mocha / IGT A.I.M. Suzuki

A.I.M. has a long and successful history in Macau and besides the consecutive wins of Steve Plater in 2006 and 2007 it was Gary Johnson who surprised the most in last year's race by finishing a strong 4th. This year, the team returns with the same rider line-up and improved equipment to challenge the mighty factory teams. With the home crowd strongly behind the local MOCHA Clubs and IGT, Johnson will surely put on a grand show, especially having had a disastrous championship in the EVO BSB, the TT and NW200. James Hillier will also be trying to improve his decent performance as a newcomer in last year's race by targeting a strong Top Ten finish.

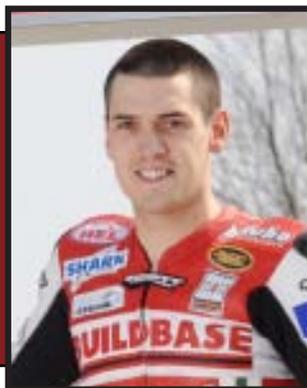


**Gary Johnson**  
*'The Machine'*

Born: 20-07-1980

Nationality: English

Latest Career highlight:  
3<sup>rd</sup> BSB Evo Championship 2010



**James Hillier**  
*'Jimmy the Kid'*

Born: 17-03-1985

Nationality: English

Latest Career highlight:  
12<sup>th</sup> BSB Evo Championship 2010

2008 – DNF – Honda (SBK)  
B. Baron Racing  
2009 – 4th – Suzuki (SBK)  
A.I.M. Suzuki

2009 – 16th – Suzuki (SBK)  
A.I.M. Suzuki





# MOCHA CLUBS

## Pioneer of Macau Electronic Gaming Entertainment

Mocha Clubs first launched its feet in Macau at 2003, which has broken the traditional gaming practice by importing fire new electronic table games and series of top quality slot machines from all over the world. Mocha has been growing in speed. By Oct 2010, Mocha has eight different venues located at the hottest tourist spots and hotels all over Macau.

### Mocha Clubs Location

#### Macau Peninsula

Mocha Hotel Royal, Mocha Lan Kwai Fong, Mocha Hotel Sintra, Mocha Marina Plaza, Mocha Square

#### Taipa

Mocha Hotel Taipa Square, Mocha Hotel Taipa Best Western, Mocha Altra

24-hour Mocha hotline: (853) 2878 0233  
[www.mochaclubs.com](http://www.mochaclubs.com)

## 24 Hours of Excitement and Relaxation

Mocha venues are specially designed to offer our patrons a new way to enjoy exciting electronic gaming in an exceptionally relaxed café styled ambience. Whether you are looking for a cup of coffee, or gaming excitement or even just chitchat with friends, Mocha provides a great place and atmosphere for you to enjoy.

## The Quintessential Cuisines

Blending exquisite cuisines with elegance and modernity, Mocha Café 美食天地, where just right next to the Mocha at Hotel Taipa Square, is the place where you can indulge yourself and impress your friends with exceptional dining experience.



# T.O.P RIDERS DUCATI

*Michael Rutter is still chasing his seventh record-breaking win in Macau, and with an incredible season in BSB - and astride his favourite mount - he is definitely a man to watch this year. Sponsored by HK Team of Paris he will line up next to season teammate and owner Martin Jessopp. It's Jessop's second time in Macau, and while the focus will be on Rutter he will benefit hugely by finding his pace and comfort level to perform well in the race. Expect the beautiful sounding Ducati 1098 R to be right up front with the Kawasakis, Suzukis, Yamahas and BMWs. And who knows - Rutter may finally lift that coveted seventh title.*



**Michael Rutter**  
*'The Blade'*

**Born:** 18-04-1973  
**Nationality:** English

**Latest Career highlight:**  
5<sup>th</sup> BSB Championship



**Martin Jessopp**  
*'The Boss'*

**Born:** 04-11-1984  
**Nationality:** English

**Latest Career highlight:**  
17<sup>th</sup> BSB Championship

- 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
- 2008 – 6th overall – Kawasaki (SBK)  
T.O.P. MSS Kawasaki

- 2007 – 19th overall – Yamaha (SBK)  
DMR Yamaha



Martin Jessopp Motorsport

# WALK ON THE WILD SIDE



THE WORLD'S  
**BUNGY**  
HIGHEST



**SKYWALK X**

**SKY JUMP**

ONE OF THE BEST GROUND  
RUSH PRODUCTS AVAILABLE!

**NIGHTBUNGY**  
EVERY DAY FROM 6PM

233m / 764ft

[www.ajhackett.com](http://www.ajhackett.com)  
[www.macaotower.com.mo](http://www.macaotower.com.mo)



[macau.info@ajhackett.com](mailto:macau.info@ajhackett.com)  
Booking : (853) 8988 8656

## CASH COUPON

# \$100

Macau Grand Prix

Terms & Conditions:  
This coupon is valid for the Macau Grand Prix event only.  
It is not valid for other events. To redeem this coupon, please  
show it to the staff at the Macau Grand Prix event. The coupon  
will be valid until the end of the event. The coupon is not  
transferable and cannot be used for other purposes.

# Competition Cranking Up the



Martin Jessopp Motorsport

# Pressure on Rutter Legacy

**A** stroll down memory lane can't disguise the fact that ace British rider Michael Rutter is a tantalizing one win away from re-writing the history books. Armed this year with his weapon of choice – the Ducati (1098 R) – he puts the competition on notice that he's up for a battle royal.

**INSIDE Magazine:** You and American Ron Haslam have both won the Macau GP an incredible six times apiece. What will it take to snatch a record-breaking win this year, given the exceptionally strong competition?

**Michael Rutter:** Not too many years ago, there were only about two or three riders capable of winning - now there are probably 10 riders who could legitimately lift the crown. You need a very quick bike - like a British Championship (BSB) bike - and you need to be top of the British Championship to win in Macau today. Whereas it used to be more of a holiday race, putting a good show on, now it's more like a short circuit race. It's a lot more professional so everyone has to up his game accordingly.

**IM:** The factory teams are now well established. The World Superbike Kawasaki team, AIM, Swan Honda with Stuart Easton, BMW and YART Yamaha all spring to mind, and of course you're riding your beloved Ducati with a new team backing you up. You had a great run in the BSB with it to the surprise of many top teams, so do you think you're on for your record seventh win this year?

**MR:** Each and every one of the bikes you've mentioned could finish on the podium in any high level championship in Europe. Could I rack up a seventh win in Macau? The Ducati suits my style perfectly and the two cycling torque advantage usually works well here. With its new engine and traction control, I have high hopes. This is a completely new bike to the one I rode in 2008 when I came in second behind Stuart Easton, and although the competition will be looking to shave a few seconds off their times, the new set-up on the Ducati should make it a lot quicker. I expect it to go really well.

**IM:** Looking back over the last 15 years of the Macau GP, you've raced legends like Jefferies, Hislop and McGuinness. Do any special moments come to mind?

**MR:** Many! But Simon Beck is always there when it comes to having a good laugh. He was hilarious. The first night is usually a madhouse. They were all kids, even McGuinness. It was a riot. It's weird because people don't seem to get together for the BSB, TT or the NorthWest these days like they do in Macau; here it's like a big family, which is what I like because everyone gets

together and forgets what's going on in the rest of the year. I was lucky to race guys like David, Ronny and Gus, and enjoyed every single moment we had in Macau.

**IM:** Macau has changed a lot since then. How do you feel about that?

**MR:** I liked it most when we had two races on because if you messed up the first you could have another go on the second. The laps were a bit fewer, and the track was very dusty and oily in several places. There was only the sea, no big hotels around. Nowadays, it's incredible - like riding in the middle of New York - and every year another massive building springs up by the track. When you walk around at night-time now, it feels like a totally different world. Before, you didn't have many places to go for dinner but now there are many places to eat. It feels more like a holiday off the track - but it still feels like a 'big family reunion'.

**IM:** Do you see any changes in the spectators?

**MR:** It's pretty obvious that people come to watch the action and love the bikes. The bike racing gets more and more spectacular because of the close racing and overtaking. And the speed we run at now is faster than ever. I notice that the speed has increased to the point that we're more than five seconds faster a lap than six years ago. In the old days, it was like get the bikes out and get done with it . . . Now everyone looks forward to the bikes.

**IM:** When we were at the Isle of Man for the TT four or five years ago, nobody was talking about Macau. But that's changed, hasn't it?

**MR:** Yes; in fact we wouldn't mind coming here more often. The biggest problem is that it's difficult to find sponsors. Teams don't pay to go to Macau although sometimes we can find local sponsors. Sponsorship is getting more and more important and people are realising it now. The Macau GP is known internationally and the teams and riders take this opportunity to get known around the world. Some of them are bringing European sponsors here to expose them to something special. There's a lot more going on these days, and it's a lot of fun. We really appreciate the support of the locals who help us and the organisation.

**IM:** So it's gone from a holiday race to a prestigious affair, with the holiday now off the track. What makes the race so prestigious now?

**MR:** Everybody wants to win in Macau. It's almost as important as winning the TT. When you win a road...



...race like Macau everyone remembers it. Maybe it's the unique street circuit and the multicultural nature of the place. Whatever, it's a special kind of event and competing here really makes you feel like you've achieved something worthwhile. As for me personally, topping Ron Haslam's record is something I hope to achieve one day . . . although it is getting more difficult.

**IM:** You've been knocking at the door of a seventh win since 2006 but been thwarted by Steve Plater and Stuart Easton. What's the solution?

**MR:** The thing is, everyone wants to win, but with Steve, he went all out to make a name for himself and really lifted the bar. Because they understand it better, people have more respect for road racing now. With regard to my personal ambitions, not lifting a seventh title won't be the end of the world – but I won't like it! Young lads are always coming up through the ranks, always pushing and raising the game, which is good for the sport but as I said earlier I really have a competitive bike this year that suits my style so let's see if determination and Ducati are the solution I'm looking for.

**IM:** Stuart Easton was the youngest ever rider to win the Macau GP and he did it twice in a row. Who else would you rate a place on the podium?

**MR:** Well, I see about six or seven candidates to win. Stuart hasn't had a good championship this year but wants to finish on a high. Ian Hutchison had an incredible TT with five wins from five races . . . but has yet to win in Macau. Conor Cummins will miss this year but is sure to be back to give it another go. Cameron Donald was amazingly quick in 2008 until his mechanical problems put paid to his plans, and Simon Andrews made an impressive debut and wants to come back. You should also watch out for Gary Johnson on a competitive bike. And Penzkofer on the BMW surprised everyone. So this year has all the makings of a bit of a free for all.

**IM:** There is always an argument by journalists and some riders regarding the races in Macau, saying they only give 80-90%. Any comment?

**MR:** Those days are long gone! If you want to win the Macau GP you'll have to give it 100%. And what's the point of coming such a long way, working so hard the whole year, and asking the team to do a good job on the bike and then not give it 100%? So it's claptrap. Of course we don't want to crash, you never want to crash . . . it always hurts. But if you watched the last two laps of the 2009 race and saw the riders brush the walls time after time, you'd know that they gave more like 200% . . .

**IM:** How do you prepare yourself for the Macau GP?

**MR:** Feeling right and having full confidence in yourself, being ready for action, is what it's about . . . and I can't over-emphasize the importance of a really competitive bike. You can't come to Macau anymore with just two or three races under your belt and expect to crack it. You need a whole championship behind you to have the pace and confidence to go out there. It all needs to come together nicely. Push it too much, and you'll screw up your chances; don't push enough, and you won't make it to the podium.

**IM:** We were talking about all the young lads coming up and straining at the leash. What do you see in the tea leaves for your personal racing future?

**MR:** I have something left and plan to come to Macau for a few years yet. I don't think I'll start my own team afterwards . . . but I wouldn't mind working with an existing outfit and can see myself slotting in with the right outfit as a team manager or adviser, given my wide experience. I'm a straightforward kind of person and I get a kick out of helping people on their way. Take Stuart, for example; I helped him a lot but I stopped that. The little bast\*\*\* is just too quick now!

**IM:** And how about your thoughts on Macau?

**MR:** Well, I always tell the lads that 'seeing is believing'. This place is dripping in history and it's amazing. It's my favourite track and get-away rolled into one, and the people here always make the riders feel appreciated with their genuine hospitality. Experience it for yourself and you'll want to come back. And, of course, I do have unfinished business.



**WILD  
HEALTH™**



**Great taste zero sugar**  
**Wild at heart great in body**

# Mocha BMW

BMW returned to the road racing scene last year at the Macau Grand Prix after 32 years away. And what a debut it was. Finishing fifth in 2009, the factory looks like a team ready to surprise the world. Even the factory itself wasn't aware of what was coming, ringing alarm bells in Germany. And the story continued at the Isle of Man TT with strong finishes by both Superbike newcomer Penzkofer and Miller. This - and the decent performance by the factory team in the World Superbike campaign - might be the reason we will see six BMWs on the 2010 grid. And to add a little fizz to the package, Miller's grace and Penzkofer's aggression are sure to colour the field.



