



MacauDaily 澳門每日時報®
Times

SUPPLEMENT

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**F3 WORLD
CUP TO THE
WIRE WITH
STAR-STUDDED
LINE-UP**



GRAND PRIX MACAU

RENATO MARQUES

TRADITION is still alive in Macau as the historically most anticipated race of the whole event continues to be the most eye-catching for motorsports fans worldwide, as well as team owners and managers.

Known as the “final test” before young racers attempt a seat at the top category of automobile racing, The Formula One, the Macau Grand Prix might have dropped a step or two but continues to keep the spirit alive in attracting the best young drivers that now pair with already renowned drivers to make the FIA F3 World Cup a thrilling event.

This year, the event is expected to be seriously boosted by the horsepower of the new F3 Championship car, as the series adopted new from this season specifications with faster and higher performing single-seaters.

This year in addition to the common chassis, teams and drivers will be all running on a single-make engine that sees both the capacity and power grow by around 90% from the old (Volkswagen/Mercedes-Benz/TODA/Tomei) inline-four 2.0 liters naturally aspirated, to the new Mecachrome 6 cylinder 3.4 liters naturally aspirated.

TOP RACERS FROM GRADUATES TO DEBUTANTS

As a car is nothing without a driver, teams have been trying to find the best drivers they

possibly can to face the Macau challenge.

In addition to best drivers of the F3 Championship season, which were naturally expected to be featured in the race, a large group of other drivers comprised of former winners and fresh blood trying to show their mettle in one of the hardest circuits in the world of motor racing also flocked to Macau.

The major surprise of the entry list goes for the reigning champion Daniel Ticktum. After two consecutive wins in Macau, the British driver had a very difficult year starting at Japanese Super Formula where he completed only three rounds and scored only one point, ending up on the Formula Regional European Championship (former F3 European Championship) where he finished in ninth position, scoring 64 points in just two of the championship rounds, in Montmeló (Spain) and Mugello (Italy).

In a year that even cost Ticktum his title of Red Bull's leading junior driver and the brand's sponsorship, Ticktum was granted the chance to overcome his issues and potentially make history in Macau by attempting to be the first driver to win three successive Macau GPs and with it, put his career back on the right track.

Ticktum lines up for the Macau F3 race this year with Carlin Buzz Racing, another historically successful team in Macau as this year they have also been away from the spotlight, scoring

F3 World Cup to the wire w



Robert Shwartzman



Callum Iott



Jury Vips

RENATO MARQUES

To be able to host the new FIA F3 World Cup cars this year and in order to increase general safety for the racers, the Guia Circuit has undergone some changes.

Although small and imperceptible for most people, the new measures have forced some changes in several areas of the track.

The most substantive change is the installation of “soft wall” safety barriers for the first time in Macau.

Steel and Foam Energy Reduction (SAFER) Barriers were installed on Turns 1 and 2 (Reservoir and Mandarin Bend), the two fastest bends of Guia Street Circuit, to increase safety for all vehicles on the track, but particularly for the Formula 3 (F3) cars.

Guia Circuit upgrades to Grade 2, what changed?

In total, six points around the circuit underwent changes for this edition.

Besides the first two mentioned, change were also made at T3 (Lisboa Bend), T4 (São Francisco Bend), T15 (Police Bend) and T23 (R Bend).

The most significant ones are precisely at the most famous of all Guia Circuit bends - the Lisboa Bend - with the enlargement of the buffer zone in order to match this area perfectly with the track's width so racers do not need to make a detour to enter the buffer zone, as well as avoiding unnecessary contact with the barriers in this area.

Other changes were

also performed in this area concerning the fence, which has been reinforced, and the photography bunker on the outside of the bend, which has been removed. These changes come after the accident occurred last year with German driver Sophia Floersch.

On T4 and T23, changes are more related to the new inclusion of Tecpro Barriers, which replace the previously used tire walls.

The new material provides added energy absorption, reducing the force of the impact and reducing damage to vehicles during a crash.

Macau had already started using these a

few years ago, on the Fishermen's Bend.

On R Bend, besides the inclusion of Tecpro Barriers, the barrier was also extended 15 meters in the direction of the finish line. A similar solution was also employed at the Police Bend, where the barrier is also longer into Moorish Hill.

Besides the safety solutions concerning the track barriers and buffer zones, another of the systems that will be on trial this year is the inclusion of electronic flags at 10 different points on the circuit.

This electronic flag system is already enforced in several other circuits and motorsports competitions.

It will not replace the work of marshals, who will continue to be present, aiming instead to provide racers with added information on any situation that arises on the track, especially in areas where there are fewer marshal posts and ‘blind bends’ that do not allow racers to anticipate any potential dangers ahead.

