



INSIDE

The 59th Macau Grand Prix



YOUNG GUNS CHALLENGE THE STATUS QUO

Regular readers of INSIDE will have detected our predisposition in previous issues towards two-wheeled racing. Motorcycle road racing is dramatic, fast, close, and filled with characters, both in the saddle and on the team. And Macau Grand Prix fans seem to agree. But while our enthusiasm for bikes remains undimmed, there's lots afoot in the four-wheeled world and we would be remiss in not covering it for this, the 59th Macau Grand Prix.

This year marks the 30th outing of the showcase Formula 3 Championship, with competitors more than aware of the amazing pedigree of this race and its 'ticket' – for those who are good enough – to F1 superstardom. Just consider: 17 of the 24 drivers competing for the F1 Driver's World Championship in 2012 cut their teeth on Macau's 6.2km Guia Circuit over the years. World champions Ayrton Senna, Damon Hill, Michael Schumacher, Jacques Villeneuve, Jenson Button, Lewis Hamilton and

Sebastian Vettel all honed their trade here. That's some kinda street cred, and an awesome legacy for this year's young guns to live up to. Inside, we profile hot contenders Juncadella, Marciello, Jaafar, Nasr, Abt, Rosenqvist and Sims, who leave us in no doubt about their respect for this street circuit.

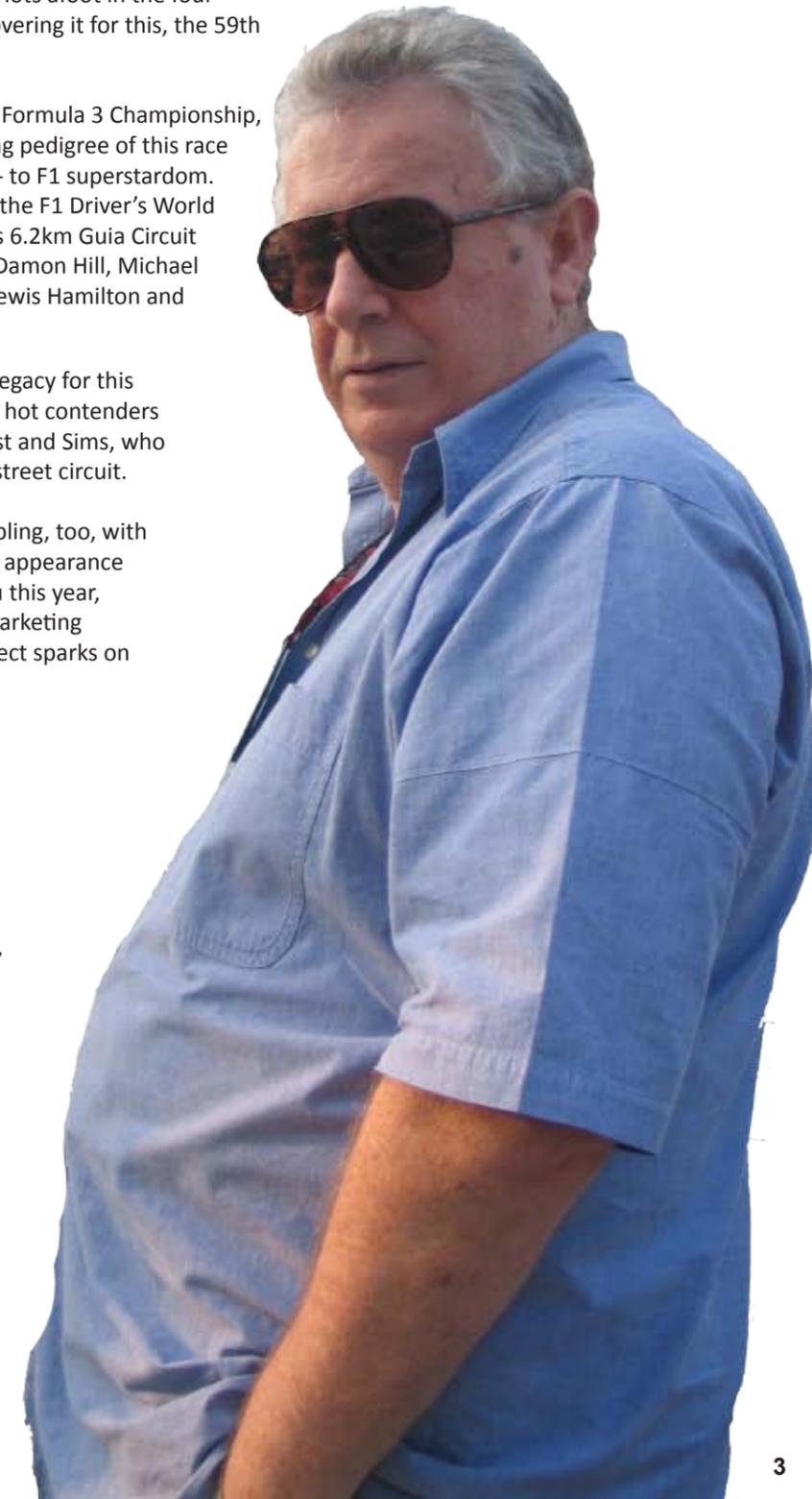
Over in the touring car world, there's plenty bubbling, too, with all-conquering Chevrolet putting in its swan song appearance at the World Touring Car Championship in Macau this year, following a strategic review of motorsport and marketing programmes by the American manufacturer. Expect sparks on the track.

And expect Andre Couto to deliver, again, on his home turf, despite a decade of battling it out in the Japanese Super GT series. He has a few things to say about armchair critics and hopes to convincingly answer them on the track where it all started for him.

We also profile likely local lad Rodolfo Avila, who, ten years ago, at the tender age of 15, was the youngest ever competitor to drive in the Macau F3, and this year appears in a GT3 Cup Porsche to add to his many adventures as a flag carrier for the territory's emerging drivers.

Lots more INSIDE – so buckle up and hang on!

Mike Armstrong
Editor-in-Chief
INSIDE



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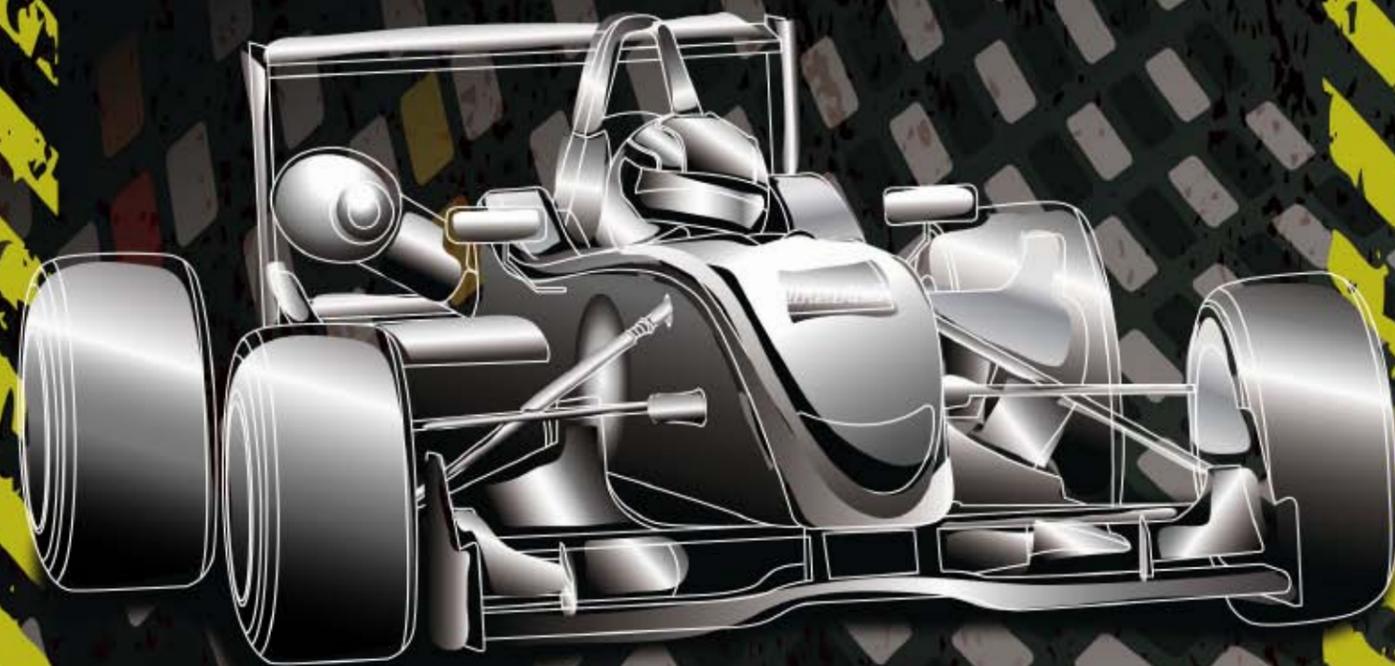


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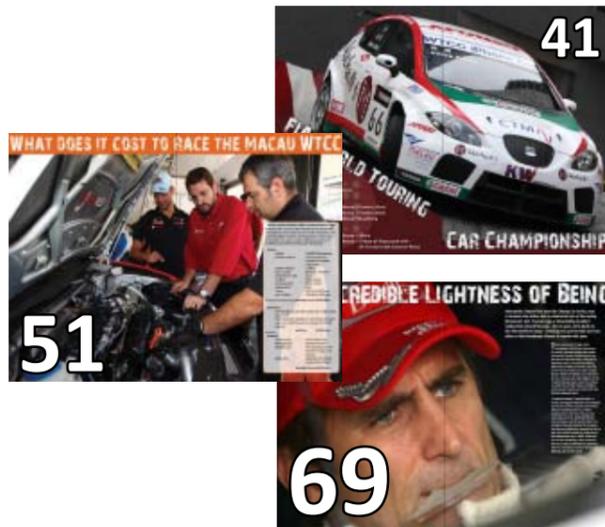
FIA WORLD TOURING CAR CHAMPIONSHIP

MACAU GT CUP



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THE ROADHOUSE

MACAU

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MACAU MOTORCYCLE GRAND PRIX



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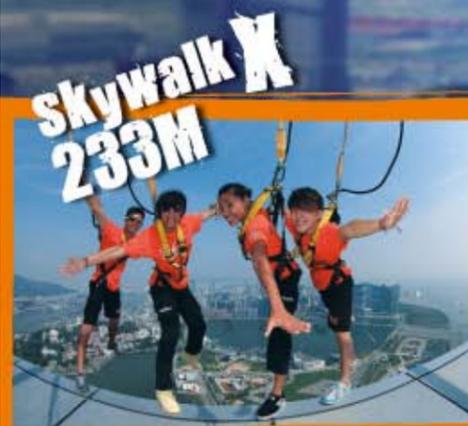
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INSIDE GP

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FIA FORMULA 3 MASTERS

**FORMULA 3 -
EVENT CALENDAR -
MACAU GP**



THURSDAYS
15TH NOV. 2012 - 10:45 - 11:40 PRACTICE
14:40 - 15:10 QUALIFYING

FRIDAY
16TH NOV. 2012 - 11:00 - 11:45 PRACTICE
14:35 - 15:05 QUALIFYING

SATURDAY
17TH NOV. 2012 - 14:00 - 14:50 QUALIFICATION RACE
10 LAPS

SUNDAY
18TH NOV. 2012 - 15:30 - 16:30 MACAU GRAND PRIX
15 LAPS



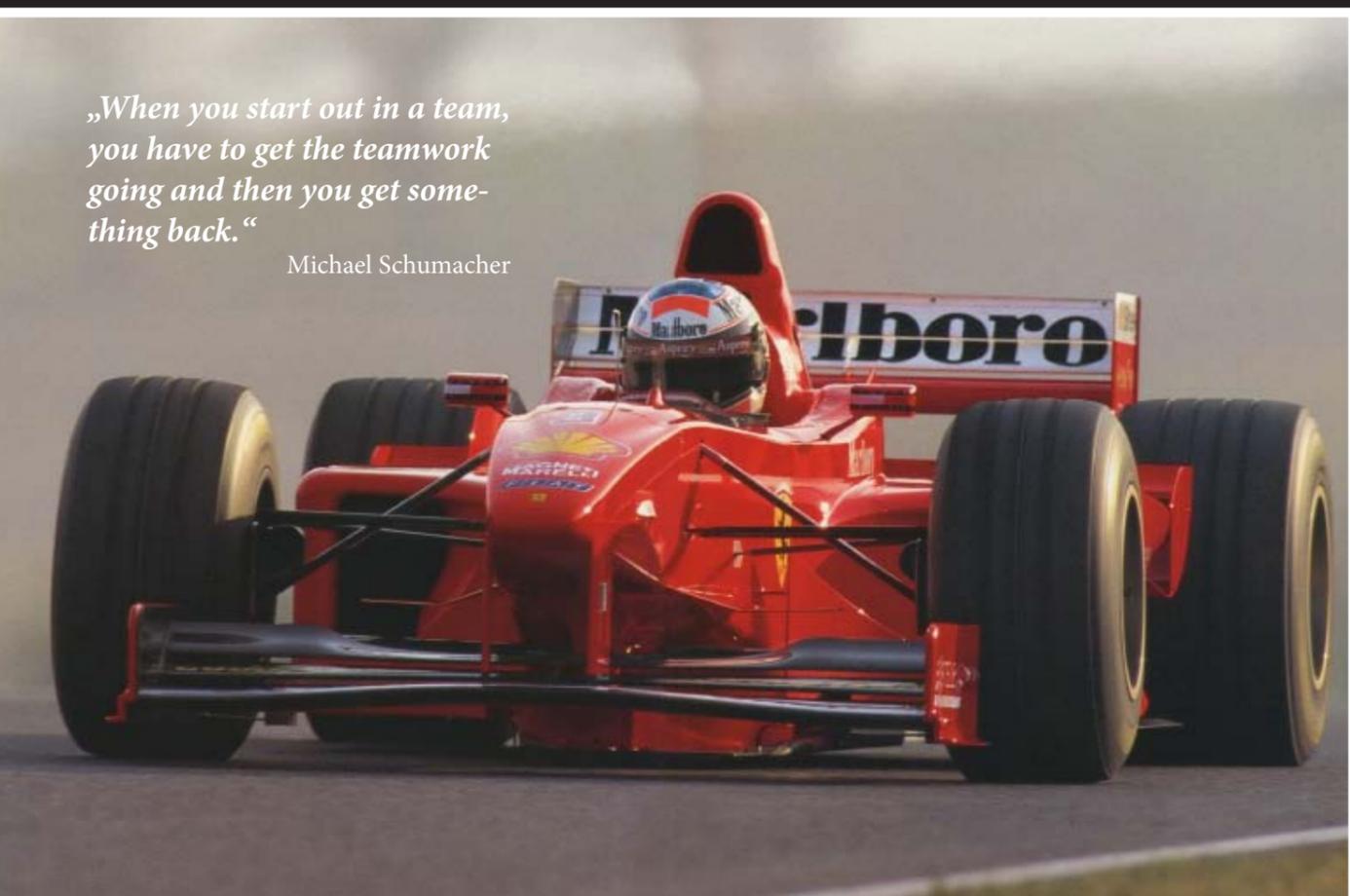


„Racing, competing, it's in my blood. It's part of my life; I have been doing it all my life and it stands out above everything else.“

Ayrton Senna

FORMULA 3 – AS IN THE PAST THE STEPPING STONE TO F1

MACAU GP



„When you start out in a team, you have to get the teamwork going and then you get something back.“

Michael Schumacher



F3 CHAMPIONSHIP REVIEW 2012

British Formula 3 Intl. Series

#	Driver	Team	Pts
1.	Jack HARVEY	Carlin	319
2.	Jazeman JAAFAR	Carlin	306
3.	Felix SERRALLES	Fortec	299
4.	Alex LYNN	Fortec	253
5.	Harry TINCKNELL	Carlin	226
6.	Carlos SAINZ	Carlin	224
7.	Pietro FANTIN	Carlin	195
8.	Pipo DERANI	Fortec	146
9.	Hannes van ASSELDONK	Fortec	132
10.	Nick McBRIDE	T-Sport	85
11.	Fahmi ILYAS	Double R	48
12.	Geoff UHRHANE	Double R	35
13.	Rupert SVENDSEN	Double R	24



ATS Formel 3 Cup

#	Driver	Team	Pts
1.	Jimmy Eriksson	Lotus	408
2.	Lucas Auer	Van Amersfoort Racing	298
3.	Kimiya Sato	Lotus	281
4.	Mitchell Gilbert	Performance Racing	277
5.	Tom Blomqvist	Eurointernational	222
6.	Rene Binder	Van Amersfoort Racing	191
7.	Artem Markelov	Lotus	155
8.	Yannick Mettler	Performance Racing	131
9.	Dennis van der Laar	Van Amersfoort Racing	110
10.	Luca Stolz	Performance Racing	85
11.	Alon Day	ADM Motorsport	48
12.	Sheban Siddiqi	Lotus	30
13.	John Bryant-Meisner	Performance Racing	24
14.	Daniel Abt	Van Amersfoort Racing	18
15.	Michela Cerruti	Eurointernational	3



Formula 3 Euro Series

#	Driver	Team	Pts
1.	Daniel Juncadella	Prema Powerteam	240
2.	Pascal Wehrlein	Mücke Motorsport	229
3.	Raffaele Marciello	Prema Powerteam	219,5
4.	Felix Rosenqvist	Mücke Motorsport	219,5
5.	William Buller	Carlin	182,5
6.	Sven Müller	Prema Powerteam	172
7.	Tom Blomqvist	ma-con Motorsport	157,5
8.	Michael Lewis	Prema Powerteam	127
9.	Carlos Sainz jr.	Carlin	112
10.	Emil Bernstorff	ma-con Motorsport	91
11.	Lucas Wolf	URD Rennsport	36
12.	Sandro Zeller	Jo Zeller Racing	23
13.	Andrea Roda	Jo Zeller Racing	15
14.	Luis Sa Silva	Angola Racing Team	14



Italian F3 Championship

#	Driver	Team	Pts
1.	Riccardo Agostini	JD Motorsport	281
2.	Eddie Cheever	Prema Powerteam	248
3.	Brandon Maisano	Prema Powerteam	229
4.	F. Henrique Martins	Prema Powerteam	180
5.	Sergey Sirotkin	Euronova R. By Fortec	166
6.	Kevin Giovesi	Ghinzani Arco Motor.	121
7.	Nicholas Latifi	JD Motorsport	117
8.	Mario Marasca	BVM	109
9.	Robert Visoiu	Ghinzani Arco Motor.	76
10.	Yoshitaka Kuroda	Euronova R. By Fortec	62
11.	Patric Niederhauser	BVM	48
12.	Gerard Barrabeig	Ghinzani Arco Motor.	40
13.	Maxime Jousse	BVM	37
14.	Michael Heche	BVM	9
15.	Jakub Dalewski	Ghinzani Arco Motor.	8



Japanese Formula 3 Championship

#	Driver	Team	Pts
1.	DAIKI SASAKI	NDDP RACING	96
2.	KAZUKI HIRAMINE	HFDP RACING	81
3.	GARY THOMPSON	SGC by KCMG	40
4.	TAKAMOTO KATSUTA	TOM'S SPIRIT	34
5.	MATTHEW HOWSON	SGC by KCMG	18
6.	HIROSHI KOIZUMI	HANASHIMA RACING	16
7.	RYOHEI SAKAGUCHI		6
8.	MOTOYOSHI YOSHIDA	B-MAX ENGINNERING	3
9.	TATSURU NORO	CMS Motor Sports Project	3



AT A GLANCE - THE F3 CONTENDERS

Daniel Juncadella (Spain)

Date of Birth: 7 May 1991
Series in 2012: F3 Euro Champion
Team: Prema Powerteam
Car: Dalara F312
Engine: Mercedes-Benz



Daniel Juncadella did it: he is the tenth champion in history of the Formula 3 Euro Series and is now following in the footsteps of Formula 1 stars Lewis Hamilton and Nico Hülkenberg or DTM stars like Edoardo Mortara, Jamie Green and Roberto Merhi. Moreover, the 21-year old Spaniard has also won the world's two most important one-off Formula 3 events at Macau and Zandvoort.

„First of all, I fully wanted to concentrate on the battle for the title. Now, the Macau Grand Prix is still on, an event I really would like to win for the second time. Next season, both graduating into the GP2 series and changing into the DTM would be possible for me.“

Raffaele Marciello (ITA)

Date of Birth: 12 Dec 1994
Series in 2012: 3rd in F3 Euro
Team: Prema Powerteam
Car: Dalara F312
Engine: Mercedes-Benz



Marciello began his motorsport career in karting and by 2009 he was mainly active in the sport. In 2010 he still took part in a karting event, his main focus, however, was in Formula racing, in which he competed in the Formula Abarth. Starting for JD Motorsports, he won his debut race. Later in the season, followed by two more victories, one was made a non-scoring race to the championship. He finished third in the championship. In 2011, Marciello joined the Prema Powerteam in the Italian Formula 3 Championship. He finished the season with two wins being third overall. With 13 points behind his teammate Michael Lewis, who took second place, he was the second best pilot of his team. It is Marciello's first appearance at this year's Macau Grand Prix.



Felipe Nasr (BRAZIL)

Date of Birth: 21 Aug 1992
Series in 2012: GP2
Team: Carlin Motorsport
Car: Dalara F312
Engine: Volkswagen



For 2010, Nasr moved into the British Formula Three Championship with Räikkönen Robertson Racing, joining a three-car team alongside the team's 2009 drivers Carlos Huertas and Daisuke Nakajima. In addition to signing for the team, Nasr has also been signed to Robertson Management, the organisation that manages the career of former Formula One world champion Kimi Räikkönen. Nasr's 2011 Championship also had him win the Sunoco Rolex 24 at Daytona Challenge, a special joint racing programme among series in the United Kingdom that use Sunoco Racing Fuel. The winner of that challenge won a drive in the 2012 Rolex 24 at Daytona. In the 2012 Rolex 24 at Daytona, Nasr finished third overall and in class, driving a second generation Riley prototype for Michael Shank racing. At the 2011 Macau Grand Prix Nasr finished second behind Daniel Juncadella. "I'm very happy to be returning to Macau with Carlin," said the Brazilian. "We were quick last year so I'm very excited to be joining the team again for this race."