**Mark Miller**  
*'The Thriller'*

Born: 17-09-1970  
Nationality: Yankee

Latest Career highlight:  
Winner TT Zero 2010

2000 – 3rd – Honda (SBK)  
Performance Honda  
2001 – DNF – Honda (SBK)  
Attack Performance  
2005 – 6th – Suzuki (SBK)  
SuperbikeLife  
2006 – DNF – Suzuki (SBK)  
KWS Suzuki

2007 – 7th – Honda (SBK)  
Corona Honda  
2008 – DNF – Honda (SBK)  
Corona Honda  
2009 – 12th – Suzuki (SBK)  
SuperbikeLife



**Rico Penzkofer**  
*'The Crazy One'*

Born: 08-07-1975  
Nationality: German

Latest Career highlight:  
12<sup>th</sup> Senior TT 2010

2006 – DNF – Yamaha (SBK)  
PS - YART  
2007 – 2nd Supersport – Yamaha R6  
YART  
2008 – DNF – Yamaha Supersport  
IGT Racing Team  
2009 – 5th – BMW (SBK)  
BMW Macau Racing Team



# MSS KAWASAKI

*It's not just another Kawasaki line-up – it's the factory outing of the British Superbike Championship, the guys who recently signed Stuart Easton for their 2011 campaign, partnering Simon Andrews in his second year with the team. Andrews, a drifting professional on four wheels as well, will be accompanied by Irish 'Hong Kong Thompson', a truly refreshing character in the rider's squad, guided by equally colourful team owner Nick Morgan. Both riders have a decent record in the streets of Macau and will be elbowing their way to the podium if possible. There's not much difference in official factory hardware from the World Superbikes series so, again, watch for the second flight of green arrows.*



**Stephen Thompson**  
*'Hong Kong Thompson'*

Born: 29-03-1976  
Nationality: Northern Irish

Latest Career highlight:  
6<sup>th</sup> Macau Grand Prix 2008



**Simon Andrews**  
*'The Drifter'*

Born: 14-08-1983  
Nationality: English

Latest Career highlight:  
13<sup>th</sup> BSB Championship

- |  |  |  |
|--|--|--|
| 2004 – 10th overall – Suzuki (SBK)<br>PJ O'Kane Suzuki | 2007 – DNF – Suzuki (SBK)<br>IGT Racing Team | 2009 – 7th – Kawasaki (SBK)<br>T.O.P. MSS Kawasaki |
| 2004 – 5th overall – Kawasaki (SBK)<br>MSS Kawasaki    | 2008 – 6th Honda (SBK)<br>Sloan Development  |  |
| 2006 – DNF – Suzuki (SBK)<br>SKSupport                 | 2009 – 10th Honda (SBK)<br>Robinson Honda    |  |



Stephen Davison - PaceMakerPressInternational

# Relentless Suzuki by TAS

Everybody remembers the tragic moments of 2008 when the flying wizard Cameron Donald led the pack by an outrageous distance for the first couple of laps only to find himself a hostage to electronics passing the start finish line on lap 8. The organisers have fought hard to bring him back to Macau to fulfil his mission to win the Macau Grand Prix on a Superbike, having won it three times on a Supersport, a class now banned for safety reasons. Donald is third rider for the local DogOneLife riders squad. The black beauty – a Suzuki GSXR 1000 R by the TAS crew - will also spearhead the factory campaign for 2011 in the BSB and International Road Racing arenas but there is still a question mark hanging over the riders. Surely Cameron Donald wants to put that right. For your information, the TAS crew just signed Guy Martin for the 2011 road races at the North West 200 and the Isle of Man. So who is going to be his team mate then...Cameron?



## Cameron Donald 'The Aussie Wizard'

Born: 29-09-1977

Nationality: Australian

Latest Career highlight:  
3rd Superbike TT 2010

- 2001 – Winner Supersport – Yamaha XG Jao Racing
- 2002 – 2nd Supersport – Yamaha Lee Man Tat Racing
- 2003 – Winner Supersport – Yamaha Zong Shen Racing
- 2004 – 2nd Supersport – Yamaha XG Jao Racing

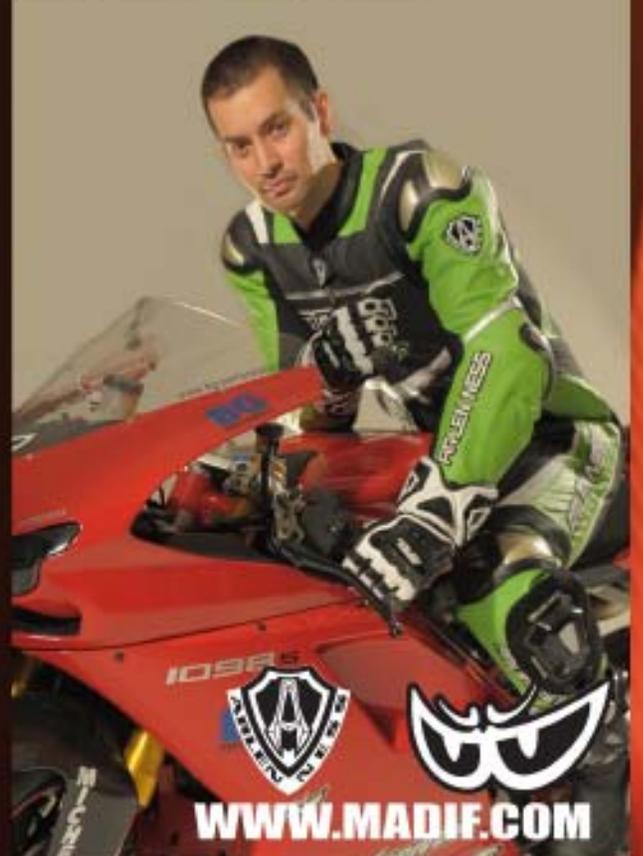
- 2005 – 3rd Supersport – Honda Klaffi Honda
- 2007 – 13th – Kawasaki (SBK) Bolliger Kawasaki
- 2008 – DNF – Suzuki Relentless TAS Suzuki



Stephen Davison - FaceMakerPressInternational



# ARLEN NESS BERIK



[WWW.MADIF.COM](http://WWW.MADIF.COM)

# IGT SMT Honda

With nine podium finishes and one win under his belt on the streets of Macau, John McGuinness is the nearest thing you'll see to a living legend on two wheels. But even legends are subject to the roll of the dice, and McPint is sure to be out to rectify his 2009 non-finish on the IGT Honda. Despite a disastrous TT this summer - the first for a very long time in which he was unable to make the podium due to technical failures - he was still able to set two more lap records in the Supersport and Superbike category. Having won the TT 15 times, he obviously still reckons Honda as he recently renewed his contract with them in his pursuit of yet another win at the TT in 2011, and will be rolling out on the IGT Sorrymate.com Honda this month in Macau. With Easton, Amor, Donald, Rutter and Johnson bellying up to the grid on some superbly competitive hardware, McGuinness has his work cut out for him. That said, this rider can never be discounted in any race he enters.



## John McGuinness 'Cruise Control'

Born: 16-04-1972

Nationality: English

Latest Career highlight:

2000 – 4th – Honda (SBK)  
Demon Vimto  
2001 – Winner – Honda (SBK)  
Honda UK  
2002 – 2nd – Honda (SBK)  
Zongshen Racing Team

2003 – 2nd - Ducati (SBK)  
Zongshen Racing Team  
2004 – 2nd – Ducati (SBK)  
Monstermob Ducati  
2005 – 2nd – Honda (SBK)  
Stobart Honda  
2006 – 6th – Honda (SBK)  
Stobart Honda

2007 – 2nd – Honda (SBK)  
Stobart Honda  
2008 – 3rd – Honda (SBK)  
Ventaxia VK Honda  
2009 – DNF – Honda (SBK)  
IGT Hydrex Honda



Stephen Davis - PacemakerPress International

**THE ROADHOUSE**



**MACAU**

**BLUES,  
BIKES  
ROCK  
AND  
BOOZE...**

Wednesday is  
Ladies night  
2 for 1 special cocktails  
from 9pm

Monday Night  
Red Bull Special...  
2 for 1 long drinks  
from 9pm

Thursday  
Thirty Buck Shooters  
from 9pm

Happy Hour every night from 5-9pm weekdays  
5-12am weekends

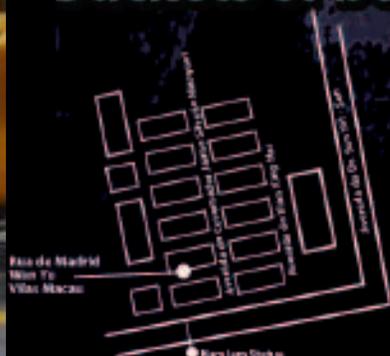
Buckets of beer MOP120 weekdays, MOP100 on weekends

Free Bloopse Bus service for guests

Drop by and ask for details

[www.facebook.com/theroadhousemacau](http://www.facebook.com/theroadhousemacau)

Phone : 2875 2945



**Blues and Rock every Tuesday and Friday from 10pm**

# The other hardboiled **YANKS**

**The Yanks always add a dash of colour to Macau, whether it be their bike's design, their personalities or their image presentation. So - yo, dude! - let's see if Jeremy Toye can add another Top 10 finish . . . and if newcomers Sean Dwyer and Chris Peris can live up to expectations.**



**Jeremy Toye**  
*'Silencer'*

Born: 11-09-1971  
Nationality: American

Latest Career highlight:  
12<sup>th</sup> AMA SBK (ACS 2009)



**Sean Dwyer**  
*'D-wire'*

Born: 06-10-1976  
Nationality: American

Latest Career highlight:  
5times winner of ROC Homestead

2003 – 9th – Suzuki (SBK)  
Lee's Cycle Racing  
2004 – 7th – Suzuki (SBK)  
RoadRacing World  
2006 – DNF – Suzuki (SBK)  
Lee's Cycle Racing  
2007 – 5th - Suzuki (SBK)  
Lee's Cycle Racing

2008 – 7th – Honda (SBK)  
Corona Honda  
2009 – 9th – Honda (SBK)  
Lee's Cycle Racing

2010 – NEWCOMER



**All you need!**

**TRW**



[trwmoto.com](http://trwmoto.com)

**Lucas**

**30** TRW Automotive with its 60,000 employees world wide, has supplied LUCAS high quality parts for motorcycles for 30 years; brakes, rotors, clutch parts, hoses, clip-ons, rearsets, and accessories. For more information visit: [www.trwmoto.com](http://www.trwmoto.com)

# Roaring Achievements of MGM MACAU

-  Forbes Travel Guide Award 2010 –  
"Forbes Four Star" – Hotel
-  Forbes Travel Guide Award 2010 –  
"Forbes Four Star" – Six Senses Spa
-  TTG China Travel Awards 2010 –  
"Best Business Hotel in Macau"
-  TTG China Travel Awards 2009 –  
"Best New Hotel in Macau"
-  2010 China FIT The Most Favorite Brand from  
Hong Kong & Macau – "Golden Royal Award"
-  Macau Environmental Protection Bureau –  
"2009 Macao Green Hotel Award"
-  Mobil Travel Guide Award 2009 –  
"Mobil Four Star" – Hotel
-  Mobil Travel Guide Award 2009 –  
"Mobil Four Star" – Six Senses Spa
-  Travel and Meeting Industry Award 2009 of  
Travel Weekly China –  
"The Best Luxury Hotel"



MGM MACAU

Avenida Dr. Sun Yat Sen, NAPE, Macau  
Tel (853) 8802 8888 Fax (853) 8802 3333  
[www.mgmmacau.com](http://www.mgmmacau.com)



# The Calligraphy of Road Racing



*Different strokes for different folks is how elite Yank roadracer Mark Miller sees his individual competitors but when it comes to that magical winning ingredient, he says they're all tarred with the same brush.*

# A

re you guys friggin' crazy racing these incredibly fast bikes on public roads ripping your leathers to shreds on Armco barriers and telephone poles?"

I get asked the question all the time, and the question never ceases to quietly amuse me. If I'm honest - and I know it may sound strange - in my two-decade experience of surrounding myself with this type of individual, I find these 'racing hooligans' among the brightest, smartest individuals on the planet.

If you bump into one of these guys in the Macau GP paddock, your first impression is likely to be that the dude is full of infectious wit and radiates life, while giving off the unmistakable tang of, for want of a better word, hooliganism. But let me correct myself immediately. Any 'hooligan' who has the innate ability to hone finite skills to the level that these guys do for lap after lap do so not from being automatons, or even fearless, but because of a God-given gift to be able to make numerous calculations in split seconds under tremendous pressure. To compute dozens of tiny details - the transfer of machine weight, a sudden change in direction, optimum acceleration and deceleration to capitalise on a given situation to steal milliseconds from thirty cohorts pushing themselves and their bikes to the extreme, etc., etc. - takes a unique logical intelligence.

I happen to believe that those who can do this better than their peers can more oftentimes be called smarter. The RAM of his internal computer, if you will, is ever so slightly more advanced than the average. World champion Valentino Rossi is not braver than his teammates - but it could be argued that his superior inherent physical makeup combined with the experience to refine ethereal computations in real time, with real risk, is racing gold dust. The romantic notion that these modern-day gladiators are flying by the seat of their pants with a packet of Woodbines tucked up their T-shirt sleeve is entirely erroneous. A substantial error in mathematical calculation can very easily result in instant damage to more than their self esteem. I think many fans miss this reality. The bravest (reckless?) amongst us is typically the least successful: it's the wise that win.

At the end of the day, what is motorcycle road racing? It's real world physics and geometry. It's slowing down a moving object to turn it sharper. To first choose where the motorcycle needs to be on a matrix then search the depths for the discipline to repeat this brushstroke over and over again - changing the dynamic formulae to compensate for tyre wear, loss of grip, changing machine weight as it burns fuel, circumvention of traffic, fighting fatigue, and rubbing shoulders with

other competitors - not to mention Armco barriers - as things hot up.

Winning, in my experience, boils down to desire. At the top level of quality among experienced riders you'll find they all share the material tools to win. So why the differences in results from year to year, era to era? Why does a certain rider get his moment in the sun only to pass the torch to another with no rhyme of reason to explain it? Of course, there are endless reasons why - or excuses. You can blame the bike or the team or the tyres but one thing is constant, cycle after cycle - momentum, luck and confidence. If you come from humble beginnings then fight to achieve success, fortune and fame, it could be argued that this creates its own antidote because remaining hungry gets harder. But hold on a minute; this scenario seems only to apply to the weakest of our talented warriors. There are those exalted ones, our folk heroes, who remain impervious to society's 'blessings'. Those who, quite frankly, just want to annihilate the competition. Period.

Crazy riders? I suggest they don't have a choice. A competitive person doesn't wake up one morning feeling like wiping the floor with the competition. And why bikes? Why real road racing?

Dare I propose a truth; if there's one thing undeniable in real road racing circles, it's that you can't fake it. It's humbling, it takes the highest level of precision, and it allows little room for error. It is, without a doubt, the greatest challenge available to someone born with the compulsion to race. Pretty much everything else in sport pales by comparison.

There's a magnetic lure that compels real road racers to compete in terrific spectacles like the Macau GP. It's a more personal decision and can only be described, ultimately, as selfish. The risks are so high that modern riders who choose to compete for its own sake are destined to do so. Having said that, I don't think racing on real roads suggests a death wish. It's a life wish. And any life partner who chooses to gently hold the arm of a participant does so not for security or comfort but because the individual with the lust to compete on a powered two-wheeled lump of metal flying between unmovable objects at 200mph makes them a special person in so many ways. Cue handkerchief. Does this then make the spouses equally crazy? You know what, at the end of the day we're all crazy; you included. But let it not be misunderstood. In fact, let it be shouted from the rooftops. Motorcycle road racers are anything but simple daredevils. In some ways, they're probably the most enlightened men who walk the planet.

