

65TH MACAU GRAND PRIX REVIEW

Last November, the Macau Grand Prix was held on the Guia Circuit. To celebrate the milestone 65th edition, the Macau Grand Prix Organizing Committee staged a series of celebrations, creating a carnival atmosphere and enabling both residents and visitors to participate in the event.

From Grand Prix-themed family carnivals, the pre-race GT and motorcycle show and official opening ceremony, to the Celebrating the 65th Macau Grand Prix – Guia Circuit fun run in which almost 2,000 local residents took part and the issue of set of special commemorative postage stamps, the occasion was enjoyed by residents and visitors of all ages.



FUN FOR ALL AGES AT THE 65TH MACAU GRAND PRIX-THEMED FAMILY CARNIVAL

The focal point of the celebrations was of course the thrilling on-track action, and fans were treated to races for six different varieties of motorsport – the F3 Macau Grand Prix-FIA F3 World Cup, Macau GT Cup-FIA GT World Cup, Macau Guia Race-FIA WTCR, and Macau Motorcycle Grand Prix-52nd Edition, together with the Macau Touring Car Cup and the Greater Bay Area Lotus Cup.



ALMOST 2,000 LOCAL RESIDENTS JOINED THE GUIA CIRCUIT FUN RUN TO CELEBRATE THE 65TH GRAND PRIX



THE PRE-GRAND PRIX GT AND MOTORCYCLE SHOW WAS ONCE AGAIN A POPULAR ATTRACTION



DRIVERS AND RIDERS FROM THE FORMULA 3 MACAU GRAND PRIX – FIA F3 WORLD CUP, MACAU GT CUP – FIA GT WORLD CUP, MACAU GUIA RACE – FIA WTCR AND THE MACAU MOTORCYCLE GRAND PRIX – 52ND EDITION GATHER FOR A FAMILY PHOTO

Officially designated the FIA F3 World Cup for the third consecutive year, the famous F3 Macau Grand Prix was won by British driver Dan Ticktum, seeing him join only two other drivers – Edoardo Mortara and Felix Rosenqvist – to have won the race twice in succession. Ticktum won Saturday's Qualification Race from pole, before taking victory in Sunday's Grand Prix.



THE MACAU GT CUP – FIA GT WORLD CUP SAW BMW TAKE THEIR FIRST VICTORY IN THE RACE



THE WORLD'S BRIGHTEST YOUNG FUTURE STARS ASSEMBLED FOR THE FORMULA 3 MACAU GRAND PRIX – FIA F3 WORLD CUP

The 2018 Macau GT Cup marked the 11th running of the race which was designated the FIA GT World Cup for the fourth consecutive year. Brazilian Augusto Farfus Jr took a dominant victory for BMW with German team Schnitzer. It was a poignant win for the team, their 14th victory on the Guia Circuit and their first in the Macau GT Cup. Schnitzer took 13 Guia Race wins from 1980, when racing legend Hans Stuck took his BMW 320 Turbo to victory, until 2009, when Farfus won in a BMW 320si. It was also the final race for team principal, the late Charly Lamm, who had announced his retirement just weeks before the Grand Prix.

With FIA WTCR cars making their debut in the Guia Race, the first of the three races was won by Jean-Karl Vernay, beating Yvan Muller and Rob Huff in a gripping fight for victory. From fourth on the grid, Vernay moved up to second on the opening lap and grabbed the lead the other side of a safety car period, then resisted pressure from Muller and Huff for the majority of the race to win in his WRT Audi RS 3 LMS. Frédéric Vervisch won the second of the three Macau Guia Race – FIA WTCR races, beating



To excited approval from the sell-out crowd, Hickman earned his third Macao victory, adding fastest lap to his tally for good measure. For Rutter, his second-place finish was his 19th podium since his Macao debut in 1994, while Martin Jessopp took his sixth podium on his tenth visit.