Daniel Abt (GERMANY)

Date of Birth: 3 Dec 1992
Series 2012: 2nd in GP3
Team: Carlin Motorsport
Car: Dalara F312
Engine: Volkswagen



In 2011, Abt started in the Formula 3 Euro Series for Signature as a rookie. With four third places he finished the season in seventh place overall. Within his team Abt finished behind Marco Wittmann and Vanthoor who finished second and sixth overall but ahead of Carlos Muñoz, eighth overall, being third best pilot of his racing team. After producing best times in GP3 testing for Lotus GP in the end of 2011, Abt started for Lotus in the GP3 Series-Season 2012, winning two races and standing on the podium seven times. He even had the chance to win the season title but finished second in the last race. Therefore, Mitch Evans claimed the title with 151.5 points to 149.5. Following the GP3 season he received a cockpit from Tech 1 Racing for the last three events of the Formula Renault 3.5. In addition, he returned for an event back in the German Formula 3 in which he finished third.





Jazeman Jaafar (MALAYSIA)

Date of Birth: 13 Nov 1992
Series in 2012: 2nd in British F3
Team: Team Tom's
Car: Dalara F312
Engine: Toyota

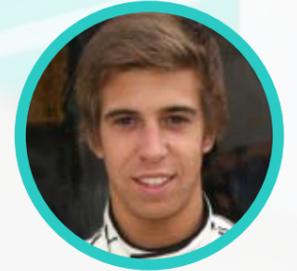


Young Malaysian Formula 3 driver Jazeman Jaafar is racing close to home this weekend, competing in the F3 Macau Grand Prix, the final round of the FIA Formula 3 International Trophy, on a grid of over 30 cars. Petronas Talent Programme driver Jaafar makes his third appearance at the event. On his first outing in 2010, Jaafar finished 14th in the 24-car field. Last year, he finished an impressive 8th overall.

"This is probably one of the most challenging races of the season," says Jaafar. "With its very unique track and the most competitive grid of drivers, which includes champions from various F3 championships as well as representatives from other series, With so many cars on a tight street track, it makes it difficult to have a clear track in the practice and qualifying sessions and, of course, getting a good grid slot is very important for a street race."

Antonio da Costa (Portugal)

Date of Birth: 31 Aug 1991
Series in 2012: Formula Renault 3.5
Team: Carlin Motorsport
Car: Dalara F312
Engine: Volkswagen



In his 2008 rookie year, da Costa was runner-up in Formula Renault 2.0 (NEC), mounting the podium an impressive 11 times, including one victory. He also contested three rounds of the Eurocup Formula Renault 2.0, scoring points in this ultra competitive series. He dominated the NEC Formula Renault 2.0 series the following year with 9 wins in 14 races, and in Eurocup Formula Renault 2.0 lost the 2009 title only because of an unfortunate disqualification but nevertheless placed third. 2010 saw a step up to the F3 Euro Series and it was a very successful move. He scored three victories, gained the Best Rookie title and placed 6th in the Macau Grand Prix at the end of the season, enthusing. "It's the biggest race of the season for me. The track looks amazing and every F3 driver I've spoken to says it's the best in the world."

These results did not go unnoticed by the Formula One teams and he was invited to test Force India in Abu Dhabi, becoming the youngest driver ever to drive an F1 car. In 2011, he moved on to GP3, gaining more experience and driving for the Status Grand Prix team, for whom he won at Monza in the final race of the year. He joined Carlin Motorsport for 2012, racking up an early success with a 2nd at Monaco.



Felix Rosenqvist (SWEDEN)

Date of Birth: 7 Nov 1991
Series 2012: 4th in F3 Euro Series
Team: Mücke Motorsport
Car: Dalara F312
Engine: Mercedes



The 21-year old Rosenqvist fosters special hopes for his third consecutive outing (two times for Mücke Motorsport) in Macau.

"Macau is the absolute highlight of the year, and the greatest challenge you can face as a driver in Formula 3," he says.

"I'm really looking forward to it, particularly considering the positive autumn we had in the Formula 3 Euro Series and the FIA European F3 Championship.

"With two race wins from the last two rounds, my confidence is currently on a high, and I obviously hope we'll go through the Macau weekend without all the misfortune that hit us last year. We should benefit from having three cars in the team this time out, and I really can't think of a better way of ending the season than with another go at my favourite track."

Alexander Sims (UK)

Date of Birth: 15 Mar 1988
Series 2012: F3 Euro
Team: Three Bond
Car: Dalara F312
Engine: Nissan



British racing driver Alexander Sims has 12 years of racing experience, including two years in the Formula 3 Euroseries, two years in British Formula Renault and eight years karting.

Sims' racing credentials include second place in the 2008 Formula Renault Championship and fourth in the 2009 and 2010 Formula 3 Euroseries. He raced at the Macau GP in 2009, coming in 18th overall. In 2011, he finished 6th in the GP3 Series.



SCHOOL'S OUT: FORMULA 3 GRADUATES

EYE F1

Formula 3 is a racing class from which a string of successful F1 drivers have emerged over the generations. Ayrton Senna, Michael Schumacher, Lewis Hamilton and Sebastian Vettel are just some of the illustrious names to be associated with F3, the 'School of Grand Prix.'

As an international racing class for cars, Formula 3 is a precursor to the GP2 Series, the former Formula 3000, and Formula 1. Visually similar to the premier class racing cars, F3 overshadows the brand formula classes of the individual car manufacturers, although close-to-production engines are utilised in these racing chariots. In fact, Formula 3 is regarded as the 'School of Grand Prix,' and today, many a starry-eyed pupil has his gaze set on the biggest prize in motorsport.



Numerous current F1 and DTM drivers apprenticed themselves in Formula 3, with varying degrees of success. In addition to international and European racing series, national F3 Cups are settled in a variety of countries. Although Formula 3 cars are subject to international regulations, as well, they could not differ more. In each country, different tyres are used, and since the technical parameters of the cars are fully reliant on their tyres F3 cars are not comparable with each other. The most well-known and nationally acclaimed Formula 3 series are driven in Germany, France, Britain, Italy and Japan.

Today, the pressure to succeed in Formula 3 has increased exponentially and, paradoxically, exiting the series as fast as possible is a must. With the queue on the road to Formula 1 long and arduous, Michael Schumacher pioneered what has become the classic approach - karting, Formula 3, Formula 1. Germany's F3, in particular – the series with the most consistent regulations, the longest tradition and the most successful development – has changed out of all recognition. The colorful playground of professionals, semi-pros and hobby racers has turned into the training ground for many future Grand Prix drivers.

Formula for success

The F3 machine comprises a light and agile carbon chassis propelled by a 2000cc engine, sophisticated aerodynamic body and high-grip tyres; generally speaking, drivers who can dominate F3 can manage higher category machines in a short period of time, which is why Formula 3 is identified as the gateway to F1.

Chassis

Modern Formula One cars are mid-engined, open cockpit, open wheel single-seaters. The chassis is largely made of carbon fibre composites, rendering it light but extremely stiff and strong. The whole car, including engine, fluids and driver, weighs only 640 kg (1411lbs) - the mandated minimum weight.

The construction of the cars is typically lighter than the minimum and so they are ballasted up to the minimum weight, with the race teams taking advantage of this by placing this ballast at the extreme bottom of the chassis, thereby locating the centre of gravity as low as possible in order to improve handling and weight transfer.

In Formula 3, the chassis comprises a carbon fibre monocoque in a composite sandwich construction, with a minimum weight of 550 kg (1212 lbs), which, with driver, is scrutinized.

Currently, Dallara manufactures the overwhelming majority of F3 cars, although Mygale, Lola (formerly in partnership with Dome of Japan), Arttech and SLC also have a limited output. In many smaller or amateur F3 racing series, older cars frequently make an appearance. Usually, these series are divided into two or more classes, to facilitate greater participation.

Rubber on the road

From 1998 to 2008, F1 abandoned 'slicks' (tyres with no tread pattern) unlike most other circuit racing series. Instead, each tyre had four large circumferential grooves on its surface designed to limit the cornering speed of the cars. Slicks returned to F1 in the 2009 season, and since 2011 the Italian manufacturer Pirelli has been the sole supplier.

In F3, tyre manufacturers differ among the various series. In the Euro Series, for example, Korean manufacturer Kumho supplies the tyres and in the British Formula 3 series it's Cooper Tyres. All F3 series use slicks, although the composition of the tyres in each series differs so much that each series offers a distinctly unique racing experience.



Engines

Formula One cars currently use a four-stroke V8, naturally aspirated 2.4-litre reciprocating engine, typically producing 300bhp per litre of displacement, far higher than most naturally aspirated internal combustion engines. The power an F1 engine produces is generated by operating at a very high rotational speed, up to 18,000 rpm.

Formula 3 engines are all 2-litre, 4-cylinder naturally aspirated, must be built from a production model block, and are often sealed by race or series organizers so that no private tuning can be carried out.

Honda engines (prepared by Mugen) are perennially popular, as are engines produced by Volkswagen, Alfa Romeo and Renault. Currently, the HWA-tuned Mercedes and Volkswagen engines dominate the British and European series, with Mugen, TOM Toyota, Opel and Fiat all popular.

Counting the dollars

The top teams - such as Ferrari, Red Bull Racing, McLaren and Mercedes - rustle up an estimated US\$300 million a year, while smaller teams like Marussia or HRT budget less than a quarter of that per season only.

The allocation of a given budget also varies according to the emphasis on different areas of the sport. Some teams, such as Ferrari, put aside up to 50% of their budgets for engine development. In terms of cost for a Formula 3 season, again this varies from series to series and team to team but as a general yardstick costs - including fees, engine costs, car maintenance, trucks, hotel rooms, petrol, supplies, spares, etc. - come in from US\$550,000 to US\$800,000.

The British F3 season is considered to be the most expensive, followed by the All-Japan Formula 3 Championship. The Australian Formula 3, by comparison, is considered rather 'inexpensive'.

You've got to be in it to win it!

INSIDE

SCHUMI CALLS TIME

German racing driver ace Michael Schumacher confirmed his retirement just one week after F1 announced his replacement. Not only does he leave behind an unprecedented legacy in the sport of motor racing but a classic case history in iron will power that few will ever match.

The man who made Formula One into 'Formula Own' is adaptable in every sense of the word. It was Michael Schumacher's keen perception and apparently intuitive ability to adapt instantly to changing conditions that set him apart from every other racing driver of his generation.

Add to this his ability behind the wheel, his indomitable will, his grasp of technical issues plus his talent for motivating his team members, and you have the most complete four-wheeled winning package ever to have graced a Grand Prix circuit. He effectively redefined what it means to be a professional driver, and close rival Damon Hill, whom he first locked horns with in the 1994 championship, was later to make the definitive parallel when he claimed, "If I ever need a heart bypass, then I hope I get the Schumacher of surgery to perform the operation - because you know you can rely on someone like him."

He himself would never claim to be worthy of sharing a pedestal with Fangio or Senna - "I'm not a legend. I'm just someone who happens to be good at doing something he enjoys." - but he is, nevertheless, cut from the same bolt of cloth.

The 'Schumi factor' kicks in

In 1990, Schumacher won the German F3 Championship and was hired by Mercedes to drive sports cars. Just a year later, he burst onto the Formula One scene, qualifying seventh for Jordan in his debut race in Belgium, a ride that was only possible due to a 'little white lie' by his manager Willi Weber, who told team owner Eddie Jordan that Michael had driven the track at Spa-Francorchamps several times and knew it like the back of his hand. Schumacher, in fact, only knew it from hearsay.

Following several impressive performances, it was just a matter of time before he came to the attention of the movers and shakers of the sport, and the young German was soon approached by Benetton, with whom he won his first Formula One Grand Prix in 1992, ironically on the 'little white lie' track at Spa.

Schumacher won 18 races over the next four seasons with Benetton but his first world title, in 1994, was tainted by suspicions of technical irregularities. And in the championship showdown in Adelaide, Schumacher's collision with Williams' Hill not put his British rival out of the race but earned him the acrimony of many commentators, who cried foul. A couple of seasons later, having joined Ferrari in 1996, Schumacher achieved infamy by trying to ram Williams driver Villeneuve off the road at Jerez in the last race of 1997. He was disqualified from the championship as punishment.

His burning desire to win undimmed, he finished second in 1998 but his run at the 1999 season was derailed by a broken leg. In 2000, however, he won nine times to convincingly take the drivers' crown once more. It was Ferrari's first title since 1979, and for the next four seasons he was to prove unstoppable.



Grand Slam

In 2002, Schumacher won 11 times and finished on the podium in all 17 races. In 2003, he broke Juan Manuel Fangio's record by claiming his sixth world title, and in 2004 he won 13 races, his best season ever.

A misfiring Ferrari in 2005 halted this incredible run but Schumacher still managed to finish third and won another

seven races in 2006 – including his 91st and final win in Shanghai – to challenge for the title, before retiring for the first time, aged 37.

Accolades flowed for a man who set new standards in fitness, mechanical awareness and meticulous preparation. His mind-management, and ability to gel a team around him and give swift and incisive feedback, set him apart

from the rest – allied with a 'win at all costs' mentality that managed to polarize just about everybody, pro and con.

The family man and father of three, however, could not resist the lure of the track and in 2010 he signed a three-year deal with Mercedes. With slower reflexes and a less competitive car, as experts were quick to note, Schumacher could not replicate his former glory and his

last two seasons were blemished with ignominy - crashes, mishaps and disappointments, and just one finish in the top three. The racing muse that had sat on his shoulder for so long had departed but with his final retirement he leaves as F1's most decorated champion, a record which is under no immediate threat.



„He gave it everything, he never complained; he was a constructive guy to the outside, to the inside. I learned from this new Michael in the second career even more than the first because he was successful. We were and are friends - but I admired very much how he pushed the team in a very constructive and positive manner.”

- Norbert Haug, Vice President, Mercedes-Benz Motorsport

Thanks

for the memories

Announcing his second, and undoubtedly final, retirement at the Japanese Grand Prix, the German ace acknowledged that it was time to go at the end of the season in November. The Formula One world had moved on and younger talent, such as Red Bull's double world champion Sebastian Vettel and Schumacher's replacement Lewis Hamilton, now commanded the spotlight.

"Already during the past weeks and months I've doubted whether I have the motivation and energy necessary to go on," said the 43-year old. "It's not my style to do anything that I'm not 100 percent convinced about. With today's decision, I feel released from those doubts. In the end, it's not my ambition to just drive around but to fight for victory; because the pleasure of driving is nourished by competition."

Schumacher's Mercedes comeback revived his highly successful partnership with team principal Ross Braun, the man with whom he secured multiple world titles at Benetton and Ferrari. "I think he's the greatest racing driver of this century," said Braun. "I was very privileged to work with Michael from the very beginning. Obviously, I had some fantastic times, tough times, but also very successful times. I think Michael brought a lot to the team in this second period that people don't see; huge contribution behind the scenes."

The former seven-times world champion insists that he was not dissatisfied with his time at Mercedes, while conceding that things had not gone entirely to plan. "I said at the end of 2009 that I wanted to be measured by my success, and this is why I took a lot of criticism in the past three years, which was partly justified.

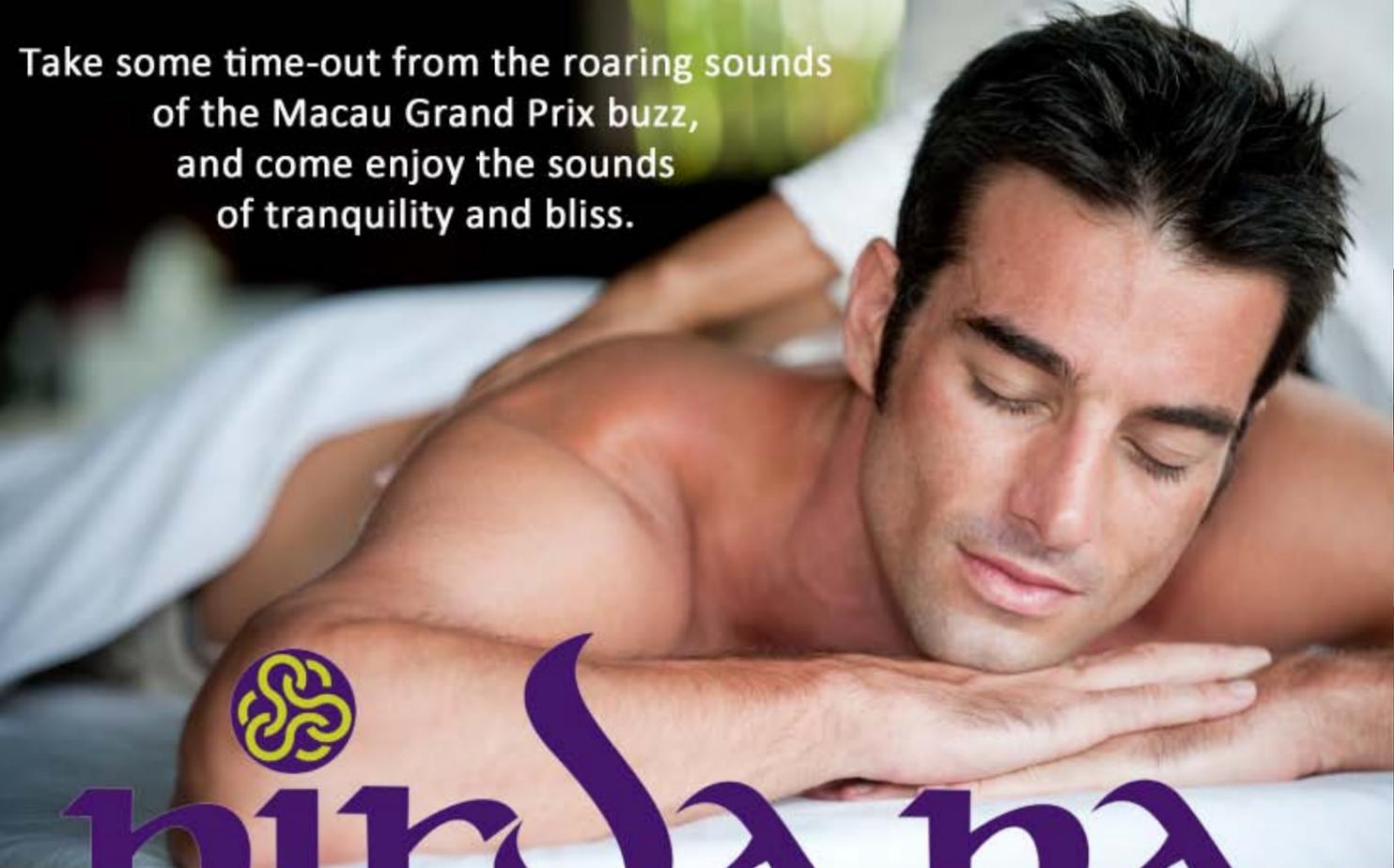
There's no doubt we did not achieve our goal of developing a car capable of fighting for the world championship in those three years. But then it is also clear that I can still be very happy about my overall achievements in Formula One."

INSIDE



AUF WIEDERSEHEN UND DANKE.

Take some time-out from the roaring sounds of the Macau Grand Prix buzz, and come enjoy the sounds of tranquility and bliss.




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FIA WORLD TOURING

15th of November 2012 (Thursday)

14:20 FIA WTCC

- Guia Race of Macau – Testing 20min

16th of November 2012 (Friday)

09:00 FIA WTCC - Guia Race of Macau – Practice 20min

12:45 FIA WTCC - Guia Race of Macau – Practice 20min

16:15 FIA WTCC - Guia Race of Macau – Qualifying

18th of November 2012 (Sunday)

08:30 FIA WTCC - Guia Race of Macau – 30min

13:00 FIA WTCC - Guia Race of Macau – 2 Races of 9 laps each with
15 minutes break between Races

CAR CHAMPIONSHIP

WTCC RACE CALENDAR 2012

5 BUDAPEST (Hungary) 

05/05 - 06/05

Race One
1. Yvan Muller (FRA)
2. Robert Huff (GBR)
3. Alain Menu (SUI)

Race Two
1. Norbert Michelisz (HU)
2. Alain Menu (SUI)
3. Mehdi Bennani (MA)

6 SALZBURG (Austria) 

19/05 - 20/05

Race One
1. Robert Huff (GBR)
2. Yvan Muller (FRA)
3. Alain Menu (SUI)

Race Two
1. Stefano D'Aste (ITA)
2. Robert Huff (GBR)
3. Tom Coronel (NDL)

7 ALGARVE (Portugal) 

02/06 - 03/06

Race One
1. Yvan Muller (FRA)
2. Gabriele Tarquini (ITA)
3. Robert Huff (GBR)

Race Two
1. Alain Menu (SUI)
2. Pepe Oriola (ESP)
3. Tom Coronel (NDL)

8 CURITIBA (Brazil) 

20/07 - 22/07

Race One
1. Yvan Muller (FRA)
2. Alain Menu (SUI)
3. Robert Huff (GBR)

Race Two
1. Robert Huff (GBR)
2. Alain Menu (SUI)
3. Gabriele Tarquini (ITA)

10 SUZUKA (Japan) 

19/10 - 21/10

Race One
1. Alain Menu (CHE)
2. Yvan Muller (FRA)
3. Robert Huff (GBR)

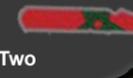
Race Two
1. Stefano D'Aste (ITA)
2. Pepe Oriola (ESP)
3. Gabriele Tarquini (ITA)

4 BRATISLAVA (Slovakia) 

28/04 - 29/04

Race One
1. Gabriele Tarquini (ITA)
2. Aleksei Dudukalo (RUS)
3. Alain Menu (SUI)

Race Two
1. Robert Huff (GBR)
2. Yvan Muller (FRA)
3. Gabriele Tarquini (ITA)

3 MARRAKECH (Marocco) 

13/04 - 15/04

Race One
1. Alain Menu (SUI)
2. Robert Huff (GBR)
3. Yvan Muller (FRA)

Race Two
1. Yvan Muller (FRA)
2. Robert Huff (GBR)
3. Alain Menu (SUI)

2 VALENCIA (Spain) 

31/03 - 01/04

Race One
1. Yvan Muller (FRA)
2. Gabriele Tarquini (ITA)
3. Tom Coronel (NDL)

Race Two
1. Alain Menu (SUI)
2. Tom Coronel (NDL)
3. Stefano D'Aste (ITA)

1 MONZA (Italy) 

10/03 - 11/03

Race One
1. Yvan Muller (FRA)
2. Robert Huff (GBR)
3. Gabriele Tarquini (ITA)

Race Two
1. Yvan Muller (FRA)
2. Alain Menu (SUI)
3. Robert Huff (GBR)

9 SONOMA (USA) 

21/09 - 23/09

Race One
1. Yvan Muller (FRA)
2. Robert Huff (GBR)
3. Norbert Michelisz (HU)

Race Two
1. Robert Huff (GBR)
2. Norbert Michelisz (HU)
3. Gabriele Tarquini (ITA)

11 Shanghai (China) 

02/11 - 04/11

Race One
1. Alain Menu (SUI)
2. Robert Huff (GBR)
3. Stefano D'Aste (ITA)

Race Two
1. Robert Huff (GBR)
2. Alain Menu (SUI)
3. Tom Coronel (NDL)

12 MACAU (Macau) 

15/11 - 18/11

The last race of the 2012 WTCC Championship season is the Guia Circuit in Macau. It's the eighth time that the final of the touring car challenge will be staged in Macau and it couldn't be more exciting, then to find out the final champion at the last event of the season. But it won't be an easy job for current leader and frenchman Yvan Muller. His teammate and overall second-placed Robert Huff has won at least one race in each of the last four years. We can be curious, who is going to win the races this year and who will finally take the WTCC world champion trophy home.

