

ROUNDS 21 & 22 – MACAU
QUALIFYING REPORT

Weather: sunny, with a dry track

MENU PLACES CHEVROLET ON POLE

Alain Menu has taken his fifth pole of the season. In the dying minutes of qualifying Yvan Muller looked to have secured prime position in Macau with a time of 2:31.395, but under the chequered flag Menu stormed a lap in 2:31.209. Muller will line up second with his SEAT Sport team-mate Gabriele Tarquini behind in third.

Championship contender Augusto Farfus clocked the fourth best time (2:31.752) for BMW Team Germany but his colleague Jörg Müller had to settle for 15th on the grid. Andy Priaulx, who is currently co-leading the championship with Yvan Muller, qualified in twelfth place (2:32.685).

Lining up fourth on the grid will be Nicola Larini, who too has a chance of claiming the championship tomorrow. Jordi Gené and Rob Huff follow him in sixth and seventh positions.

James Thompson, the final man in the title fight, promoted himself to eighth in the late stages of the session with a time of 2:32.140. The session was disrupted almost immediately after Thompson's Alfa Romeo N.technology team-mate André Couto hit the barriers at the Teddy Ip bend on his first flying lap. *"I brushed the inside wall with my front left wheel and this was enough to send me crashing into the opposite wall,"* he explained. At the time of this report the N.technology team were not able to tell whether the car was repairable or not.

Tiago Monteiro and Alessandro Zanardi completed the top-ten, while the Team AVIVA duo of Duncan Huisman and Colin Turkington was classified 16th and 18th.

Luca Rangoni secured pole for the independent category with a time of 2:33.278 which placed him 17th on the grid. His rivals in the title fight Pierre-Yves Corthals and Stefano D'Aste qualified 19th and 21st respectively.

BULLET NEWS

PRACTICE 1 - YVAN MULLER ON TOP

Yvan Muller emerged as the fastest with a lap time of 2:32.789 that was 0.078 faster than Zanardi's best lap. Zanardi promoted himself to second on his penultimate lap before getting too close to the barriers and suffering a right rear puncture. Couto was placed third on the timesheet after clocking a 2:33.037 for the Alfa Romeo N.technology team.

PRACTICE 2 – TARQUINI SETS BEST LAP

The quickest of the bunch was Gabriele Tarquini who completed a lap in 2:34.005, ahead of Coronel (2:34.023) and Farfus (2:34.206).



Rydell was within the top spots for most of the session and eventually claimed the fourth fastest lap (2:34.235). Alfa Romeo was represented in the top five with Couto driving a lap of his home town in 2:34.346.

JOURDAIN SIDELINED AFTER A CRASH

Michel Jourdain will remain out for the rest of the meeting after his car's rollcage suffered substantial damage in a crash during the first practice.

Jourdain hit the wall and spun at Paiol bend and his SEAT León was t-boned by Corthals' identical car. The Exagon Engineering team worked hard to repair their car, eventually enabling Corthals to take part in the qualifying.

PROBLEMS FOR THE OLD BMW CARS

None of the five BMW 320i cars entered in the meeting – Engstler's, Romanov's, Luoie's, Ao Chi Hong's and Lee's – was equipped with the proper FIA-homologated data acquisition.

After they were not allowed to take part in the first free practice session, the Stewards decided to admit them to the second practice and the qualifying.

THEY SAID, THEY SAID...

Alain MENU

"I think that this was my best qualifying session ever in touring cars. You can push for a good lap here but it is so difficult not to hit something. The pole was a result of fantastic team effort and to get it in Macau is a great achievement for myself and the team. I am a racing driver so I like to win and that is what I will hope for tomorrow."

Yvan MULLER

"I am disappointed not to be on pole but it is important to my championship fight that I am still on the front row with Farfus and Andy (Priaux) behind me. Furthermore, I would prefer to have Menu alongside me than a lot of other drivers and having Gabriele (Tarquini) behind will help a lot. I will aim to finish well in race one, then look at where Andy is and adjust my strategy accordingly."

Gabriele TARQUINI

"The target was to get Yvan at the front and despite giving him two good tows there was just not enough to keep pole. The TDI engine is fantastic, in fact, the whole car is fantastic. I am optimistic for the race because tyre wear seems to be good here also."

Augusto FARFUS

"It was definitely a good result. However, we were hoping for pole and in particular to have Jörg, Andy and myself at the front of the grid, or at least in the top eight. Unfortunately it didn't work out like that so now I look forward to being on the pace and trying to get through Lisboa as trouble-free as possible tomorrow."

Luca RANGONI

"It is very satisfying to have achieved pole in the independent category here at Macau. Tomorrow will be much more difficult as the races are always tough, but I am in the best position possible to fight for the title."