LONG-TIME MACAO GRAND PRIX REGULAR GABRIELE TARQUINI SEALED THE FIRST FIA WTCR CHAMPIONSHIP CROWN DURING THE GUIA RACE AT MACAO

Guia Circuit newcomer Timo Scheider. Yvan Muller gave his hopes of winning the first FIA WTCR title a major boost with third after title rival Gabriele Tarquini retired.

Münnich Motorsport's Esteban Guerrieri won the Macao Guia Race 3, taking his maiden victory on the Guia Circuit, while Gabriele Tarquini claimed the inaugural FIA WTCR title with a 10th-place finish.

The 52nd edition of the Macao Motorcycle Grand Prix once again featured some of the world's most exciting road racing talent. Included in the 28-strong field were three former winners who had 11 Macao Motorcycle Grand Prix victories between them – Aspire-Ho by Bathams Racing team mates Michael Rutter (8 wins) and Peter Hickman (2 wins), and 2001 winner John McGuinness of Tak Chun Group by PBM Ducati, making a welcome return to Macao following recovery from injury.



THE MACAO MOTORCYCLE GRAND PRIX – 52ND EDITION SAW PETER HICKMAN TAKE THE TRIPLE CROWN

The Macao Touring Car Cup saw the popular support race once again feature both the 1600cc Turbo and Over 1950cc classes. Sunny Wong of the Suncity Racing Team took a pole-to-flag win ahead of Japan's Mitsuhiro Kinoshita, with Samson Fung finishing fourth overall, taking third in the Over 1950cc class in an Audi TTRS.



THE MACAO TOURING CAR CUP WAS ACTION-PACKED AS EVER

It was an intense, drama-filled race which saw Paul Poon make it a double win for Suncity Racing Team by taking the 1600cc Turbo class victory, crossing the line third overall. Teammate Fung was second in class in the Peugeot RCZ, with Macao's Chan Weng Tong third in his Son Veng Racing Team Chevrolet Cruze.

Kong Kin Chong won the inaugural Suncity Group Greater Bay Area Lotus Cup ahead of Lo Ka Fai, while Mak Ka Lok finished third.



THE NEW GREATER BAY AREA LOTUS CUP MADE ITS GUIA CIRCUIT DEBUT

With six thrilling races, including two official FIA World Cups and the championship-deciding season finale of FIA world championship WTCR, combined with myriad off-track activities and events, the 65th Macao Grand Prix will be remembered for many decades to come. 🏁



DAN DOES THE DOUBLE

Since the introduction of Formula 3 at Macao in 1983 – when the late, great Ayrton Senna ushered in a game-changing new era for the event – right up until 2009, not one of the hundreds of brilliantly talented young single seater drivers who took to the Guia Circuit ever managed to win the Formula 3 Macau Grand Prix more than once.

All that changed after Edoardo Mortara took victory in the Formula 3 showcase for the second time in 2010. However, despite subsequently notching up an astonishing string of three consecutive Macau GT Cup victories between 2011 and '13 (which he added to in 2017), Mortara was not alone in Macao's F3 record books for long. Talented Swede Felix

Rosenqvist took his two F3 Macau Grand Prix wins in 2014 and 2015. The following year, Portugal's António Félix da Costa added to his 2012 win, but four years had elapsed since his debut victory.

In 2016, along came young British driver Dan Ticktum. While his undeniable talent may not have been reflected in the results that first year, he made full use of the opportunity to learn the legendary 6.2km Guia Circuit

Ticktum's 2017 win has been described as one of, if not the most, unbelievable finishes the legendary F3 race has ever seen. Ferdinand Habsburg was chasing down Sérgio Sette Câmara for the lead and saw a chance to make his move into the final corner. Habsburg carried too much speed into the corner and swiped the barriers on the exit – with Sette Câmara also losing control and crashing out. That left the door open for Ticktum to take an extraordinary victory.

Ticktum's second victory in 2018 was achieved in less dramatic fashion. Amongst a field of scorching young talent, a combination of intelligence, talent and Guia Circuit know-how proved a winning combination.