# View from the Saddle

*There's a big, wide world of wheels out there but even Moto GP and World Superbike riders confess to more than a passing admiration for road racing. INSIDE Magazine caught up with four track racers to get their take on 'café racers.'*

**"Real men go road racing, MotoGP is for girls."**

- Loris Capirossi

**M**otoGP legend Loris Capirossi quips that road racing is for the sport's 'real men' and that the premier class in which he has competed in for twelve seasons since 1995 is only 'for girls'.

Speaking at the star-studded Adelaide Racer Awards in Belfast, Capirossi ever so slightly rocked the audience by saying, "I hope to be in the Isle of Man during TT week (from 29th May to 11th June) to help celebrate Suzuki's 50 years in road racing but I will be going round in a car . . . Compared to what you guys do I am really a girl, you are real men. I am 100 per cent not thinking about ever going road racing!"

Despite the surprise remarks, 'Capirex' sports some impressive world motorcycling credentials. In 1990, at the age of 17 years and 165 days, he was the youngest rider ever to become world champion, in the 125 class. One year later, he claimed the title again, making him also the youngest two-times world champion. His record of 311 Grand Prix races is another feather in his cap so we have to figure he knows what he's talking about.

Not quite so deferential, and with form in road racing, Championship winner Leon Haslam took a break from

World Superbike to line up for a special parade lap at the 2010 Isle of Man TT. The Phillip Island race winner was joined by WORX Suzuki British Superbike Championship star Yukio Kagayama for the single lap of the 37.73-mile road race course.

Finishing 6th in last year's World Superbike Championship, Haslam recalls, "I first got into riding bikes through the motocross scene. I was British Champion a couple of times before so I moved on to road racing. When I was 12 and 13, I actually broke my leg in consecutive years. That was the kind of thing that got me into road racing – and obviously from my dad having been involved. It was an easy transition for me. I was really good friends with Jamie Dobb, who is over in the States quite a lot as well. And the last few years I've been sponsored by Monster Energy, as well, so they've always looked after me." At the age of 14, the only road race he could compete in was the Gilera Scooter National Championship. After winning 12 of the 16 races, the title, unsurprisingly, was his. He only entered one race at the British GP meeting and this one he won, as well as the Honda CB500 Newcomers Cup. With his lineage, no surprise.

**"Breaking my leg in consecutive years . . . was the kind of thing that got me into road racing."**

- Leon Haslam





**“Nothing can prepare you for the real experience!”**

*- Jorge Lorenzo on the Isle of Man TT*



Yamaha Motor Europe N.V.



**J**orge Lorenzo, this year's clear winner of the MotoGP Championship, says that riding a lap of the famous TT Mountain course was an "amazing experience".

The Spanish racer had his first taste of the circuit ahead of the final race of the 2010 Isle of Man TT, riding a specially liveried Yamaha alongside fellow Spanish GP icon, 13-times World Champion Angel Nieto. "I only did one lap and I would definitely like some more practice. I was able to do a few wheelies and wave a lot to the crowd - there seemed to be so many people there. It was a very, very good experience." After his lap, Lorenzo watched the Dainese Senior TT from a private garden at the bottom of Bray Hill, and admitted he was stunned by the racing: "I have read all about the TT in magazines and seen TV programmes - but nothing can prepare you for the real experience."

Once Valentino Rossi decided to move to Ducati, and Casey Stoner took up Honda's offer, it was clear that Lorenzo would stay with Yamaha, where he's been for the past three years, and has signed up until the 2012 season. The 23-year-old Majorcan will partner Ben Spies on the official Yamaha factory squad. During the course of this season, he clawed the title back for Spain for the first time since Alex Criville - the only other Spaniard to win the premier class title - won it in 1999.

Northern Irishman Jonathan Rea now resides on the Isle of Man, and has displayed an impressive level of maturity and consistency in his first two seasons of World Superbike competition that have brought him six race victories and 18 podium finishes, with two rounds (four races) remaining in the 2010 season.

"I started by racing motocross for years and years, then in 2003 I switched to road racing as part of the Red Bull Rookies 125 programme in the UK. After that, I graduated to Supersport directly, and then on to Superbike. After my first year in Superbike with the sponsors I had, it was pretty good: I could, without pulling down a big salary from the manufacturer, go to the race meeting and live life as a pro. In 2006, with Red Bull and Honda UK, I was able to make road racing my job. I finished fourth in British Superbikes, did the following year with HM Plant, and then moved to the world championships. So, I'd say my career more or less began in 2006 because from 2003 to 2005 I was still rushing home on Sunday nights to get to work early on Monday morning as an engineer in a factory. It was a bit of a normal life I had back then." The Hannspree Ten Kate Honda team has confirmed that Rea will be aiming his Honda CBR1000RR squarely at the World Superbike championship title once again in 2011.

**"I was still rushing home on Sunday nights to get to work early on Monday morning." - J.Rea**



**A – Aerodynamics**

There's some serious difficulty in overcoming the massive drag forces generated by a bike approaching 200 mph. But what do we mean by aerodynamics? At its simplest, it's merely the study of how air flows around an object. But the most important part of aerodynamic study is usually 'drag' - the force a bike has to work against at high speed.

**B – Bridgestone**

The current tyre provider for MotoGP was founded in 1931 by Shojiro Ishibashi. The name Bridgestone comes by way of a translation of ishibashi, meaning 'stone bridge' in Japanese. Bridgestone is currently ranked the No.2 tyre manufacturer in the world behind Michelin. Goodyear is third and Continental fourth as at January 2009.

**C – Carbon Fibre**

This material consists of extremely thin fibres measuring 0.005–0.010 mm in diameter and comprises mainly carbon atoms. Its thin, very strong characteristics make it the perfect material for motorcycle fairings. And it performs much better than other materials in crashes.

**D – David Jefferies**

Jefferies competed in a range of racing classes including the World Championship Grand Prix in 1993 and the World Superbike Championship in 1993 and 1995, although he specializes in street circuits such as the Isle of Man TT. In 2002, Jefferies set the absolute lap record for the Isle of Man TT course and is crowned King of the Mountain. He is the only rider to have won three TT races in three consecutive years. This gifted rider is also a multiple NW200 and Macau GP winner.

**E- Exhaust System**

This metal tubing is used to channel exhaust gases away from the controlled combustion inside the engine. The entire system conveys burnt gases from the engine via one or more exhaust pipes. The most common material used in racing is titanium as it is lighter than stainless steel.

**F – Fédération Internationale de Motocyclisme (FIM)**

A Road Racing World Championship Grand Prix was first organized by the Fédération Internationale de Motocyclisme (FIM) in 1949. The commercial rights are owned by Dorna Sports. Teams are represented by the International Road Racing Teams Association (IRTA) and manufacturers by the Motorcycle Sport Manufacturers Association (MSMA).



*Suzuki Hayabusa the benchmark of aerodynamical motorcycle design*



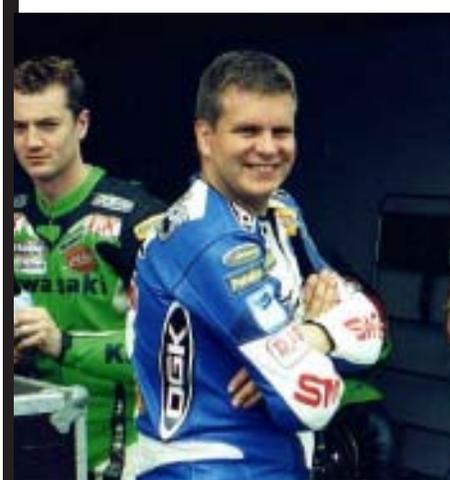
*Bridgestone tyres as the premium supplier for the MotoGP*



*The crystal alignment makes fibre very strong for its size*



*Spectacular 'fire foxes' of the YART factory bikes - WEC Champion 2009*



*Sadly missed 'King of the Mountain' David Jefferies*

**G – Grand Prix, Road Racing World Championship**

This is the premier championship of motorcycle road racing and is currently divided into three distinct classes - 125cc, Moto2 and MotoGP. The 125cc class employs two-stroke engines while MotoGP and Moto2 use four-stroke. In 2010, the 250cc was replaced by the new Moto2 600cc four-stroke class. Grand Prix motorcycles are purpose-built racing machines that are neither available for purchase by the general public nor can be ridden legally on public roads. This contrasts with the various production categories of racing, such as the Superbike World Championship that feature modified versions of road-going motorcycles available to the public.

**H – Honda**

Honda is the world's largest manufacturer of motorcycles as well as the world's largest manufacturer of internal combustion engines measured by volume, producing more than 14 million internal combustion engines every year. Honda surpassed Nissan in 2001 to become the second-largest Japanese automobile manufacturer. As at August 2008, Honda surpassed Chrysler as the fourth largest automobile manufacturer in the United States. Honda is the sixth largest automobile manufacturer in the world.

**I – Isle of Man TT Race (Tourist Trophy)**

Undoubtedly one of the world's most famous motorcycle racing spectacles, the Isle of Man is uniquely prestigious, attracting hundreds of thousands of spectators every year - even Valentino Rossi and Jorge Lorenzo are smitten. The event was part of the FIM Motorcycle Grand Prix World Championship from 1949-1976 before being transferred to the United Kingdom after safety concerns and run by the FIM as the British Grand Prix for the 1977 season. The Isle of Man TT Races became part of the TT Formula One Championship from 1977-1990 to preserve the event's racing status. Since 1989, this unique racing event has been developed by the Isle of Man Department of Tourism as an integral part of the Isle of Man TT Festival.

**J – John McGuinness**

This legendary racer was born on 16th April 1972 in Morecambe in England. McGuinness races for the HM Plant Honda team in road races like the Isle of Man TT and the North West 200, and on the short tracks of the British Supersport series. He has racked up 15 TT wins, multiple

NW200, Ulster GP and Macau victories and is always the man to beat.

**K – Kawasaki WSBK**

The new Kawasaki Ninja ZX-10R race-version was introduced this season. New to the team, which is led by Paul Risbridger and Stuart Bland, are two-times MacauGP-winner Stuart Easton and Keith Amor. Will they make it to the podium again?

**L – LCR Honda**

This motorcycle racing team is currently competing in the Grand Prix motorcycle racing World Championship under the name Honda LCR. The team - formed by former Italian rider Lucio Cecchinello - is represented by French rider Randy de Puniet in the MotoGP class, riding a Honda RC212V bike.

**M – Macau Grand Prix**

This world renowned Grand Prix is held annually in November in the streets of Macau. It is known for being the only street circuit racing event hosting both car and motorcycle races (but not at the same time!). Every year, more than 300 racing drivers and riders gather for the speed fest – the most spectacular and prestigious of its kind in Asia.

**N – Nieto, Angel**

Born on 25th January 1947 in Zamora in Spain, Nieto was a multi-time Grand Prix motorcycle road racing World Champion. He is one of the most successful motorcycle racers of all time, with 13 Grand Prix World Championships to his name.

**O – Off-Road**

There are several different types of off-road motorcycles, also known as dirt bikes, designed and specialized for specific functions. For off-road use they are typically lightweight with long suspension travel and high ground clearance. They're simple, of rugged construction and have little framework or fairing for easy recovery after spills. Their large wheels with knobby tyres are often clamped to the rim with a rim lock. Many short track racers practice on such bikes to improve their drifting skills and physical strength.

**P – Point system**

Since the Macau Grand Prix is not part of the MotoGP Championship series and more an invitational racing event, no point system is implemented in the Macau Grand Prix.

**Q – Qualifying Tyre**

This super-soft tyre provides maximum grip for a one-off qualifying lap but wears out very quickly.



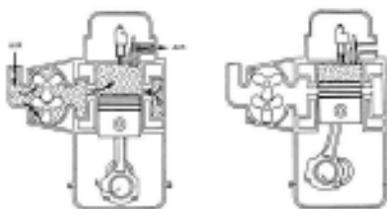
*A different type of motorcycle used on dirt tracks, a common practice for road racers too*



*The different shape and mixture of the tyre will deliver the desired additional grip*



*Known for his spectacular riding style and his impressive win in the streets of Macau - Suzuki ambassador Kevin Schwantz*



*Two-stroke engines were banned from MotoGP in 2002*



*Probably the best motorcycle racer ever, whose marketability has made him very wealthy*

**R – Rutter, Michael**

Born on 18th April 1972 in Wordsley and nicknamed 'The Blade,' Rutter is a British motorcycle racer with a reputation for being at his best in wet conditions. His favourite circuit is Oulton Park. He has won 27 British Superbike Championship races, most recently at Knockhill in 2010, and finished as series runner-up twice. He has also contested MotoGP and World Superbike Championship events.

**S – Schwantz, Kevin**

Born on 19th June 1964 in Houston in Texas, Schwantz is a former American World Champion motorcycle road racer who swept all before him in the late 1980s and early 1990s. He was hugely popular for his aggressive, all-or-nothing riding style. In 1988, he rode the Pepsi RGV500 to victory at the Macau Motorcycle GP. Today the former 1993 500cc World Champion teaches students the secrets to faster, more confident and safer riding at his premier motorcycle riding school at the Barber Motorsports Park in Birmingham, Alabama. His 1988 winning bike can be studied in the Macau GP museum.

**T – Two-Stroke Engine**

This internal combustion engine completes the thermodynamic cycle in two movements of the piston. This increased efficiency is accomplished by using the beginning of the compression stroke and the end of the combustion stroke to simultaneously perform the intake and exhaust functions. Almost all commercially available motorcycles are driven by conventional gasoline internal combustion engines, increasingly four-strokes in all size ranges. The mid-range and large two-strokes seen in the 1970s and 1980s have almost disappeared, particularly as emission laws were introduced. The last one to be seen in Macau was in 2002.

**U – Upside-down forks**

These telescopic forks are installed inverted compared to typical forks. In this case the slider tubes are at the bottom and the heavier bodies at the top. This decreases the unsprung weight of the motorcycle and improves its handling. Also known as inverted telescopic forks.