SAFER BARRIERS EXPLAINED

SAFER barriers, generically named “soft walls,” were developed in the late 1990s and early 2000s and are found on many racing circuits, namely the oval automobile racetracks (US Indy and NASCAR Series)

as well as high-speed sections of road and street tracks.

By using a mix of tube metal sections stacked together, and a middle section of high-density foam between the metal part of the barrier and the concrete wall, soft walls absorb and reduce kinetic energy during a high-speed crash, lessening the injuries sustained by drivers and spectators.

This technology was initially designed by a team of engineers led by Dean Sicking at the Midwest Roadside Safety Facility at the University of Nebraska-Lincoln, and was first installed on the Indianapolis Motor Speedway in 2002.

RENATO MARQUES



with star-studded line-up



only 14 points in the championship and finishing ninth out of 10 teams.

Following the return of Ticktum is another experienced driver on the Guia Circuit, Callum Ilott. Despite having moved up to the FIA Formula 2 Championship this year with Sauber Junior Team by Charouz, Ilott is stepping back into an F3 car, determined to achieve a very wanted win in the Macau Grand Prix that on several occasions he only missed by a fraction.

The Ferrari Driver Academy member takes the opportunity of a two-month break from the F2 Championship before the final race at Yas Marina Circuit at the United Arab Emirates at the end of the month.

Ilott secured a pole start back in 2017 as well as podium finishes in the qualification race on three occasions (2016, 2017, 2018) including a win on a race in 2017.

Returning to Macau is also the Austrian Ferdinand Habsburg who after a lackluster year in 2018 where he fi-

nished tenth, aims to return this year to the level of 2017 when only a collision on the very last turn with Brazilian Sérgio Sette Câmara stole the chance of a podium or even a final win in Macau.

But let us not forget this year's best drivers in the FIA Formula 3 Championship, including the Champion Robert Shwartzman.

The Russian clinched the championship this year with an impressive 212 points, finishing ahead of his teammates at Prema, Marcus Armstrong, and Jehan Daruvala.

The trio initially planned to continue the teamwork with SJM Prema Theodore Racing for Macau, but the Indian driver was replaced by the Danish Frederik Vesti who also moved up from F3 Regional. Vesti's promotion is well-deserved after he won the series in his rookie year.

Another name to take into account is British Jake Hughes. Although his season had ups and downs and he finished only seventh overall, he already has some Macau GP experience and

he proved last year with Hitech GP that he can be very competitive in Macau.

Hughes finished one step away from the podium last year but left a great impression and the feeling that with one more year of experience, he could improve even more.

Last but not least, we could not leave the Estonian Jüri Vips out of the 'favorites' group. Vips this year scored three victories during the regular F3 season, ending up fourth in the overall standing.