"It was more or less perfect from start to finish," said Ticktum. "I knew from the year before that the pace would be very, very good. Had I had the



TICKTUM CELEBRATES HIS FIRST FORMULA 3 MACAU GRAND PRIX – FIA F3 WORLD CUP WIN IN 2017



TICKTUM IS SWAMPED BY THE MEDIA FOLLOWING HIS SECOND VICTORY

same luck and experience in 2017, I probably could have done almost a similar thing. I was more prepared for what Macao throws at you, particularly in qualifying, so I just focussed on really getting a decent space between all the inevitable mishaps that happen. I did, I got a good gap and was able to put a rather remarkable lap time together, which was nice. I think I was the only one to ever get into 09s.

“Then the races; there was a lot thrown at me, loads of safety car restarts. I prepared for it very well. I wasn’t going in to the weekend expecting

to win. I was going there to enjoy it really as I’d already ticked the box of winning it.”

So was it the heart-stopping final seconds of the 2017 Grand Prix or his domination in 2018 which he relishes the most?

“The second win definitely felt the more special. The way I described it in the podium room was the first one was obviously more surprising, but the second was more rewarding because of how hard I’d worked through the weekend. It’s very nice as a driver because a lot of the time in

racing you don’t get the results you should do. You can quite easily be better than all the other drivers, but due to variables you can’t control – normally to do with your car – you can’t always win. So, it was nice that weekend to really be rewarded for how fast I actually was. It was a really nice weekend.”

Many of today’s F1 superstars still regard the Guia Circuit as one of their favourites, among them the likes of Daniel Ricciardo and Lewis Hamilton. Unsurprisingly, Ticktum is a firm fan of the storied street circuit, but also offers some fascinating insights into how it separates the truly great from the simply good.

“You’ve just got to be clever, really. Always stay calm. If you ever panic at any moment, it’s a bit of a disaster. You saw that in 2017 with Joel [Eriksson] and Callum [Iltott], and a couple of other people crashed too. [Maximilian] Günther over-pushed and ruined his tyres, Lando [Norris] wasn’t quite decisive enough in his overtaking and allowed me to get past. It’s just all those little things – you have to just do everything right.

“At the safety car restart, I thought that with Joel behind me he’d challenge into Turn 1, but I was just so good in the last two corners that no one was able to get close enough on the straight, so I think that was what really did it for me – being really strong after the safety car.

“The fact that you can overtake, you’ve got a massive straight. There’s not a lot of grip and the down force is low as well, so it highlights a good driver. Obviously, if you make things more difficult, a better driver will prevail.” ❏



WIN NUMBER TWO CAME LAST YEAR AFTER A DOMINANT PERFORMANCE IN MACAO

EDOARDO MORTARA: MR. MACAO



THE FIRST OF MORTARA'S ASTONISHING GUIA CIRCUIT VICTORIES CAME IN THE 2009 FORMULA 3 MACAU GRAND PRIX



MORTARA CELEBRATES HIS 2010 F3 VICTORY AT MACAO ON THE PODIUM WITH CURRENT F1 STAR, VALTTERI BOTTAS, WHO FINISHED THIRD THAT YEAR



2011 SAW MORTARA TAKE HIS FIRST MACAU GT CUP VICTORY, HIS THIRD ON THE GUIA CIRCUIT

When Edoardo Mortara first won the Formula 3 Macau Grand Prix in 2009 it was the start of the Swiss-Italian's extraordinary run of victories on the Guia Circuit which now totals seven. So far, Mortara has won the Formula 3 Macau Grand Prix twice – becoming the first driver of the F3 era to do so – has four wins in the Macau GT Cup, and won the 2013 Audi R8 LMS Cup support race.

Often referred to as "Mr. Macao" for his success on the Guia street circuit, Mortara made his debut back in 2007, finishing 10th, and was runner-up a year later having started the Grand Prix from pole position. He returned to the Formula 3 Macau Grand Prix for a third year in 2009, arriving after a difficult season in GP2.