BULLETIN 099

2007 FIA World Touring Car Championship QUALIFYING

| POS | NO | CL | DRIVER | NAT | CAR | TIME | LAPS | GAP | KPH |
|----------------------|----|----|----------------------|-----|-------------------|-----------|------|-----------|--------|
| 1 | 8 | | Alain MENU | SUI | Chevrolet Lacetti | 2:31.209 | 12 | | 145.70 |
| 2 | 12 | | Yvan MULLER | FRA | SEAT Leon TDI | 2:31.395 | 9 | 0.186 | 145.52 |
| 3 | 11 | | Gabriele TARQUINI | ITA | SEAT Leon TDI | 2:31.565 | 12 | 0.356 | 145.36 |
| 4 | 3 | | Augusto FARFUS | BRA | BMW 320si | 2:31.751 | 13 | 0.542 | 145.18 |
| 5 | 7 | | Nicola LARINI | ITA | Chevrolet Lacetti | 2:31.816 | 12 | 0.607 | 145.12 |
| 6 | 9 | | Jordi GENE | ESP | SEAT Leon TDI | 2:31.851 | 11 | 0.642 | 145.09 |
| 7 | 6 | | Robert HUFF | GBR | Chevrolet Lacetti | 2:31.904 | 11 | 0.695 | 145.03 |
| 8 | 15 | | James THOMPSON | GBR | Alfa Romeo 156 | 2:32.140 | 14 | 0.931 | 144.81 |
| 9 | 18 | | Tiago MONTEIRO | POR | SEAT Leon | 2:32.411 | 15 | 1.202 | 144.55 |
| 10 | 4 | | Alessandro ZANARDI | ITA | BMW 320si | 2:32.493 | 14 | 1.284 | 144.47 |
| 11 | 5 | | Felix PORTEIRO | ESP | BMW 320si | 2:32.497 | 12 | 1.288 | 144.47 |
| 12 | 1 | | Andy PRIAULX | GBR | BMW 320si | 2:32.685 | 12 | 1.476 | 144.29 |
| 13 | 20 | | Tom CORONEL | NED | SEAT Leon | 2:32.909 | 13 | 1.700 | 144.08 |
| 14 | 88 | | Rickard RYDELL | SWE | SEAT Leon | 2:32.956 | 11 | 1.747 | 144.04 |
| 15 | 2 | | Jorg MULLER | GER | BMW 320si | 2:33.067 | 13 | 1.858 | 143.93 |
| 16 | 25 | | Duncan HUISMAN | NED | BMW 320si | 2:33.163 | 11 | 1.954 | 143.84 |
| 17 | 30 | I | Luca RANGONI | ITA | BMW 320si | 2:33.278 | 13 | 2.069 | 143.73 |
| 18 | 27 | | Colin TURKINGTON | GBR | BMW 320si | 2:33.764 | 13 | 2.555 | 143.28 |
| 19 | 23 | I | Pierre-Yves CORTHALS | BEL | SEAT Leon | 2:34.026 | 7 | 2.817 | 143.04 |
| 20 | 14 | | Fredrik EKBLUM | SWE | BMW 320si | 2:34.075 | 10 | 2.866 | 142.99 |
| 21 | 26 | I | Stefano D'ASTE | ITA | BMW 320si | 2:34.153 | 12 | 2.944 | 142.92 |
| 22 | 43 | I | Franz ENGSTLER | GER | BMW 320i | 2:34.291 | 12 | 3.082 | 142.79 |
| 23 | 28 | I | Carl ROSENBLAD | SWE | BMW 320si | 2:35.386 | 14 | 4.177 | 141.78 |
| 24 | 31 | I | Sergio HERNANDEZ | ESP | BMW 320si | 2:35.883 | 14 | 4.674 | 141.33 |
| 25 | 22 | I | Maurizio CERESOLI | ITA | SEAT Leon | 2:36.554 | 13 | 5.345 | 140.73 |
| 26 | 33 | I | Miguel FREITAS | POR | Alfa Romeo 156 | 2:37.871 | 13 | 6.662 | 139.55 |
| 27 | 63 | I | Henry LEE jr | HKG | BMW 320i | 2:39.826 | 11 | 8.617 | 137.85 |
| 28 | 44 | I | Andrey ROMANOV | RUS | BMW 320i | 2:41.587 | 14 | 10.378 | 136.34 |
| QUALIFICATION MAXIMA | | | | | | 2:41.793 | | | |
| 46 | | | David LOUIE | HKG | BMW 320i | 2:45.915 | 13 | 14.706 | 132.79 |
| 66 | | | Andre COUTO | MAC | Alfa Romeo 156 | 14:22.645 | 1 | 11:51.436 | 25.54 |

Weather/Track: Sun 24°/Dry 29°

Circuito Da Guia
Circuit Length = 6.1200 km.
Start: 16:10 End: 17:03

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|----------------|----------|-------------|
| Race Director: | Steward: | Timekeeper: |
|----------------|----------|-------------|