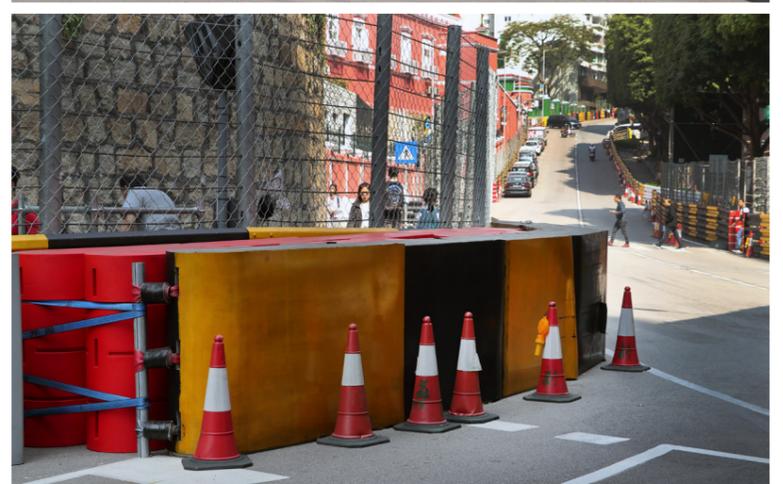
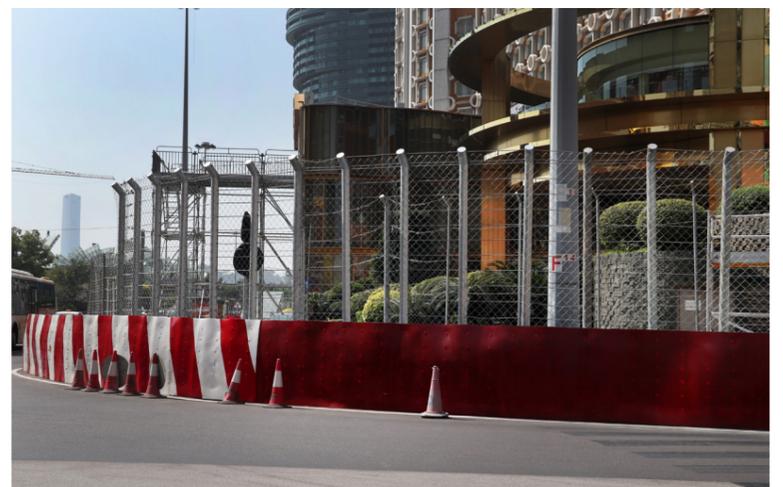
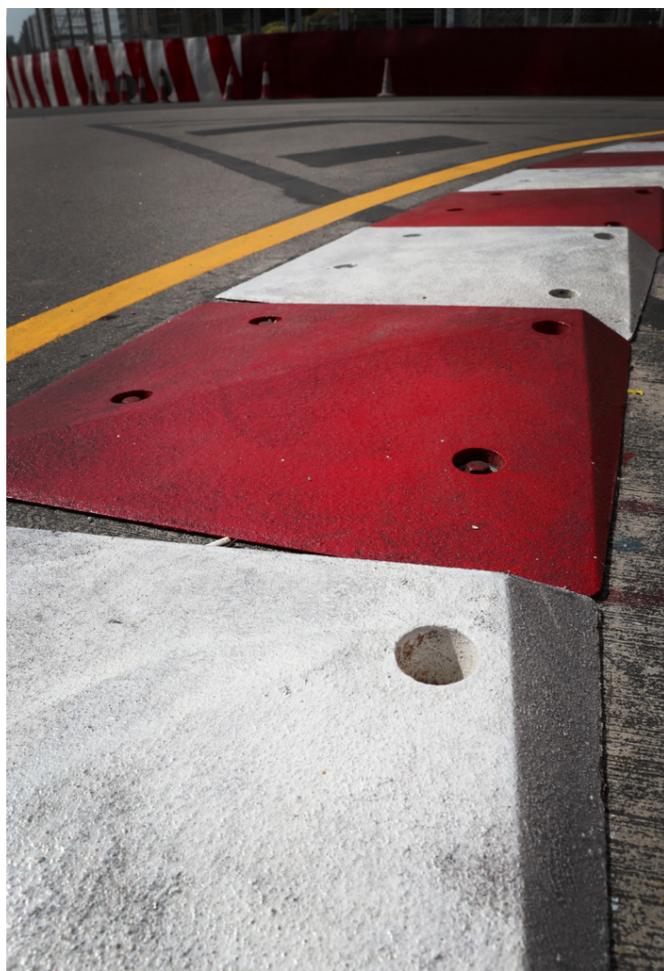
He comes to Macau this year with Hitech GP, a team with whom he raced all season and that has extensive experience in Macau.

This lineup contributes to the uncertainty over the winner at this stage but at the same time, it gives the impression that the competition will be fierce over the weekend.

A clearer glimpse of what each driver can do, will be only achieved when the F3 cars get on track on Thursday, November 14, for the first run at the Macau Grand Prix.



Ferdinand Habsburg



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LOCAL RACES LOSING MOMENTUM

WITH the Macau Grand Prix event now serving as the stage of three international level competitions, F3 World Cup, GT World Cup, and WTCR the Macau Touring Car Cup, the only competition within reach of most of the local and regional participants has been losing momentum and interest. This is especially so after the merging of the two very different categories into just one race combining the 1600cc Turbo and the Over 1950cc classes which was held for the first time in 2017.

Last year's edition was a good example of how a fun race to watch due to the participation of many familiar faces can turn into a poor display, giving the audience a reason to take a snack-break.

After only one lap the safety car was deployed when Lei hit the barrier at the Mandarin bend and, a few seconds later, Kevin Leong did the same at the Mater-nity Bend.

However, Lei refused to abandon the race, not stopping his car despite the severe damage to the vehicle. This led to a fast restart of the race being impossible. Lei drove along the circuit for over a lap until the race directors decided on his disqualification and ordered his imme-

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Filipe Souza



Mitsuhiro Kinoshita

mediate return to the pits.

The incident caused over 15 minutes of delay since, while riding along the track, Lei's car spilled oil and other engine fluids. This had to be cleaned up by the track staff, leaving time for only barely two laps of racing action before the checkered flag was waved.

This year the program is unchanged and the cars from the two categories will continue to race as one.

Among the drivers of the 1.6-liter Turbo category, the "army" from Suncity Racing Team have always been the favorites, with veteran Paul Poon in Peugeot RCZ in the lead,

followed by Alexander Fung in a similar vehicle.

Competing against the favorites will be Macau's Jerónimo Badaraco and the Japanese Tatsuya Tanigawa both in Chevrolet Cruze.

