



## GRAND PRIX PROMOTIONS ON THE MOVE

Following the success of the Macau Grand Prix roadshow in Beijing recently, the city's biggest annual sporting event was on the move once again at the 2006 Formula 1™ Sinopec Chinese Grand Prix in October. An array of fascinating Macau Grand Prix-winning cars and motorcycles were on display, and a replica of

the Race Control Tower was a fitting backdrop to the popular attraction during the weekend.

In Hong Kong, an exciting Macau promotional event featuring the "Historic Centre of Macau" and the Macau Grand Prix was organised by the Macau Government Tourist Office (MGTO) with the support of the Macau Grand Prix Committee.



The event featured a wide variety of attractions, including a display of Grand Prix cars, glamorous racing girls, a motorsport video game, and a radio car competition showing Macau's famous historic buildings. In addition, a display area of the Historic Centre of Macau provided visitors with full details of the attractions, while games enabled participants to learn more about Macau's heritage sites.

## TRACK INSPECTION COMPLETED

Accompanied by Mr. João Manuel Costa Antunes, Co-ordinator of the Macau Grand Prix Committee and members of the infrastructure subcommittee, FIA World Formula One Championship Race Director Charlie Whiting carried out a thorough inspection of the Guia Circuit. Mr. Whiting, who had travelled to Macau from Europe especially for the inspection, provided advice regarding the safety of the circuit which will assist the Committee's preparation work for this year's event.

safety of the circuit were discussed, and Mr. Whiting evaluated the current condition of the track and exchanged ideas with attending officials. Further track inspections will be carried out prior to the 53<sup>rd</sup> Macau Grand Prix.

Mr. Whiting, who is also race director for the Macau Grand Prix, spent several hours on the inspection along with members of the Grand Prix Committee. During the inspection, new measures to improve the



# KNOW YOUR RACING – A LAP WITH ANDRE COUTO

*When Andre Couto took victory in the Macau Formula 3 Grand Prix in 2000, he became the first ever local driver to win the FIA Formula 3 Intercontinental Cup.*

*What better way to learn why the Guia Circuit has earned its reputation as the ultimate test of man and machinery than by taking a lap with the man who has so successfully negotiated its twists and turns in both Formula and Touring Cars.*

*Think it looks easy? Then read on.....*

"I always say the Guia Circuit has two distinct parts: The upper, twisty bits in the mountain, and the lower, high-speed section.

To have a good engine is critical at Macau as top speeds are very important. It's a matter of getting the compromise just right. You can be quick on the straight, and then not on the twisty section. When I competed in the Guia Race in 2003 with Alfa Romeo, basically on the mountain I was one second quicker than anybody else, but the car was also quick on the straight. I took pole position and much of the time was done there (upper section). If you have a good engine, I think that then that's half the job done.

The first turn, Mandarin Oriental Bend is very special for me. In F3, it's easy flat, you can even take it two cars at a time. In an F3 car, it's an easy corner. But in a touring car, it's the hardest corner on the circuit!

You arrive in 6th gear flat at around 240kph. You need to brake to reduce the speed a little and increase the weight on the front so you have grip to turn. There's no need to shift down, and it's a difficult turn. It's not flat at all in touring cars, plus you have to brake to turn, otherwise you will shunt for sure. The car is very loose, sliding all around on the way in and the exit. When you exit you really go very close to the wall.



A driver can make a real difference at this turn. If you're quick here, then you'll be very quick going in to Lisboa Bend, and that can make a real difference on the stop watch. In the race, being quick here means you can attack and overtake at Lisboa, one of the few places you can overtake on this track. Likewise, if you take the Mandarin turn well, it makes you harder to overtake.

The famous Lisboa Bend is a 90 degree turn and you arrive very fast. From the start/finish line to Lisboa in F3 is nearly 30 seconds where you are flat out racing in F3, which is pretty amazing for the engine. It's a little less in touring cars as you need to brake at Mandarin. You go from top gear down to 2<sup>nd</sup>, with very hard braking.



Lisboa Bend

The Guia Circuit is a low-grip track as it's a street circuit so there is not a lot of rubber put down from tyres, and the circuit is not flat. Usually I have good memories of Lisboa Bend.... I had only one bad moment there and that was last year! Braking is important there on a race day – to brake late to defend or attack – but in qualifying it's not an important corner.