**V – Valentino Rossi**

On real road racing, Rossi has this to say: "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 at a certain corner. If you don't know every centimetre of the TT 110%, I think it's impossible to go to the maximum."

## W – Weights

Minimum Weight - MotoGP Class

Cyl.	2010 minimum
2	135 kg (300 lbs)
3	142.5 kg (314 lbs)
4	150 kg (330 lbs)
5	157.5 kg (347 lbs)

## X – X Factor

Every rider knows about fear following an accident. But there are also fears about corners, braking, the wet, rubbish on the road and riding in the dark. Additionally, in MotoGP, there is also the thrill of speed and acceleration. This is what makes motorcycling so unique and special. Balancing fear and commitment gives you the key to being fast and successful in motorcycle racing.

## Y – Yamaha YZF-R7 OW02

This 500-unit limited production race homologation motorcycle was designed to compete in the Superbike World Championship and Suzuka 8 Hours endurance races and was last been seen in 2001 ferrying David Jefferies. It has a 749 cc, 20 valve (5 valves per cylinder) inline-4 DOHC producing 107 horsepower (80 kW), increasing to 139 hp (105 kW) when the other, unused bank of fuel injectors is



*Noriyuki Haga on the Yamaha R7 OW02 the first of its kind with five titanium valves per cylinder*



*Valentino Rossi won the 2008 and 2009 MotoGP World Championships on the Yamaha M1*

activated, and over 162 hp (120 kW) in race trim. David Jefferies rode the bike in 2001 – a true beauty perfectly matched with an outstanding rider.

## Z – Zero to 60

An M1 hits 60 in 3 seconds and can reach a top speed of 340km/h. Finishing the 15 laps of the Macau Grand Prix (approx. 91km) will take about 37 minutes, at an average speed of 145 km/h.

**If you have any questions or comments . . . ideas on our columns, please email us at [info@macau-motorsport.com](mailto:info@macau-motorsport.com) or write to:**

**INSIDE Magazine  
P.O.Box 1598  
Macau S.A.R.**

**Questions and suggestions featured in the 2011 INSIDE magazine will earn the sender a Macau Motorcycle Grand Prix T-shirt AND an invitation to the legendary Macau Grand Prix Champions Party.**



Andrew Vickerstaff



# San Miguel®



**Beertech Company Limited**  
**Sales Hotline: (853) 2823 4567**



Stephen Davison - PacemakerPressInternational

**EASTON**

# Hutchinson





Chevrolet Europe

**On a Role**

# HOT

EuropeanMotorNews.com





# Grand Prix Grand Experience Grand Lapa Macau

## Sizzling BBQ Buffet

Enjoy a panoramic view of the circuit from the 5th floor Grand Terrace overlooking the first major bend and fastest section of the track. With simultaneous race coverage broadcast on the giant terrace screen, you won't miss a beat . . . whilst savouring delicious BBQ specialities and 5-star service in the best viewing spot in town.

Saturday & Sunday  
20th & 21st November 2010

Price: MOP 988 nett /  
MOP 1,988 nett  
(2days)

Enquiries and reservations:  
call (853) 8793 3637



### Grand Prix Season package includes:

- One night's accommodation in Deluxe Resort View Room
- Complimentary bottle of champagne
- Complimentary use of The Spa's steam, sauna and indoor whirlpool bath
- Complimentary use of outdoor temperature-controlled swimming pool, outdoor whirlpool bath, fitness centre and aerobics studio
- Shuttle bus transfers between New Macau Maritime Ferry Terminal and Grand Lapa Macau

Room rate: HKD1,788 (room only) and up  
(subject to 10% service charge & 5% government tourism tax)

Room rate valid from 18-21 Nov, 2010.

Terms and conditions apply. For bookings and reservations, please call (853) 8793 3261 or e-mail [glmf-reservations@mohg.com](mailto:glmf-reservations@mohg.com)



## Grand Experience at Grand Lapa Macau



Ideally located near the New Macau Maritime Ferry Terminal and Macau International Airport, Grand Lapa Macau is the only resort hotel set in the city centre that offers superior facilities for both business and leisure travellers. Spread across 15,000 square metres, the 416-room hotel boasts four restaurants and a bar presenting international cuisine as well as Asian delights, world-class spa, fitness facilities, a supervised children's centre and a 10-metre rock climbing tower.

Grand Lapa Macau, 956-1110 Avenida da Amizade, PO Box 3016, Macau  
telephone (853) 2856 7888, facsimile (853) 2859 4589  
[www.mandarinoriental.com/grandlapa](http://www.mandarinoriental.com/grandlapa)

Join us on



# What's the meaning of "Macau"?



# Walk the Talk

**O**n the southwestern tip of Macau Peninsula stands the imposing A-Ma Temple, the place many people believe designates the spot at which the mediaeval Portuguese first set foot on Chinese territory. On asking where they were, they were told 'A-Ma Gau' (bay of A-Ma).

The name Macau is derived from the goddess A-Ma, also known as Tin Hau. According to legend, A-Ma, a poor girl looking for passage to Canton (now Guangzhou), was repeatedly turned away by wealthy

junk owners. Finally, a poor fisherman took pity on her and gave her passage. Shortly after, a terrible storm rose up, wrecking the junks but leaving the fishing boat unscathed. When it returned to the Inner Harbour, A-Ma walked to the top of nearby Barra Hill and, in a glowing aura of light, ascended to heaven. In her honour, the fisherman built a temple on the spot where they had landed. In modern Cantonese, 'Macau' is pronounced Ou Mun, meaning 'Gateway to the Bay'.





*The Historic Centre of Macau supports the oldest Western buildings standing on Chinese soil today. In tandem with Macau's traditional Chinese architecture, it stands witness to successful East-West cultural pluralism and architectural traditions. Throughout history Macau has served as an important gateway through which Western civilization entered China, and for centuries this speck of land, not 30 square kilometers in size, has nurtured a symbiosis of cultural exchange, shaping the unique identity that is Macau.*



### **Ruins of St. Paul**

Travelling to Macau without visiting the Ruins of St. Paul means not visiting Macau at all. The original structure of the Church and St. Paul's College were destroyed by fire in 1835, leaving only the enigmatic stone façade we see today, which, if you look closely at the many carvings upon it tell a story of unparalleled integration and purpose.

### **A-Ma Temple**

A-Ma Temple already existed before the city of Macau came into being. It comprises the Gate Pavilion, Memorial Arch, Prayer Hall, Hall of Benevolence, Hall of Guanyin, and Zhengjiao Chanlin (a Buddhist pavilion). The assembly of pavilions dedicated to the worship of different deities in a single complex makes A-Ma Temple an exemplary representation of Chinese culture inspired by Confucianism, Taoism, Buddhism and multiple folk beliefs.



### **Guia Fortress**

Guia Fortress was initially designed to defend Macau from attack from the sea but because of its position overlooking the city, its chief value has been as an observation post. The lighthouse, standing 91 metres tall, is the oldest on the south China coast and in clear weather its light is visible for some 20 miles. The Guia Fortress was a restricted military area until 1976, when it opened as a major tourist attraction.



### **Senado Square**

Senado Square has been Macau's urban centre for centuries and remains a popular venue for all kinds of traditional and modern celebrations. Paved with traditionally iconic black and white stones in the Iberian style depicting elements related to Macau's unique maritime history, the square is the city's main thoroughfare, from which radiates much of Historic Macau.



### **Macau Museum**

This is a city of museums, with Macau Museum inaugurated in 1998. Its aim is to preserve the cultural traditions, usages and habits that specifically belong to Macau, in a place where East and West have so peculiarly learned how to meet and to live side by side throughout the centuries.





### Wynn Macau

A touch of Vegas transplanted to the East, the US-based Wynn brand does things in some style, with high-end boutiques and restaurants part and parcel of the mix. It also has a non-smoking gambling hall.



### Grand Lisboa Casino / Casino Lisboa

This towering, flaming-torch-shaped megastructure has become the landmark you navigate the peninsula street by, outshining its little sister with its unbridled kitsch inside and out. While the best known casino in Asia may be outdone by its big sister, it retains much of its old raunchy personality in charismatic contrast to the vast newer casinos.



### City of Dreams

City of Dreams is a unique integrated resort combining electrifying entertainment, an amazing array of accommodation, regional and international dining, designer brand shopping – and, of course, The House of Dancing Water.



### Macao Tower

At 338m, this tower rises above the Macau Convention & Entertainment Centre on the narrow isthmus of land southeast of Avenida da Republica. You can ascend to the observation desk on the 58th and 61st floors and eat at the revolving 360 Café, but apart from looking good the Tower doesn't actually 'do' anything. Brave tourists may want to try the tame Skywalk around an outdoor walkway, or the more adventurous Mast Climb on 100m vertical ladders and the Skyjump, a 223m controlled descent. The truly daring will want to rack up the experience of doing the world's highest bungee jump!



### The Venetian

This ersatz Doge's Palace is a vast hotel, conference, gambling and shopping city within a city, recreating many Venetian icons, right down to the canals (complete with singing gondoliers).



*For more than 57 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](mailto:mgp@macautourism.gov.mo)

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



**M**y name is Gavin Yap, the actor/writer/director from Malaysia. You've possibly heard of me. Not you either? I'm working on it.

For the last 20 years or so, I've worked on just about everything in the Malaysian arts scene, making me the ideal choice to pen a piece for a motoring magazine. I mean, motor racing is art, right?

All that aside, when INSIDE magazine approached me about writing an intro for this month's issue, I jumped at the opportunity – despite the fact I know diddly squat about the Macau Grind Prix or motorsport in general for that matter. I know a car has an engine and my father once explained the workings of a clutch to me.

Anyway, I've been a relatively practical guy most of my life. A car has always been a box on wheels that transports me from A to B, and I hadn't really taken the thought much further prior to INSIDE magazine asking me for an outsider's perspective on the Strange World of Wheels. To research my piece, I watched 'Talladega Nights', thereby absorbing the essence of NASCAR. I watched 'Fast and Furious' to divine the core elements of 'attitude', and the 'sardine can' door-shredding opening sequence of Casino Royale not only left me both stirred and shaken but told me all I needed to know about the stop-at-nothing commitment of winning a duel on wheels.

Although I don't know much about all this racing mumbo jumbo, at the end of the day it isn't necessary because it doesn't change a thing. It doesn't take anything away from me or you. We know class, courage and passion – and art - when we see it, and there will be lots of it on display in this most unique racing event – the Macau Grand Prix. Enjoy.



# World Touring Car Championship

**G**abriele Tarquini was never one to do things by halves. Not satisfied with being the oldest FIA World Champion ever – an achievement almost carved in stone by Juan-Manuel Fangio in 1957 when he lifted his fifth Formula One title - he went on to score the most points (127) in a WTCC season. Oh, and the 47-year old is the first Italian to win an FIA world championship since Teo Fabi in the 1991 World Sportscars Championship.

The two edge-of-the-seat Macau races provided all the thrills and spills a card-carrying WTCC anorak could want, resulting, fittingly, in Chevrolet and BMW sharing the victor's podium, with Robert Huff taking the first race for Chevrolet and Augusto Farfus taking the second for BMW. Farfus' sixth win of the season set a new record for WTCC but it was not enough to keep SEAT at bay, who were justly rewarded for the second consecutive year, just pipping BMW to the Manufacturers' Championship. Veteran wheel man Tom Coronel sealed SEAT's triumph by taking the Independents' Trophy for the second time.



# G. Tarquini – A Worthy Champion

## RACE 1 –

### Huff puffs but Tarquini dogged in pursuit

Robert Huff took the chequered flag in the first race, with Gabriele Tarquini taking second and Jordi Gené placing third. Augusto Farfus' eighth position effectively relieved him of the championship but put him on pole for Race 2 in a scramble to score maximum points for BMW. Yvan Muller, in fifth place, was in with a tilt at the crown but still six points adrift from the Italian.

In the final two laps, positions regularly swapped from second to eighth, resulting in Farfus and Müller making it an all-BMW front row for Race 2. Menu took fourth place while Monteiro - who demonstrated blistering pace and at one point was challenging Huff - finished sixth. The opening lap was orderly, with drivers picking their dancing partners within the first couple of corners, which subsequently determined the final outcome of the race. Andy Priaulx finished his race at the barrier at the Mandarin Oriental bend, while at the end of the first lap Tarquini was lying third with Monteiro in front and Gené behind, dashing the hopes of the feisty Farfus.



*"It is certainly easier to win starting from pole but winning is never easy in Macau, sometimes it's an achievement in itself to finish a lap. Monteiro made life difficult in Race 1 but then I got a gap and focused until the end. I'd like to thank Chevrolet for giving me a great car all season."*

- Robert Huff, Winner of Race 1



## RACE 2 – SEAT Seals it

While Augusto Farfus and Jörg Müller claimed a 1-2 for BMW, the laurels went to SEAT. Despite Yvan Muller's number three positioning in the race Tarquini took fifth - stretching his overall points lead to six, enough for him to take the title from his teammate. Thanks to these results and those of Jordi Gené and Tiago Monteiro, SEAT retained the Manufacturers' Championship. The race ended prematurely after a massive pile-up involving Félix Porteiro, Franz Engstler and André Couto at the end of lap eight but because the final results took

into consideration the lap prior to the suspension, Porteiro won the Independents' race.

The crash involving Porteiro, Engstler and Couto effectively spelt the end of the season. Porteiro went off at 'R' bend, bounced into the racing line and was hit by Engstler. Couto then collided with Engstler's car, and with three laps left to go there must have been some wistful thoughts emanating from the wreckage about what might have been . . .



BMW Motorsport

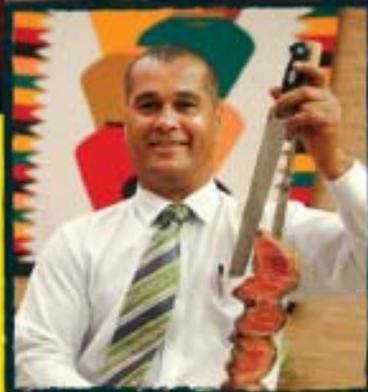
*“We had a tough start to the season with the first three events being disappointing, which could have made the difference. My thanks go to BMW, Jörg (Müller) and Andy (Priaux). We pushed hard to the end but unfortunately it didn't work and hopefully we can look to a better season in 2010.”*

- Augusto Farfus, Winner of Race 2



# CHURRASCÃO

BRAZILIAN RESTAURANT



- **MINIMUM 12 VARIETIES OF BRASILIAN IMPORTED MEATS**  
(INCLUDING PICANHA, MAMINHA, ALCATRA...)  
不少於十二款各式各樣的巴西入口鮮肉 (包括必加拿, 瑪棉拿, 亞加達... 等等)

- **COLD BUFFET**  
(WITH A VARIETY OF SALADS AND DRESSINGS)  
自助式冷盤 (各款沙律及不同醬汁)

- **BIG CHOICE OF HOT DISHES**  
(FEUJODA A BRASILEIRA FISH AND MUCH MORE...)  
任選熱盤 (蒜祖連, 巴西鮮魚, 種類繁多...)

