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Publishing Director 出版總監 : Chi Chai CHAN 陳自齊
English Editor 英文編輯 : Jeff HESELMWOOD
Art Director 美術總監 : Rachel Y.F. KWOK 郭潤芳
Production Manager 製作經理 : Gavin C.Y. CHU 朱俊宇

Hong Kong Automobile Association
391 Nathan Road, Kowloon, Hong Kong
香港汽車會
香港九龍彌敦道391號
Tel 電話 : (852) 2739 5273
Fax 傳真 : (852) 2369 0863
e-mail 電郵 : general@hkaa.com.hk
Web 網址 : www.hkaa.com.hk

24 Hours Emergency Hotline (852) 2304 4911
24小時緊急服務熱線 (852) 2304 4911
Car Inspection 驗車部 (852) 2304 4911
Insurance 保險部 (852) 2366 3333
Membership 會員部 (852) 2739 5273
Emission Test 驗煙服務部 (852) 2827 8394
Shipping 船運服務部 (852) 2739 5273
Motorsports 賽車活動部 (852) 2739 5273

Nuovo Grafica Production Limited
13/F, Teng Fuh Commercial Building,
333 Queen's Road Central, Hong Kong
精進社製作有限公司
香港 皇后大道中 333號
登富商業大廈 13字樓
Tel 電話 : (852) 2557 9299
Fax 傳真 : (852) 2557 2979
e-mail 電郵 : info@ngp.com.hk

ngp

Advertising Sales :

Nuovo Grafica Production Limited
廣告總代理：
精進社製作有限公司
Tel 電話 : (852) 2557 9299
Fax 傳真 : (852) 2557 2979
Contacting Person 聯絡 : Randy Tse (852) 9304 8414
e-mail 電郵 : randy@ngp.com.hk

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Fax 傳真 : (852) 3007 0851

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415SY

LOA W/Swim Platform :

41'3" (12.5m)

Beam :

12'5" (3.8m)

Deadrise :

17 deg

Fuel Capacity :

330 gal (1,249 ltr)

Water Capacity :

75 gal (284 ltr)

Max Power :

T-375hp



330 SY



278 SC



220 EX



234 FS



順業船舶設備有限公司

SMOOTH MARINE EQUIPMENT LIMITED

Head Office: Flat B & D., 8/F., E.Wah Fty, Bldg.,
56-60 Wong Chuk Hang Rd., Aberdeen, Hong Kong.
Tel: (852) 2873 2362 Fax: (852) 2814 8199

E-mail: sales@smooth-marine.com

Website: www.smooth-marine.com

HK SHOWROOM & SERVICING

No. 29C Shum Wan Road, Po Chong Wan,
Aberdeen, Hong Kong.
Showroom Tel: (852) 2580 8248
Servicing Tel: (852) 2814 7990
Fax: (852) 2870 0263



Being the chairman of the Motor Sport Council, it is expected that I should have a considerable amount of motor sport knowledge. Let me share with you some of my experience.

In 1986, when I came back to Hong Kong, I bought my first go-kart and started racing in Lau Sui Heung and Mei Po. Unfortunately I had to stop racing after those circuits closed and the teams moved to China. Since then, I drive occasionally in Macau, and now on the new track in Diamond Coast. In 1993 and '94, I was one of the first people from Hong Kong who went to the Ferrari factory to attend the Ferrari driving course, "Pilota", and raced in the 348 Challenge at Mugello.

Back in Hong Kong, most of us were doing the Sunday morning drives, and it was the only time we could have fun with our cars in those days. Until one day when I had a stupid accident while under pressure, I stopped doing it. And, for that reason, I have been encouraging circuit racing ever since.

The first time I drove on a circuit was back in 1984, at Laguna Seca in California. The steep downhill section, the Corkscrew, was extremely scary. The most memorable drive was in Monte Carlo in '86. In those days there was no security at the circuit and you could drive around it after midnight. Nowadays, whenever I have the chance and the time, I will test drive different race cars on different circuits. And this is the driving force behind me to build our own Hong Kong circuit, one day.

The Hong Kong Touring Car championship season will start in June with the first two rounds. I noticed that some teams have different opinions on rule change and the credentials of the Motor Sport Council. Please understand that there is a long-term plan for us to move closer to the FIA WTCC regulations but at present we will stick with the current rules for at least two years. However, the Motor Sport Council always keeps an open mind and welcomes suggestions. Let me know what you think.

Smart driving. Be cool, don't get overheated!

Wesley Wan

President

我作為香港汽車運動監管委員會(Motor Sport Council, MSC)的主席，理應在賽車領域有相當的知識，我且在這裡跟大家分享一下賽車經驗。

我在1986年返港，當時買了自己第一部Go-kart小型賽車，在新界流水響和米埔比賽。很可惜，這些跑道接連關閉，車隊北上了內地。此後，我會到澳門玩kart仔，也會去現在的鑽石海岸小型賽車跑道。

我在1993和94年，遠赴意大利Mugello跑道，參加法拉利「Pilota」車手訓練課程，開348 Challenge實戰，我是最早期參與法拉利賽車課程的其中一位香港人。

說回香港，那個時候，我們會在星期日的大清早進行Sunday morning drive開車活動，這是我們能夠好好享受駕駛樂的短暫片刻。直至有一日，我在壓力下犯錯，從此星期日清早不再morning drive。亦因這緣故，此後我一直鼓勵要興建正規賽車場。

我第一次落跑道開車，是1984年在美国加州Laguna Seca，這裡聞名的Corkscrew急斜落山路段，是極度嚇人的。而印象最深刻的，是1986年的蒙地卡羅一級方程式，那時的跑道沒有保安措施，午夜之後大家可以隨意在跑道開車。

現在，每當有時間又有機會的話，我總愛在不同賽場開不同的賽車。基於這些原因，促使我要推動建造香港自己的跑道。

另一邊廂，香港房車錦標賽在6月揭開戰幔，兩個回合的賽事在珠海賽場進行過了；我注意到部份車隊對賽例更改持有不同意見，並且質疑監管委員會的信譽；懇請各位明白，賽例的更改是一個長遠計劃，目的是要將我們的賽制更貼近FIA國際汽聯的WTCC世界房車錦標賽制，現階段會維持現有賽制最少兩年。監管委員會會虛心聽取各方意見，大家可向我直接表達你們的想法。

炎炎夏日，謹祝各位，路路夠酷——Cool——小心駕駛。

雲維熹

會長



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