Mortara was strong in both qualifying sessions, which gave him a spot on the second row of the grid for the Qualification Race behind Marcus Ericsson, Jean-Karl Vernay and Valtteri Bottas. Finishing third in the Qualification Race, Mortara was running second to Vernay in the Grand Prix when the Frenchman made an error, allowing him to close right up. Mortara was then in Vernay's slipstream and got past his teammate at Lisboa Bend to take the lead – and the win.



AND THE WINS KEEP COMING IN 2012 WITH HIS SECOND MACAU GT CUP VICTORY

"I knew I had to win Macao at all costs," Mortara recalled two years after his first win. "The stakes were huge, but the result was totally revitalizing. Had I not won that day I honestly don't know what my next move would have been.... The win gave me the self-belief and the momentum to then return to the F3 Euroseries with Signature-Volkswagen and win the 2010 title."

Mortara arrived back in Macao a year later as the pre-race favourite, having also won the 2010 F3 Euro Series title. He won the Qualification Race from pole going on to take his second consecutive F3 Macau Grand Prix title. Of his second F3 win, Mortara said: "To win two was a great achievement, but I didn't return to prove something. I went back because I love racing there. For me, this is the greatest track in the world. End of story."

His two, record-setting F3 victories gave rise to the moniker "Mr. Macao", and when he returned to the Guia Circuit in 2011, this time to race in the Macau GT Cup, Mortara more than lived up to the name with a third consecutive victory. He had graduated from F3 and was now racing in DTM (the German touring car series) with Audi. But an offer from Asian-based team Absolute Racing to return to Macao allowed him to continue his successful run.

"Normally you shouldn't go back to Macao after F3, but I got the call from Absolute Racing telling me that they were going to be running a car in the GT Cup and asking if would I like to be part of it," Mortara recalled. "I always enjoyed racing at Macao and the atmosphere of race week, so I said, 'brilliant idea'. I'm very happy that I said yes."

Mortara immediately impressed in the Macau GT Cup, putting his Audi R8 LMS GT3 on pole, and dominating the race to take the chequered flag by more than six seconds over Keita Sawa and Danny Watts.



FIVE IN A ROW MARKED A HALT TO THE EXTRAORDINARY WINNING STREAK

A second consecutive GT Cup victory in 2012 made it four in a row for Mortara at Macao. Racing in DTM with Audi that season, he was undoubtedly the favourite when he arrived in the SAR in November. From pole position Mortara won the GT Cup by more than four seconds from Swiss driver Alexandre Imperatori and Watts.

The following year saw the Macau Grand Prix celebrate its Diamond

Jubilee, and in honour of its 60th anniversary, the annual motorsport spectacular was held over two weekends. Mortara returned to his favourite track following a particularly challenging year in DTM and once again found immediate success. On the opening weekend of racing, Mortara won the Audi R8 LMS Cup support racing before going on to win the Macau GT Cup for a third consecutive year the following weekend.

However, this time his win was not the dominant affair it had been in previous years. In 2013, he was beaten to pole position by German Maro Engel in a Mercedes SLS AMG GT3. During the race, Mortara dropped down to fourth, forcing him to battle back to take the Audi R8 LMS to victory.

As Mortara reflected a year later: "Every year the competition is getting stronger and stronger. [2013] was probably my most difficult victory in Macao."



BACK TO HIS WINNING WAYS, MORTARA WON THE 2017 MACAU GT CUP – FIA GT WORLD CUP

Following an unprecedented run of success, victory proved elusive for the next three years, but 2017 would prove a return to winning form. Mortara had made the switch to Mercedes that season, and together they raced in DTM, the Blancpain Endurance Series and at the 24 Hours of Spa. In November, Mortara arrived in Macao for the first time in his Mercedes AMG GT3 to compete in the FIA GT World Cup. He won the 11-lap Qualification Race ahead of Augusto Farfus Jr in a BMW M6 GT and fellow Mercedes driver Raffaele Marciello.