Test:	Thu	13:50 - 14:20
Practice 1:	Fri	08:30 - 09:00
Practice 2:	Fri	12:15 - 12:45
Qualifying:	Fri	15:25 - 16:15
Warm Up:	Sun	08:15 - 08:30
Race 1 & 2:	Sun	10:30 - 13:00

DRIVERS CHAMPIONSHIP

#	Driver	Team	Pts
1.	Robert Huff (GBR)	Chevrol	390
2.	Alain Menu (CHE)	Chevrol	355
3.	Yvan Muller (FRA)	Chevrol	349
4.	Gabriele Tarquini (ITA)	Lukoil	238
5.	Tom Coronel (NDL)	ROAL	199
6.	Norbert Michelisz (UNG)	Zengő	155
7.	Stefano D'Aste (ITA)	Wiechers	144
8.	Pepe Oriola (ESP)	Seat	131
9.	Mehdi Bennani	Pro Team	68
10.	Tiago Monteiro (POR)	Seat	67

* Source: WTCC 2012-11-05



STEERING WTCC TO THE NEXT BEND IN THE ROAD



The World Touring Car Championship is left contemplating life after Chevrolet's decision to quit. Despite brave words from interested parties, we live in bottom-line times.

Despite a sizzling record on the track, Chevrolet's factory commitment to the WTCC ends this season, following a strategic review of motorsport and marketing programmes by the American manufacturer. Chevrolet joined WTCC in the Championship's inaugural year in 2005, winning the drivers' and manufacturers' titles in 2010 and 2011, but as a result of this body blow – and pending the unveiling of new regulations by the officials of the struggling series – the future of the series looks bleak.

Like many other major brands underwriting sport, Chevrolet has had to take into account the impact of the tempestuous economic environment upon its bottom line. Most manufacturers, in fact, seem to be committing to any series but a touring car series run by the FIA, with Toyota competing in Le Mans, BMW supporting DTM and MG, now a Chinese-owned company, seeing fit to do the BTCC instead.

The withdrawal of the manufacturers could, in the long term, mean losing one of the most popular championships on the racing calendar, although touring cars are one of the key categories in world motorsport.

"F1, rallying, touring cars and sportscars/GTs - there should be a world championship for each of them," says FIA Touring Car Commission President Alan Gow. He also talks about the consequence of manufacturers ending their involvement in WTCC. "The privateers are being looked after, that's why there're so many of them. The number of cars on the grid hasn't changed much but the make-up has. If there are fewer manufacturers then you have to provide an atmosphere for privateers to compete in."

Marcello Lotti, FIA World Touring Car Championship promoter, is more sanguine. "This is motorsport. Manufacturers come and go. It happens to all the series every now and then but life goes on."

Indeed it does. The FIA and Eurosport Events Ltd. have renewed their commercial rights agreement for the FIA World Touring Car Championship. This is the second renewal of the agreement between the parties since the FIA appointed Eurosport Events as WTCC championship promoter in 2005. The new contract will have a duration of five years, ending on 31st December 2017.

FIA President Jean Todt says the FIA is delighted to continue this co-operation with Eurosport Events, saying that "during the eight years it's been promoting the World Touring Car Championship, the FIA and Eurosport Events have put in a huge effort to make the championship grow in competition on the track and in popularity worldwide."

Will new regulations translate into a better future?

A bit more power, a little more aggressive look, with a dash of hybrid technology. This could be the constituent ingredients in the new WTCC regulations to be introduced in the near future. In an interview with Autosport, Gow talked about this option, saying "We're considering new or modified rules, which are likely to be introduced in 2015. We'll discuss this with all current manufacturers."

Representatives from the FIA's technical department and from the automakers will sit down at a table and discuss ideas and approaches. "Eurosport must, of course, also be involved," says Gow, "because the rules have to work for them as well." Once this phase is completed, the rules will be written, with the FIA ensuring that they are adhered to.

There are no real specifics on how these new rules could look like as of now but the "DNA of the championship" - as Marcello Lotti puts it - should be maintained. Distilling the characteristics of the series into a marketable-agreeing form is the alchemists' trick that the WTCC soothsayers will need to perform. The number crunchers will be watching.

THE THREE MUSKETEERS 2012

name: **Yvan Muller**
nationality: **France**
date of birth: **16 Aug 1969**
marital status: **single,
one daughter**

car: **Chevrolet Cruze 1.6T**
WTCC wins: **29**

name: **Robert Huff**
nationality: **United Kingdom**
date of birth: **25 Dec 1979**
marital status: **married with
Jasmine**

car: **Chevrolet Cruze 1.6T**
WTCC wins: **24**



Chevrolet Cruze 1.6T

ENGINE – turbocharged 4-cylinder in line, transversally installed; distribution: two overhead camshafts, 16 valves; displacement: 1600 cc; bore x stroke: 81 x 77.5 mm; compression ratio: 11:1; maximum output: 310 bhp @ 5500 rpm; maximum torque: 400 nm @ 3750 rpm; engine management: LIFE; lubrication: dry sump.

TRANSMISSION – front-wheel-drive; gearbox: X-trac 6-speed, sequential shift; clutch: AP triple plate sintered; differential: mechanical limited slip differential.

CHASSIS – front suspension: McPherson strut, coil springs, gas-filled dampers, anti-roll bar; rear suspension: trailing twist axle, coil springs, gas-filled dampers, anti-roll bar; steering: power assisted rack and pinion.

BRAKES – dual circuit hydraulic system; front brakes: 4-piston calipers, 332 mm steel ventilated discs; rear brakes: 2-piston calipers, 280 mm steel ventilated discs.

DIMENSIONS – length: 4630 mm; width: 1860 mm; wheelbase: 2702 mm; minimum weight: 1160 kg including the driver.

name: **Alain Menu**
nationality: **Switzerland**
date of birth: **09 Aug 1963**
marital status: **married with Caroline,
three children**

car: **Chevrolet Cruze 1.6T**
WTCC wins: **23**



CHEVROLET



name: Andre Couto
nationality: Macau
date of birth: 14 Dec 1976
marital status: married,
two children
car: Sunred SR León 1.6T
team: Tuenti Racing Team
WTCC wins: 0



SEAT León 1.6T WTCC

ENGINE - turbocharged 4-cylinder in line, transversally installed; distribution: two overhead camshafts, 16 valves; compression ratio: 12.5:1; displacement: 1598 cc; bore x stroke: 79.5 x 80.5 mm; Maximum output: 300 bhp @ 6000 rpm; Maximum torque: 450 nm @ 4500 rpm; engine management: Life Racing; lubrication: wet sump.

TRANSMISSION - front-wheel-drive; Gearbox: Hewland 6-speed, sequential shift; clutch: twin-plate; differential: mechanical limited slip differential.

CHASSIS - front suspension: McPherson strut, coil springs, gas-filled dampers, anti-roll bar; rear suspension: multilink axle, coil springs, gas-filled dampers, anti-roll bar; steering: power assisted rack and pinion.

BRAKES - not-assisted dual circuit system; front brakes: 4-piston calipers, 332 mm steel ventilated discs; rear brakes: 2-piston calipers, 280 mm steel discs.

DIMENSIONS - length: 4330 mm, width: 1842 mm, wheelbase 2600 mm, minimum weight: 1150 kg including the driver.



WHAT DOES IT COST TO RACE THE MACAU WTCC



The car's chassis number is 008, currently driven by Tiago Monteiro and it is one of the first SEAT Leon built in 2007. The engine by the Sunred team was built in Barcelona with a limited budget. However, the final power is very similar to the other cars, there is only a difference in terms of drivability and delivery of the power and torque.

Engine	
<i>Builder:</i>	<i>SUNRED Development</i>
<i>Cylinder number:</i>	<i>4 in-line with two overhead camshafts and 16 valves</i>
<i>Engine capacity:</i>	<i>1.595 cc</i>
<i>Bore x stroke:</i>	<i>82.5 mm x 74.6 mm</i>
<i>Compression ratio:</i>	<i>12,5 : 1</i>
<i>Air feed:</i>	<i>Turbocharger</i>
<i>Cooling system:</i>	<i>Water cooled</i>
<i>Engine block:</i>	<i>Steel</i>
<i>Power:</i>	<i>310 HP at 6500 rpm</i>
<i>max. Torque:</i>	<i>410 NM at 3800 rpm</i>

Assembly Costs: 50'000 Euro

Electronics	
<i>ECU Life Racing with GDI module also used as data logger and Pectel Cosworth dashboard and chassis data with more than 1200channels to analyze with 64 Mb capacity</i>	

Set Price: 32'000 Euro

Gearbox	
<i>Transmission:</i>	<i>Front-wheel drive</i>
<i>Manufacturer:</i>	<i>Hewland EGT-W 6</i>
<i>Gearbox type:</i>	<i>W 6 speed sequential + reverse in magnesium housing</i>
<i>Differential:</i>	<i>Adjustable limited slip Carbon clutch 2 discs</i>

Assembly Costs: 58'000 Euro

Chassis

Manufacturer: SEAT Motorsport
Chassis Number: XTW 008
Built: 2007
Roll Cage: more than 60m steel tube used inside

Chassis Costs only: 20'000 Euro

Paintjob

Make: InHouse Paintjob
White basic with decor

Paint Costs only: 1'000 Euro

Dimensions

Length: 4340mm
Width: 1849mm
Wheelbase: 2596mm
Min. Weight: 1150 kg incl. driver



Team per Car

1 Engineer
1 Chief Mechanic
3 Mechanics
1 Tire & Fuel Person in charge

**Total per race incl. Truck Driver, Hospitality Crew and 3 cars
56 People (but only 20 in Macau)**

Suspension

Manufacturer: Sachs dampers with Eibach springs
Costs per set (4 pcs): 14'000 Euro

Brakes

Brake Discs: AP
Dimension front: 332mm diameter and 32mm thick with 6piston calipers
Dimension rear: 195mm diameter and 12mm thick with 2 piston calipers
Costs per set: 8'500 Euro

Wheels

Make: Borbet
Dimension: 17inch x 9inch
Weight: 9 kg per rim
Tires: Yokohama Slick or Wet
Costs per set: 2'300 Euro

CATCH ME IF YOU CAN

It's been five years since INSIDE last interviewed local pin-up driver and former F3 winner Andre Couto, since when life has served up the bitter-sweet along with the honey. A decade in the Super GT class in Japan has not only sharpened his skills but left his enthusiasm undimmed for his home track, the serendipitous Guia Circuit of Macau.

INSIDE: *What's cooking, Andre?*

Andre Couto

I've been driving in the Super GT in Japan for the last nine years. For me, it's the best championship in Asia; in fact, probably the best GT class in the world, the fastest at least. Japanese Super GT is most comparable to the DTM in Europe. Race weekend is well supported, with 50,000 to 80,000 spectators a time; and Toyota, Honda and Nissan - the three biggest car manufacturers - put 15 cars in the GT500 class, along with some privateers, with 25 cars in the GT300 class such as BMW. So it's a huge field and guarantees exciting grandstand racing. Media coverage is massive, and is probably bigger than for any other racing series at this level, certainly in Asia. All the races are in Japan except for one in Sepang in Malaysia.

INSIDE: *So how did it go in 2012, and where are you headed?*

AC

Honestly speaking, the start of the season was 'iffy' and we weren't really competitive. We were simply not able to make the tyres work so cashing in zero points after the first two rounds was not pleasant. We struggled before getting up to pace. This championship is very competitive and you need to get everything right every single session. Happily, the end of the season worked out well, finishing twice on the podium, and starting the race from pole. So the hard work paid off.

INSIDE: *Let's talk about the Macau Grand Prix. What's in the tea leaves?*

AC

I'm going to drive the same car as last year, a SEAT Leon, with the same team - SUNRED. It's Tiago Monteiro's car as he's switched to Honda for the coming season.

Thanks to my sponsors' continued support this year, I'm able to get the car on the grid for Macau this year.

INSIDE: *Can we talk a little about numbers? Most of our readers aren't really aware of the effort involved in racing WTCC in Macau or any other class.*

AC

Sure, it's no secret. Most drivers have to bring the whole budget with them into the team. There aren't that many paid drivers in the world except a couple in Formula 1, Nascar and IndyCar and obviously the high profile touring car series. But WTCC isn't one of them. The three Chevrolet drivers might be the only ones that don't have to bring money to the team. But that chapter is closed as well after Chevrolet announced that the Macau GP is going to be their last official factory appearance.

So if you want to drive - or let's say you have to drive - the WTCC then you need to find at least HK\$500,000 for a weekend like Macau. Some other rounds might be cheaper but Macau is a little special and you might destroy the car so costs such as insurance are obviously higher. But that doesn't give you a factory winning car. Some guys have to pay even more than that, with some teams asking HK\$600,000 or even HK\$700,000 to race in Macau.

INSIDE: *So is it a good car?*

AC

It's a good car but obviously not a winning car. For that you need a Chevrolet. But I can't complain as I had some reasonable lap times with that car last year, which put me in 4th and 7th place in the qualifying sessions. It's a privateer team and the car is O.K.: actually, quite good under the circumstances. Studying the season performances of the

SEATs, there aren't that many top five finishes - but anything is possible in Macau!

INSIDE: *People in Macau seem to enjoy speculating about your 'crashing' prowess . . .*

AC

I've heard a lot of stories. People saying I was pushing too hard, wasn't prepared or not even ready to race last year. But it's rubbish: they don't know anything about racing and sometimes the media is not helpful, either. I think I was quite unfortunate; it seems to be a lame excuse but let's look at the facts. The qualifying results were always promising, especially with the SUNRED team and the SEAT. I was always in the top ten - and didn't hit the wall once!

Usually, you go straight to the limit and bang the car around the metal barriers. Most people remember the big crash on the R-bend two years ago when Franz Engstler and another guy crashed into the wall, with me following and no way to go other than slamming straight into them. A dramatic shunt, and the car was totally destroyed. I mean, it was simply impossible to put it back together for the race.

What people always remember is that I crashed here or there. No matter the reason, I'm the idiot that writes off the cars. The other year, a guy on the start-finish line clipped Darryl O'Young, who touched Andy Priaulx, forcing him and me side by side into the barriers. Finish; race over. Last year, I ran on the dirty side of the track and clipped Alain Menu . . . so over and out. This is racing, simply racing, and things happen. If we don't want to push to the limit then we shouldn't waste our time burning rubber, fuel and all the money, pushing mechanics to work harder . . . We can't control things all the time; happily, that applies to lucky breaks, too!

INSIDE: *So what about this year?*

AC

I definitely have to finish the race! I need to for myself and it would help put some people straight. I don't feel race pressure - I've been racing all my life - but there've been other situations that've put pressure on me. But not the Macau Grand Prix. Of course, I feel I owe my best performance to the home crowd and there's no-one else that wants to succeed here more than me. I know what I'm capable of and what I need to do . . . and haven't crashed since 2006!

Having said that, Macau is different. We've seen some incredible talents end up in the wall for whatever reason, with some now in Formula 1. That shows you it can happen to anybody. Everyone remembers Ayrton Senna, the greatest driver of all time, crashing into the wall at Monaco while leading the race by miles. He beat himself up for many years over that but nobody ever questioned his talent.

I'm a racer - a true racer - and I want to win races and do my best all the time, as I will in Macau. Let's see what transpires.

INSIDE: *So what's the difference between racing in the WTCC and the Super GT?*

AC

Technically, the Super GT is around 2-3 seconds faster than the F3 cars here in Japan. That means they're around 20 seconds faster than WTCC. The down-force of a GT car is huge. The 3G that we experience in the GT gives you a similar feeling to driving a Formula car, an F3 for example. With over 500bhp, we obviously have a lot more power than with a WTCC car and thus the demand on the



driver's physical strength is greater. But what's even more visible to spectators is the grip, which also explains the much higher cornering speed. A WTCC car wobbles more around the corners, while a GT car literally flies.

There's quite a difference in the racing as well. Just take any race in the WTCC season. We call it a contact sport in motor racing. Sometimes, it's a little like Nascar. You have many similar cars, going at about the same speed and weight as well as drivers' ability. It all adds up to very close racing apart from the Chevrolets that usually disappear up front. After them it's really close, just centimetres or even millimetres between the cars. It's fun and actually quite easy to drive these cars.

INSIDE: Manufacturers like BMW, SEAT, Chevrolet, Lada and Volvo have made the WTCC a high-class championship but it seems to be tailing off. Why did you choose to race it again this year? You could've secured a winning car in the GT class, instead – an up-and-coming class that you're competing in all year round.



AC
You're absolutely right; I also don't see a bright future for WTCC even though Honda has entered a so-called manufacturers' team. But it still has the title. WTCC means World Touring Car Championship; it's a world championship recognised by the FIA and that matters. Plus there's no other B-race for me to consider. There are three major races in Macau - Formula 3, which I've won before; WTCC, which I race now, and the motorcycles.

The GT Class race is something I enjoy, and might consider in the future. But not for now. It doesn't have the same status as WTCC, not just yet. Also, the Macau Government doesn't extend as much support to drivers in the GT class although it does for a race in the WTCC or F3. And I obviously rely on that money. Otherwise, I can't race.

INSIDE: *You've received great support from the local business community, some of whom have been with you for a long time. They obviously believe in you, and you give them the necessary return on investment. Watching you over the years, we have to admit you have an excellent rapport with your sponsors.*

AC

CTM and BNU are great partners, and Mocha Club - who've been my major sponsor for the last four years - have really picked it up in the way they use our partnership. We try to make a difference in getting the message out, supporting local events with me as a local driver,

and with the attention we receive, especially in the local community, the hype and the appreciation we feel wherever we go - it's amazing. It's an incredible partnership and we have achieved something.

They've stuck with me in personally very hard times and helped me launch a campaign for kids that suffer from cancer or are simply left alone in the world. My sponsors have all become more than partners;

they're like family. I hope I give them the joy, and obviously the return, necessary to justify their sponsorships. My biggest dream would be to finish on the podium again here in Macau with my local sponsors up there with me.



INSIDE: *Touring cars seem to be the real local favourites. There's obviously a reason why everybody wants to see you in a touring car, from the Government to your sponsors to the crowd...*

AC

It's part of the culture here in Macau, as in Japan. They simply love touring cars, and remember, it all

started with touring cars some 59 years ago. In those days, they called them sports cars! Watch the GT class in Japan and compare it with Formula Nippon, the Japanese F3. We have even more spectators when we test than the F3 does when they race. The GT class pulls tremendous crowds. It's fast, it's loud, it's colourful.

Many cars here in Macau are tuned or the sports version of a specific model. They have wings, big rims,

and massive fenders and stickers on them - all looking like a race car ready to race in Macau. So they see these factory cars on the grid and can see the latest design features and engine kits, etc. These days, everything's available in the aftermarket. It's that culture here in Asia of drifting cars, racing cars illegally, meeting somewhere in the middle of the night, showing off with the car. So they obviously identify themselves much more easily with touring cars. Formula 3 is the main attraction for the government... but not for the locals.

INSIDE: *It must be a bit different preparing yourself for the Macau Grand Prix. We guess you don't go out partying the first couple of days when all the teams arrive...*

AC

I mentioned before that driving the WTCC cars is not as physically demanding as GT. And racing in Macau in November is quite pleasant. It's not that hot or humid. So I just continue going to the gym every day for my regular workout. I spend most of my time at home before the race, being with the family, going for a quiet dinner with my wife, building the peace of mind I need to prepare for a race. I spend the days with the team engineers discussing the car and doing the best possible to get it ready for the very first session. And then, of course,

there are all the PR events. The Macau GP organisers get me involved in most of these activities and then you have the sponsor presentations as well. But I pretty much enjoy it as it's the only time in the year where I can mingle with the locals whilst being a racer and racing in Macau. It's great fun giving interviews here and there, signing autographs, etc. In our latest project, we are visiting hospitals and schools, bringing toys and other gifts with us for the kids, and therefore letting them share in the Macau GP as well. Seeing the joy on the faces of those kids makes all of us a winner!