Next it's up to 3<sup>rd</sup> for San Francisco Bend. It's important to go as fast as possible so you have more high revs up the hill. You can really pick up time if you are committed and push hard.

From the start/finish line as far as San Francisco is the part of the track where I say I can "relax", or at least breathe. From that corner, I would say that the track really starts. It's unbelievable! No time to think, just driving. I hold my breath the whole way!

For the turn before Maternity Bend, you arrive at around 200kph, very quick in 5<sup>th</sup> gear. I've crashed here before, so I know how tricky it is! The moment that you have to hit the brakes, you reach the crest of a rise and the car is airborne, so you have zero grip at that point. It's a very difficult braking area where it is easy to lose the car and make a mistake.

At Maternity Bend you shift down to 2<sup>nd</sup>, for the slow-speed corners with lots of under steer usually.

Next it's down hill towards the Solitude Esses. There are three very interesting corners in 3<sup>rd</sup>, with the big wall right there. Very nice to drive. It's difficult but the driver

can make a difference here. You hit the acceleration on the way out in 3<sup>rd</sup> gear, in to the next corner in 3<sup>rd</sup> gear, quick on the way in and the way out. On the way out, you shouldn't go too far off from the wall as you're going in to the quickest part of the mountain.

Actually, you need to be quick going in and exiting. There's a hump on the way in where the car is airborne again during which time you have no steering, no response from the car. You have to anticipate your turn before you take the jump. In F3, you should take it flat if you want to win the Grand Prix, I would say minimum around 170kph going in to the corner. If you do, it means you're quick. It's so exciting and really shows the difference between good and not-so-good drivers – in F3 and touring cars. The good drivers really have a feeling for the track there.

On TV, the approach down to Dona Maria Bend doesn't look fast, but you arrive at around 200kph, you hit the brakes and shift down to 2<sup>nd</sup> gear. If you brake too late, you'll definitely go straight on and crash. At this turn, you must do everything earlier than you think you can, before you hit the small jump. If you do the gear change and the braking too late, once the car is in the air you can't do anything.

You shift into to 3<sup>rd</sup> and then in to 2<sup>nd</sup> again, and there's another jump. All tricky corners – one small error and you go into the wall, especially when you are really pushing in qualifying. Hit the power and you arrive at Dona Maria Bend in 3<sup>rd</sup>, and turn in in 2<sup>nd</sup>. It's a long corner with small banking section, but the bend itself is not difficult.

Then we arrive at the Melco Hairpin corner. It's not so difficult, but it's a very technical turn. You arrive quite fast and it's very strong braking into 1st gear. On the turn in, all cars do more or less the same. But in the exit, as soon as you can you hit the power to give you more top speed.

Teams have to choose what gear to run – a long 1<sup>st</sup> gear setting can mean your start might not be so good compared to a guy with short 1<sup>st</sup> gear, as his response will be quick. There is a compromise you have to make.

You can win or lose half a second between Melco and the start/finish line. You go from 1<sup>st</sup> to 5<sup>th</sup>, so as fast as you can you hit the power on the way out. I've been really good and really bad here and I know you can see the difference it makes to the lap time.

No two drivers will tackle the twisty part of the Guia Circuit exactly the same way. You have to get it all right. If you make a mistake, that ruins the whole section.

From here to the start/finish, the car has to do it. The driver has to think about the two corners, but if you have a good car life is much easier for you. It's all big, long straights. Here you have time to breathe again as it's flat out in 5<sup>th</sup> to Fisherman's, which you take in 3<sup>rd</sup> and is usually very bumpy, except last year where it was very smooth but there was absolutely no grip.

The exit at Fisherman's is important to get more top speed in to R Bend, which you also arrive at in 5<sup>th</sup> and corner in 3<sup>rd</sup>. Your top speed from R Bend to Mandarin in the case of touring cars (or Lisboa Bend in F3) depends on your speed out of that bend. After that corner, it's all flat, so a car and driver that come out of that corner fast can achieve a higher top speed – be as much as 5km faster.