- **DESSERT BUFFET**  
(WITH THE TRADITIONAL BRAZILIAN SWEETS)  
自助甜品吧 (傳統巴西甜品)



## ALL YOU CAN EAT

**MOP 188.00**

(Half price for kids under 10 and FREE for kids under 4)  
(10歲以下小童半價, 4歲以下全免)

**ENJOY OUR RANGE OF BRASILIAN DRINKS**

請光臨享受一系列的巴西飲品

**CAIPIRINHA – MOP 30.00 • GUARANA – MOP 20.00**



Opening Time: 19:00 • Last Order: 23:00

Address: Nova Taipa Garden, Block 27 G/F • Taipa • MACAU

Reservations: tel 28843739 • fax 28843994 • e-mail lebistrot@macau.ctm.net

# Tarquini Finds Winning Formula



*Italian racing driver Gabriele Tarquini participated in 78 Formula One Grands Prix before finding his real form in Touring Cars, winning the BTCC in 1994, the ETCC in 2003 and the WTCC in 2009, the new rules of which are just what the sport needs, he says.*

**INSIDE Magazine:** On 22nd November 2009, you won the 2009 FIA World Touring Car Championship title at the age of 47 years and 266 days, becoming the oldest FIA World Champion ever (breaking Juan Manuel Fangio's record of being the oldest FIA Formula One World Drivers' Champion at 46 years and 41 days) . . .

**Gabriele Tarquini:** Thanks for the comparison! I guess I'm the living proof that age is no barrier. At 47, I've taken my first world title and have never felt that age was a handicap; in fact, far from it - I think it's a big plus. One reason is that WTCC is not as 'physical' as a formula ride. Experience definitely counts for a lot in a tough championship like the WTCC.

**IM:** Last year, you drove a works SEAT, and following their withdrawal you were given the opportunity to defend your title driving for the newly formed SR-Sport team. What are the major differences competing for the new team?

**GT:** The car's fundamentally the same because we don't have the money to test and improve the set-up. It's very hard to compete with other works teams but fortunately last year's car was very competitive. There's a big difference in the teammates, too, as last year all Seat drivers were paid by the company to win the two titles. This year, every car is paid for by the drivers and team help is zilch.



**IM:** What are your plans after this season?

**GT:** I have no concrete plan at the moment. I'll see after the last race, but I'm very happy racing WTCC. Also, the regulations will change next season, with all manufacturers using a 1.6L Turbo charged engine. Seat won't be allowed to use its TDI engines and have not confirmed their participation for next season yet. My team is trying to continue running a Seat 1.6L Turbo but let's see what pans out . . .

**IM:** Do you agree with this standardization to 1.6L Turbos?

**GT:** We need more manufacturers, and the rules have changed to increase the number of cars. The WTCC must be a manufacturers' championship with some private cars, so the new rules make a lot of sense.

**IM:** WTCC versus DTM: What do you think?

**GT:** DTM is a national German series with some outside races, but it obviously has a strong following in Germany. The WTCC is a world championship with its main events in Europe, and is very popular, too. We cannot compete with DTM in terms of fans in the German zone but in the rest of Europe WTCC is very

strong. DTM is run by two German manufacturers and without doubt the costs incurred in running in such a comparatively small area are very high.

**IM:** Some F1 and Formula Series drivers say that touring cars don't really pick up the speed, have the feel of a race car or even the brakes. But not many of these drivers can make it in the WTCC or DTM. How were your first years in a touring car?

**GT:** Formula is the best car to drive in terms of 'sensation' but touring cars are the best to race. Formula racing now depends so much on aerodynamics and you can't use the car body to fend off opponents. Yes, speed is important but it's not the only quality you need to win in a touring car. I started racing touring cars at the same time as I stepped into an F1 but it was a different era. Today, you have exceptionally quick touring car drivers who are very category-specific.

**IM:** The pressure is on when it comes to the end of the season and the title. Andy Priaulx said that his success comes from mental strength and that he prepares for it. What is your routine when you compete in Macau?

**GT:** Normally, I arrive on the Monday before to avoid problems from jetlag and temperature differences. I will spend one or two days in Hong Kong before arriving in Macao on Wednesday. After Friday practice, it's very good to have the Saturday free to relax before racing . . . time I tend to spend in Zhuhai shops.





**IM:** Last year was a bit different, wasn't it? From hospital to podium . . .

**GT:** That weekend was an emotional rollercoaster! After the Saturday crash and the trip to the hospital I thought my title chase was finished but all credit to my team, who told me that the car was fit to race. It was wonderful to win the title like that ...but not in that way again, please! I'd have to say that the Macau Grand Prix is special. Despite being the final stage of the World Championship, it is still very different from other street circuits and many drivers rate it their favourite track. It tests drivers. Because the speed is very high a small mistake can cost you big. To be fast in Macau is very difficult.

**IM:** How did you first get involved in racing cars?

**GT:** My passion started with karting when I was very young. My parent's house was close to a go-kart circuit and that was it. My long career started with this small track . . .

**IM:** We always ask car drivers what they think about bike riders competing on the same street circuit here in Macau. Do you watch them?

**GT:** I'm not a bike fan - but to me they're completely nuts!



270PS super power  
0-100km/h in just 5.5 seconds



It won't stand still

## Speed rules. The hot new Volkswagen Golf R debuts.



Volkswagen Performance Series

Equipped with a comprehensive array of racing gears and technology, the new Golf R ranks the fastest in the Golf family. Only a rare few units are left for the 2010 quota. So you better act fast!

- 2.0 TSI turbo engine
- 6-speed DSG Dual-clutch auto gearbox
- 4MOTION (4-wheel-drive)
- Multi-function Sports Steering Wheel with +/- Paddle Shift
- DCC Adaptive Chassis Control (Normal, Comfort or Sport mode)
- "R" Aero Kit + 19" black alloy wheels
- Premium leather upholstery and "R" accessories
- 2-door / 4-door options available



Das Auto.

**Volkswagen Wanchai**  
Gloucester Road Centre  
Shop A, G/F AXA Centre,  
151 Gloucester Road,  
Wanchai, Hong Kong  
Tel: 3698 9628

**Volkswagen**  
Wanchai Road Centre  
The Morrison Place,  
223-227 Wanchai Road,  
Wanchai, Hong Kong  
Tel: 3698 9688

**Volkswagen Hong Kong**  
Service Centre  
Unit A & B, G/F Hong Kong  
Industrial Bldg.,  
444-452 Des Voeux Road West,  
Sai Wan, Hong Kong  
Tel: 3698 9898

**Volkswagen Tsuen Wan**  
Service Centre  
G/F, Wafco Bldg.,  
204-210 Texaco Road,  
Tsuen Wan, N.T.,  
Hong Kong  
Tel: 3698 9733

**Volkswagen Macau**  
Showroom  
Rua dos Pescadores  
No.388 Edif. Ind.  
Nam Fung B.L.1 R/C "A"  
Macau  
Tel: (853) 2887 8728

# WTCC commitment at 'Fore -

**Dr. Mario Theissen, Director of BMW Motorsport, concedes that this year has been no stroll in the park for the mighty Bavarian chargers but confirms that its commitment to the World Touring Car Championship remains undimmed.**

**INSIDE Magazine:** The BMW teams have struggled to keep pace with the strong performance of the SEAT TDI in past seasons. Now, however, the petrol-fired cars seem to be setting the pace once more. What's behind this development?

**Dr. Mario Theissen:** I don't see the petrol induction engines as being superior this year. An analysis of the results from qualifying, the fastest race laps and the races themselves show that all three manufacturers are practically on a par at the moment. Each has its own individual strengths and weaknesses. The SEATs continue to benefit from the head start they receive from their turbodiesel engines, even if it is no longer a classic works commitment.

In our case, on the one hand our reduced works involvement is noticeable – we have fewer cars at the front of the field than our rivals, which is particularly noticeable in the Manufacturers' Championship. On the other hand, you can no longer hope to achieve any major developments with a car that is now five years old.

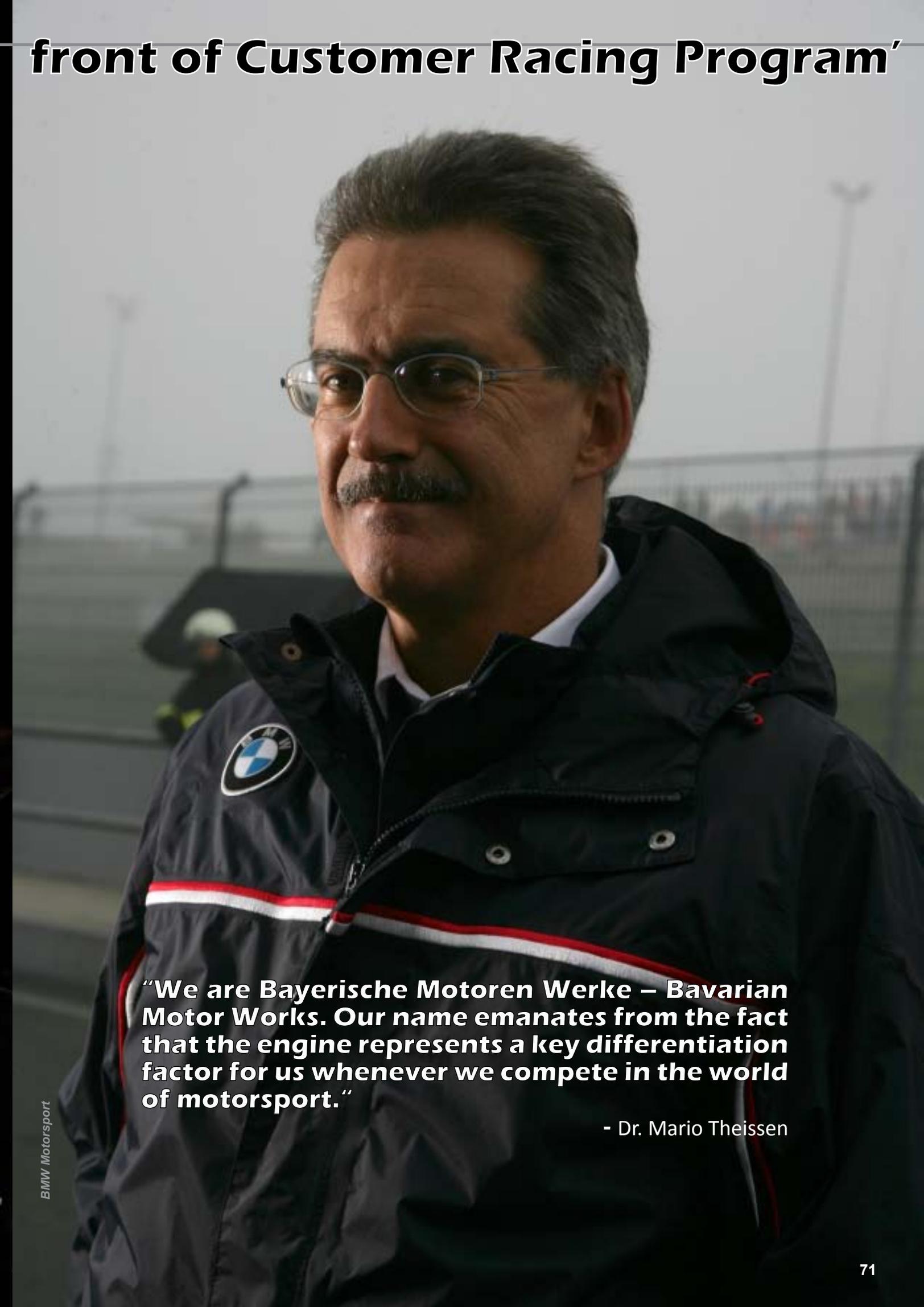
**IM:** Next season, the new regulations dictate a standardised 1.6l turbocharged engine, and BMW has just confirmed the development of such an engine. Everybody would love to see a BMW works team in 2011. Will BMW step up to the plate? What would influence the decision?

**MT:** We have yet to make a decision about next year's commitment. However, the package we are offering private BMW teams in the World Touring Car Championship for the coming years shows that we still ascribe the same importance as ever to this championship.



BMW Motorsport

# front of Customer Racing Program'



**"We are Bayerische Motoren Werke – Bavarian Motor Works. Our name emanates from the fact that the engine represents a key differentiation factor for us whenever we compete in the world of motorsport."**

- Dr. Mario Theissen



**IM:** In our last interview two years ago you mentioned the need for action. Is engine standardisation the kind of action you had in mind?

**MT:** We are Bayerische Motoren Werke – Bavarian Motor Works. Our name emanates from the fact that the engine represents a key differentiation factor for us whenever we compete in the world of motorsport. We do not see that changing in the future: a standardised engine is not an attractive proposition for us. What we demanded is equal opportunity, guaranteed by the technical regulations. The S2000 regulations, which will come into force in the World Touring Car Championship and other race series as of next year, is a considerable improvement on the current situation as right from the word go it rules out the engine mismatches we are seeing at the moment.

**IM:** Earlier this year you confirmed a declaration of intent to enter the DTM for the 2012 season. Is this engagement concentrating all resources or is there a possibility of entering both the DTM and the WTCC with a works team?

**MT:** In principle, it is clear that our planned commitment to the DTM will require large resources and would tie up a lot of capacity. However, until we've made a final decision regarding entering the DTM from 2012 it is too early to speak about what involvement would be conceivable in certain cases.

note: **BMW confirmed their entry into the DTM for 2012**

**IM:** Although the WTCC and the DTM are both considered a touring car series there are big differences. What, in your opinion, are the most significant?