A graphic advertisement for 'The Roadhouse Macau'. At the top, a banner reads 'THE ROADHOUSE' in a stylized font. Below it, a green and white electric guitar is positioned between two gold pistons. Another banner at the bottom of this graphic reads 'MACAU'. To the right, the text 'BLUES, BIKES, ROCK AND BOOZE...' is written in a bold, distressed font. In the foreground, two bottles of Budweiser beer are shown, one of which is splashing with foam. The background is dark with a large, faint gear-like shape.

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name: Tom Coronel
 nationality: Netherlands
 date of birth: 05 Apr 1972
 marital status: married to Paulien,
 two children

car: BMW 320 TC
 team: ROAL Motorsport
 WTCC wins: 2



name: Franz Engstler
 nationality: Germany
 date of birth: 25 Jul 1961
 marital status: married,
 one son

car: BMW 320 TC
 team: Liqui Moly Team Engstler
 WTCC wins: 1



BMW Power



ENGINE – turbocharged 4-cylinder in line, longitudinally installed; distribution: two overhead camshafts, 16 valves; displacement: 1598 cc; bore x stroke: 77 x 85.8 mm; compression ratio: 12.5:1; maximum output: 310 bhp @ 8500 rpm; maximum torque: 420 nm @ (data withheld) rpm; engine management: Cosworth Pectel MQ 12; lubrication: dry sump.

TRANSMISSION – rear-wheel-drive; gearbox: X-trac 6-speed, sequential shift; clutch: carbon-fibre single or double-plate; differential: mechanical limited slip differential.

CHASSIS – front suspension: double-joint strut, coil springs, gas-filled dampers, anti-roll bar; rear suspension: five link axle, coil springs, gas-filled dampers, anti-roll bar; steering: power assisted rack and pinion.

BRAKES – not-assisted dual circuit system; front brakes: 4-piston calipers, 332 mm steel ventilated discs; rear brakes: 2-piston calipers, 291 mm steel ventilated discs.

Honda Civic S2000 TC

ENGINE – turbocharged 4-cylinder in line, transversally installed. Distribution: two overhead camshafts, 16 valves. Compression ratio: data withheld. Displacement: 1595 cc. Bore x stroke: 81 x 77.4 mm. Maximum output: data withheld. Maximum torque: data withheld. Engine management: Pectel. Lubrication: wet sump.

TRANSMISSION – front-wheel-drive. Gearbox: Xtrac 6-speed, sequential shift. Clutch: twin-plate carbon fiber. Differential: mechanical limited slip differential.

CHASSIS – front suspension: McPherson strut, coil springs, gas-filled dampers, anti-roll bar. Rear suspension: interconnected swing arms, coil springs, gas-filled dampers, anti-roll bar. Steering: power assisted rackand pinion.

BRAKES – dual circuit hydraulic system. Front brakes: 4-piston calipers, 340 mm steel ventilated discs. Rear brakes: 2-piston calipers, 278 mm steel discs.



HONDA

name: Gabriele Tarquini
nationality: Italy
date of birth: 02 Mar 1962
marital status: married to Beatrice,
two children

car: Honda CIVIC S2000 TC
team: Honda Racing Team JAS
WTCC wins: 17

name: Tiago Monteiro
nationality: Portugal
date of birth: 24 Jul 1976
marital status: married to Diana,
two children

car: Honda Civic S2000 TC
team: Honda Racing Team JAS
WTCC wins: 4



THE INCREDIBLE LIGHTNESS OF BEING

Alessandro Zanardi has won the Champ Car Series, was a Formula One driver and a celebrated star of the racing firmament. But 11 years ago, a devastating accident robbed him of both his legs. The 45-year-old is back on the international stage - winning two gold medals and one silver at the Paralympic Games in London this year.

There were only 13 laps to be completed on the Euro Speedway in Lausitz, Germany when race leader Alessandro Zanardi pulled into the pit lane for his final fuel stop, with just 50 kilometers left to the checkered flag. What was to follow, however, was one of the worst accidents in motor racing history. When the Italian lost control of his car at the pit exit, Alex Tagliani of the Forsythe Racing team could do nothing to avoid the horrible impact, colliding with Zanardi's machine at 320 km/h and literally ripping it apart.

"I should be dead," Zanardi said in a recent newspaper interview. The medical team had to revive Zanardi seven times before transferring him to a Berlin hospital where the then 34-year-old eventually won the battle for life but lost both legs. Just 20 months after the accident, Zanardi returned to the place that had so profoundly changed his life to see if he could do what he could not on that September day in 2001- finish the race at the Lausitzring. Thus, he drove the last 13 laps to thunderous applause from an emotional crowd to declare his fighting spirit to the world.

The former F1 teammate of Ralf Schumacher has taken some time to get used to his new life. Battling severe depression, Zanardi came back. Between 2005 and 2009, he raced for BMW in the World Touring Car Championship, winning four races, made possible because his car was reconfigured to his precise needs, whereby he accelerated by hand throttle and braked with a prosthesis right leg. In 2006 – aged 39 - he even returned to F1, albeit briefly, testing for Williams-BMW in Valencia and posting similar times to their second test pilot, the then 18-year-old Sebastian Vettel.

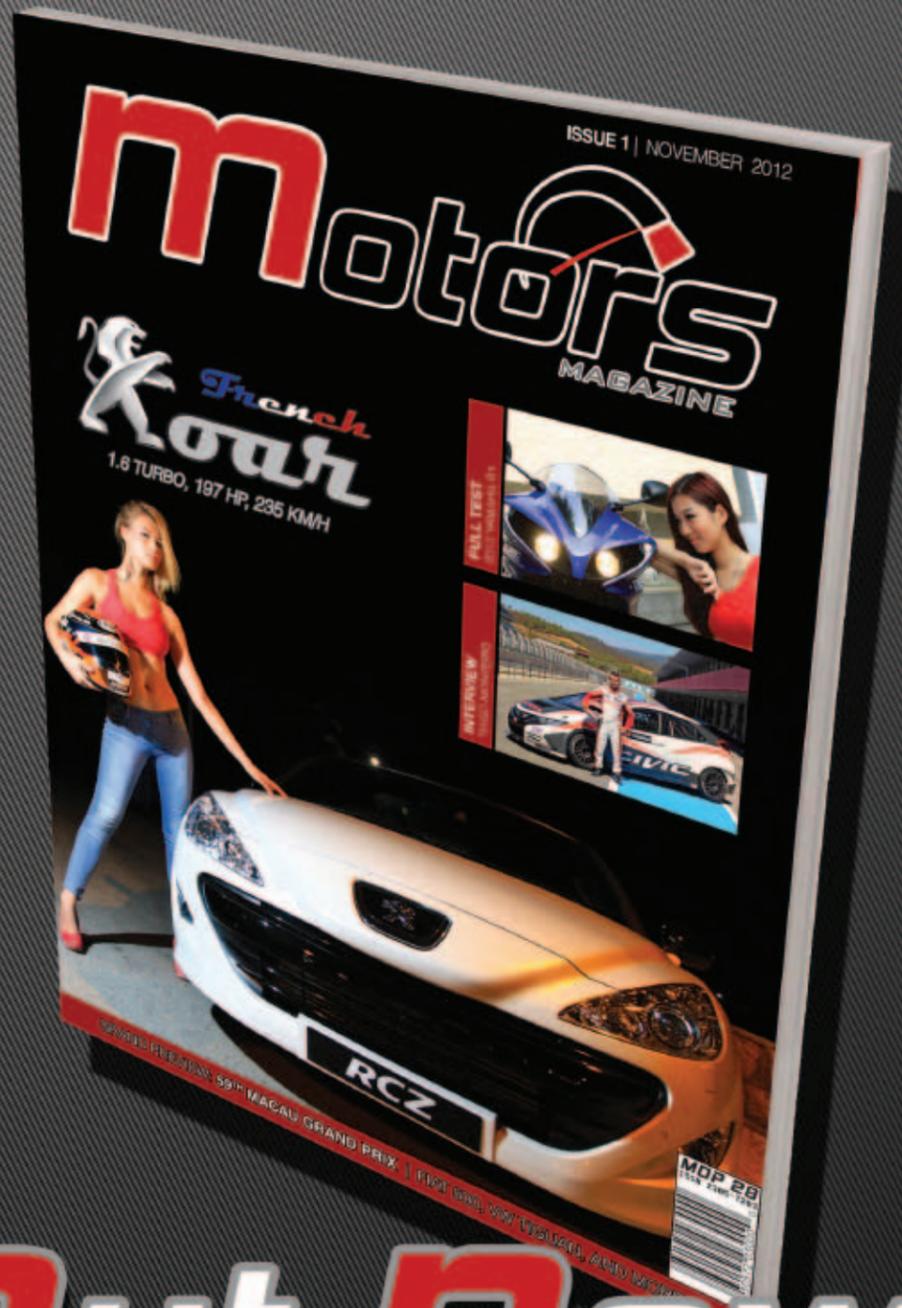
In his last season in the World Touring Car Championship in 2009, the Italian acknowledged that he had reached his limit, primarily due to age. “There are better and younger drivers than me,” said the 42-year-old, although a life without racing and competition was for Zanardi always out of the question, and new opportunities beckoned.



The bike 'salute'

Zanardi is one of the best athletes on the accelerate-by-hand trike known as handcycling but he only got to know about the sport by a curious chance when he and another impaired athlete both tried to simultaneously pull into a disabled parking spot. A dispute ensued, when he spotted the other man's handbike on top of his car . . . and curiosity got the better of him.

Since 2007, Zanardi has been active in this particular sport, and in 2011 he even won the New York Marathon before scaling the Olympus of Paralympics by winning two golds and one silver medal in the 2012 London Paralympics. He was, next to athlete Oscar Pistorius, the most prominent participant in the Paralympic Games, competing in three different contentions: the time trial, the individual event and the team event.



Out Now!

highly octaned files inside



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In one of the most enduring images of this year's Games, he slid out of his cycle after winning the time trial, sat on the track and, with one hand, hoisted his bike in the air. It seemed weightless compared to the effort it had taken to get to that track in the first place, a symbolic gesture not lost on the appreciative crowd.

"I'm certainly very, very happy but this moment also brings a little bit of sadness because this weekend is going to be the end of a great adventure I've been fortunate enough to live," Zanardi said outside the boisterous sponsor party to celebrate his first win. "So I would imagine that probably a lot of people watching me doing this - to some degree against all the odds maybe - are going to say, 'Bloody hell, if Zanardi did this, I can try. I can try!'"

INSIDE



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MACAU GRAND PRIX GT CLASS

15th of November 2012 (Thursday)
12:30 Macau GT Cup – Practice 20min

16th of November 2012 (Friday)
14:15 Macau GT Cup – Qualifying 30min

17th of November 2012 (Saturday)
13:10 Macau GT Cup – Qualifying 50min

18th of November 2012 (Sunday)
07:50 Macau GT Cup – Warm Up 25min
10:00 Macau GT Cup – 12 laps



EDOARDO MORTARA

AUDI R8 LMS

Engine - V10 with 90 degrees cylinder angle, 5200 cc, Maximum output 560 bhp, over 500 nm maximum torque
 Transmission - Rear wheel drive with traction control, Gearbox: sequential, pneumatic activated 6-speed sport type with shift paddles
 Chassis - Servo-assisted rack and pinion steering, Independent front and rear double-wishbone suspension with Bilstein dampers and Eibach springs
 Brakes - Dual circuit hydraulic brake system with Race ABS
 Dimension - length: 4475mm, width: 1994mm, weight: 1290 kg without driver



nationality:	Switzerland
date of birth:	12 Jan 1987
career highlights:	<ul style="list-style-type: none"> 2009 Macau GP F3 Winner 2010 F3 Euro Series Champion 2011 Macau GP GT Cup Winner 2012 Deutsche Tourenwagen Meisterschaft 5th



www.samuraiR-photo.com

MC LAREN MP4 GT3

DANNY WATTS

Engine - V8 twin turbo ,M838T', 4 valves per cylinder, DOHC, 3800 cc, Maximum Output with 617 bhp and 601 nm maximum torque

Transmission - engine is connected to a seven-speed automatic dual-clutch gearbox made in Italy by Graziano. Dubbed the „Seamless Shift Gearbox“ or SSG, the gearbox features a system dubbed „Pre-Cog“ that allows the driver to preselect the next gear by lightly tapping the paddle

Chassis - based around a F1 style one-piece carbon fibre tub, called the Carbon MonoCell, weighing only 80 kg

Dimension - length: 4507mm, width: 1909mm, wheelbase: 2670mm weight: 1302 kg without driver



<i>nationality:</i>	United Kingdom
<i>date of birth:</i>	31 Dec 1979
<i>marital status:</i>	married to ex BTCC driver Fiona Leggate, one son
<i>career highlights:</i>	2002 British Formula Renault 2.0 Champion 2008-09 A1 Grand Prix Championship 10th 2010 LMP2 class winner at 24hrs LeMans 2011 Macau GT Cup 3rd



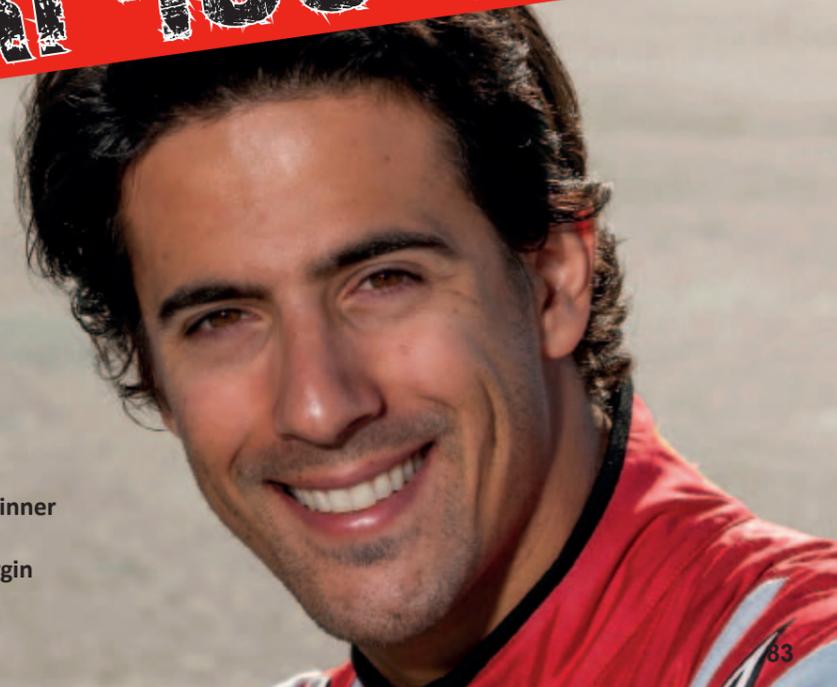
LUCAS DI GRASSI

FERRARI 458 GT3

Engine - V8 Naturally aspirated mid-engined, longitudinally mounted with 4497 cc, Maximum Output 550 bhp
Transmission - Rear wheel drive with traction control, Gearbox: Hewland 6-speed sequential manual with shift paddles
Chassis - Aluminium Monocoque with Double wishbone front suspension and multi-link rear suspension
Dimension - length: 4527mm; width: 1937mm; wheelbase: 2650mm; weight: 1275 kg without driver

nationality: Brazil
date of birth: 11 Aug 1984
career highlights:

2005	Macau GP Formula 3 Winner
2007	GP2 Series 2nd
2010	Formula 1 Driver for Virgin



Porsche 911 GT3 R (Type 997)

Engine - six cylinder Boxer engine with four-valve technology, displacement: 3990 cc; bore x stroke: 102 x 80,4 mm; maximum output: 500 bhp; engine management: BOSCH MS 4.0 electronic management with 'throttle-blip' function and Motec SLM - multi-function display with integrated gear shift point display; lubrication: dry sump

Transmission - Porsche 6-speed sequential dog gearbox (paddle shift) with active oil cooling and internal pressurized oil lubrication system with limited slip differential 37% drive / 52% overrun;

Chassis - Weight optimised, increased width of 911 using add-on parts (carbon/kevlar) GT3 RS body; McPherson spring strut type axle with adjustable spring/dampers, height adjustable

Brakes - Adjustable via a brake balance bar system; Independent dual circuit brake system; Race ABS fitted as standard equipment, Six-piston Brembo front calipers on 380mm discs and four-piston Brembo rear calipers on 355mm discs

Dimension - length: 4427mm, width: 1808mm, weight: 1200 kg without driver



'POUPOU' READY TO POUNCE ON GT3 HONOURS

This year's Porsche Asia Cup winner Alexandre Imperatori says he's shaken off the 'second-place' joss that dogged his early racing career and gives fair warning that his competitors should start thinking about a suitable new nickname for the Swiss racer.

There's not a lot known in the public arena about Alexandre Imperatori but when you start talking to some of the important team managers on the Asian racing circuit regarding the resident Porsche Asia Cup champion his talents quickly come into focus. Like many racers, the 25-year old started early; at the age of four, to be precise, in a go-kart.

"My family had a summer house in Spain where we would go every year. Once, a family friend suggested we go check out this go-kart rental track. There was one for adults and a smaller one for children but even that was not suitable for four-year olds. For two days, I begged my dad for a chance to drive until finally he relented. He got hold of a huge foam cushion for my back and clipped wooden blocks to my sandals, which were then fixed to the pedals. He thought I'd get tired of it all soon enough but the racing bug had bitten!"

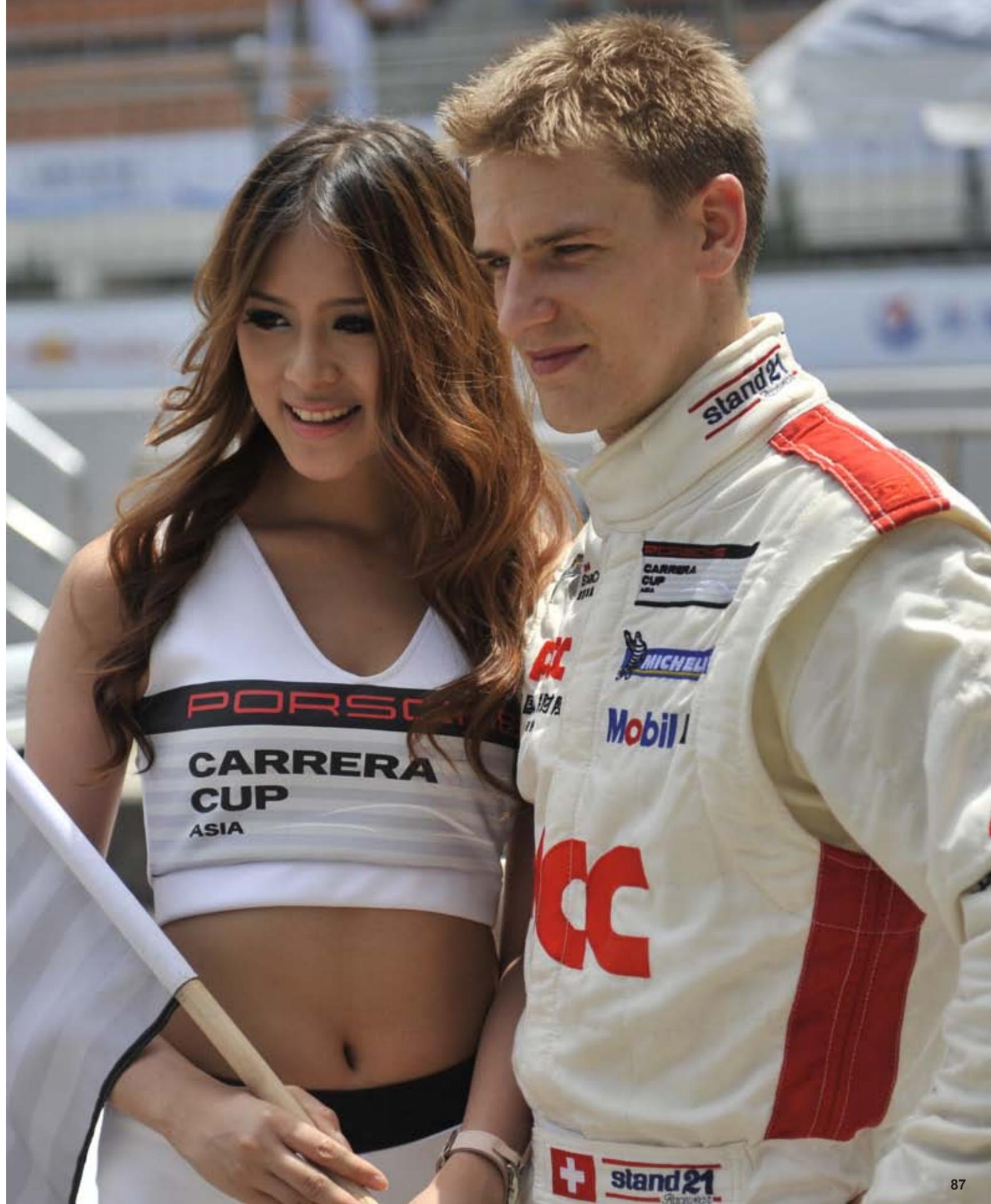
INSIDE met him through mutual friends at the ZIC Restaurant in Zhuhai back in 2006, and immediately it was apparent that this funny young bloke had rolled in enough pixie dust to become a star in Asia. He obviously believed that, too; and to emphasize his commitment based himself in Shanghai and competed in various Asian Championships, picking up silverware in the Chinese Formula Renault, Asian Formula Renault, Japanese Formula 3 and Porsche Cup Asia events. Despite an impressive run of successes, however, the record books reveal that he had a habit of coming second.