Each time out, a driver gets closer and closer to the walls, finds the grip on each corner, and builds his confidence. I have to say, it is a pleasure to drive the Guia Circuit in any car, but if you drive an F3 car here, you'll never have the same feeling again, that's for sure.



Melco Hairpin

Every driver who has been in Macau says it's the best track in the world."

## TWO WHEEL HEROES OF YESTERDAY & TODAY

To help celebrate the 40<sup>th</sup> anniversary of Macau's famous motorcycle Grand Prix, several former winners will be returning to Macau this month: Former Motorcycle World Champion Kevin Schwantz, winner here in 1988; the legendary "Rocket" Ron Haslam, who won the event an astonishing six times in the 1980s; Belgian Didier de Radigues who, in addition to winning in Macau in 1991, notched up four World Championship Grand Prix wins during his career; and TT hero Mick Grant who took two Macau victories in the 1970's and 80's.



Kevin Schwantz

The Macau Grand Prix Committee has been working closely with the "Classic Auto-cycle Museum" Club (CAM) of Hong Kong to assemble 60 Classic and collectable motorcycles. Example of these motorcycles will be on display at the Largo do Senado and Fisherman's Wharf from Monday to Sunday during the Grand Prix week. In addition, ridden by these former champions, current heroes such as Michael Rutter and John McGuinness, and members of CAM, 40 will take part in a Lap of Honour on Saturday and a 3-lap Parade on Sunday in what will be a fitting celebration of the men and machinery which have made the event a true Far East Classic.

To further celebrate this milestone, for the first time ever the Macau Motorcycle Grand Prix will feature on a video game to be released next year. The



Ron Haslam

event will feature on a forthcoming sequel to Jester Interactive Publishing Limited's successful motorcycle racing game TT Superbikes. The TT Superbikes game is highly regarded by the TT racers themselves, who describe it as being as true to life as it is possible to get



Didier de Radigues

without actually riding a bike! Now everyone – young and old - can experience the wonderful excitement of this event in their own homes.

# SIGHTS & SOUNDS OF THE GRAND PRIX WEEK

As well as the fast and furious on-track action during the Grand Prix week, a carnival atmosphere pervades every corner of the city. As the drivers, riders, glamorous celebrities and enthusiastic racing fans descend on the city, Macau has plenty to keep them entertained away from the track as well as on it.

The 6<sup>th</sup> Macau Food Festival will showcase the diverse culinary heritage of Macau from November 10 to 26, while the breathtaking fireworks will light up the night sky on



November 11, 15 and - as a fitting grand finale to the Grand Prix week - November 19.

## DRIVERS AND RIDERS SET FOR “QUICK DRAW”

They may be the fastest men on two and four wheels, but the artistic talents of the Formula 3, FIA World Touring Car, and motorcycle riders will be put to the test on the Wednesday prior to the Grand Prix.



The “Quick Draw” competition, to be held at 3pm in Senado Square on November 15<sup>th</sup>, will see the contestants attempt to draw three of Macau’s Heritage Sites against the clock. Not only will they be required to recreate as accurately as possible Macau’s historic landmarks, but the teams will then be asked to guess which site they have drawn!

The activity has been designed to focus on the Historic Centre of Macau, as well as provide racing fans with the opportunity to see their heroes as they have never seen them before.

Following the competition, the drivers and riders will pose for a group photo, after which they will be on hand to sign autographs for fans and spectators.

# 53<sup>rd</sup> MACAU GRAND PRIX

## PROVISIONAL PROGRAMME – 16<sup>th</sup> to 19<sup>th</sup> NOVEMBER, 2006

### 16<sup>th</sup> NOVEMBER (THURSDAY)

06:00		Circuit Closed
06:30	07:00	Circuit Inspection
07:30	08:15	Rio Hotel Macau Motorcycle Grand Prix - 40 <sup>th</sup> Edition – Practice
08:40	09:10	Macao 2007 – 2 <sup>nd</sup> Asian Indoor Games Cup – Practice
09:35	10:05	Hotel Fortuna Trophy – Practice
10:30	11:00	Polytec Formula 3 Macau Grand Prix Race – Practice
11:25	11:55	CTM Silver Jubilee Cup – Practice
12:25	12:55	Porsche Carrera Cup Asia – Practice
13:20	13:50	FIA WTCC – Guia Race of Macau – Presented by Sociedade de Jogos de Macau, S.A. – Testing
14:15	15:00	Polytec Formula 3 Macau Grand Prix Race – Qualifying
15:30	16:15	Rio Hotel Macau Motorcycle Grand Prix - 40 <sup>th</sup> Edition – Qualifying
18:30	**	Circuit Opened

