**MACAU GRANDPRIX Sunday Report**

17th November 2014

### Macau GT Cup

The weather was clear from early in the morning and the “Macau GT Cup” final was held from 9:00am with 12 laps as the first final of the day.

This final began with a rolling-start format. Maro ENGEL, driving Mercedes Benz SLS AMG GT3, sped away with great timing off the start line. Renger VAN DER ZANDE, also driving Mercedes, pulled up for second place by the first corner.

ENGEL claimed the top and steadily expanded his lead. VAN DER ZANDE on the other hand, kept getting pressure from his rivals for second place, but patiently kept his position.

Around the seventh lap, the top group lapped the slower machines, blocking the top runners. While this lessened their gap, the top positions didn’t change. ENGEL and VAN DER ZANDE, driving a Mercedes Benz wearing YOKOHAMA tires, pulled away again in the latter stage of the race, and they ended in a 1-2 finish.

Also Augusto FARFUS, BMW Z4 GT3, finished in fifth and Rui AGUAS, Ferrari 458 Italia GT3, in sixth. Other YOKOHAMA tire users also finished in the top ranks. After finishing GT ASIA round, LIU Xu, Ferrari 458 Italia GT3, won the championship and MOK Weng Sun, Ferrari 458 Italia GT3, won the Driver’s Championships.

### WTCC (FIA World Touring Car Championship)

The “FIA WTCC -Guia Race of Macau- Presented by Suncity Group” with YOKOHAMA One-Make Tires, finished its qualification on Friday and didn’t have any events yesterday. There were however, two finals for this category today. The first race began from 11:15am and the second race from 12:30pm with 10 laps each.

In the first race, Citroen swept the top 3, however Norbert Michelisz, Honda, got off the good start from 4th grid, and he climbed up to second place before reaching the first corner. Sebastien Loeb, Citroen, followed, but pole sitter Jose Maria Lopez, Citroen, stuck out the lead. Yvan Muller was passed by Tiago Monteiro at the Lisboa Bend. Honda also climbed up the ranks and cut into Citroen.

Lopez earned a 1″6 margin in the first lap. Michelisz lead the second group, battling fiercely with the remaining racers. But Michelisz kept up his lead, even when Loeb nearly overtook him at Lisboa Bend in the third lap. On the contrary, Loeb slowed down and was overtaken himself by the two Hondas, driven by Gabriele Tarquini and Monteiro. Then Muller also passed him by dropping Loeb back into sixth.

By now, Honda machines had obtained the second through forth positions. Lopez recorded his fastest lap in the race at 2’27″338 in the sixth lap. He managed his pace and crossed the finish line with the checker. Michelisz, Tarquini and Monteiro with Honda crossed the finished line in second, third and fourth, then Muller, Citroen, coming in fifth.

The second race started with a Reverse Grid, with the top 10 machines, Hugo Valente and Tom Chilton by Chevrolet all in the front row. However when the light went green, Monteiro rocketed out from the forth grid and climbed up to the front. Rob Huff, LADA, went up to second from the third and Muller climbed to third.

Monteiro, still in front, steadily expanded his lead over Huff and Muller, who were battling for second position behind with about two-second margins. The race was nearing the end, but Ma Qing Hua, Citroen, crashed on the last corner in the 7th lap, bringing the safety car onto the course.

Monteiro got out of a pinch from the restart in the tenth lap, and defended his top position from all comers. However, just before entering the final corner in the tenth lap, his machine slowed down with mechanical issues. Huff zoomed by to get the checkered flag granting him his second win. Valente finished in third after having passed Michelisz when the race was restarted.

### Formula3 Macau Grand Prix

The honor of closing the 61st Macau Grand Prix fell to “Suncity Group Formula3 Macau Grand Prix” which held its final race as the last race of the day at 3:30pm with 15 laps.

Following a special event with the annual Lion Dance, Felix ROSENQVIST began in first, due to his fastest lap time yesterday. After the first lap, the red signal gave way to green at 3:34pm.

Soon after the start, Lucas AUER passed ROSENQVIST and took the lead, but he couldn’t keep control and overran at the Lisboa Bend. Esteban OCON and Tom BLOMQVIST fought fiercely over top but crashed into the tire barriers at the San Francisco Bend. This accident developed into multiple machine crash.

The race was red flagged and the safety car came into the course to lead the pace. The race was restarted at 4:10pm. The accident forced 6 machines out of the race, leaving 22 remaining.

The safety car pitted at the end of the second lap restarting the race on the third lap. ROSENQVIST remained in first, holding off AUER and Nick CASSIDY who were fighting for second place. ROSENQVIST finally grabbed the glory after his fifth attempt at the title.

AUER finished in second and CASSIDY in third.