His incredible speed was undeniable, and his ability to win unquestioned, but something stopped him winning championships, to which he comes clean, admitting, "There's a bit of a joke with some of the French people involved in motorsport in Asia. Sometime around 2006, some wise guys decided to nickname me 'Poupou' for Raymon Poulidor, a famous French cyclist who managed to keep coming second. In fact, in 2006 and 2007, I indeed had a long run of second places in Asian Formula Renault. Luckily, since then, I've broken that jinx and had my fair share of wins. In fact, the last time I came second in a championship was in 2008 in the Japan F3 National Class Championship . . . but the nickname has stuck and it's hard to shake off in the paddock."

Nevertheless, the Swiss thinks that this could be the year he waves 'au revoir' to the moniker, not least because a win in Macau is still considered something extraordinary. "In my eyes," he says, "Macau is the ultimate circuit. First of all because it's a street circuit, so the challenge is already extreme. But even among street circuits it has something special. It's quite long so you need extra focus, and it's not slow like some other street tracks: you have a very long straight line with fast top speeds before getting into the 'city' part, which is flowing but at the same time very narrow and unforgiving. It's just a massive challenge to operate on the limit constantly in Macau. Mandarin Bend - which is nothing special in F3 - becomes a real challenge in a GT car and requires a big heart. My next favourite section is the Solitude Esses which make you feel like you're on a roller coaster . . ."

Having taken third in 2011, 'Poupou' sealed the championship this year, paving the way for further high level championships. So what's next?

"Well, nothing is quite confirmed yet," he says, "and we're considering our options - but I'd definitely like to step up to the next challenge and keep on fighting top-level drivers in top-level championships, so we'll see. Endurance racing is very attractive to me so that's also an option".





This year, at Macau, he pins his hopes on a Porsche GT3 but it isn't the same specification that he used in the Porsche Cup, and he carefully notes the differences. "While the Porsche GT3-R we use in Macau and the Porsche GT3-Cup used in the Carrera Cup are based on the same model, they're very different animals. The GT3-R has a more powerful engine and generates more aerodynamic downforce thanks to a different body and wings. It's also technologically more advanced as it features ABS, adjustable traction control and paddle shifts. So, perhaps paradoxically, the GT3-R is faster yet a little bit easier to drive than the Cup".

Insiders rate Imperatori as the best bet to give Mortara a run for his money in the GT class even though he is coming with a full spec Audi factory car and team. But anything can happen in Macau, and pressure can be a strange bedfellow. He readily acknowledges that Mortara is odds-on favourite, and certainly he has proven in the past that he is very quick in Macau, not just in F3 but also with GT cars. "However, I for sure don't come here to finish second," says Imperatori, "so I'll be racing him 200%. I'll just focus on my own job, and then we'll see where we are. A lot depends also on what the GT3 balance of performance is like

between the cars: until we're on the track, it'll be hard to say. One thing's for sure: the competition will be very fierce this year in the GT category, not just with Mortara but with Dumas in the other Porsche, Danny Watts in the McLaren and Di Grassi in the Ferrari, who, incidentally, was a past F3 winner at Macau."

It was inevitable that the topic of funding should arise, particularly when substantial amounts are mentioned and that nearly every driver pays his own way. Only half of all Formula One drivers, for example, draw a salary from their team, with the others having to rely on sponsors for their salary if something is left over. For GT racers, it can be even worse.

"Yes, motorsport is always a tough business and those who stick it out need a lot of passion. Over the years, there've always been a lot of doubts over the winter seasons and it was always a hard fight to put together the sponsorship to go racing the next season. I feel lucky to have always had amazing persons who believed in me and helped me with sponsorship. Those formative years have enabled me to get to the point where I can now live professionally from my

passion. Team Starchase and our partner TransAsia Airways are the ones who make it possible. But in this sport, nothing is ever guaranteed and I always remember I have to give my best to stay on top".

Classes like the Porsche and AUDI Cup are awash with young, passionate drivers on the one hand, and gentlemen drivers and celebrities on the other. But it's not just a case of turning up, cash and helmet in hand. "To start with, you need a proper racing licence, which you can obtain from your local ASN (Macau AA or HKAA) if you have enough racing experience," says Imperatori. "Otherwise, you must attend a recognised driving course to qualify. Then, you need to prepare a certain budget to race, enough to buy you a competitive car, pay for the running costs and the entry fees. Luckily, there are teams who offer turn-key packages so you don't have to worry about the specifics and logistics. But at the end of the day, it's a slog, and in the racing world jungle, it's survival of the fittest . . . not second best."

THE ADVENTURES OF RODOLFO

The youngest driver ever to compete in the Macau Grand Prix – at the age of 15 ten years ago - Rodolfo Avila is back to mix it with some serious competition in Team Jepsen's Porsche 997 GT3 Cup car. INSIDE profiles a young man in a hurry, who's home-grown through and through.



Rodolfo Avila's 'real racing' idol has always been André Couto, whose career he's followed avidly from André's first races and victories in karting to life as a professional single-seater and touring car driver in the European championships.

When he was 14, Rodolfo's father gave him his first kart. He quickly enrolled in the Macau Karting School, owned by Mr. Alberto Sin, who became his coach and mentor, imposing upon him a strict routine of daily practice, with the following year's Macau Karting Championships in his sights.

Juggling school obligations with his increasing commitment to racing, Rodolfo competed in and won the Intercontinental Championship Class A, Group B, finishing first in six of the eight events, for which he was proclaimed Best Rookie pilot in 2002 by the local sports press. Not bad for a first racing season.

In 2002, due to his remarkable performance in the karts, the Organizing Committee of the Macau Grand Prix and the China-Macau Autosports Club jointly invited Rodolfo to compete in the 49th Macau Grand Prix in 2002 – at the tender age of 15. In order to prepare, he completed a 3-day course at a Racing School in Zhuhai, driving a Formula Campus. In the GP, just a fortnight later, he would drive a Formula Renault 2.0 car. His attendance at the 49th Macau Grand Prix was his first experience

of the highly competitive world of 'serious' motor racing. He clearly exceeded his promoters' expectations, managing to grab 10th position by the 8th of 10 laps. Positioning himself to overtake one more competitor, heavy rain betrayed him and Avila span out of the race. Nevertheless, he'd already made history at the Macau Grand Prix as the youngest driver ever to compete in this prestigious event.

2006 saw Avila raise the bar once more: carrying the Macau flag to Europe, he signed up with

(ASCC) title. Although the six-year old Ferrari was not the most competitive car in the field, Avila's consistency and natural speed were enough to trounce his rivals' newer rides.

The following year, Avila participated in the Porsche Carrera Cup Asia (PCCA). Driving again for the prestigious Macau outfit Asia Racing Team, the Macau driver immediately impressed by taking pole position and a podium finish in his very first race. His two victories (Zhuhai and Setul) plus five podium finishes

in 13 races saw Avila wrap up the 2009 season fourth overall and Best Rookie in championship. Since 2009, Avila has driven for two-time Porsche Carrera Cup Asia champions Team Jepsen for its Porsche Carrera Cup Asia (PCCA) campaign, claiming fourth place. He returns to the Macau GP, racing in the Macau GT Cup in Team Jepsen's



Porsche 997 GT3 Cup.

Performance Racing to compete in the British F3 International Series. Driving a Dallara F304 powered by a Neil-Brown engineered Mugen-Honda engine in the National Class, he secured fourth place in the class after four season podiums. He was also the first Asian driver to get Pole Position in National Class history and made a selected round of the Recaro F3 Cup at Lausitzring.

In 2008, he returned to Asia to face new career challenge, and at the age of 21 successfully steered Mastercar's Ferrari 360 Modena GT to the Asia SuperCar Challenge

So what can we expect from the local kid this year? A top ten finish would be a strong result as Avila has to rely on the services of a Cup Porsche down on power compared to the sorted GT3 cars of a very competitive field graced by the likes of former Macau GP winners Di Grassi and Mortara. But with Avila's talent and commitment, we can surely expect a determinedly strong performance in the sometimes merciless streets of Macau.

INSIDE

MIND GAMES AND SPORTS CARS

This year, the DTM assumed the status of primary project for BMW Motorsport, which begs the question ‘Why is customer sport still important to the BMW brand?’ Jens Marquardt – Co-Director of BMW Motorsport, explains why.

Looking at the history of BMW, following its reorganisation in the 1960s, the brand has unwaveringly focused on ‘consumer sport,’ a tradition that Marquardt claims is unique, saying, “Worldwide, there are countless racing series in which BMW cars are used and in which private drivers promote our brand by their success. This will be important for us in the future as well. Indeed, the BMW 320 TC is a very important racing car for us. The concept of the S2000 regulations has made it possible to use the BMW 3er in countless racing series, including the World Touring Car Championship. Thus, for our customers and us it’s very attractive.”

According to Marquardt, the Bavarian mammoth was able to sell 200 of the BMW 320 TC, including its predecessors 320si and 320i, within 10 years, a figure that speaks for itself. Currently, however, a shift has emerged, with some central series such as in the UK and Scandinavia shying away from S2000 regulations. Meanwhile, the demand for championships according to GT3 regulations is increasing. Because of this development, says Marquardt, “we put more emphasis on our efforts with the BMW Z4 GT3.”

As far as the numbers go, one cannot compare the two programmes but in terms of technological effort, there are many parallels, requiring different resources for both BMW and its customers, whom it can be fairly said the company continues to support at a very high level. It is involved in all major racing series in which the BMW Z4 GT3 competes. In its debut year of 2010, BMW sold seven BMW Z4 GT3 cars, with 29 vehicles sold as of 2012.

“There are quite a few racing series in which the BMW Z4 GT3 is represented right now,” says Marquardt. “Even the prestigious FIA GT1 World Championship is veering towards GT3 vehicles. For this World Championship, the Vita4One team is planning two BMW Z4 GT3’s. Add to this the FIA GT3 European Championship, the German ADAC GT Masters, the Blancpain Endurance Series, including the 24-hour race at Spa-Francorchamps, the VLN 24-hour race at the Nürburgring, where among others Team Schubert will compete, the Japanese Super GT, the British, French, Italian, Swedish and Brazilian GT Championship, and you can see we’re in all important GT3 racing series. This also demonstrates the strategic significance of the programme for our brand.”



Marquardt is adamant that where BMW competes in motor sport it tenaciously fights for victories and titles because this is what customers expect and "what we expect from ourselves. By winning the DTM this year, we achieved another great victory which will boost our future efforts."

In order to ensure the competitiveness of the BMW Z4 GT3 race car the company has invested heavily in its development. The upgrade kit for 2012 was quite successful, focusing as it did on driveability, tyre wear and overall performance. This car will be BMW's sports car in the GT3 segment until 2015 because, in Marquardt's

words, "anything else would not make sense from the economic point of view."

In response to being asked what BMW's customer portfolio might look like apart from the BMW Z4 GT3, Marquardt says, "In 2012, we provided a high level of technical support for the BMW 320 TC. The same goes for our entry-level sports car, the BMW M3 GT4. We're proud that we've sold the 24th and 25th cars to Brazil. Thus, we've already reached our goal for this vehicle. We're thinking of a new entry-level model in the GT4 category – but these are only mind games at this point."

INSIDE



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MOTORCYCLE GRAND PRIX

MACAU MOTORCYCLE GP



15th of November 2012 (Thursday)
07:30 Macau Motorcycle GP – Practice 60min
15:50 Macau Motorcycle GP – Qualifying 45min

16th of November 2012 (Friday)
07:30 Macau Motorcycle GP – Qualifying 45min

17th of November 2012 (Saturday)
07:30 Macau Motorcycle GP – Warm Up 20min
15:30 Macau Motorcycle GP – Race 15 laps

NEW ERA BECKONS FOR MACAU MOTORCYCLE GP



by Barry Russell

With the factories dropping out this year, the privateers have a clear run at the silverware, and many of the biggest names in road racing have their eye on it. Will the Year of the Dragon slowly sidle over for the Year of the Privateer or is there more fire left in the old guard yet?

The road racing community was rocked a year ago when Mike Trimby stepped down as the organiser of the Macau Motorcycle Grand Prix after 34 years, amid dark rumblings about his reasons for doing so and declarations from some of the event's biggest stars that they would not return to race in Asia's gambling mecca without Trimby's stewardship. As the Macau Government assumed control of the event, concerns were voiced that the motorcycle race would slip down the paddock pecking order or be scrapped altogether and even that safety could be compromised.

Despite that we have an entry list of 31 rider on 6 different makes of bike for the 46th Macau Motorcycle Grand Prix. There is a mixture of road-racing royalty with seven times winner Michael Rutter and Isle of Man TT legend, John McGuinness, a new generation of heroes like Conor Cummins and Gary Johnson and rising stars who include Simon Andrews, Martin Jessopp and James Hillier. They are joined by talented newcomers Dan Kneen and Lee Johnston, veteran Mark Miller and a well-respected riders like Steve Mercer and Jimmy Storrar who are capable of running in the top ten in the right conditions.

So has anything really changed?

The answer is yes, a lot has changed. The Macau Government has brought the motorcycle race under its control along with the rest of the Grand Prix and perhaps it is surprising that it took such a long time to do so. Trimby and his team had been successful in recent years in attracting the financial support of Macanese businesses to fund start money, prize money, travel and transport as well as a number of events involving the riders and teams during their time in Macau. At first glance you can see that the race has no title sponsor this year and some riders are known have been knocking on the doors of regular sponsors for extra funding to support their participation this year. A relatively large number of newcomers may also point to a greater reliance on team and rider funding than previously. On the positive side, the grid format has changed to three per row in an effort to reduce the chance of collisions as the bikes hurtle into Reservoir, the fast left hander at the end of the start-finish straight. A team trophy has also been introduced, though that seems somewhat strange for a single race.

One thing we will not know until the bikes take to the track is how losing the avuncular yet iron grip in



Trimby held the racers and consequently how they behaved on the track will affect safety. A racer pushing too close to the ragged edge would previously have received a visit and a firm lecture from the imposing former roads racer. Trimby cared deeply about rider safety and wanted nothing to detract from the spectacle of racing in Macau and enjoying road racing's spectacular season closer to the full.

While the changes are fundamental, what has not changed runs right to the core of motorsport.

Racers want to race. It is programmed into their DNA and Macau is motorcycle racing's Monaco Grand Prix. Times and circumstances change but riders will be drawn to the challenges and bright lights of Macau so long as the event exists. And it is the same for everyone else involved, from crew members to a worldwide audience of fans hungry for world class action after all the other major international championships have ended.

These factors are strikingly evident in motorcycle road racing. The unique challenges and inherent dangers of the sport mean that racers form strong bonds of mutual respect with each other and of mutual appreciation with the fans. It is difficult to think of any other sport in which personal animosity between competitors is so unusual, or where the elite performers are so accessible to fans and followers. Community is an often misused word, but one that describes perfectly the close relationships that work among the sport's stakeholders. Indeed, much of the concern expressed in the wake of Mike Trimby's departure could be attributed to the community relinquishing control of the event.

Understanding the dynamics of this extraordinary branch of motorcycle racing is just one of the challenges facing the Macau Government, as the incoming organiser.

They have filled the entry list, so next they need to make the competitors feel welcome and that their participation is valued. While many say that motorcycle racing will always come second to cars at a mixed event, one truth, proven year after year, is that the bike race provides the best competitive spectacle. Car crashes block the track and mean that many races are interrupted by red flags or run for several laps behind the safety car. Accidents in the motorcycle event have been much less frequent in recent years, meaning that races can be expected to run from flag to flag. This can be attributed partly to motorcycles being smaller than cars, partly to the previous organiser's preoccupation with safety and not least to the 'invitation only' entry list, which ensured that the median pedigree of the riders remained high.

Embracing this reality and pushing the prominence of the motorcycle grand prix to a similar level to, say, the Formula 3 race could benefit the image and prestige of the overall event. While the money brought to the Macau Grand Prix by motorcycles is small compared to that of cars, the entertainment returns are immediate and much more certain. And this should not simply be to please the road racing community, because such a strategy would appeal to the burgeoning numbers of wealthy young entrepreneurs in South East Asia responsible for rising large motorcycle sales in the region.

As always we wish good times and safe racing to everyone in the Macau Motorcycle Grand Prix. The event's particular economics, demographics and genetics mean that it is wired for success and, with astute leadership, can look forward to a bright new era.



1

Michael Rutter



The Blade

born: 18th April 1972
 nation.: English
 racing in: British Superbike Championship 2012

Macau GP history:

2000	1st	Yamaha	2007	11th	Kawasaki
2002	1st	Ducati	2008	2nd	Ducati
2003	1st	Ducati	2009	6th	Kawasaki
2004	1st	Honda	2010	2nd	Ducati
2005	1st	Honda	2011	1st	Ducati
2006	2nd	Honda			

2

John McGuinness



McPint

born: 16th April 1972
 nation.: English
 racing in: World Endurance Championship 2012

Macau GP history:

2000	4th	Honda	2006	6th	Honda
2001	1st	Honda	2007	2nd	Honda
2002	2nd	Honda	2008	3rd	Honda
2003	2nd	Ducati	2009	DNF	Honda
2004	2nd	Ducati	2010	6th	Honda
2005	2nd	Honda	2011	6th	Honda

In racking up his seventh Macau Motorcycle Grand Prix win last year, Michael Rutter made history, eclipsing Ron Haslam's long-standing record six. This time around, he teams up with TT legend John McGuinness on the Honda, a mount he hasn't ridden for a while but will undoubtedly get familiar with quite soon, given the easy-handling road racing machinery the Japanese manufacturer is renowned for. Like every other year, McGuinness – who also answers to McPint – will give him a run for his money. Both veterans on a Honda this year versus the young guns – the pace will be quick and we might see another new lap record in qualifying.

HONDA



9

Gary Johnson



GAZ Machine

born: 20th July 1980

nation.: English

racing in: British Superstock Championship 2012

Macau GP history:

2008	DNF	Honda	2010	5th	Suzuki
2009	4th	Suzuki	2011	5th	Suzuki

12

Steve Mercer



Mercery

born: 18th March 1982

nation.: English

racing in: International Roadracing

Macau GP history:

2008	12th	Yamaha	2011	10th	Honda
2009	DNF	Yamaha			

There's little doubt that the younger riders are hungry, particularly Gary Johnson, despite a disastrous TT and a 4th and 5th place in Macau in the last two years. With a lot to prove and his beautiful, familiar Honda under him, he will be up to speed right from the start.

Another man to watch is Steve Mercer. Aficionados will recall the famous shot by photographer Steven Davison, in which Mercer sandpapered the walls from head to knee. This year, Mercer pilots a competitive Honda, as well, which puts the Japanese manufacturer centre frame when it comes to podium prospects, even though they are all run by privateer teams.



HONDA

QUATTRO TAILORS PROMISING PACKAGE FOR JOHNSON

In his fifth appearance at Macau, veteran roadracer Gary Johnson likes the odds this time with a team put together especially for the event and backed by leading British Superbike sponsor Quattro Plant Motorsports.

For this year's Macau Motorcycle Grand Prix, Isle of Man TT winner Gary Johnson is joined by British Superstock 1000 racer and Macau newbie Steve Heneghan plus a hand-picked team comprising Darren 'Spider' Maisey, with whom Johnson worked at East Coast Racing, MSS Colchester Kawasaki regular Steve Bendall and Oxford Tag Triumph's Carl Buckle, who helped Christian Iddon to fourth place in the British Supersport Championship and has worked with Johnson on the roads for the last two years. The crew is also joined by Scottish-based Kiwi electronics wizard Tim Seed. It will be the fourth set of team colours Johnson has appeared in this year, having



Photo by Barry Russell

contested the British Superstock 1000 Championship for Samsung Honda and the other major international road races for Padgett's and Honda TT Legends. For Macau, Johnson will run the former WFR Honda CBR 1000RR run in the British Superbike series by Graeme Gowland. Heneghan pilots one of the Quattro Plant BSB Kawasakis.

"We've been working hard to get the bike in the best shape possible for Macau," said Johnson. "With the engine British Superbike spec, it won't have the straight line speed of, say, the SMT Hondas of Michael Rutter and John McGuinness, or Martin Jessopp's Ducati, so we're focusing on getting the fuel mapping right. That will give us the best chance to put fast, smooth laps together. Tim Seed is one of the best electronics guys around; I worked with him at Macau in 2010 and the Isle of Man in 2011, so I've definitely got the right man for the job.

"I've stripped the bike completely, and have been over every little detail to make sure it's as good as we can get it before the first Free Practice. We tested at Cadwell Park and we've still got a lot of work to do but I'm happy that we're going in the right direction.

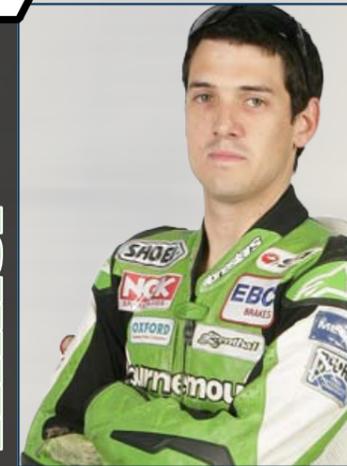
"It's important to be as prepared as possible before you get to Macau especially if you're running an unfamiliar bike. In that respect, we know we'll be starting at a disadvantage to Michael, John and Martin but we're putting everything into this and I'm determined to improve on the fourth and fifth places I've been scoring here in the last few years."

Speaking of the team, Johnson is emphatic, "The support we've had from Quattro Plant Motorsports has been fantastic and Steve [Heneghan] has been very instrumental in pulling it all together. Coming to Macau with all the colour and glamour and the challenges of the street circuit can be a bit of a shock after racing in the UK, so I'll be working with him to ensure he gets into it and up to a good pace as quickly as possible."



37

James Hillier



Mr. Dynamite

born: 17th March 1985
 nation.: English
 racing in: British Superbike Championship 2012

Macau GP history:

2009	16th	Suzuki
2010	DNF	Suzuki
2011	11th	Kawasaki



8

Horst Saiger



Der Schreckliche

born: 22nd June 1971
 nation.: Austrian
 racing in: World Endurance Championship 2012

Macau GP history:

2004	17th	Yamaha	2010	16th	MV Agusta
2009	15th	Suzuki	2011	DNF	BMW

The green hornets are coming in the form of James Hillier and the Lichtensteiner Schreckgespenst. James was quoted by Gary Johnson as the underdog that you have to watch. Riding the same bike with the same team should give him the confidence to put in a great performance. Meanwhile, Horst Saiger made his final move into real road racing this year with an impressive performance at the North West 200 and in Terliko. The Kawasaki is his personal affair, a fast set of wheels he's ridden for many years in World Endurance under the banner of Bollinger Kawasaki. Both riders are expected to put in an appearance in the Top 10.