**MT:** I don't see the DTM cars as classic touring cars but rather as silhouette cars at GT level, which require far more effort to design and construct than touring cars. That is the major difference.



**IM:** What different business objectives could BMW meet by entering the WTCC parallel with the DTM?

**MT:** Thanks to the S2000 regulations, WTCC cars can also be used in many different racing series – we have sold more than 60 of the current BMW 320si WTCC alone around the world. As such, our WTCC commitment is at the forefront of our customer racing programme. Although we do want to see DTM in other race series as that kind of number would obviously be inconceivable.

**IM:** After last year's successful inaugural BMW M3 GT2 outing in Asia at the Asian Le Mans Series in Okayama you will now compete in China for the Intercontinental Le Mans Cup 2010 at the Zhuhai International Circuit. Will we see the DTM car in a worldwide series in the near future? How long do we have to wait?

**MT:** As it stands I find it hard to imagine an international racing series for DTM cars. It makes more sense to strive towards being represented by DTM cars in several racing series. That contains the costs and results in a stronger regional basis – and despite this we would still be present on international platforms, namely in Europe, the USA and Asia.



[www.macaudailytimes.com.mo](http://www.macaudailytimes.com.mo)

*macau daily* 澳門每日時報®  
**Times**  
34 YEARS

# Testosterone Family Still Bulking Up

**INSIDE** lifts the carpets, kicks the tyres, and gets under the hood of a BMW 320si WTCC touring car and the series version of the same marque. Night and day, chalk and cheese but the family resemblance more than shines through.

Next season, all WTCC cars will undergo a huge technical upgrade due to regulation changes so we thought that this would be an ideal opportunity to compare a well-established touring car with the series model. And just for good measure, we'll take a peek at what is needed to convert a 3 series saloon road car into its racing cousin.

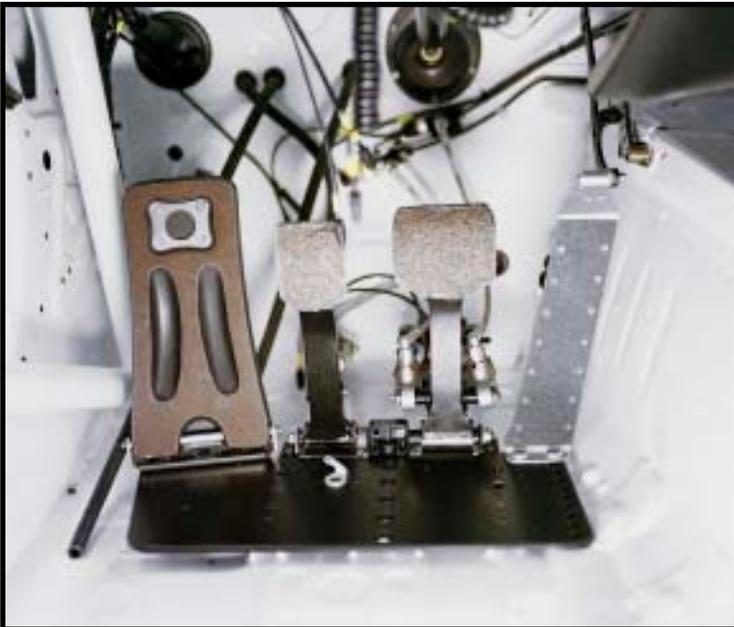
With Andy Priaulx behind the wheel, the BMW 320si WTCC debuted – and won – the World Championship title in 2006, a feat it repeated in 2007. Building on that success, BMW Motorsport has to date delivered more than 60 cars to private teams.

BMW Motorsport





At the Regensburg plant in Germany, some 550 metal components are assembled to make a single car body weighing just 355kg. The series bodies then make their way to the paint shop while the race car shell is converted for racing and all necessary adjustments and reinforcements made, including the introduction of a 38-mm steel tubing safety cage. For strengthening purposes, the fixing points are located at the front and rear strut towers, with the rear axle suspension integrated directly into the cage for additional support. After 200 hours of painstaking work, the safety cage is complete. While robots paint the series car with some 19.5 kg of coating and paint, the bad boy is done by hand to use as little paint as possible.



The pedal arrangement on the racecar accommodates a perfect adjustment of the distance to the seat and lowers the centre of gravity as the clutch pedal is generally used only from a standstill. During the race, the integral strain gauge in the BMW 320si WTCC's gear stick emits an electrical impulse as soon as the driver touches the lever. This makes the engine management system cut the ignition, briefly reducing traction force to enable the driver to shift gently but firmly without using the clutch. The racecar's large brake pedal also demands a strong but responsible stamp from the pilot as systems like ABS are not permitted by FIA. The accelerator works by transmitting an electronic signal that is translated directly into performance.



The BMW 320si WTCC uses inner-vented, perforated brake discs and four-piston aluminium brake calipers at the front. The grey cast iron discs measure 332-mm in diameter and are 32-mm thick. The car's rear brakes feature full 18-mm thick discs measuring 291-mm in diameter, and come with two-piston aluminium callipers, slowing the car from 200 km/h to a parking ticket in just 4.6 seconds, requiring, in the process, just 130 metres of braking distance to do so. The driver can shift the braking force between the front and rear axles by means of a regulator in the cockpit.



The driving characteristics of the BMW 320si WTCC are very much determined by its springs and damper settings, with the lengths and characteristics of the springs chosen dependent largely upon the track profile as well as surface conditions and the amount of additional weight being carried. Ground clearance is determined by the length of the springs and has to accommodate the ballast while still complying with the minimum clearance of 80 mm stipulated by race regulations. The tension and compression stroke on the front and rear axle shock absorbers also affect the car's driving characteristics as they are independently adjustable, with various possible settings influencing how the car handles sudden changes of direction, curbstones or ruts. The electro-hydraulic assisted rack and pinion steering on the BMW 320si WTCC originates from the production model.



BMW Motorsport draws on its own production competence, manufacturing core components for its high-performance WTCC engines in the Landshut Plant, where series engine components are also made. The 2.0-litre four-cylinder production engine of the BMW 320si (delivering 127 kW/173 hp) provides the ideal 'lump' for developing the race unit. A number of modifications, however, are needed to produce a competitive race engine.

These include not only a different bore stroke ratio but crankshaft drive (crankshaft with reduced bearings diameters, extremely high-performance steel conrods, forged skirt pistons) and the cylinder head of an all-aluminium engine. The valve train (which includes non-variable camshafts, valves and valve springs) are thoroughly revised and the lighter flywheel now weighs just 4.0 kg.



For the BMW 320si WTCC, BMW Motorsport offers a five-speed, dog-type, unsynchronized H-gate race transmission. The production-derived transmission is a cost-effective alternative to sequential systems, making it particularly attractive to many teams. The H-gate and the sequential transmissions have virtually identical shift times. For the BMW 320si WTCC, times are primarily shortened by the cut ignition, which makes depressing the clutch unnecessary. But the engine management system also enables variable shift times, depending on the gear selected. The BMW 320si WTCC benefits from an oil/air cooler which keeps transmission oil temperatures constant, and with an average 400 gear changes per race, the cooler system is vital.





Unlike the production version of the car, the BMW 320si WTCC does not have its radiator directly behind the BMW kidney grille. Instead, the engine's air intake guide is positioned there, which causes the airflow to produce a build-up of pressure, which literally forces the fresh air through the filter and into the intake plenum. This leaves the engine having to do less suction work and also fills its cylinder more efficiently.

There are also differences in the drivers but that will become evident on race day.



**A – Argentina**

will be the second race in 2011 following the race of Curitiba, Brazil and takes place in Buenos Aires.

**B – Biofuel**

In 2009, the FIA WTCC teams were obliged to use 10 percent second-generation bio-fuels, alongside 90 percent unleaded gasoline or diesel. This year, official supplier PANTA provides all the teams with the most eco-friendly fuel to reduce the emission of several harmful pollutants.

**C – Continents**

Since 2009, the FIA WTCC calendar regularly schedules races on four different continents. In addition to Europe and Asia, races are now slugged out in Marrakesh and Morocco in Africa, and Curitiba, Brazil in South America.

**D – Darryl O’ Young**

He is the first Chinese ever to participate in a full WTCC season. England-based Bamboo Engineering fields two Chevrolet Lacettis, with the second driver for its last three races being Yukinori Taniguchi.

**E – Engine limitations**

Until new regulations bite in 2011, cylinder capacity must not exceed 2000cc and the engine is limited to a speed of 8,500rpm for petrol engines and 4,500rpm for diesels. To capitalize on cost savings, an engine must be used for at least four consecutive races.

**F – FIA WTCC**

The WTCC is just one of four racing series worldwide that is an official world championship approved by the FIA, and include the FIA F1, the FIA WRC and the FIA GT World Championship.

**G – Guangdong**

In 2011, a WTCC racing weekend will take place in Mainland China for the first time. The last championship race - to be held at the 2009-opened Guangdong International Circuit – will run on 6th November 2011.

**H – Headlights**

During qualifying sessions, headlights are used to indicate a hot lap to other competitors on the track so that they can sportingly move over and allow the driver to finish his lap.

**I – Independents Trophy**

This is the unofficial world title for all cars and drivers entered on a privateer, non-factory support basis, and fetches €480,000 in prize money.

**J – Joerg Mueller**

He is the only one who managed to win



A Twin Ring Style track in Argentina will be awaiting the WTCC in 2011



Let's see if Darryl has the talent to survive at world championship level as it needs more than....



Obviously one of the most talented touring car drivers and a damn funny bloke, Joerg Mueller



2008 WTCC World Champion Yvan Muller switched to Chevrolet in 2010 and still a title contender

the Macau Grand Prix in a Formula 3 and a Touring car. This year he competed in the Intercontinental Le Mans Cup at the nearby Zhuhai International Circuit in the BMW M3 GT2.

**K – KSO**

The FIA WTCC is promoted by Eurosport Events subsidiary KSO (Kigema Sport Organisation), who supervise the event's organisation, from TV production and media rights distribution to international communication.

**L – Limited Pressure**

Since the 2009 season, turbo pressure has been limited to 2.5 bars in order to maintain a balance and competitiveness between all participating technologies.

**M – Muller, Yvan**

Muller won the 2008 WTCC Championship in a SEAT Leon TDI, the first non BMW-driver to pick up this prestigious silverware. This year, he returns to Macau in a Chevrolet Cruze.

**N – Noise**

For the sake of the environment, WTCC racing car exhausts must respect the 110 dB at 6000 rpm sound limitation at all times. I said, for the sake of the environment . . .

**O – Official Cars**

During the FIA WTCC racing weekend three official cars will be used. The events are always provided with a safety car, a medical car and a pace car. Manufacturers supply the race organisation on a rotating basis from race to race.

**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**

This determines the grid positions for race 1. After 20 minutes, during the first session the ten fastest drivers advance into the second session. To determine pole in 'Q2', the first ten fight again from scratch for the best time for another 10 minutes. The grid of race 2 is the result of race 1 with the exception that the first 8 positions are inverted. 8th position in race 1 takes pole in race 2.

**R – Regulations**

In 2010, FIA S2000 regulations will be changed.

Instead of the current 2.0l machines, turbo charged 1.6l aggregates will be used exclusively. The primary objective is to reduce costs and attract more manufacturers.

**S – Scrutineering**

A pre-race procedure to confirm that vehicles entered meet relevant standards according to prescribed regulations.

**T – TRW**

Since 2010, the WTCC official safety car is exclusively sponsored by TRW, one of the world's leading providers of automotive safety.

**V – Variable valve timing**

Following the trend of recent FIA rules, cost control is a major theme in technical regulations. Many technologies featured in production cars are prohibited. One example is variable valve timing. Other excluded technologies are variable intake geometry, ABS brakes and traction control.

**W – Weight minimum**

Current regulation permit a minimum weight of 1170kg for a front wheel drive in the VK S2000 or Diesel 2000 homologated class. Rear wheel drives in the VK Super 200 or Diesel 2000 homologated class



*TRW is the official Safety Car Sponsor of the WTCC since 2010*



*Yokohama has supplied more than 100 WTCC races*



*in the picture: A Twin Ring Style track in Argentina will be awaiting the WTCC in 2011*

are permitted to 1200kg. These minimum weights include the driver and his full equipment, and must be respected at all times.

**X – X-tra weights**

The fastest cars on the grid are equipped with extra weights due to the compensation weight system introduced in 2009. The amount of extra weight is determined per lap time. The maximum compensation weight is 60 kg.

**Y – Yokohama tyres**

The 10th WTCC round 2010 in Portimão marked Yokohama's 100th race as the championship's official tyre supplier since the Japanese company was appointed by the FIA in 2006. Some 37,956 tyres (dry and wet) have been supplied by Yokohama to WTCC teams since then.

**Z – Zanardi**

Alessandro Zanardi is a former Formula 1 driver who lost both legs in a serious accident in 2001. In 2003, however, he returned to motorsport competing in a specially prepared BMW and has won five WTCC races since then. This season he has exchanged his touring car for a bicycle. He plans to compete at the 2012 Paralympics in London for the Italian cycling squad.

TRW - Safety



TRW Corner Module  
OE Quality for safety in every environment



TRW wishes all drivers a safe race

# INSIDE Track Formula 3 –



**German F3**

**German F3 Vice-Champion 2010**

**Name: Daniel Abt**

**Nat.: Germany**

**Born: 3rd December 1992**

**Car: Dallara Volkswagen**



Daniel Abt - born into a motor sports affiliated family - started his career in 2001 in karting, where he remained until 2007. Just one year later he successfully switched to Formula racing. In the highly competitive German Formula series, the rookie was only beaten by the much more experienced Tom Dillmann. You can probably tell: this guy's got talent!

# Who's on a Roll for GP2 or F1





## F3 Euroseries

### F3 Euroseries Champion '10

**Name:** Edoardo Mortara  
**Nat.:** Italian  
**Born:** 12th January 1987  
**Car:** Dalara Volkswagen

Mortara is no stranger to Macau. After a thrilling duel with Vernay, he stormed to the Macau Grand Prix title last year. Holding Italian and French citizenship, the economic sciences student won six races this year. Three races before the end of the season he led the Championship with 25 points ahead of second-placed Marco Wittmann and remained uncatchable. Illustrious alumni include Formula 1 stars Lewis Hamilton and Nico Hulkenberg plus DTM pilots Paul di Resta and Jamie Green. Watch out for Mortara going for double or quits this time round!



