



GRAND
PRIX
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SUPPLEMENT

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Ticktum wins in F3's craziest-ever finish



British rider
Daniel Hegarty
dies after crashing

RENATO MARQUES



Robert Huff



Norbert Michelisz

WTCC

Huff breaks records with ninth win of Guia Circuit race

Renato Marques

BRITISH driver Robert Huff made history by winning a record-breaking ninth time around the Guia Circuit, after coming first in the main race of the Macau Grand Prix's WTCC weekend.

Huff also broke the record of last Friday's qualifying session, clocking a lap on the 6.1km Guia Circuit in 2.23.995s. The previous record of 2.24.294s belonged to Argentinian Jose Maria Lopez, also driving a Citroen C-Elysee.

Out from the pole position for yesterday morning's finale, Huff maintained the lead in a race that started at a cautious speed behind the Safety Car, due to the rain that fell overnight and in the early morning.

The race started in earnest after the first three laps, when Huff started to push forward with a comfortable time gap from Castrol Honda's Norbert Michelisz of Hungary. At the finish line, Huff won by an impressive 8.142s advantage.

Michelisz took second place with the help of teammate Esteban Guerrieri, who kept Tom Chilton's Citroen C-Elysee at a distance. Michelisz narrowed the gap at the championship table behind Volvo's Thed Bjork, who later came in fifth.

On the last lap, after Guerrieri received a warning from the organizers, Chilton broke through at D Maria Bend, but was too late to threaten Michelisz's position.

In the end, Huff, Michelisz and Chilton took the first three places.

Huff was thrilled with the result and the work done by his team, as his car had been damaged after the incident at Police Bend during Saturday's opening race.

"Absolutely amazing!" said Huff. "All credit to the team. They did an unbelievable job to rebuild the car last night. At midnight I didn't think I had a car for today."

"For the first lap or two I was really careful on the brakes into Lisboa, which allowed Michelisz to catch up, but the car was awesome."

Veteran Tom Coronel, at the wheel of ROAL Motorsport Chevrolet RML Cruze TC1, followed up his second place in Saturday's race with sixth place in the main race, proving once again the importance of experience on the Guia circuit.

The Macau championship opens new possibilities for the last round, which will be held at Losail International Circuit, Qatar on November 30 and December 1. With 60 points still in dispute, seven drivers are still in the running for this year's world title.

STARTING at the eighth position from the starting grid, British driver Daniel Ticktum was not one of the favorites to win the F3 race. Yet the Motopark with VEB driver won against all expectations after race leaders Sérgio Sette Câmara and Carlin's Ferdinand Habsburg crashed out at the final corner.

Sette Câmara, Ticktum's teammate, initially appeared to be on course to win the race in its closing stages. He had moved to the front of the field on lap three after a full course yellow restart - deployed in Macau for the first time - which resulted in an incident between pole position man Callum Iloft of SJM Theodore Racing by Prema and front row starter Motopark with VEB's Joel Eriksson.

After Habsburg passed Maximilian Günther on lap 11 to claim second place, the Austrian steadily closed in and was right behind Sette Câmara by the penultimate lap.

On the final lap, Habsburg was right alongside Sette Câmara on the run through Mandarin, but could not muster the momentum to get past under-braking into Lisboa. However, he maintained the advantage in terms of pace and saw an opportunity at the final corner, swooping around the outside of the Brazilian to seize the lead. But Habsburg carried too much speed into the corner and swiped the barriers on the exit, with Sette Câmara also losing control and crashing out. This left the door open for Ticktum to snatch the victory from Lando Norris after a strong ascent.

F3

Ticktum wins 'i'



Lando Norris, smiley Daniel Ticktum (center) and Ferdinand Habsburg (right)

I just kept calm and took every opportunity that I had.

DANIEL TICKTUM

The key moment for Ticktum was on lap 14 when he moved from fifth to third position with a well-judged slipstream past Norris and Günther on the run down to Lisboa.

At the end of the race, Ticktum was a happy man, still finding it hard to believe

MOTORCYCLE GRAND PRIX

Irwin wins edition marred by c

Renato Marques

DUCATI rider Glenn Irwin has won the 51st edition of the Macau Motorcycle Grand Prix, an event marred by the death of Daniel Hegarty at the halfway point of the Saturday race.