BRKawasaki

10

Mark Miller



The Thriller

born: 17th September 1974
nation.: American
racing in: International Roadracing 2012

Macau GP history:

2000	3rd	Honda	2008	DNF	Honda
2001	DNF	Honda	2009	12th	BMW
2005	6th	Suzuki	2010	12th	BMW
2006	DNF	Suzuki	2011	18th	Aprilia
2007	7th	Honda			

8

David Johnson



Aussie Wizard

born: 16th April 1983
nation.: Australian
racing in: British Superstock Championship 2012

Macau GP history:

2010	15th	Yamaha
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Mark – the ‘Thriller’ – Miller is competing again on the awesome-sounding Aprilia. It’s truly a hard piece of work that beast, struggling all the way around the Mountain Course at the Isle of Man. It seems that only the factory team is able to handle the beauty but the beast comes alive when the right equipment is missing and the team struggles with the hardware.

Aussie David Johnson is making his second attempt here – on the Aprilia - and has a great season under his belt, drawing two wild cards at the World Superbike stage. That both riders are good enough to compete in Macau and do well is beyond question.



Aprilia racing



4

Conor Cummins



ConRod

born: 27th May 1986
 nation.: Manx
 racing in: International Roadracing 2012

Macau GP history:

2007	5th	Yamaha	2009	2nd	Kawasaki
2008	DNF	Yamaha	2011	DNF	Kawasaki

Remember the last four laps of the 2009 Macau Motorcycle Grand Prix? Stuart Easton on the Honda and Conor Cummins on the Kawasaki were hugging the walls like there was no tomorrow. That year, we saw Conrod use all his guile and strength to win the Macau Grand Prix. After that, Conrod struggled with fitness issues following a 170mph crash at the Isle of Man that took him nearly 18 months to recover from. Last year, he was still struggling with his health but the current pairing of Conrod and the most experienced road racing team on Suzuki might put him in the front row chasing the Hondas.



SUZUKI

16

Rico Penzkofer



Tante Kaethe

born: 8th July 1975
nation.: German
racing in: International Roadracing 2012

Macau GP history:

2006	DNF	Yamaha
2007	2nd	Yamaha (SSP)
2008	DNF	Yamaha
2009	5th	BMW
2010	11th	BMW
2011	DNF	BMW



17

Simon Andrews



The Drifter

born: 14th August 1983
nation.: English
racing in: World Endurance Championship 2012

Macau GP history:

2009	7th	Kawasaki	2010	4th	Kawasaki
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When we brought the first BMW to road racing and to Macau back in 2009 all eyes were on the Bavarian Battleship. Looking for the world like a full factory bike, it was only by dint of the personal efforts of Penzkofer, Unger and Kuehn that the bike made it to the grid. Thankfully, 'Penz' was in his best race mode that year, finishing an incredible 5th. Since breaking his back the following year, he has struggled to get back on full chat but those who know the German say he's a fighter and always gets back up. Whether he can remain the top BMW contender, however, is in question. Simon Andrews is always rated the man most likely to catch Stuart Easton and Michael Rutter around the Guia circuit. But he's struggled since 2010 to get back on full form, following a nasty fall in which he lost seven inches of his femur.



BMW Motorrad

11**Stephen Thompson****Hong Kong Thompson**

born: 29th March 1976
 nation.: Northern Irish
 racing in: International Roadracing 2012

Macau GP history:

2004	10th	Suzuki	2008	6th	Honda
2005	5th	Kawasaki	2009	10th	Honda
2006	DNF	Suzuki	2010	DNF	Kawasaki
2007	DNF	Suzuki	2011	16th	Honda

26**Didier Grams****The Cast**

born: 27th March 1983
 nation.: German
 racing in: International Roadracing 2012

Macau GP history:

2010	18th	Suzuki	2011	14th	Suzuki
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Stephen Thompson almost missed this year's GP, having broken C6 and C7 in his neck. He's just dumped his brace and is already back on his bike - for him it's not likely to be a race for the 'Golden Pineapple', more a run back to fitness.

German racer Didier Grams won the International Roadracing Championship in 2011 and came second this year, so oodles of qualifying credits for the Macau Grand Prix - but he should remember that the field he faces here is no respecter of title, age or machine.

**BMW Motorrad**



Likes



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40

Martin Jessop



The Bold

born: 4th November 1984

nation.: English

racing in: World Supersport Championship 2012

Macau GP history:

2007	19th	Yamaha	2011	2nd	Ducati
2010	DNF	Ducati			



DUCAATI

No doubt Mr. Jessop has talent and a fair turn of speed: we all saw the new guy push Rutter in last year's record-smashing GP. The 2012 season finds Martin fighting the world's best supersport riders at the top level behind Moto2 – but he's struggled to get close to points finishes. For him, the Macau Grand Prix might be the event where he shows his stuff in a definitive way. Regardless, Mike 'The Blade' Rutter won't want him slipstreaming him again this year. That said, he might not need to worry about this as Jessop returns on his beloved Ducati – a little faster than the Honda and Rutter's admirable choice of winning weapon last year.

MCGUINNESS AND THE AMAZING PINT - MEMOIRS OF A PATRON

by 'The Merchandiser'

It doesn't seem that long ago since Irish motorcycle racing enthusiast Ciaran Carruthers mentioned to me that he was about to buy the old Headquarters drinking hole, situated on the fringes of the bar area in NAPE area. He had this idea of turning it into a bikes and blues joint, and my first thought was 'Don't do it. You're a foreigner, with a foreign bar concept, in Macau'. His response was that he might only sit there with his buddies but what was important was that he had a place to go to after work where he could listen to his kind of music, down a cool pint of real Guinness imported directly from Dublin, and indulge his mania for collecting sporting memorabilia.

Alright, I said; would you consider a shareholder? 'No thanks, but you could help me out in featuring the bar a little by dusting off some of your bike stuff for display. I'm sure there're people out there that appreciate Macau GP helmets, etc. . . .' So I did - and today you can definitely find the best collection of music, sport and bike memorabilia in Macau in the RoadHouse.

The bar was scheduled to open in September 2010, and as I was running short on sponsorship for the upcoming Macau Grand Prix, I thought of approaching Ciaran to fulfil a promise made in the past, and proposed sponsoring one of the GP motorcycle road racers with a RoadHouse helmet, an idea which had taken seed with a barrage of 'comments' by the riders that there was no decent bar to hang out in during GP week. The deal was that the RoadHouse would sponsor the helmet of two-wheel wunderkind Stuart Easton - quite a safe bet on winning that year. My mission, should I choose to accept it, was to promote the bar to the teams and organise some special darts nights, the 'sillier' the better (code for depriving your mates of money and drinking the bar dry). I contributed

all the stuff I had in Macau - helmets, leathers, boots, gloves, old team photos, old team clothes to be hung on the walls plus helmets for display on special shelves. Done and dusted.

A couple of days later, I received a phone call from multiple TT winner and living legend John McGuinness, informing me that his team was a bit short on funding to guarantee his ride in Macau. Already short of sponsorship to ensure we had the best motorcycle GP line-up ever in Macau, I had no alternative but to corner Ciaran one evening and pull out the begging bowl - after he'd had a couple of his Dublin Directs, of course. And indeed it was all about the pint itself.



"Ciaran, do you know why John McGuinness' nickname is McPint?" I asked. He said 'no' but sensed the reason, so I put it to him that we sponsor John as well. He loves Guinness, Ciaran loves Guinness. It was a match made in heaven. 'O.K.', he said, but what about his helmet after the race? And therein lay the rub. John had never donated a helmet - let alone anything else - to anyone. Meeting him for the first time in 2002 at the North West 200, I'd begged him every year since to contribute one of his helmets to my very personal collection but without success. And money wasn't the issue. But for Ciaran and the Roadhouse, with its personalised, intimate blues and bikes vibes, he said 'yes'. The luck of the Irish.

That was the genesis of the RoadHouse supporting the Macau GP. And it was an unbelievably successful start right from the get-go. The teams loved the place, appreciate the special touches of their personal belongings on display – plus, of course, the music, racing bike footage on multiple monitors, and the Guinness welcome. The bar was packed all race week, and after three days the staff complained that they had homes to go to, as well. Fair enough: 5:00am is pushing it, even for bikers.

As predicted, Stuart Easton took the chequered flag, while his mentor John McGuinness had to pull in with technical problems. But Ciaran was very satisfied with the whole event and invited the 'Wild Bunch' to come to the RoadHouse on Sunday Night for tea and scones on the house with his whole family, who were in town to join the party. Stuart and John went on stage that night and presented both helmets signed to Ciaran, with due appreciation for his support. Quite a moment, and an emotional one, too.

And the perfect opportunity to sound Ciaran out about the 2011 season. He generously agreed to sponsor a whole team if I could put the right riders together.

Basically, that left me with 11 months to pull some strings and present a package he couldn't resist - McGuinness the Morecambe Missile and Irishman Thompson would be running Hondas in the RoadHouse colours and name. But of course, sponsorship money was short again as higher profile riders approached us to find extra funding for the 2011 GP. In addition to sponsoring the RoadHouse Honda team I was short one more team sponsorship so we made a deal that Stephen Thompson, James Hillier and Jimmy Storrar would all run in a specially designed Roadhouse helmet.

The same year, Ciaran bought the retired P.R. China Consulate stretched limo (a Volvo) and converted it into the RoadHouse Bluesmazine, flying under the banner 'You drink, we drive'. In addition, the entire Roadhouse livery appeared on the grid on bikes and helmets, the guys running special RoadHouse team wear, and a replica team merchandising collection was available for the event. We even introduced a special burger menu for the teams and riders during that special week. The McPint Burger, Honda Wings (chicken wings), Suzuki Pies and Kawasaki Fries flew off the shelves.

Come December of that year, another RoadHouse was baptised in Manila, a replica of the pioneer in Macau but five times bigger. As my personal helmet and bike memorabilia collection had grown exponentially, I provided half of my collection to the new Philippines venture. If you ever get down that way, look for the McPint-Evel Knievel leather suit on display; a truly special one, signed and dedicated to Ciaran's dad, Ciaran and yours truly.

So, is this an ad for the RoadHouse? Of course, and unabashedly so. But it's first and foremost a salute to an Irish entrepreneur who had a vision and a passion for motorcycle road racing that translated into a home-from-home for the nomadic teams and riders of the Macau Motorcycle Grand Prix - plus, of course, the best pint of Guinness east of Casablanca. Pour it again, Ciaran.



MILESTONES MEMORIES OF A CAREER IN REAL ROAD RACING

S.K. ponders the nurture vs. nature question. What makes for a great road racer, and can one be created from the basic mix of talent, courage and passion - Or are they all pushing their luck?

The North West 200 is Ireland's largest outdoor sporting event, a road race run along the Atlantic Ocean-lashed coast of Coloraine. For local rider Michael Dunlop a maiden victory should have been a moment of absolute elation, the fulfilment of a long cherished ambition. But instead, Michael collapsed on the track in tears. It was 2008, and two days before winning the 250cc race his father Robert (a Macau GP winner) had killed in qualifying for the same race. As he stood on the winners' podium, spectators and journalists alike marvelled at his fortitude and mental strength. The following year, Michael continued winning races at the Isle of Man where his father Robert and Uncle Joey – both road racing icons, whose lives were claimed by the sport they loved – had won multiple races. Today, Michael and his brother William compete around the world, but unfortunately both aren't returning to Macau this year.

Such tragic losses beg the question: 'Why do they do it, and why do we support them with such enthusiasm?'



This image was snapped at the split second Isle of Man TT racer Ian Hutchinson impacted a seagull at high speed. The incident doesn't appear to have affected the Yamaha R1 rider terribly, he still completed yesterday's superbike practice session in 17th place with an average speed around the 37.7-mile road course of 123mph.



World Superbike Champion Carl Fogarty cites his own single-mindedness and mental strength as a significant factor in being at the top of the sport for so long. "I had an obsession with winning," he says, "so I wasn't concerned about the danger; I felt I was the greatest racer of all time."

World renowned peak performance coach Bill Cole has worked with athletes across the whole sporting spectrum, in more than 75 sports, but believes that road racing exerts unique mental demands. "A motorcycle racer might be injured, maimed or killed while competing," he says. "It's this willingness to flirt with potential life altering events, on a razor edge, that distinguishes racers. They're considered sensation seekers - they love stressful activities for the release of epinephrine and endorphins."

Sports Psychologist Graig Mahoney maintains that riders who reach the elite level are those who have been able to separate themselves from the realisation that they may not survive, confident in their unshakable personal belief that they are outstanding riders.

Nevertheless, the question arises whether these riders are born talents for this sport or grow into it via various influences. There's no doubt that Michael and William Dunlop, for example, are a chip off the old block as their father and uncle were among the brightest stars in the road racing firmament, and seven-times Macau GP winner Michael Rutter's father Tony was another revered road racer. For John McGuinness, his passion for the sport was fuelled by his super hero Evel Knievel. The way he challenges the dangers of road racing reveals God-given talent but the depth of his circuit knowledge – with hundreds of laps around the Isle of Man mountain course to his credit – is immeasurable.



THE MIND OF A ROAD RACER

Despite the numerous safety procedures that event organisers put in place, the unforgiving nature of a race track remains the same, whether it be trees and hedges lining the TT circuit or metal barriers hugging the Guia Circuit; although thanks to the guiding hand of Mike Trimby, who until this year carefully handpicked the riders who came to Macau, the number of serious accidents in the territory has been minimal.

As riders age, settle into serious relationships and start families, you might be forgiven for thinking it changes their approach, that they are tempted to ease off a smidgeon. But some - like Rutter and McGuinness - seem to get faster the greyer the hairs. "When I take part in road racing I always leave a safety margin," says Michael Rutter. "I ride at 80% whereas on circuits I never hold back." Having said that, those who were at the Macau Motorcycle Grand Prix last year can attest to his 100% commitment in finally nailing his 7th record breaking win. Stuart Easton, his youthful nemesis, was out of action for that race . . . but nothing should detract from Rutter's experience, comfort level or adroit handling of his magical Ducati.

Elite rider and multiple trophy winner Steve Plater regards injuries as an acceptable consequence of the sport. "I think a racer believes he's never going to crash; you have to just concentrate on doing the perfect race, the perfect lap, keeping your mind 100% focused," he says - despite crashing more than 150 times during his career.

Like many other top athletes, a sprinkling of superstition plays its part in the heady mix of mental strength and self-belief that are do key to a successful road racer's makeup. Joey Dunlop, for example, always wore a red T-shirt and a yellow helmet. John McGuinness kisses the voodoo doll on the back of his helmet. Carl Fogarty wore something green on race days. "I put a green vest under my leathers and won two races and broke the lap record. So I wore that vest in every single race for the rest of my career and had to be cut out of it in 2000 when I crashed in Australia. But I had the vest stitched together and it's now mounted on my kitchen wall."

INSIDE

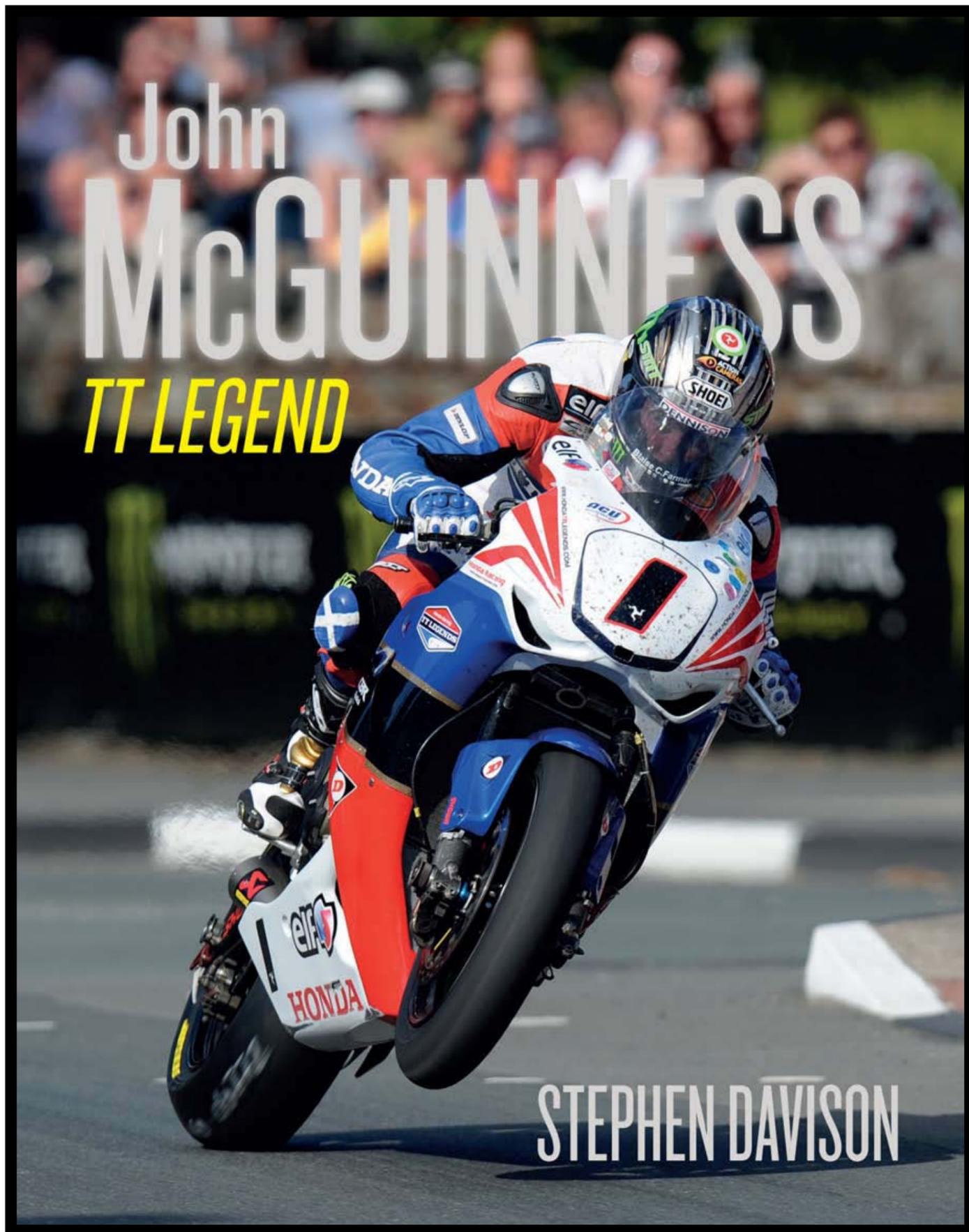


photo by Noel O'Reilly

In the Senior TT 2010 this 150mph crash by Guy Martin ended up generating this immense fireball. Martin suffered from broken ribs, bruised lungs, twisted ankles and fractured vertebrae. That's nothing considering the speed at which the crash took place and also two key factors that kept Guy alive consist in him separating from the bike early in the crash and wearing the D-Air airbag-equipped leather suit.



Stephen Davison - Pacemakerpress International



STEPHEN DAVISON has been a road racing fan since he attended his first race in 1974. He is proud to have covered all 19 of John's winning TT races. He is the author of a string of bestselling books, including *Joey Dunlop: King of the Roads*, *Beautiful Danger*, *Hard Roads* and *Between the Hedges*. Davison has been the recipient of a number of photographic awards, including Northern Ireland Sports Photographer of the Year and Northern Ireland Press Photographer of the Year.

The book is available on Amazon and from all good bookshops.

JOHN MCGUINNESS

TT Legend

By Stephen Davison

When John McGuinness was 14 years old he told his hero Joey Dunlop that he would stand beside him one day on the Isle of Man TT podium. John made that prediction come true in 1997 and he went on to become Joey's team-mate in the Vimto Honda squad in 2000. For over 10 years John has dominated the illustrious races since Joey's death in 2000.

For the first time he tells the story of his brilliant TT career in his own words in a stunning new book with local photographer and author Stephen Davison. And local fans will have the first opportunity to meet John and get their own copy of the book signed by the living legend at the exclusive launch in Ballymoney Town Hall on Saturday October 27. John will be there with Stephen from 12 until 4 in what will be the world premiere of the book and the only launch in Northern Ireland.

As the most successful living TT rider John has won 19 races over the past decade and is the current holder of the fastest ever TT lap at over 131 mph, securing him the name 'Mr TT'. With the celebration of his fortieth birthday this year he is chasing his hero Joey Dunlop's record of 26 TT wins.

McGuinness gives us a unique opportunity to share in the highs and lows of his record-breaking career. He talks candidly about the dangers of his sport and the tragedy of losing close friends and opens up about how he has been forced to doubt his place in the sport.

He shares the behind-the-scenes story of what it takes to win this great race, personal stories and pictures of family life with his wife and children and the magic, excitement and passion he has for the sport, what it is that keeps him racing. The world's most famous

road racer is telling his story in his own words.

Featuring over 150 of Stephen Davison's stunning photographs alongside pictures taken from John's private collection including never before seen images of his childhood, the book charts every part of McGuinness's TT career from his debut in 1996 to his most recent race in 2012. John is shown to be a child prodigy featured on his motorbike in *The Daily Mirror* at the age of four, to the heady days when he stood alongside his childhood hero Joey Dunlop on the podium, and his subsequent wins and lap records.

INSIDE



BORN TO RACE THE TT

by Stephen Davison

A bit further down here's the first house I lived in in Morecambe" John McGuinness explains as we meander past rows of Edwardian mansions in the Lancashire town. "This is the posh end of town," he smiles. "We lived in the working end."