As the 18-lap GT Cup got underway on a drying track, Mortara got away cleanly. He held off late-race pressure from Robin Frijns in an Audi R8 LMS to take the chequered flag ahead of the Dutch driver by six-tenths of a second, with Engel, his Mercedes teammate, third.

Following his fourth Macau GT Cup victory and his first FIA GT World Cup crown, Mortara said: "It was easy to make mistakes, but in the end, it worked out perfect. All my wins here have been very special and it was important to win this race for Mercedes after a tough year."

Mortara's back-to-back F3 Macau Grand Prix victories, added to his tally of four Macau GT Cup wins, make him a true Macao Master. 🏁

KNOW YOUR RACING: A ROLLING START



ROLLING START

A 'rolling start' is a way of starting a race when the competing cars are in motion, and not stationary on the grid as in a 'standing start'. Rolling starts are often used in GT and sports car racing – in the Macau GT Cup-FIA GT World Cup, for instance.

Rolling starts were initially introduced predominantly for sports car racing for two reasons: Firstly, it was felt that in some instances it was a safer bet than a standing start. Certainly, they avoid the situation of a driver stalling a car on the grid and being hit from behind, so from that point of view rolling starts are safer.

Also, particularly for high-powered cars, rolling starts avoid incurring what can be major clutch deterioration during a standing start.

The competing cars leave pit lane for a 'reconnaissance lap', coming to a halt on the grid in their race starting order. In the Macau GT Cup, the starting order for the main race is decided by the results of the Qualification Race.

The formation lap begins when the green lights on the start/finish line gantry come on. The cars leave the grid in their starting order behind the Organizer Official Leading Car. If a car stalls at the start of the formation lap, it is wheeled into the pits by the race marshals to avoid delaying the start of the race.

At the end of the formation lap, the Organizer's car pulls off and the field is then led – with a strict speed limit – by the pole-sitting car. As the cars come around to the start/finish line, racing begins once the red lights are extinguished. 🏁



STANDING START



澳門格蘭披治 大賽車



GRANDE PRÉMIO DE MACAU MACAU GRAND PRIX



14-17 11/2019

TICKET SALES INFORMATION

Location	Practice Days 14 & 15/11/2019	Race Days 16 & 17/11/2019
Grand Stand (A) (Free Seating)	MOP 50.00 USD 6.50	MOP 600.00* USD 77.00
Lisboa Bend Stand (Assigned Seating)		MOP 1,000.00* USD 128.00
Reservoir Stand (Free Seating)		MOP 400.00* USD 52.00
Reservoir Stand (Free Seating) Student Discount		MOP 150.00* USD 20.00

Note 1: All fares are calculated in MOP or USD, same price applied for HKD and RMB.
 Note 2: Holder of valid Macao student card can enjoy student discount (each person is limited to one student discount ticket per day), the number of student discount tickets are available on a first-come, first-served basis while stock lasts.
 Note 3: There is a strict limit of 20 tickets per customer.

TICKETING OUTLETS

MACAO
 Kong Seng/Macao Ticketing Service
 Tel: Macao: (853) 2855 5555
 Hong Kong: (852) 2380 5083
 Mainland: (86) 139 2691 1111
 Website: www.macauticket.com
 Email: mgp@kongseng.com.mo

HONG KONG
 Hong Thai Travel Services Ltd.
 Hotline: (852) 2108 8111

MAINLAND CHINA
 Guangzhou
 Hong Thai Travel Services Ltd.
 Tel: (86) 20 8760 8833

SHENZHEN
 Hong Thai Travel Services Ltd.
 Tel: (86) 755 8228 8222
 China International Travel Services Co., Ltd.
 Tel: (86) 755 8231 2912

ZHUHAI
 Zhuhai China Film Cinema
 (HuaFa Mall)
 Tel: (86) 756 8698 882
 (86) 756 8696 333

ZHONGSHAN
 Culture and Art Center Cinema
 Tel: (86) 760 8880 0088

For more information regarding the Grand Prix, please visit the following website:

www.macao.grandprix.gov.mo



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