Hegarty, 31, was an experienced rider and a frequent contender at the Isle of Man TT where he debuted in 2011. He has held the title of privateer champion in that race, which has



A sad podium

been considered the most demanding and dangerous of all road competitions since 2016. That same year,

he finished 11th place in the senior TT. Hegarty, who was riding a Honda from Topgun Racing, lost

control of his bike during the sixth of twelve laps at the braking zone of the infamous Fishermen's

'Incredibly eventful race'



Daniel Ticktum

just kept calm and took every opportunity that I had," he said.

Lando Norris, the 18-year-old winner of the F3 European Championship, was "a bit disappointed" with his second place.

"Macau is a race everyone wants to win... Second is not bad," he acknowledged, adding that it was not "an ideal weekend" and he had to face a "tough race."

"I saw smoke coming out of the last corner and I kind of

was expecting something might happen, because everyone wants to win in Macau," Lando Norris recalled.

Ralf Aron ended up third for Van Amersfoort Racing, claim-

ing that "patience pays off sometimes. Ferdinand Habsburg managed to get across the line in fourth place despite only having three wheels on his car. **PB**

ve that he had won "the most difficult race in the whole world."

"That was an incredibly eventful race," said a delighted Ticktum. "Up until this race I've had a pretty unlucky weekend, so I was due a bit of luck with what happened at the final corner – but there

are no words to describe what it was like coming across the line."

Ticktum obtained his best results of the year in Macau, marking a turning point in a season that had otherwise gone poorly for him, having ranked seventh in the European Formula Renault 2.0. "I

death of Hegarty

Bend, and was flung out of his motorcycle at high speed, hitting the circuit protection barriers. He lost his crash helmet and one protective boot in the collision.

Macau Grand Prix Organizing Committee (MGPOC) president Pun Weng Kun read a statement on behalf of the committee, which said, "It is with great regret that we have to announce that the British rider succumbed to his injuries en route to the Conde S Januario Hospital."

The statement added that the committee had al-

ready contacted his family and ensured that any necessary assistance would be extended to them.

Although riders tried to call it off, the podium ceremony eventually took place amid much discomfort

Organizers halted the race immediately after the accident. Riders in the pits were unable to hold back their tears, and consternation and shock was evident on many people's faces.

Peter Hickman – the winner of the last two editions – had taken the lead for the first two laps before Irwin retook first place in a perfect maneuver. Eight-time winner Michael Rutter and Martin Jessop also battled for the lead but appeared to lose steam with every lap.

Irwin led the front group with some margin until the fifth lap, when Hickman seemed to be pushing harder to catch up, before the tragic accident cut the race short.

The results were even-



Glenn Irwin

tually attributed according to the classification of the previous lap, which saw Tak Chun Racing – represented by Irwin with a PBM/Penz13 team Ducati rider – cross the line in front of Hickman and Rutter, both riding BMW

machines from SMT/Bathams by MGM Macau.

Jessop of Riders Motorcycle BMW came in fourth, and Connor Cummins Padgett's Motorcycles, riding a Honda, completed the TOP5.

Although riders tried to

call it off, the podium ceremony eventually took place amid much discomfort.

The post-race press conference was cancelled, with the riders and teams taking shelter in their pits.



Edoardo Mortara (left)



Mortara's Mercedes leads the race

'Mr Macau' crowned GT Champion

Renato Marques

EDOARDO Mortara, better known by the nickname "Mr Macau," raised his streak of Macau wins to seven yesterday, with a victory in the FIA GT World Cup, the first of the Swiss to claim this trophy.

Mortara had dominated both the qualifying session on Friday and the very troubled qualification race on Saturday, which left severe damage to most of the 14 field cars and left six out of the final race, among them the Ferrari of Felix Rosenqvist and the Porsche of reigning

champion Laurens Vanthoor.

In a completely dominant race, Mortara took the Mercedes-AMG GT3 from AMG Driving Academy Team to a light-to-flag win.

More interesting was the fight for the other positions at the podium, as the Brazilian Augusto Farfus, in a BMW M6, was rammed by the GruppeM Racing Mercedes of Raffaele Marciello at the Lisboa Bend while in second position. In consequence of the damage sustained by the Farfus's car - considered by the organizers to put other drivers at risk - the Brazilian was forced to a pit stop losing several positions.

Marciello was also forced to a stop due to a problem with the radiator in consequence of that clash, leaving the Audi R8 LMS of Robin Frijns to claim the second position, followed by the BMW M6 of Chaz Mostert.