A few streets later our tour of his home town takes us into a weed strewn lane lined with narrow terraces. "And this is where I rode my first motorbike."

The "Morecambe Missile", as the TT legend has become known, is proud of his roots. He has never lived anywhere else since his arrival in the seaside town on the 16th of July 1974. And it was here, on this scruffy back street behind the little house in which he was born on Granville Road, that the man who would become the world's greatest road racer first threw his leg over a splendid little Italjet at the tender age of three.

"I had stabilisers on the sides and my Dad showed me how the throttle worked- back to go, forward to stop." John remembers. "And he told me about the brakes. But I just wanted to get going and I set off with the throttle wound open. Dad was running after me screaming and shouting to pull the brake, to stop- he thought I was going to go straight into the wall at the back of our house but I just got it stopped in time!"

Although his late braking tactics were his first sign of dare devilry with an engine beneath him, John had already been living on the edge in his tiny pedal sidecar outfit on these same cobbled back lanes. The earliest photographs in the family album show him proudly perched on a bright yellow three-wheeler accompanied by a huge Alsatian dog called Sam.

"When I would disappear down to the end of the road Sam would run along beside me," John laughs "and then he would turn me round with his head and push me back up towards home! On my first day at Sandylands Primary School Sam sat outside the school gates all day waiting for me to come out."

With all this errant activity going on it wasn't long before the three year old had his first brush with the law. "I had set off on the sidecar along the road and had wandered a few streets away from home when a police car pulled up and asked me where I was going." John smiles. "I didn't realise that I wasn't allowed on the road on my buggy and they brought me back home."

Word of the tiny tot's biking prowess quickly spread far and wide. The Daily Mirror and a television crew appeared on his doorstep to capture images of the four year old jumping a row of toy buses, Evel Kneivel style, in his back yard.

The defining family influence came from his father. Racing motorbikes were a permanent feature of the McGuinness household as John Senior raced motocross, grasstrack and



short circuits as well as running his own motorcycle sales and repairs business. If he wasn't around the workshop during the week John was at the races with his Dad on weekends and some of these racing forays included trips to the Isle of Man.

"My Dad did Jurby road races on the Island in the early Eighties and I would go with him and watch. We would take in some of the TT practice and when I had to go back to school I would be kicking and screaming on the ferry because I didn't want to go home." John recalls.

His desire to soak up the TT atmosphere eventually led the youngster to stow away on the ferry from Heysham on his BMX bike. "I'd wait and pedal alongside a van on the blind side and sneak on to the ferry past security," he smiles. Such escapades provided the young McGuinness with some unique glimpses of his hero, Joey Dunlop. "In 1986 I remember really vividly seeing Joey riding down the street in Douglas on his works V4 full factory Rothmans Honda. He pulled up on to the pavement and leant it against the wall and went into a shop to get fags- he didn't even switch it off! It was the most amazing thing I'd ever seen."

Soon afterwards John enjoyed a remarkably prophetic encounter with the great man. "In 1986 we had heard that Joey was garaging at the bottom of Bray Hill." John recalls. "I went to the shop and bought a picture and me and my brother headed down to his garage to get it signed. Joey was spannering away at his bikes and after he autographed it I told him that I would stand on the podium with him one day. I was only fourteen. He just looked at me-Joey didn't say much- but in 1997, eleven years later, I did stand beside him up there. And I reminded him then that I had told him I would, but he didn't remember!"

The precocious youngster still had to serve his racing apprenticeship before that date with destiny would arrive but the die was cast as the

trainee brickie's teenage years revolved more and more around motorbikes.

Like so many other 16 year olds in the Seventies and Eighties he cut his biking teeth on the popular mopeds. A burgundy red AP50 Suzuki was the weapon of choice for the young McGuinness as he blasted around the local laneways imitating his TT heroes, brushing his shoulder off the walls like Steve Hislop and Joey Dunlop. Sometimes the similarity was too close for comfort. "We had a lot of our own little racing circuits on the roads around here," he says of those daredevil days as we drive out of Morecambe towards the picturesque village of Heysham. "A good summer night down here and you're laughing. Me and my mates would chase each other all around these lanes but I had a big near miss down this road one night. My bike had a crap headlamp and I couldn't see where I was going properly-I peeled in too early and clipped this bit of the wall that sits out on the inside of the bend. I took all the skin off my shoulder but I just missed being fired into the wall on the exit- it was a wee fright alright!"

Inevitably John had his first bike crash off the Suzuki. "The very first one wasn't much- I just tucked the front but I never let go of the bars." he justifies in the usual racer's style. "But I had a bigger one later on at our 'Ballaugh Bridge'. It was a bridge at Bolton-le-Sands, a couple of miles away and there was a pub beside the bridge where everyone would sit outside on a summer evening so you had to put on a good show. One night I got a really big jump but a guy pulled out of the pub car park just as I came over and I couldn't miss him. His driver's window was open and I went straight through it and hit him on the head! Its funny, I bumped into the guy a couple of years ago in the same pub and he remembered me doing it-I said I was sorry!" Like every moped-restricted teen John couldn't wait to graduate to something more powerful when he turned seventeen and he scraped together enough cash from gathering mussels on Morecambe

sands to purchase a pristine red and white Yamaha TZR125. The increase in power boosted his bravado and as the speeds got higher so too did the jumps and wheelies, activities that brought him to the notice of the local Constabulary. "I had given up the bike shop and was working on the oil and gas rigs at the time." John Senior recalls. "Every time I would come home on leave I would hear stories about John's antics and local coppers warned me that he was getting a bit too wild. So that's when we decided to go racing with a Kawasaki KR-1S."

"When you're a kid you think that you can do anything, don't you?" John reflects. "I thought that I was dead fast around here but my Dad put it up to me- 'OK so you think you're good, then we'll go racing and see if you are.'"

His first ever race was a club race at Aintree at the end of 1990. "I was beaten by two girls that day," he smiles ruefully but he wasn't deterred.

"In 1991 we did a full season of club races. We didn't really have a plan, it was just a case of doing some races and seeing how we got on, see if I could do any good really." John recalls.

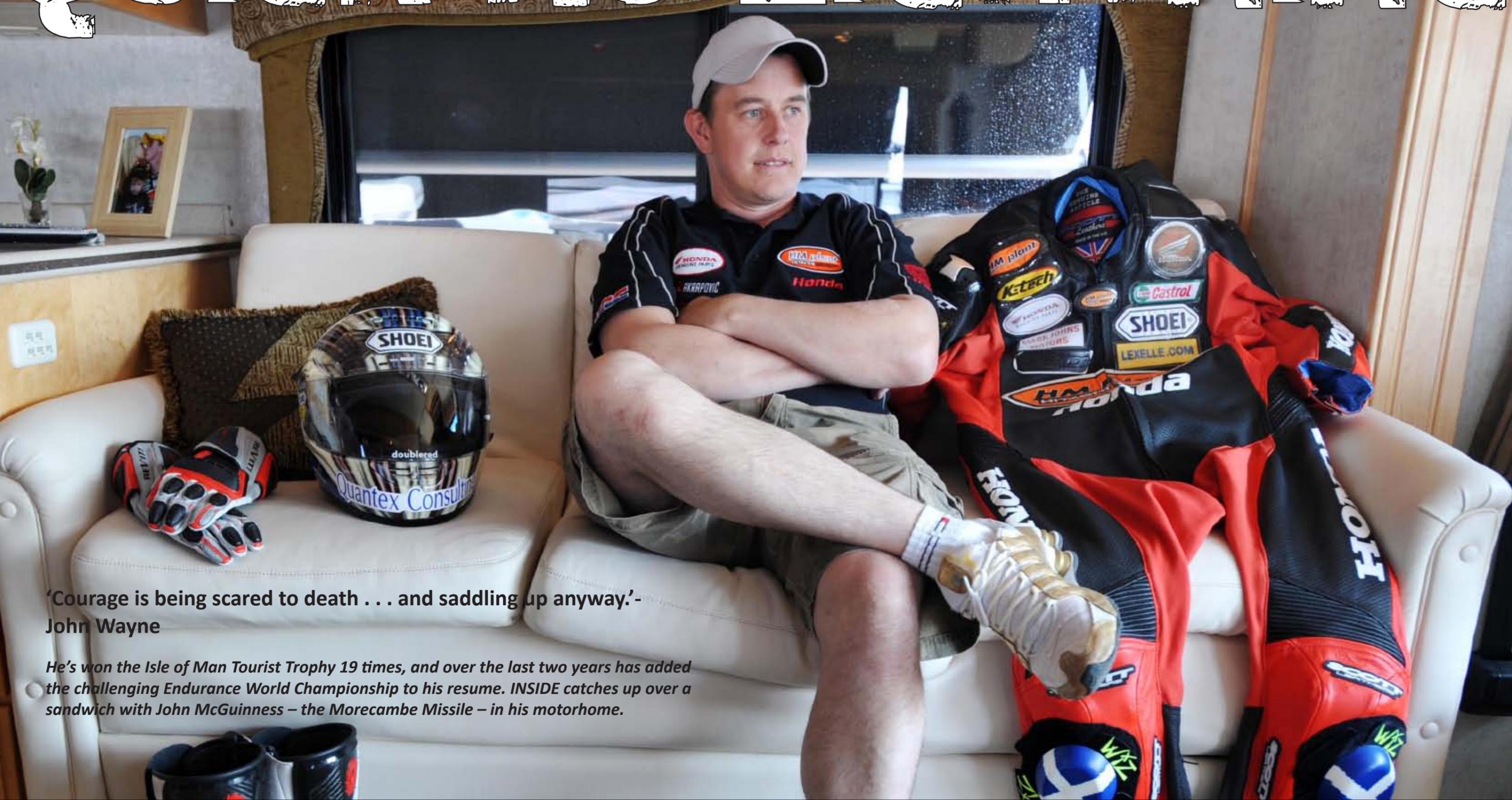
"I did the first round of the British Clubman's series at Mallory Park in the pouring rain in 1991 and I won so we did the rest of the series and by the end of the year I had won the championship." he remembers. It was a promising start and the following year the 18 year old was awarded the Shell scholarship, a bursary that was aimed at supporting young riders as they learnt their craft. Over the next three years the Morecambe man doggedly pursued that path, racing week in week out in the British 250cc championship on the short circuits.

In 1994 he made his road racing debut at the North West 200 but it was to be two more years before John McGuinness would cross the Irish sea to line up on the Glencrutchery Road for the first time.

INSIDE



QUICK AS LIGHTNING



'Courage is being scared to death . . . and saddling up anyway.'
John Wayne

He's won the Isle of Man Tourist Trophy 19 times, and over the last two years has added the challenging Endurance World Championship to his resume. INSIDE catches up over a sandwich with John McGuinness – the Morecambe Missile – in his motorhome.

THE FASTEST SON OF A GUN IN THE WEST

Given his exemplary record at the Isle of Man, talking to John McGuinness about his new passion for Endurance racing is akin to watching your favourite movie actor totally switch genre. But in the same way that an actor talks about 'stretching' himself or herself by striking out to do something 'out of character,' sooner or later you, the fan, realize that the new portrayal is but an extension of the familiar. John Wayne is John Wayne is John Wayne. Is John McGuinness.

"One thing's for sure," he says of 24-hour Endurance racing, "it's not something for the fainthearted. You have to be full on at all times and the bikes are totally different as well. So first of all, no matter what bike you're racing

– you crash it, you hurt yourself, and in road racing it can obviously be much more serious than on a short circuit. But that doesn't mean you can risk it even more on short circuits and in Endurance specifically. You're not the only rider in your team and it's not a 20-lap sprint. There are about 20 guys behind all working their tail off for you to go fast. And a 24-hour race doesn't mean its only 24 hours of work: maybe for us riders . . . but the team is working much longer and harder so throwing the bike away and risking a DNF doesn't make you a lot of friends in the team."

2012 was another great season for McPint. Following his team's debut in the World Endurance last year, he

managed a very respectable 7th finish. All the focus was on the TT and this championship, with a podium at the end of the season the objective plus, of course, an increase in TT honours. In fact, the 2012 TT delivered two more wins, bringing his tally to 19 – just 7 shy of the haul made by the legendary Joey Dunlop. It could have been 20 but with the weather playing up the Senior TT was cancelled for the first time in 104 years.

"I had something to do with the decision and there's always somebody who's not happy with such decisions. Honestly speaking, I sometimes wish I hadn't been asked but I feel a bit responsible for it as well. Obviously, nobody wants to hurt themselves, and that day the roads were

simply too wet . . ."

He says he isn't finished yet, even though he admits the thought of retiring at the end of this year had crossed his mind. But with "a lot left in me and with the World Endurance as well as the road races such as the TT it's simply the best thing to do, and I enjoy every single minute of it." Another TT win would undoubtedly be welcome, and he believes "we have a chance for the World title in Endurance next year. And maybe I'll drop some weight. I'm a fatty but I'm not doing much sport other than practicing on bikes - and who doesn't love to eat, eh? And my missus spoils me . . ."



THE MCGUINNESS' TT WINNING FORMULA



The Team

"Being with the same team for most of the time makes it very easy to dial in quickly and get the confidence in the technique you need to win such races. You have to rest assured that everything's in place, bolted right and tight."

McGuinness has worked with most of the mechanics for quite some time already, and even though he runs with two different teams through the year he knows these guys are the best. Neil Tuxworth and Clive Padgett both run their own teams, and having the best Honda support available they know best what John needs to win TT races. Every single thing needs to work hand in glove, "including the team atmosphere, which must be a friendly, family kind of affair."

The Bike

"The most important aspects of a TT bike are stability and rideability," says McGuinness. "Riding the roads for the TT is a little like going to work when you're a bit late, just a little quicker. You don't need such lean angles like you see on short circuits and you don't approach the corner sharp in. You try to find the smoothest line that doesn't upset the bike too much. You basically let it go, and run it by itself when you find that line. Otherwise, you'll simply end up with blood on your hands and bruises on your knees."

The Honda out of the box is already quite a decent basic. And what a stock bike can do around the TT has been dramatically demonstrated by Bruce Anstey and Ian Hutchinson. The stress the bike is exposed to is tremendous. And a rider needs lock wire, silicon or even locktite in order not to lose a bolt approaching the mountain course at speeds of up to 132mph.

A 24-litre tank will ensure you make it a full two laps "otherwise you'll end up pushing your bike the last couple of metres - and that you don't want, considering it goes uphill after Governor's Bridge or using half throttle half the second lap around." Engines are not tuned to the maximum because "the last thing you need is a blowing engine pouring oil onto the rear tyre or giving you an uncontrollable rear end due to a locked crank or gearbox. But for sue you need around 200bhp giving you the speed for a lap of 17 minutes something." Electronics are more and more helpful nowadays but of course there's also a risk of failure in a race run over a distance of 360km in the Senior TT.

Setup

“A bike’s suspension setup is something magical, especially for the TT. The 62km long road circuit has it all – as you’re literally doing motocross with a 175kg missile generating more than 190bhp at speeds of up to 320kph. You do 180kph wheelies, 20-metre jumps over a bridge or the Highlander and fly along Ramsay flat out in 6th gear while the bike is shaking like a washing machine at high revs and your eyes have difficulty getting a clear vision due to vibration. And believe it or not, there are parts of the track that smash your handle bars from left to right, forcing your hands to bleed during the race.”

So either you work closely with K-tech as they are the best service you can get on the Island or you do it like McPint – using the same set of forks and shocks for 6 years.

There are different opinions in setting up the bike. Physically strong and tall riders work with hard springs to ensure there is enough weight on the front in the up-heading to prevent the bike from wheeling and experiencing a ‘slapper’ (when the handle bars swing from left to right).

You obviously don’t brake as hard as on short circuits and thus the harder springs in the back help you from putting more weight on the front, making the front wheel stick

into the fast corners. Lighter and smaller riders always experience a lack of feeling for the back – literally jumping from one hub to the next – and prefer having the bike set up like a Cadillac cruiser. That means softer springs but a sharper valve setting for the hydraulics.

You can eventually take on the mountain circuit with standard forks but adjusted hydraulic setting and preload. For less experienced riders, it’s a safer bet as it takes a lot of time around the Island to make the proper superbike forks (costing up to HK\$200,000) work but is worth it. For the rear shocks your best bet are aftermarket Oehlins serviced by K-tech or HH Race Tech.

As John Wayne’s character John T. Chance put it in Rio Bravo, “Sorry don’t get it done, Dude.” McGuinness would no doubt concur.

INSIDE



Roads vs. Endurance: A Tale of Two Bikes

“Talking about the bikes, there’s a huge difference. On the (TT) roads I put my trust in my Showa suspension. It’s basically a years old bike and the suspension is even older. I still use the same set of forks I’ve used for the last 5 years; I just refresh them every year. The same with the shocks. The WEC bike is equipped with the latest piece of kit you can get on the market - Oehlins front fork and rear shocks, etc.

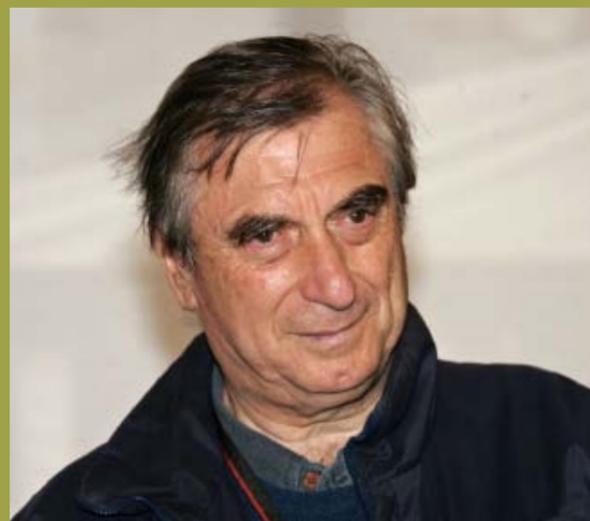
“My TT bike has a little more power, a higher screen with lower rests – it’s actually more a cruiser compared to the kit bike we ride in the world championship. And we’re using all sorts of electronics on the Endurance bike. On my TT bike there’s not much on it, I really don’t like it. I prefer controlling the power with my wrist. But Endurance racing is really fun and I enjoy working with the team.”



Honda CBR1000RR Fireblade WEC

Engine type	Liquid-cooled 4-stroke 16-valve DOHC inline-4
Displacement	999.8cc
Bore x Stroke	76 x 55.1mm
Max. power	200Hp rear wheel
Carburetor	Honda PGM-FI
Fuel tank capac.	24 litres
Ignition system	HRC
Transmission	HRC Kit 6 - speed, wet multi-plate Standard slipper clutch
Final reduction	AFAM Sprockets
Final drive	# 525 DID
Frame type	Diamond; aluminium composite twin-spar
Dimensions (LxWxH)	2,080 x 685 x 1,130mm (Wheelbase adjustable)
Suspension	(Front) Ohlins FGR 200 Front fork, closed cartridge damping system. (Rear) Ohlins TTX 36 Damper with Hydraulic preload adjuster
Wheels & Tyres	OZ Magnesium forged 7-spoke, (Front) 16.5 x 3.5, (Rear) 16.5 x 6.25, Dunlop Tyres
Brakes (Front)	Nissin / Yutaka floating 315 x 7mm,
(Rear)	Nissin / Yutaka floating 220 x 5mm

JUST WHAT THE DOCTOR ORDERED



Racing legend Giacomo Agostini insisted that Dr. Claudio Costa accompany him on his American debut at the Daytona 200 in 1974, and succeeding generations are glad that he did.

INSIDE meets the racers' doc, who believes that individual choice is the best medicine.

"Crashing is best avoided. But if you must, then do it when Doctor Costa's around," said a young Barry Sheene (graduate of the class of 170 mph crash) of Claudio Costa, the Italian doctor who patches up bike racers.

Since the early 70's, Dr. Costa has breathed life back into the likes of Franco Uncini and Virginio Ferrari and saved the limbs and careers of Mick Doohan, among others. He introduced to bike racing the security and understanding of a medical team devoted to motorcycle racers at a time when you'd have been lucky to find a plaster at the local chemist 15 miles away. Costa has used his expertise to make the race tracks as safe as possible and to ensure that clothing manufacturers provide maximum protection for riders.

Valentino Rossi calls him his "guardian angel", while Loris Capirossi hopes, understandably, to "see as little of him as possible".

Today, Dr. Costa is revered by professional motorcycle racers – and fans - the world over, and recalls how it all started.

"On 23rd April 1972, my father Checco, founder of the Imola race circuit, entrusted me with the medical services for his Imola 200 race, a service that didn't exist at racetracks in those days. Racers

such as Sheene and Paul Smart appreciated it so much they asked me to follow them during their duels for the motorcycling world championship. So I attended every meeting: first with a briefcase, then with some rather more advanced medical equipment bundled in a car. I soon realised I needed serious hardware that would tell me whether a fallen rider was able to race, so in 1976 I invented the Clinica Mobile which specialises not only in injuries but also in pre, during and post-race preparation and physiotherapy. Today it has become the little hospital of this marvellous world of motorcycle racing."

This massive crash at the British Superbike Round in Snetterton in 2011 caused Simon Andrews to miss out on the Macau GP the same year. Andrews was seriously hurt with compound fractures in his tibia and fibula.



Ahead of the curve

But it's been a battle. Before the Clinica Mobile was recognised in 1994 by the racing organisation IRTA (International Road Racing Team Association) laws in foreign countries often prevented Costa from treating his patients. In 1992, Doohan crashed in Holland and broke his leg, which became life-threateningly infected. The Dutch doctors wanted to amputate, and Costa, remonstrating at Doohan's treatment and appalling predicament, was ejected from the hospital by local medics. Like the script from a Hollywood movie, he kidnapped Doohan and flew him in a private jet to his home in Italy, where he strapped the good leg to the bad for some therapeutic blood swapping. It worked, and the Australian went on to win five 500 GP world titles.