## Japanese F3

### Japanese F3 Champion '10

**Name:** Yuji Kunimoto  
**Nat.:** Japan  
**Born:** 12th September 1990  
**Car:** Dallara Toyota

In 2009, Kunimoto moved into the Japanese Formula 3 Championship driving for the PETRONAS team TOM's. He finished third behind teammate Marcus Ericsson and Takuto Iguchi with four victories. In addition, he participated in the Super GT and finished tenth overall with Iguchi. In 2010, the Japanese remained at TOM's, winning an incredible ten races in a row. With two race weekends to go, Kunimoto prematurely secured the Japanese formula 3 Championship. Having gained confidence by this remarkable achievement, this guy is certainly a podium contender.





## British F3

### British F3 Champion '10

**Name:** Jean-Eric Vergne

**Nat.:** French

**Born:** 25th April 1990

**Car:** Dallara Volkswagen



This year, Vergne entered the British Formula 3 Championship, in which he started for Carlin. With two victories under his belt on the first race weekend the Frenchman made a strong debut. Having finished first in 12 races, Jean-Eric Vergne claimed the British F3 International Series this year, making it the first victory by a French driver. He joins the illustrious company of former British F3 Champions Ayrton Senna, Nelson Piquet, Mika Hakkinen, Rubens Barrichello and Jackie Stewart.



## GP 3 Series

**Name:** Rio Haryanto

**Nat.:** Indonesia

**Born:** 22nd January 1993

**Car:** Dallara Mercedes



Rio Haryanto is presently competing in the Pacific Formula BMW series and the Australian Formula 3 series. In 2009, he dominated the Pacific Formula BMW by achieving 11 first-place finishes. And because he finished as the highest ranked Manor driver in the GP3 final this year, the 17-year-old has also won one of the most prestigious prizes in a single junior motorsport formula - a test drive in a Virgin Racing VR-01 Formula 1 car. Although he finished 5th in the overall GP3 series, Haryanto comes to Macau with a truckload of F1-experience.



# RED BULL RACING



*A portrait on the 19-year-old Jean-Eric Vergne - one of the brightest French motor racing hopes.*

## **Willpower**

Certain careers seem to flow naturally as if mapped out and fated from birth. Jean-Eric's is one of these. Born 19 years ago in the Parisian suburbs, he grew up immersed in a cacophony of raucous engine noises at the kart track managed by his parents. From an early age, motor sport defined his life so it wasn't surprising that he wanted to participate. And this was to happen from an agreement with his father.

"Aged three, I'd developed a real fear of water," Jean-Eric laughs. "I was scared stiff of having a bath - even a shower. It was terrible! When I asked my father for a kart, he made a bargain with me. 'You'll have it if you learn how to swim!'"

He went off to spend his holidays with his grandparents and four days later he'd conquered his fear of water. He'd kept his side of the bargain and he got his kart - how's that for will power!

## **Learning the ropes**

Jean-Eric had a machine that was adapted to his size and he began learning the ropes of racing. It was immediately apparent that he was gifted as he demonstrated an innate grasp of lines and balance. For several years, he awoke to the whine and grumble of engines. The regulars came to practice on the family track, and Jean-Eric always raced to the window to watch them. After wolfing down his breakfast, he was allowed to grease his chain, set his tyre pressures and rack up the laps. He spent weekends in his element - in the school of racing.

A problem arose when Vergne wanted to race. He was too young and was forbidden from taking part in normal events. But that didn't put him off. He took advantage of the breaks to race round the national tracks at the age of eight to learn them by heart. Two seasons later, he was finally given the green light to start formally racing, and it wasn't long before he scored his first victories. At the age of eleven, he won the French

Junior title. "To do so I had to win the pre-final and the final. Unfortunately, I was in twentieth place on the grid and I was crying in my helmet. But I decided to go for it. I gave everything I had and I won." On that occasion, Vergne showed a characteristic trait that has remained with him. He is totally unphased by pressure and never cracks under difficult circumstances.

## **An enforced break**

But little by little a problem stopped the youngster from racing. As an adolescent, his height penalised him. At the age of fifteen, he was already 1,75m tall, an insurmountable handicap in karting. For two years he had to put his career on hold. "People forgot me," he says. A year later the Sodikart boss was amazed by Vergne's situation. He organised a test on the very selective Salbris track for several drivers, including the one who had driven for the make on a works basis the previous season. Once again, Vergne demonstrated his skills. He set the quickest overall time and became a Sodikart works driver for 2005 and 2006. It was sweet revenge on all those who had written him off. He filled the runner-up spot in the European Championship in the ICA category and then entered Formula A. His career was on a roll.

## **It's in the stars**

In 2007, thanks to a grant from the French Motor Sport Federation to race in the Formula Campus Championship, he launched himself in single-seater racing, winning the title in his first season. His skills behind the wheel caught everybody's attention, including that of Dr. Helmut Marko, the man in charge of recruiting young drivers for the Red Bull programme. At the end of two days of grueling evaluation of four drivers, Vergne snatched first place in the dying seconds and became part of the Red Bull Junior team. He fully justified his contract in 2008 by winning the French Formula Renault title. Red Bull continued its collaboration with him and asked him to try for the European title in the same category in 2009. Vergne took up the challenge. And in 2010 he became the first French picking up the title in the British Formula 3 series.

JEV loves racing and the adrenaline rush that goes with it, but he is a fairly even type of guy off the track. His group of friends, most of whom are racers, are his yardstick. "The French drivers get on well," he says. "I started at the same time as Jules Bianchi and Adrian Tambay and we keep in contact." Racing is never far away, and in his free time he likes nothing better than a quick session in a kart, when not boning up on and deepening his love of rock 'n roll. One way or another, Jean-Eric strikes just the right chords with the Red Bull philosophy!



# In the Swim with a Real Chance



## A – Aerodynamics

Whoosh. Aerodynamics is concerned with the study of the motion of air, particularly when it interacts with a moving object. Understanding the motion of air - often called a flow field - around an object enables the calculation of forces acting upon the said object. Velocity, pressure, density and temperature as a function of position and time are typically calculated for a flow field. The use of aerodynamics via mathematical analysis, empirical approximation and wind tunnel experimentation form the scientific basis for heavier-than-air flight.

## 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:

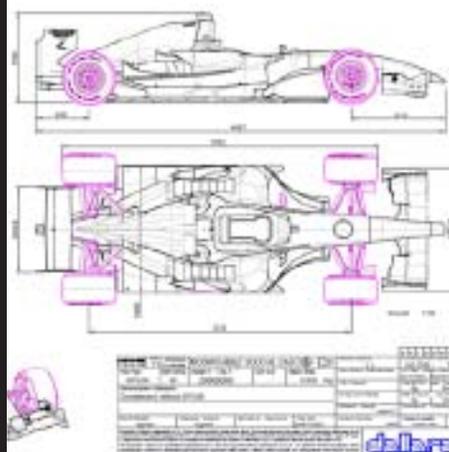
- Maximum width : 1850 mm (72.8")
- Minimum wheelbase : 2000 mm (78.75")
- Minimum track : 1200 mm (47")
- Minimum weight: 550 kg (1213 lbs)
- Active suspension, telemetry and traction control forbidden
- Two-wheel steering and drive only
- Manual gearbox, six forward gears (maximum) and one reverse
- 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 – Drifting

Drifting refers to a driving technique and a motorsport whereby the driver intentionally oversteers, causing loss of traction by the rear wheels through turns, while maintaining vehicle control and a high exit speed. A car is drifting when the rear slip angle is greater than the front slip angle prior to the corner apex, and the front wheels are pointing in the opposite direction to the turn (e.g.) when the car is turning left and wheels are pointed right or vice versa, and the driver is controlling these factors. As a motor sport, professional drifting competitions are now popular worldwide.



*BMW's 3 series developments in the wind channel*



*Construction plan of Dalara Automobili - most successful F3 Chassis constructor*



*Not a drift but always spectacular to watch a Formula One car on its promotion events around the world*



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

## 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 – Formula 3 Euro Series

This is a European-based junior single seater formula for Formula Three chasses that was launched in its current form in 2003. The Formula Three category, including this championship, is part of the established career ladder up which European drivers progress to the Formula One world championship, the highest form of single seater racing defined by the Fédération Internationale de l'Automobile (FIA), motorsport's world governing body. Lewis Hamilton, 2008 Formula One Champion with the McLaren team, won the Euro Series drivers' title in 2005. The 2004 and 2006 champions – Jamie Green and Paul di Resta – drive in the Deutsche Tourenwagen Masters, while other notable drivers such as Adrian Sutil and Nico Rosberg compete alongside Hamilton in Formula One.

## 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 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

## Formula 3 from A - Z

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 – Jarvis, Oliver

was first introduced to motorsport from an early age when his father Carl competed



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



*Many dreams of future Formula One careers ended in Lisboa Corner due to its hard breaking point and turn into much narrow roads*

in Formula Ford 1600. Keen to try it for himself, and at just six years old, Jarvis enjoyed his first motorcross competition, albeit on two wheels not four. At the age of eight, Oliver made the transition to race karts. During his 10 years in karts, he achieved notable success in British and European events, as well as in World Karting as one of Tony Kart's Works drivers. He won the Macau GP in 2007.

### 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.

### 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

**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 2000m<sup>2</sup>.

**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 Ying/Yang 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 Malacense 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.

Comparative prices range from MOP\$210 to MOP\$510 for body treatments; MOP\$380-540 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 Low building 6/F, Macau • Tel. +853 20331521



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

An open-wheel car has the wheels outside the car's main body and, in most cases, one seat. Open-wheel cars contrast with street cars, sports cars, stock cars and touring cars, which place their wheels below the body or fenders. Open-wheel cars are usually built specifically for racing, frequently with a higher degree of technological sophistication than in other forms of motor sport.

## 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



*Legendary Ayrton Senna won the first Formula 3 race in Macau back in 1983 in Teddy Yip's Theodore Racing Honda*



*A current Formula 3 engine generates 210bhp between 5000 - 7400 rpm while its 'Intake Airflow' is restricted*



*Dozens of engineers and scientists are working on improvements of the aerodynamics during the development of formula race cars in wind channels*



*Teddy Yip was the force behind the Macau Grand Prix which is today one of the biggest motorsport events in the world outside of F1*

lap time, especially down to Mandarin Bend and braking into Lisboa.

## T – Tuning

Tuning is the adjustment, modification or design of internal combustion engines to yield optimal performance, to increase an engine's power output, economy, or durability. It has a long history, almost as long as the development of the car in general, originating with the development of early racing cars and the post-war hot-rod movement.

## 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 – Velocity

Velocity is the rate of change of displacement. It is a vector physical quantity; both magnitude and direction are required to define it. The scalar absolute value (magnitude) of velocity is speed, measured in metres per second (m/s or ms<sup>-1</sup>) when using the SI (metric) system.

## W – Wings

Down force is a downwards thrust created by the aerodynamic characteristics of a car. The purpose of down force is to allow a car to travel faster through a corner by increasing the vertical force on the tyres, thus creating more grip. The same principle that allows an airplane to rise off the ground by creating lift under its wings is used in reverse to apply force that presses the race car against the surface of the track.

## X – X-Bow KTM

Pronounced 'Crossbow', this is the first car to be developed by Austrian motorcycle manufacturer KTM, in partnership with Kiska Design, Audi and Dallara. The X-Bow uses a turbocharged direct injected TFSI engine manufactured by the Volkswagen Group, which produces 177 kilowatts?, delivering 0-62 mph in 3.9 seconds.

## 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,

## Formula 3 from A - Z

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.



*G-Force is a major impact on Formula car drivers, experiencing up to 5+G under heavy breaking - John Stapp was subject to 22g during a rocket sled test in 1954*

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 or comments . . .**  
**...ideas on our columns, please email us at [info@macau-motorsport.com](mailto:info@macau-motorsport.com) or write to:**

**INSIDE Magazine**  
**P.O.Box 1598**  
**Macau S.A.R.**

**Questions and suggestions featured in the 2011 INSIDE magazine will earn the sender a Macau Motorcycle Grand Prix T-shirt AND an invitation to the legendary Macau Grand Prix Champions Party.**



# Sticking to What You Know

*The merry kerching of cash registers is rivalling the yowl of F1 racing engines - or is that high-pitched whine the sound of sponsors demanding more bang for their dineiro?*

Prior to the 1960s, Formula 1 was a different animal to the one you see today. In those halcyon days – flared trousers, sideburns, minis, the Beatles and Carnaby Street - what would have greeted the eye of the casual observer would be the complete lack of sponsorship on F1 cars. But come the end of the '60s, the potential of advertising on their aerofoils and everywhere else began to click with engine manufacturers, who duly started increasing the size of their stick-on logos. It was not until 1968,

however, when the sport's first corporate sponsor - Imperial Tobacco's Leaf brand – finally made it onto the side of the championship-winning Lotus. Formula 1 and sponsorship have since remained inseparable.

While drivers and teams slug it out ever more furiously on the tarmac, Formula 1 has become as much about business as racing. According to F1 Racing, the total spend by all eleven Formula One teams for 2006 was estimated at US\$2.9 billion. That's a whole lot of dineiros, and a long way from Kansas, Dorothy. And the largest chunk of this money is provided by sponsors. Toyota, for example, spent US\$418.5m., while Williams poured in US\$195.5m. and Super Aguri chipped in US\$57m. that season alone. Team expenditure has dropped year on year by 30% to last year's paltry US\$1.0 billion – but this in direct correlation to the worldwide recession and Honda's heart-wrenching withdrawal, which nevertheless plugged an annual



# Motorsport Business

leak in their piggy bank to the tune of US\$350m.

This all begs the question, of course, of what kind of bang these teams get for their buck. If we look at the prancing horse, Ferrari allocates about 50% of its budget (US\$406.5m. in 2006) to engine development, invests 5% in drivers' salaries and sprays 3.8% at bills and chasing sponsors.