### 17<sup>th</sup> NOVEMBER (FRIDAY)

06:00		Circuit Closed
06:30	07:00	Circuit Inspection
07:30	08:30	Rio Hotel Macau Motorcycle Grand Prix - 40 <sup>th</sup> Edition – Qualifying
08:50	09:20	FIA WTCC – Guia Race of Macau – Presented by Sociedade de Jogos de Macau, S.A. – Practice
09:45	10:15	Hotel Fortuna Trophy – Qualifying
10:40	11:10	Macao 2007 – 2 <sup>nd</sup> Asian Indoor Games Cup – Qualifying
11:35	12:05	Polytec Formula 3 Macau Grand Prix Race – Practice
12:30	13:00	FIA WTCC – Guia Race of Macau – Presented by Sociedade de Jogos de Macau, S.A. – Practice
13:25	13:55	CTM Silver Jubilee Cup – Qualifying
14:20	14:50	Porsche Carrera Cup Asia – Qualifying
15:15	16:00	Polytec Formula 3 Macau Grand Prix Race – Qualifying
16:25	16:55	FIA WTCC – Guia Race of Macau – Presented by Sociedade de Jogos de Macau, S.A. – Qualifying
18:30	**	Circuit Opened

### 18<sup>th</sup> NOVEMBER (SATURDAY)

06:00		Circuit Closed
06:30	07:00	Circuit Inspection
07:30	08:00	4 <sup>th</sup> MGPC Scooters Cup – Timed Practice
08:10	08:30	Rio Hotel Macau Motorcycle Grand Prix - 40 <sup>th</sup> Edition – Warm Up
08:55	09:45	Macao 2007 – 2 <sup>nd</sup> Asian Indoor Games Cup – 10 laps
10:10	11:00	Hotel Fortuna Trophy – 10 laps
11:25	12:35	CTM Silver Jubilee Cup – 15 laps
13:20	14:10	Polytec Formula 3 Macau Grand Prix Race – Qualification Race - 10 laps
14:20	14:30	Lap of Honor
14:50	15:50	Rio Hotel Macau Motorcycle Grand Prix - 40 <sup>th</sup> Edition – 15 laps
16:10	16:40	4 <sup>th</sup> MGPC Scooters Cup – 5 laps
18:30	**	Circuit Opened

### 19<sup>th</sup> NOVEMBER (SUNDAY)

06:00		Circuit Closed
06:30	07:00	Circuit Inspection
07:30	07:45	FIA WTCC – Guia Race of Macau – Presented by Sociedade de Jogos de Macau, S.A. – Warm Up
08:10	08:30	Polytec Formula 3 Macau Grand Prix Race – Warm Up
09:00	10:00	Porsche Carrera Cup Asia – 10 laps
11:05	13:15	FIA WTCC – Guia Race of Macau – Presented by Sociedade de Jogos de Macau, S.A. – 2 Races of 9 laps each with 15 minutes break between Races
13:25	14:40	Classic Motorcycle Parade - 3 laps
15:00	15:15	Lion Dance
15:30	16:30	Polytec Formula 3 Macau Grand Prix Race – 15 laps
18:30	**	Circuit Opened

(\*\*) If the circuit opens before the programmed time, it will be announced.

\* Organizer reserves the right to re-schedule the programme without prior notice.



## GOT YOUR TICKETS?

24 Hour ticket reservation hotline:  
Macau: (853) 28 555 555  
Hong Kong: (852) 2380 5083  
Mainland China: (86) 139 269 11111  
Website: [www.macauticket.com](http://www.macauticket.com)

**FOR MORE INFORMATION ON THE MACAU GRAND PRIX**  
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Please visit the official Macau Grand Prix Website at:  
[www.macau.grandprix.gov.mo](http://www.macau.grandprix.gov.mo)