Meanwhile, the battle was intense for the fifth position, with Maro Engel (Mercedes-AMG GT3) and Darryl O'Young (Porsche 911 GT3R) side-by-side vying for the position until O'Young ended up turned the wrong way around at S. Francisco Hill.

With O'Young out of the way Engel started battling his way up and

passed Mostert on the 11th lap, forming a front trio that remained unchanged to the end.

A few steps back was Farfus, the BMW Team Schnitzer driver, who made an incredible recovery to end up forth right behind Engel and leaving the feeling that if it were not for that clash with Marciello, he might have had made Mortara's life harder.

Still, a great result for BMW in its first participation of the event, leaving a great impression.

At the post-race press conference Mortara said, "It was not easy. For sure, I needed a great partner

throughout the weekend and also a little luck yesterday" during the pile up that occurred from which Mortara escaped without damage. The driver added that he had to manage his race and "not push too hard when it was not needed" as, "today was very easy to [make] mistakes, so I was just controlling the pace."

Mortara also said he was very happy with his first "big win" with Mercedes, noting that it was a very meaningful one.

With Mortara's victory, Mercedes-AMG was crowned World Champion, regaining the title lost to Audi last year. It was a deserved title for the manufacturer that had dominated the entire weekend. Mercedes also scored the fastest lap on the circuit by Maro Engel, clocking 2:20.196s.

TOURING CAR CUP

Leong Ian Veng triumphs in shortened race

MACAU driver Leong Ian Veng, driving a Mitsubishi EVO 9, won yesterday's race of the new format of the CTM Macau Touring Car Cup. Leong won a shortened race ahead of Japanese driver Mitsuhiro Kinoshita (Nissan GTR R34) and Colombian Julio Acosta (Lotus Evora); a consequence of two consecutive accidents, one of them involving Leong on turn one. As the race was stopped two laps earlier than expected, the winners were determined by the order of the competitors prior to the final red flag.

Starting from the se-



cond position of the grid, Leong took over the lead right after the first three laps, racing behind the safety car on a damp Guia Circuit, but far ahead of his competitors. As the track started to dry out, Kinoshita was

closing on Leong's lead and, by the end of lap 7, he had narrowed the gap to just two seconds. On the next lap, Kinoshita set the fastest lap of the race, reducing Leong's lead to 1.862 seconds, just before a series of crashes. The

first crash occurred on turn one with a slower contender that crashed right in front of Leong forcing him to an emergency brake that sent his Mitsubishi spinning against the Armco wall, while a few seconds later a blockade by three other contestants on Dona Maria exit induced the end of the race.

With this year's race for both 1,600cc Turbo and over 1,950cc cars, the first eight positions were occupied by cars with larger engines. First among them was the 1.6T for Macanese racer Jeronimo Badaraco in a Chevrolet Cruze that managed on a very wet and slippery circuit to overtake last year's champion Paul Poon (Peugeot RCZ), crossing the finish line just 0.392 seconds ahead of him. The third was Leong Chi Kin in a Mini Cooper S. **RM**

CHINESE RACING CUP

Local driver Helder Assunção takes victory

MACAU racer Helder Assunção was the first driver to step onto the podium during the Macau Grand Prix event, after he claimed victory in the 10-lap Chinese Racing Cup ahead of second-place China's David Zhu by 11.933 seconds. Third on the podium was Brian Lee of Taiwan, completing an all Baic Senova D50 TCR cars podium.

On the opening lap in Saturday's race, pole-position driver Zhang Zhi Qiang of China got away cleanly, but an incident behind him at the first turn brought out the red flags. The race soon restarted behind the Safety Car and on lap 3, racing resumed with Zhang in a Baic D50 TCR holding the lead, compatriot Zhu second and Assunção third.

Zhang began to build a gap and by the end of the third lap he was five seconds ahead of Zhu. Mid-way through the race, Assunção overtook Zhu to hold second, but Zhang was now nearly 10 seconds ahead.

However, just as it looked as though victory was assured, Zhang encountered a problem and slowed on lap 6. Assunção and Zhu slipped past him, with the Macau driver taking the lead and Zhu following close behind. Zhang was forced to retire, prematurely ending what had been a strong weekend.

Assunção then began pulling away from Zhu, with Brian Lee reaching third. The three remained in that order for the final few laps of the dramatic race, before Assunção took the chequered flag.