In the higher category, things get even more complicated as a wide range of specifications have transformed this race into, as lo-

cals say, "Fried Rice."

Filipe Souza in an Audi RS3 TCR comes as a favorite among the local racers, but anything can happen and it will be no surprise if Mitsuhiro Kinoshita takes his Nissan GTR R34 to the front where we also expect to see the Evolution 9 Mitsubishi of Kevin Leong.

AD

NOVEMBER 14 - 17

14th of November (Thursday)

6:00 Circuit Closed
6:30 ~ 7:00 Circuit Inspection
7:30 ~ 8:30 Suncity Group Macau Motorcycle Grand Prix - 53rd Edition - Free Practice
9:00 ~ 9:45 Suncity Group Macau Guia Race - FIA WTCR - Free Practice 1
10:05 ~ 10:45 Suncity Group Formula 3 Macau Grand Prix - FIA F3 World Cup - Free Practice 1
11:00 ~ 11:30 Suncity Group Greater Bay Area GT Cup - Free Practice
11:45 ~ 12:15 FOOD4U Macau Touring Car Cup - Free Practice
12:35 ~ 13:05 SJM Macau GT Cup - FIA GT World Cup - Free Practice 1
13:40 ~ 14:10 Suncity Group Macau Guia Race - FIA WTCR - Free Practice 2
14:30 ~ 15:10 Suncity Group Formula 3 Macau Grand Prix - FIA F3 World Cup - Qualifying 1
16:05 ~ 16:50 Suncity Group Macau Motorcycle Grand Prix - 53rd Edition - Qualifying
18:00 ~ ** Circuit Opened

16th of November (Saturday)

6:00 Circuit Closed
6:30 ~ 7:00 Circuit Inspection
7:10 ~ 7:50 Safety, Rescue and Extrication Cars - Testing laps
8:00 ~ 8:40 Special Event
9:00 ~ 10:00 Suncity Group Formula 3 Macau Grand Prix - FIA F3 World Cup - Qualification Race - 10 laps
10:25 ~ 11:25 FOOD4U Macau Touring Car Cup - 12 laps
11:50 ~ 12:10 Suncity Group Macau Motorcycle Grand Prix - 53rd Edition - Warm Up
13:05 ~ 14:05 SJM Macau GT Cup - FIA GT World Cup - Qualification Race - 12 laps
14:30 ~ 15:20 Suncity Group Macau Guia Race - FIA WTCR Race 1 - 8 laps
15:55 ~ 16:55 Suncity Group Macau Motorcycle Grand Prix - 53rd Edition - 12 laps
18:00 ~ ** Circuit Opened

15th of November (Friday)

6:00 Circuit Closed
6:30 ~ 7:00 Circuit Inspection
7:30 ~ 8:15 Suncity Group Macau Motorcycle Grand Prix - 53rd Edition - Qualifying
8:50 ~ 9:30 Suncity Group Macau Guia Race - FIA WTCR - Qualifying
9:50 ~ 10:20 Suncity Group Greater Bay Area GT Cup - Qualifying
10:40 ~ 11:10 FOOD4U Macau Touring Car Cup - Qualifying
11:30 ~ 12:10 Suncity Group Formula 3 Macau Grand Prix - FIA F3 World Cup - Free Practice 2
12:30 ~ 13:00 SJM Macau GT Cup - FIA GT World Cup - Free Practice 2
13:35 ~ 14:50 Suncity Group Macau Guia Race - FIA WTCR - Q1, Q2, Q3
15:10 ~ 15:50 Suncity Group Formula 3 Macau Grand Prix - FIA F3 World Cup - Qualifying 2
16:10 ~ 16:40 SJM Macau GT Cup - FIA GT World Cup - Qualifying
18:30 ~ ** Circuit Opened

17th of November (Sunday)

6:00 Circuit Closed
6:30 ~ 7:00 Circuit Inspection
7:10 ~ 7:50 Safety, Rescue and Extrication Cars - Testing laps
8:20 ~ 9:10 Suncity Group Macau Guia Race - FIA WTCR Race 2 - 8 laps
9:35 ~ 10:35 Suncity Group Greater Bay Area GT Cup - 12 laps
11:00 ~ 12:00 Suncity Group Macau Guia Race - FIA WTCR Race 3 - 11 laps
12:25 ~ 13:40 SJM Macau GT Cup - FIA GT World Cup - 18 laps
14:00 ~ 14:35 Special Event
15:10 ~ 15:20 Lion Dance
15:30 ~ 16:30 Suncity Group Formula 3 Macau Grand Prix - FIA F3 World Cup - 15 laps
18:00 ~ ** Circuit Opened