So how does the Clinica Mobile function and run its business? The teams and IRTA donate money to the Clinica so that racers may use its services free of charge. Costa has been criticised by the media, medical bodies and the like for what they consider a 'patch 'em up, send 'em out' attitude but he shrugs the naysayers off with, "First, I ask the racer what he wants to do. If he wants to race, I work with him to make it happen". Costa says the words of GP champion Jarno Saarinen, a patient and close friend who died at Monza in 1972, have guided him through the years: "If you want to keep being my doctor, providing me with proper treatment won't be enough. You must abandon any reservations of letting me return to racing as soon as I'm able". "Since then," says Costa, "I've sided with those who try to live life to the full. At the clinic you'll not only find the latest technology, equipment and medicine but also a love for the racers and a respect for and understanding of their dreams and projects".

In the early days, the Clinica Mobile's cause was helped when on several occasions, and in front of crowds of spectators, its medics would leap over barriers to give mouth-to-mouth resuscitation to bring back living injured racers who'd stopped breathing, as Costa did with Franco Uncini following his 1977 Salzburg crash on the Clinica Mobile's first day of official service.



Michal Dokoupil came off in spectacular style during the season's road racing opener at Cookstown in 2011 suffering a broken ankle and vertebrae fractures.



Healing the regulations

Dr. Costa has fought long and hard to improve safety on the circuits. He was a major influence when it came to reshaping Imola's lethally fast Tamburello and Villeneuve corners following the deaths of Ayrton Senna and Roland Ratzenberger there in May 1994, and he played a crucial part in removing the TT from the GP world championship calendar: "There were too many deaths and serious accidents. Anyone who wants to race at the TT should be respected. But it should be a choice not an obligation . . . People rely on my 30 years' experience for advice and information on safety issues that affect the theatres where racers enact their dramas. Racers hardly need to go slow so they can't have obstacles. Safer tracks don't mean there'll never be any injuries or deaths but it does mean we'll mourn our losses without guilt".

Protective clothing has also been improved employing the Clinica Mobile's expertise. At the June 1997 Assen GP, Alex Criville severely damaged his left hand when he caught it under the handlebars during a crash. Costa was outraged, condemning Criville's gloves and their "fashionable protuberances and jutting parts," fuming that "Fashion is worse than death!"

“There’s no match for the level of experience gained at the Clinica Mobile,” he says, “and clothing manufacturers such as Dainese come to us for advice and research into racing injuries: we’ve influenced the way gloves are made to minimise the severity of frequent injuries to the little finger and forefinger, and we’ve improved helmets and back protectors”.

Asking Dr. Costa about research on the riders’ ‘go fast’ humps, he replies, “We’ve fitted state-of-the-art equipment into the humps that record and monitor the rider’s heartbeat and physical condition during racing. This has never been done during an actual MotoGP race. A racer’s heart is put through incredible stress and can reach 200 beats per minute. Every racer’s heart beats differently: some beat calmly like a child at play (take a bow, Rossi), while others are placed under terrific stress”.



The Duncan Honda’s front wheel hits Cameron Donald on the head and neck as he slides along the ground after crashing in the Open race at Faugheen road races in Co Tipperary where he suffered from a broken neck and ribs.

CALIFORNIA DREAMIN'

Santa Monica-based Roadracer Mark Miller recalls the moment he grew up in racing terms and sprang for his first certified helmet, an investment in safety, good sense, cool and street cred.



A long time ago, a young helmetless man gunned his motorcycle through the public streets of California, too young, too naive, and too poor to afford the helmets donned by his racing heroes tearing across the TV screen. If I couldn't have the cool looking helmets they wore, was my thinking, then I'd do without. Not long after, however, over a weekend of street riding, a new dude let slip how he was road racing his personal motorcycle on a proper racetrack a couple of times a year.

As he talked, it dawned on me that this could be the way for me to finally realise my childhood dream of racing an ultra-fast street bike on a closed-course circuit. The kicker was I'd need some special racing gear – including a certified helmet.

Fortunately, I already owned a motorcycle capable of being modified for the track but the local racing organisation would require a certain quality of safety apparel including a crash helmet certified with a manufacturing rating high enough to assure a certain level of protection. Ideally, something that would stand up to an assault by the ground, a wall, or stampeding motorcycles, all mortal enemies of the roadracer.

Helmet manufacturing ratings are earned by the helmets passing a multitude of tests to simulate what a head might endure in a serious accident. Tests include measuring g-force spread, dropping the helmet onto various shaped objects, smooching them, scraping them, even shooting bullets at the darned things. Once a helmet model gets certified the customer can rest assured that what he or she is buying delivers a degree of legitimate safety.

But I hadn't the money for a certified helmet - and no helmet, no racing.

Over the next few months I begged, borrowed and stole, drank a few less beers and even expanded my credit card collection. It worked. Off I went to the local shop to buy my first set of race tyres and what would have to be the least expensive, most awesome professional racing helmet I could afford -- meaning, cheap, cheap, cheap but at least high-end entry-level.

Once I'd settled on the helmet -- all white with no colours or graphics to keep the cost down -- I slipped the thing tight over my head and was immediately enveloped by a heavenly warmth. It was emotional, and marvellous. The helmet was protective but also one of the coolest things I'd ever owned: incredible craftsmanship, lightweight, perfectly shaped outside shell, and the plushiest, most comfortable padding and fabric on the inside. It fit the shape of my head like a glove, and it was mine.





From that moment, I could not wait to go riding again, if only to be close to my new soulmate, which smelled like the inside of a very sexy new car.

The quietness of the helmet interior enabled me to detect nuances that I never could have detected with the wind pinning back my ears. I had perfect visibility, with the sealed visor in front of my eyes replacing sunglasses which had formerly made me tear up. There was a calmness about riding now with the absence of all the grit and dust being stirred up by other vehicles and the elements. When I tried riding without the helmet again I felt stark naked -- my skull, face, chin, nose was all exposed to the asphalt gliding below. God, what if I came off this motorcycle now without my helmet on?

I appreciated her more and more by the day, realising each additional hour spent astride my bike increased the likelihood of finding myself in an accident. I was now playing the smarter odds, and I liked that a lot. The helmet became a close friend, going everywhere with me. Eventually, my less enlightened buddies got their own helmets, too . . . and they never went anywhere without them, either.

Come the first race date, I loved the idea that I could take 'her' along on the adventure, the two of us in it together to kick some ass as a team. No-one else would be on the bike with us. Surprisingly, we won the first race we entered. Just a little amateur race but you can bet I took her off my head with pride and placed her prominently on top of my fuel tank following the race. Hey, look at us, guys!

Over the years, racing motorcycles professionally, I must have gone through some fifty helmets, some custom-painted in the most ridiculously cool schemes, which also adds to the personal 'connect' you have with each individual pod. We can change the 'aromatic' padding inside our particularly favourite helmets and continue to use them even when new helmets come free of charge while racing.

I can honestly say that a few of my favourite lids have saved my life. So, it's always a bit sad to see one of them get badly damaged or even split from an impact while strapped to my head. I can't help but think that each of these helmets were happy to have done their job and sacrificed themselves for my daft noggin, at least that's how it feels. I've kept all of the helmets which had to be retired due to a severe crash we experienced together. I was even able to rescue the first original all-white helmet that started this affair. It's fun to pick her up once in a while . . . and just cherish the memories.

The point I was asked to make in this piece is that if you ride a motorcycle or scooter on the streets of Asia it's my advice to you to make it a priority to acquire and wear the very best helmet you can get your hands on. Not only can a good, certified helmet protect your head from serious injuries -- which can result from the simplest accident - but the bond you'll forge with your helmet will likely be a long and meaningful one.

Trust me, it's important.

IT DEPENDS ON YOUR PERSPECTIVE

Can I guarantee that if I'm at the right spot at the right time, and the light is fantastic, that I'll get the legendary 'perfect shot'? Unfortunately no; but I can do a lot to stack the odds in my favour, starting with the right equipment. I started out with Canon and I've stuck with this brand ever since. I favour a Canon 1D MK IV and a 7D for the track plus a 5D MK II for the pits. The 1D MK IV has a brilliant focusing system and is really quick even when my favourite bit of glass is attached – the Canon EF 400mm f/2.8 L IS USM. When you have bikes approaching your shooting position at 170mph+ focusing quickly is pretty important. The 400mm lens is the longest I have and if I need more I use a 1.4x MC4 DGX extender from Kenko which gives me 560mm plus the 1.3 crop factor from the MK IV. I also use a 300mm, 70-200mm and 24-70mm from the same series depending on the situation.

That brings me to the next point. Does the 'perfect shot' have to be technically perfect as in bang on exposure, one hundred percent sharp, perfect proportions and composition? It's fantastic if you get a shot like that, particularly if it's exactly as you've planned it. The Isle of Man TT is a place that you can pretty well 'plan' how you want a photo to be: there are places to go during practice week and there are places to be during race week due to the different times of day that bikes are on the road and affected by sun and shadows, etc. Even if you do get everything right, however, you can still end up with a photo that looks good, it's nice and crisp but apart from that it's dead. It has no soul. On the other hand, you can have a slightly out-of-focus shot but it captures a certain moment and conveys the uniqueness of that moment to the viewer, which is brilliant as far as I'm concerned. I think that most motorsport photographers tend to forget that the people who look at our work are

more interested in the people, the cars or bikes that we take photos of rather than the technical perfection which produced them.

I'm talking about track shots during actual races and not about photoshoots done on a closed course for magazines. There's a great difference between the two. A photoshoot is something that is planned; you have a lighting setup and maybe a car or truck will take you around a track in front of the vehicle you are shooting, and you have that rarest of advantages - time. Races don't offer you that luxury. The people you want to take pictures of only come around (hopefully!) as many times as there are laps.

Is there such a thing as the perfect shot in motorsport? Yes, but one man's meat can be another man's poison. If your work rocks someone's world for a few minutes, then that's what makes it all worthwhile and I suppose you could pretty much call that the perfect shot. At the end of the day, the perfect shot, a kind of beauty, is in the eye of the beholder.

INSIDE



Photo by Hennes Lenz

THE PERFECT SHOT – SHOOTING THE MOMENT



WWW.SAMURAI-R-PHOTO.COM

Sports photographer Renato Marques – a.k.a. the ‘Samurai’ – says there are two races going on at Macau Grand Prix time: on the track and off it. But he wouldn’t have it any other way.

As a photographer, the perfect picture for me always equates to the perfect moment, uniquely frozen in limbo, never to return or be replicated. Of course, the gear I use makes a difference sometimes, and technique is important – actually, know-how is very, very important – but in the end what really makes the difference between a humdrum photograph and a great one is that split second of immortality that always arrives unannounced but can be prepared for.

Preparing for that moment means being alert to the racing action and paying attention to every detail as much as possible; it’s one of the skills that I value most and try hard to cultivate because if you simply go to the track to hang around with the guys, and take a few shots while you’re there, you’re most probably going home at the end of the day with a lot of funny stories but little else to show for your efforts.

I’ve worked in Macau for almost six years now and one thing I’ve really learned is that the foregoing skills assume an even greater importance here because as with most urban circuits the spots to shoot from are few and far between and, of course, a lot of other photographers are

jockeying for the same spot so you must be 100% focused.

Mobility is an important issue. It’s just not possible to move around during one race or one qualifying session without forfeiting a big slice of the action so you must study all the spots and dedicate a few hours to checking them out, noting angles, how to get in and out, how to move

Guia circuit goes through the heart of the city, where tall buildings close in and overpasses cross streets onto other streets to keep the daily traffic flowing – all normal, all expected, but photographically speaking these are nightmares because they create huge light contrasts between the areas exposed to sunlight and others in the shadows. Without doubt, this is the biggest challenge a racing

photographer has to deal with in Macau, unlike elsewhere where races are typically run under open skies and light/shadow adjustments are made with just one step up or one step down because a cloud appeared or departed.



around, get back, and also what changed from the previous year and then draw up a plan (or plans). You can’t forget that racing cars and bikes take less than 2 minutes 30 seconds to complete each lap, and if you need 15 to 20 minutes or more to move from one spot to another, that immediately represents a loss of 6 to 8 laps – half a normal race.

Macau Grand Prix has another difference that can’t be overemphasised, and that is that the streets are quite narrow and that the

Does Macau put photographers to the test? Yes, I have no doubt about it and that makes it so special. Often people from abroad ask me if there’s somehow room for improvement and I say “Yes, of course but it wouldn’t be Macau without the challenge . . .”

INSIDE

JUMPING TO CONCLUSIONS

By Eileen Bakwards

The first time I went up the iconic Macau Tower was in 2003 during the Macau Grand Prix, the organisers of whom wanted to do some 'interesting' promotion for the event. Various journos and GP competitors were packed into a bus and driven to the 'space needle' that had opened just a couple of weeks before and now dominated the territory skyline. I tuned into a conversation between roadracer Gus Scott and a journalist and assumed he was joking when he said it would be pretty cool to ride a motorbike around the Tower platform, 230m above the ground. But as soon as we arrived, up there in the clouds, Gus changed into his leathers, and – hey presto! – a gleaming white 125cc GP bike, plastered with Chinese stickers, appeared on the narrow platform.

Secured with a rope to the back of the bike, Gus was also roped around his legs and hips. And out he went. Cool as ice, he adjusted his sunglasses, swung his leg over the bike and kicked it into first gear as if he was off to the corner shop for a packet of fags. In moments, he'd opened the throttle to an alarming degree, producing smoking tyres and a lot of circular momentum. I thought the guy was crazy but people who knew him well just said, 'That sounds like Gus!'

Today, the Macau Tower enjoys the accolade of being the highest bungee jump in the world.

BUNGEEES, BIKES - AND BANZAI!

Inspired by an ancient tribal ritual practised in a small village on Pentecost Island in Vanuatu, in which male villagers jump from trees with vines tied to their ankles during the months of May and June in order to touch the ground with their heads to fertilize the soil, AJ knew he was on to something that the wider world could enjoy.

But the updated version needed to be tested, and in a leap of faith this is what he did by plunging off the second storey of the Eiffel Tower 25 years ago, sparking a thrill-seeking culture across the world and making the AJ Hackett name synonymous with bungy jumping.

"I think [the French police are] really quite reasonable people and I'm sure they'll see it as an inspiration for the people of Paris and France and the world," AJ famously intoned at the moment of his arrest. And he was right. AJ was released 10 minutes later and the bungy phenomenon had officially taken off.

With the Eiffel Tower jump generating a wall of media hype, AJ decided to popularize this new extreme sport and went on to establish bungy jump sites around the world - in Australia, Bali, France, Germany, New Zealand, Russia and Macau. A carpenter by trade, this adventurous athlete-turned-entrepreneur has now enticed more than 2.5 million people from all walks of life to take the plunge. As AJ puts it, "Bungy is about people challenging themselves. It's so simple and so basic . . . the majority of human beings have a fear of heights. With bungy, what happens is people actually make the decision themselves to jump, so it's a personal challenge, nothing to do with technology, it's in your mind. You don't have to be a big muscle man; you can be a petite little old lady and jump. It's all in your head, you just have to make the decision to trust people you're working with. And also trust your own ability, to push your limits a bit further."

YOU FIRST. INSIDE





**MAY THE FORCE BE WITH YOU -
RACING REACHES OUT TO THE COMMUNITY**



Star Wars' 501st Legion and the racing fraternity may seem like strange bedfellows but they're linked in the same crusade against leukaemia. The story of one small boy starting out on a life full of promise brought so tragically to an end may be searing but the battle he fought, and the allies and love he found in the community, are uplifting and a lasting inspiration.

Afonso loved adventure and wasn't afraid of anything. He was still a little boy but had already accomplished so much. When he was six, however, his parents were hit by the bombshell that their beautiful curly haired son had been stricken by a rare strain of leukaemia, and urgently needed a bone marrow transplant. His hospital doctors and family tried to help him fight in any way they could – which was when Afonso met someone very special.

Spending most of his time in the isolated world of video games, Afonso was increasingly drawn to Lego Star Wars on his Playstation. The game piqued his curiosity about the movie and helped him understand its plot and characters. Luke Skywalker, Master Yoda, Obiwan Kenobi and all the Jedis became confidants of sorts, and he told his parents on numerous occasions that he wanted to be just like them. One day, his mother and father took him out for a walk and to his utter delight they went to see a Star Wars show. From that moment on, not only was it all true but he became committed to becoming a real Jedi.

So his father, international and local racing driver Andre Couto, spoke to the Star Wars' 501st Legion fan group and told them his son's story.

The Legion, in full costume armour, promptly paid a visit to his home, informing Afonso how they - Kashyyik, Captain Rex and the others - had been dispatched on a special mission by Master Yoda to track him down. They also gave him a special training jacket so that he could start practicing as soon as his strength returned, and encouraged him to train hard to become a true Jedi who would fight alongside the 501st Legion. The young disciple continued his painful chemotherapy, happy in the knowledge that Master Yoda would not let him down, and that the Master could also count on him.

The celebrity status of Andre and the human corporate power of Mocha Clubs were a perfect match in the search to find a bone marrow donor for Afonso, and in January 2010 Mocha Clubs launched a campaign to recruit bone



marrow donors - not just for Afonso but for all children suffering from the scourge of leukaemia. On this occasion, corporate social responsibility found another way to realise a return on investment - in life, culture, and humanity.

Triple world champion in WTCC and multiple winner of the Macau GP, Andy Priaulx launched his own campaign. Calling the local health bureau and inviting volunteers to come to an autograph session in order to promote a blood test to find potential donors was the first thing he had in mind when he heard about Afonso Couto, offering to stand by volunteers while they got their blood tested.

Meanwhile, WTCC promoters ran an ongoing campaign to attract bone marrow donors on their website and WTCC drivers such as Tiago Monteiro and Gabrielle Tarquini joined forces, carrying a special colour scheme on their car all season long.

MotoGP world champions Jorge Lorenzo and Andrea Dovizioso also helped with personal appeals to promote this special case, and since the start of the campaign

drivers have visited hospitals near specific racing circuits, playing with stricken children and providing all sorts of games, toys and whatever is needed to make life a little happier.

A donor was eventually found in Germany and Afonso had his bone marrow transplant; despite the severe toll taken on the child's body by the operation, Afonso was soon practising with the light sabre sent by Master Yoda and recorded several messages for him and Captain Rex to show his progress.

Soon, he was to get another visit from the 501st Legion, who had come to personally give him a very special and secret package, the last Jedi Path Manual of the Galaxy, a tutorial on how to become a Jedi with all the secrets the Master must impart to his apprentice together with his own very important message. The 501st Legion also gave Master Afonso his very own mobile phone so he could maintain contact with them but despite much encouragement from his heroes, and his own heroic spirit, Afonso lapsed into a coma and passed away during the winter of 2010.





please be a bone marrow donor

A small contingent from the 501st Legion was present at the memorial service to accompany and carry the body of the young boy during the funeral. Afonso was dressed in his Jedi costume accompanied by his faithful robot friend R2D2. Master Yoda remembered him with a lasting message: "Master Afonso, short your earthly life was but an important mark on this planet. For you and I, the Force is all around us. And you are now with me as a spirit Jedi helping other Jedi feel the Force throughout the universe."

Work together we will, to help many other children. And new Jedi's we will recruit together. Together we will fail not – the Force be with you, Master Afonso."

As for Andre Couto, he's found a new meaning in life. He never thought about giving up racing as this is what he does best but now he has an even more compelling reason to compete - raising awareness and using his status as a famous racing driver to show that there are other things in life that we should pay attention to.



INSIDE



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 2011, Mocha has nine 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, Mocha Macau Tower

Taipa

Mocha Hotel Taipa Square, Mocha Hotel Taipa Best Western, Mocha Altira

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WATCH OUT FOR THE 501ST LEGION DURING THIS YEAR'S MACAU GRAND PRIX BECAUSE THEY'RE WATCHING OUT FOR YOU



The Legion helped raise more than US\$11.8 million last year alone through appearances and fundraising activities such as charity auctions.

Experience the Difference... This is Macau

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 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 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 kilometres in size, has nurtured a symbiosis of cultural exchange, shaping the unique identity that is Macau.

Ruins of St. Paul

They say that 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.



Portuguese traders first settled in Macau in the 16th century and subsequently administered the region until the handover on 20th December 1999. From that point on Macau operates with a high degree of autonomy until at least 2049, fifty years after the transfer. Macau was first lent by the Chinese empire as a trading port in the 16th century, and had to administer the city under Chinese authority and sovereignty.



Senado Square

Senado Square has served as Macau's urban centre for centuries and remains a popular venue for all kinds of traditional and modern celebrations.

In 2005 the Historic Centre of Macau was inscribed on the UNESCO World Heritage List, making it the 31st designated World Heritage site in China. It was described by UNESCO as: “with its historic street, residential, religious and public Portuguese and Chinese buildings, the historic centre of Macao provides a unique testimony to the meeting of aesthetic, cultural, architectural and technological influences from East and West,” and “...it bears witness to one of the earliest and longest-lasting encounters between China and the West, based on the vibrancy of international trade.”

Taipa Village

Taipa Village consists of narrow alleyways packed with restaurants, food stalls, shops, temples, and churches with colourful traditional Portuguese inspired architecture.



The Historic Centre of Macau (Portuguese: O Centro Histórico de Macau) is a collection of over twenty locations that witness the unique assimilation and co-existence of Chinese and Portuguese cultures in Macau, a former Portuguese colony. It represents the architectural legacies of the city's cultural heritage, including monuments such as urban squares, streetscapes, churches and temples.

A-Ma Temple

A-Ma Temple (Portuguese: Templo de A-Má), situated on the southwest tip of the Macau Peninsula, is one of the oldest and most famous temples in Macau. Built in 1488, the temple is dedicated to the goddess of seafarers and fishermen Matsu.

The name Macau is thought to be derived from the temple. It is said that when the Portuguese sailors landed at the coast just outside the temple and asked the name of the place, the natives replied "A-Ma-Gao" (Bay of A-Ma). The Portuguese then named the peninsula Macau. The temple was well described in ancient Chinese texts, as well as represented in paintings. It is also one of the first scenes photographed in China.



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