17th November 2013

**YOKOHAMA Macau Grand Prix 2013 Race Report Vol.6**

The 60th Macau Grand Prix showed a further upsurge of excitement on the final day. Just before F3 Grand Final, as the traditional big event of this Grand Prix, two Final Race of "FIA WTCC - Guia Race of Macau - Presented by Star River Windsor Arch" was held at 10:45 am which YOKOHAMA Rubber supplies the control tyre to the entire race.

* **FIA WTCC - Guia Race of Macau - Presented by Star River Windsor Arch**

The FIA WTCC took a break and there were no races on Saturday. With only one day to go to the Final Race, there was a warm up session for 15 minutes from 8:30am.

As this was the last chance to drive before the Final

Race, each machine did a final check of their set-ups and left the pit at the start of the session. First, Yvan MULLER and Tom CHILTON both ran 2'33" placing first and second respectively on their Chevrolets, but then also driving a Chevrolet Cruze came Pepe ORIOLA who beat that time with 2'32"139.

James THOMPSON driving a Lada Granta beat that time with 2'31"859, but then ORIOLA once again came to the top by marking 2'31"638. Furthermore he marked 2'31"469 on the next lap and ended his run. Then in the last 2 minutes of the session, Robert HUFF driving a Seat Leon marked 2'31"449 beating ORIOLA as the 15 minute session ended.

HUFF, ORIOLA, and MULLER made the top 3 in this warm up.

WTCC Final's start procedure was started from 10:45 am. The Rolling Start Race 1 consists of 9 laps and the formation lap was started from 11:30 am. But Gabriele TARQUINI had some trouble with his engine during the morning's warm-up and didn't have enough time to fix the problem so he had to abort the race.

After the first lap, the WTCC machines lined up in 2 rows all started at once. MULLER stayed in first place, followed by Tiago MONTEIRO driving a Honda Civic WTCC. Then HUFF came in third place and Norbert MICHELISZ in fourth place.

MULLER lead the race with a 1'7" gap already in the first lap and the top racers entered the second lap without changing positions. However seventh place CHILTON was hit by ORIOLA and crashed in the mountain side. His machine got a severe damage and returned to the pit stop.

The race continued with MULLER comfortably racing in first place with perfect impunity. Behind him MONTEIRO and HUFF aggressively battled each other while the other racers in the middle also showed some close action. There was no change in order of the top 6 racers. MULLER won the race with MONTEIRO in second place and HUFF in third place.

James NASH finished in sixth place honourably claimed to the YOKOHAMA DRIVER'S TROPHY. And furthermore Yukinori TANIGUCHI claimed to the first winner of ASIA TROPHY which newly founded this season.

Race 2 formation lap was started at 12:20 pm. TARQUINI finished changing his engine and left the paddock and made it in time for the pit start.

Race 2 was a standing start. Pole sitter Tom CORONEL driving a BMW 320 TC came on top to clear the first corner.

THOMPSON and NASH followed next, but MICHELISZ was in a tight spot and hit the guard rail on the outer side, causing several machines to crash and block the course.

Because of that the marshal showed a red flag and stopped the race, and at 12:55 pm the safety car led the race to a start again. After the racers passed the first corner, TARQUINI left the pit and entered the race.

Then the safety car left and the race restarted from the third lap. CORONEL defended his first place position, and at San Fransisco bend MONTEIRO and MULLER hit each other. MONTEIRO took some damage and entered the pit stop.

The adversity continues as third place CHILTON suddenly slowed down during the fifth lap in the mountain side. He was slowly making his way to the pit stop when a machine from behind crashed into him, and a safety car had to enter the race again during the sixth lap. Many cars crashed into each other at the same mountain side and the race was stopped again by a red flag.

2 additional laps were added to the race; making it a 11 lap race and the safety car lead the race to a start again at 14:35. After the seventh lap, the safety car entered the pit stop and the race resumed from the eighth lap.

HUFF rose to second place at the Mandarin Oriental Bend during the eighth lap. Then at the same spot during the ninth lap, HUFF passed CORONEL and became first. CORONEL was passed by ORIOLA during the eleventh lap and pulled back to the third.

It was HUFF who came on top of all of these disasters with ORIOLA in second place and CORONEL in third place.

Explanations on the Macau Grand Prix, race information and more are available at YOKOHAMA’s special Website: <http://www.advan.com/english/event/macaugp/>