The FIA has implemented numerous measures over the last few years to make F1 more cost effective. Critics say that these cost-cutting measures have turned F1 into a 'spec series'. Furthermore, the naysayers claim there is no room left for innovation, what with driving only on single-branded tyres and controlled by optically similar electronics. Bernie Ecclestone - President and CEO of Formula One Management and Formula One Administration, and part-owner of Alpha Prema, the parent company of the Formula One Group of companies - has gone on

record that these measures have only been good for the sport. In an interview with Starbizweek in April 2010, he said, "Cutting costs reduces the teams' necessity to spend money (excessively) to be competitive. It has not affected the performance (of the cars). Performance today is stronger than before." Sponsorship for the teams has also fallen under the axe, with total revenues dropping 8%





from US\$836.9m. to US\$770.75m. according to Formula Money. Ecclestone, however, remains optimistic about the current season, claiming, “The economy has improved and general interest has also picked up.”

On the upside, F1 has benefited from an 11% increase in race hosting fees, which has risen from US\$403.5m. to US\$448m., despite dropping from 18 to 17 races, according to FOM. Yet Formula One doesn’t need to be malnourished. Sponsorship has grown 79% to US\$102m. with LG and Universal Music hitching a ride and TV rights revenues rising 18% to US\$450m., partially due to new deals struck in the U.K. and Spain. In-depth market research has revealed that consumers consider Formula 1 ‘sophisticated, dynamic and prestigious’, and some of the larger sponsors commit hundreds of millions,

over several years, to associate their brands with these appealing characteristics . . . and yet, the question remains: What exactly do sponsors receive for investing such large sums apart from a decent-sized logo on a visible spot of the car? Or in addition to becoming title sponsors such as ING and Renault or AT&T and Williams?

The answer is blowing in the wind, my ‘60s friend. While in 2005, the total advertising value of Formula 1 was estimated at US\$5.2 billion or US\$0.74 per TV viewer, F1 doesn’t need to hide behind the figures of its global television audience. According to the Global Broadcast Report the numbers of viewers jumped to 600 million per race in 2008, some three million more than in 2007. Last year, however, F1 lost 80 million viewers as a result of later race starts, which is particularly pertinent for Chinese viewers, according to the Formula One Management’s annual global broadcast report.

**THE TOP 15 BEST EXPOSED ON-CAR BRANDS IN F1:  
2010 SEASON SO FAR**

	BRAND	TEAM(S)	ESTIMATED ADVERTISING VALUE EQUIVALENT (US\$)
1	RED BULL	Red Bull, Toro Rosso	\$152.0m
2	VODAFONE	McLaren	\$46.3m
3	SANTANDER	Ferrari	\$36.9m
4	PETRONAS	Mercedes	\$35.2m
5	RENAULT	Renault, Red Bull	\$30.7m
6	KINGFISHER/FLY KINGFISHER	Force India	\$21.5m
7	TOTAL/ELF	Red Bull, Renault	\$18.9m
8	SHELL	Ferrari	\$9.6m
9	MOBIL 1	McLaren	\$8.0m
10	JOHNNIE WALKER	McLaren	\$6.9m
11	VIRGIN/VIRGIN RACING	Virgin	\$6.2m
12	WHYTE & MACKAY	Force India	\$6.1m
13	PHILIPS	Williams	\$6.0m
14	MARLBORO	Ferrari	\$5.7m
15	MERCEDES	Mercedes, McLaren	\$5.6m





Here the late formula one races were broadcast in direct competition with domestic sports such as the Chinese Football Association's Super League. Italy, with close to 38 million viewers, remains the leading television market in Europe but Britain's catching up with 29 million viewers per race. In this market, British driver Lewis Hamilton's title apparently helped a lot but despite the fact that five German drivers hog the grid, audiences in Germany have dropped like a stone since the mighty Michael

Schumacher swapped his fireproof suit for a dinner jacket.

Beyond Europe, China for the first time overtook Brazil as pole TV audience, with 119 million viewers compared to Brazil's 110 million in 2008. Last year, though, China and Brazil both lost viewers – 88.5 million and 93.6 million, respectively – to switch places again in true race-dicing fashion. This was primarily due to the late race starts for China and the accident involving Brazil's local hero Felipe Massa. With more and more races going to Asia and growing numbers of fans of the sport in the Orient, F1 may soon have to re-think not only its starting times but whose decals go on the side of the car.



**M**ost people would agree that motor racing is one of the most physically and mentally challenging of all sports, both for the drivers and the supporting teams who must be as alert as their pilots. Just think of the numerous motor and cognitive skills drivers have to execute during a race: keeping calm and focusing on vehicle performance, monitoring the track and competitors who are often only centimetres away, maintaining speeds of up to 300 km per hour, co-ordinating gears and foot pedals while steering, watching the angles, and making sure that every movement is rapid and precise. Some drivers must acquire the ability to communicate effectively with their pit manager on their headset and ingest fluids with a specially designed hydration system. And so it goes on: not much room for error, and a stress-filled situation that can ignite at any moment.

Although less immediate but no more demanding is the constant pressure on racers from sponsors and spectators to deliver a meaningful result. A racer's career is understandably short relative to 'normal' jobs so he has to earn as much money as possible in a comparatively short period of time, inevitably adding further pressure.

For these good reasons – and because all good sporting performances result from being well prepared - more and more sport athletes and motor racers are seeking out professional psychological support. Let's take a closer look at the specific techniques employed for racing drivers.

Psychologists put great store by 'visualising' or 'imagery'. By constantly reviewing track maps, the driver will have 'driven' the course many times before even arriving there. In other words, the mind is tailored for curves, straights and conditions well beforehand. Modern simulators also assist enormously in this area. Educating the driver about breathing techniques and other thought control skills for remaining calm at times of pressure, such

# The Zen of

**'Listen to all, plucking a feather from every passing goose, but follow no-one absolutely.'**

*- Chinese proverb*

as in qualifying and at the start of a race, also play an important part in psychological armament. Drivers may use the click of their seat belt as a 'switch on' - the signal to breathe deeply, relax and lower the heart rate. This is especially true when it comes to a racing-specific phenomenon, where the racer - braking hard to round a corner - holds his breath for several corners more. This produces an oxygen deficit, which results in a lack of concentration and a feeling of exhaustion.

# Motorsports

Italia

A close-up photograph of a driver's face inside a racing helmet. The driver's eyes are visible through the visor, looking downwards. The word "Italia" is printed in white on the black visor. The background is blurred, suggesting a racing environment.



There are numerous ways to 'get in the zone' but the following seven steps have helped many a racing driver – and others - unlock his potential.

### **1. Set your goals**

Sounds simple, right? But you must commit to a narrowly focused goal. You can think big, and the bigger the thinking the better, but you must act small, especially in the early days of setting out to achieve what you want. To make this commitment you must generate, with input from those around you, an intention to achieve something you truly need and want. The more benefits you can come up with for achieving your goal, the more likely you are to stay the course and get there in the end.

### **2. Know who you are**

What you do and think is an expression of your values? Get familiar with what you're like. If you know who you are then you'll understand how you react to pressure and will nip problems in the bud before they overpower you. Find out what you believe in and what you think are the right and wrong ways to go about your racing (or life!).

### **3. Narrow your focus further**

You narrowed your focus in Step 1, now narrow it again! Step 1 was about the bigger picture. Step 3 is about specific action. There may well be 101 things you can do to help achieve your aim, but your success will lie with just a handful of them - guaranteed. What are the few things worth bothering with and therefore the many we can just ignore for now?

### **4. Find your support**

You can't get the job done alone. You need a support structure. Who helps you when you need rest, recovery and downtime? Who or what helps you keep a balanced approach that keeps you fresh for the major challenges? When you feel you can't cope, who or what do you turn to?

### **5. Leave your comfort zone**

You must engage fully in the process of change. Establishing a better mental approach is a form of training and so the same principles apply as though you were gaining muscle by lifting weights. You need controlled overload, to learn from the experience so that you come back stronger. If it doesn't get uncomfortable at key times, you aren't

moving forward. This doesn't mean 'no pain, no gain' all the time though!

### **6. Never give up**

Winston Churchill roused a nation against a wartime enemy with these three words. What thoughts, actions and objects do you have in your life to remind you of the same sentiment?

### **7. Continuously improve**

A maximised mental approach is not a destination; it's a never-ending process. There will never be a time when you say, 'That's it, I've got it!' There will be big breakthroughs, but there will always be 'more to come'. Ever heard a racer say, 'That's it, we're maxed out now'? I bet you have – and I also bet they're not consistently getting the most out of themselves and their team.

Being mentally prepared is one giant step to success in motorsport. But it is worth nothing when your body doesn't have the strength needed in a racing event. So let me conclude this piece with a few words on health and nutrition. Considering the number of hours of physical work, nutrition is clearly important for every driver. Carbohydrate-loaded food is much more effective and much healthier than junk food - plus it gives you the energy needed for every day's physical performances. Vitamins and minerals also have to be included in your diet. One thing that is mostly underestimated by drivers is fluids. During a race the temperature can hit 50 degrees Celsius in your racing suit – resulting in a loss of three to four litres of body fluids in just one hour. This makes it so important to ingest fluids before, during (by hydration systems), and after the race. The Macau Grand Prix, in fact, is held in late November when humidity is at its lowest in the territory.

In the words of the Chinese proverb at the head of the page, there is plenty to learn from all around you but at the end of the day it comes down to you and how you prepare your mind and spirit as well as your body.

Enjoy your racing and never give up!





PETRONAS

DAIICHI



DAINESE

FIT



packard



YAMAHA

# Putting the turbo into the event



*Glenn McCartney, Assistant Professor in Gaming and Hospitality Management at the University of Macau, and host of TDM Talkshow, sees the Macau Grand Prix as the icing on the cake in the city's quest to improve its global reputation.*

**T**hose participating in the Macau Grand Prix do so for a variety of reasons, and with active or passive involvement – riders and drivers want to win or participate, spectators want to get close up and personal, and the media want to report all the news that's fit to print as it breathlessly unfolds.

Sponsors provide important financial support to teams and the event; in return, they anticipate improved brand exposure or an opportunity for hospitality hosting. There are a variety of motives and reasons for being involved in the Grand Prix or simply watching it on television but we do know that a major reason people decide to attend events is that it gives them the ability to interact and socialise - and therefore presenting opportunities for this is important. As a result, an increasing

number of governments are committing large chunks of their destination marketing budget to hosting major sporting events in order to positively influence the way travellers view their destination or city.

Major events are increasingly being used by destinations to put themselves on the global travel map thereby vaulting over – or complementing - expensive mainstream advertising and marketing campaigns. Given that budgets are there, the destination has a few options available: start an event from scratch or develop and enlarge an existing community event to appeal to a larger visitor audience. Part of the justification of hosting larger events is that the subsequent impact often **enhances the image of the destination or creates**

*"Macau's major marketing event - the Macau Grand Prix – cost some MOP140 million (US\$17.5 million) to stage this year. "*

a more favourable impression. And in the end this appeal leads to visitation by high yield travellers.

To gain a competitive edge, cities rush to affix positive image labels such as heritage, culture, nature, events and conventions; or psychological impressions suggesting peacefulness, health, relaxation, excitement or friendliness. Insert your own benefit. Supporting this will be a brand slogan, logo and representative images to clothe the message. However, with the advent of social media and rampant viral marketing one outcome is that people are now more informed and purchase-savvy than ever . . . which means that event organisers must be more switched on as well.

Inevitably, there are now a lot more cities and destinations competing for a slice of the tourism pie. Historical and mature tourism destinations are naturally unwilling to relinquish their hard-won leadership positions; developing tourism destinations now not only wish to put themselves on the travel radar but link into more lucrative travel segments. However, the concept of mass tourism

- with 'more is better' - and a fixation on visitor arrival numbers is not often the best approach for sustainable development and a healthy tourism industry. One of the most popular components in tourism and other hospitality and tourism products such as casinos and theme parks, therefore, is to focus on event tourism.

Given the selection of events available - from sport to culture to festivals - the challenge is to deliver an event strategy that has the ability to reach targeted audiences, change perceptions and actually simulate a visit, while at the same time justifying the allocation of resources to these events. Unlike other tourism sectors such as nature-based tourism, major event hosting can be very costly. Macau's major marketing event - the Macau Grand Prix - cost some MOP140 million (US\$17.5 million) to stage this year. Thus, the same challenge presents itself: that of leveraging the Grand Prix to promote a more appealing image of Macau, while withstanding, and rising above, intensifying regional competition which also uses events as standard bearers for their respective destinations.



Steve Wan



While operational issues can be tracked and are often used as indicators of event success, less is really known about real shifts in image and the impact this has made on destination marketing strategy such as creating new travel markets as a direct result of the event being hosted. While it is easy to claim that a programme went as scheduled, it is more difficult to measure and track movements in reputation. Given how image perceptions shift, it is also important to know which images actually attract desired audiences. Destination image studies do exist, and while producing such data can indicate the level of success of an event, it can also be useful in rebutting unfounded criticism or for supporting local hospitality products.

Macau's Grand Prix history and development has been well documented, and today it is certainly a high profile event, attracting global recognition by associations such as FIA (Fédération Internationale de l'Automobile) and comprising a part of international circuits including the FIA World Touring Car Championship. It is highly noteworthy, as well, that this year the Macau Motorcycle Grand Prix counts towards the Duke Road Race rankings,

which include ultra-prestigious road races such as the Isle of Man TT, North West 200 and the Ulster Grand Prix. Attracting endorsements will obviously lend races at the Macau Grand Prix more global credibility while enhancing the event's reputation. And the great thing about a genuine legacy is that the 'patina' of a vintage brand like the Macau Grand Prix just shines through even stronger with the passing decades.

The Macau Grand Prix creates its own wonderful atmosphere and one which I have enjoyed for many years. Contractors, spectators, riders, sponsors, reporters and government officials all have their own unique perspective on what constitutes success, but given the importance of tourism to Macao its drive to diversify into other markets beyond gaming - such as business tourism, and the increased competition in the region to capture a portion of the travel market - will all become increasingly important to Macau's long term event strategy.

As the Irish saying goes, 'May the road always rise up to meet you, May the wind be always at your back'.



Macau Grand Prix committee

All Day Breakfast • Lunch • Seafood



„THE BEST  
AMERICAN  
FOOD IN  
TOWN“

Savor the Flavor!

SAVORY  
CRAB



Block 21  
G/Floor  
Nova Taipa Garden  
Phase 1 Taipa  
Macau  
☎ 2885 5945



# IV Macau Business Charity Golf Tournament *and Gala Night*



Thank you for your Support  
*hope to see you Next Year*

