

MVA RACING



**WHAT'S IN
THE TRUCK?**

MVA
RACING

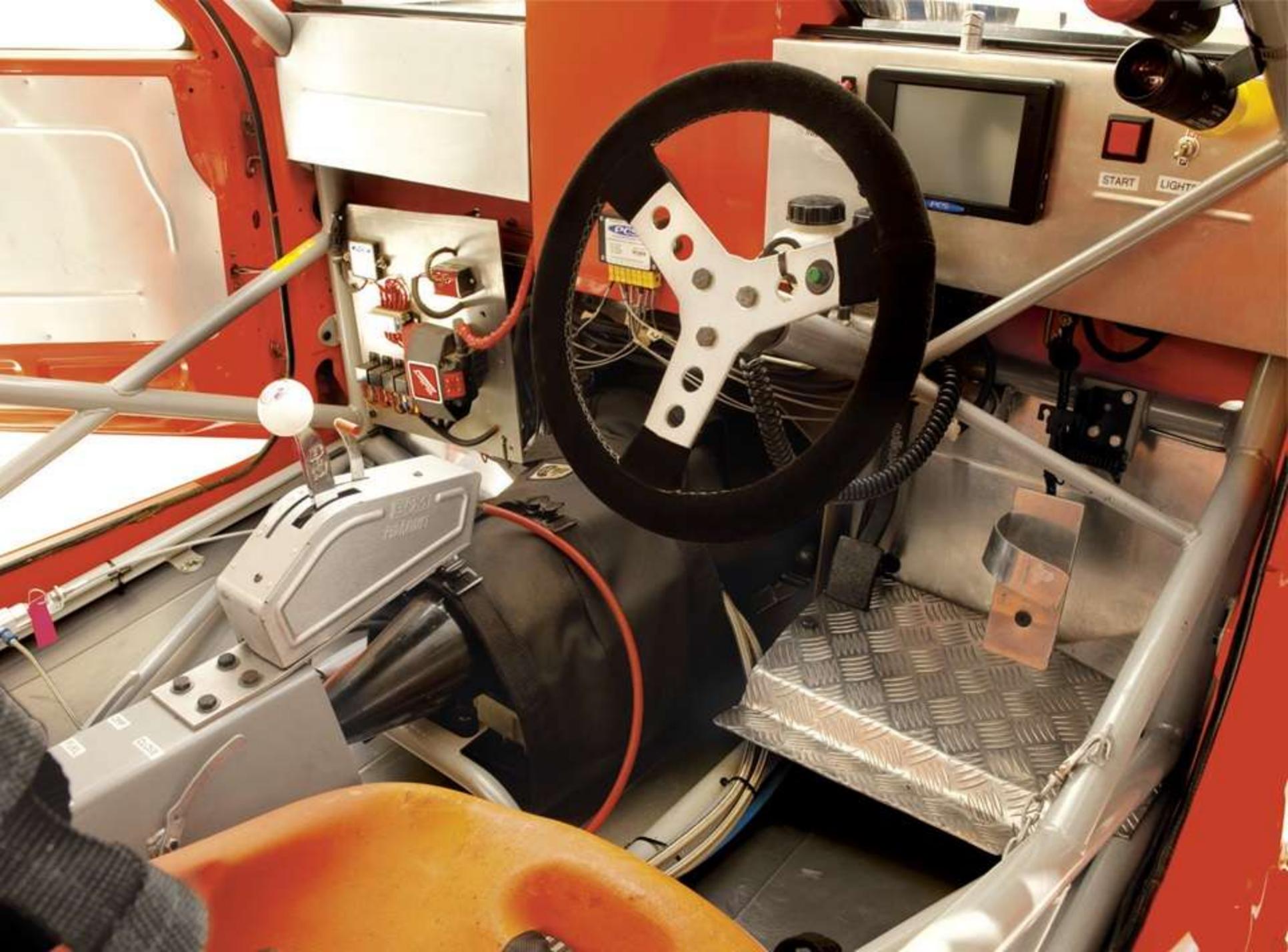
YOUR LOGO HERE

MVA
RACING



**YOUR
NEW
BRAND
AMBASSADOR .**





EXECUTIVE SUMMARY

The primary objective of this proposal is to attract a major sponsor to the MVA Racing team for the entire 2013 National Outlaw Class drag racing season.

This proposal details exactly what you as the potential major sponsor will receive for your 12 month investment, including: pride of placement of your company's logo on signage both on the racing car and racing trailer, national exposure on the weekly SBS program - Speedweek, the estimated audience figures attending the various race meets throughout the 2013 racing season, and of course the kilometers your company's logo will travel and the towns it will be exposed to.

On top of this you'll also learn about one man's burning desire to break the Production Car Land Speed Record and about the rapid rise of his successful companies - MV Automatics and MVA Racing.

SPONSORSHIP PACKAGE

**BUCKLE UP !
YOUR BRAND'S ABOUT TO TAKE OFF !**



SPONSORSHIP PACKAGE

As the major sponsor of a very unique Supercharged Outlaw Class of racing car, you'll not only receive a large version of your company's logo on the side of the racing car, but you'll also have your logo splashed across the racing car trailer. Approximately 6.5 metres long, this trailer will be taken to all race meets and will ultimately act as a 'mobile billboard' for your brand for an entire racing season!



The Trailer

6.5m x 2.0m

The racing trailer is stored / parked on main road artillery and will see over 13,000 road miles throughout the season, travelling to and through many towns and centres, giving your brand the maximum amount of advertising exposure. Upon arrival at race meets, the trailer converts into a racing tent for the duration of the event

What tracks?

Steelcity Raceway Whyalla

Supercharged Outlaw meeting
Averaging 2-3K spectators
800kms return

Sydney Raceway & Willowbank Raceway

Can hold up to 30K spectators each, that's probably more than the Port Power could get in an entire season at the moment!
3200kms return towns travelled through:
Murray Bridge, Mildura, Wagga Wagga, Loxton
The Car will be based in Sydney for national events.

Sunset Strip Mildura

Top door slammer meeting
Averaging 5.5K spectators
800kms return

South Coast Portland

1000kms return

Adelaide International Raceway

Being MVA Racings home track, we will be racing at every opportunity.
100kms return

TV coverage

SBS Speedweek is a sports motoring program dedicated to showing a broad range of motor racing events throughout the country including the Club Round from Sydney Raceway (of which the Supercharged Outlaws class is the number 1 drawcard). This program airs every Sunday during the racing season. The average amount of viewers for the month of February 2012 was 44,292 Australia wide.

Website

Our new website is currently being built and should be completed by mid October 2012 and will not only be offering our services but keep the public up to date with race results, car updates, times and locations.

This means your logo will maintain an online presence through our website resulting in a broader audience.

Corporate events

When it's not flying down the track, our head-turning ute can be used for your own corporate functions or family days (up to 3 events per year) And, if you would like to see how a race team ticks, we can organise for you to come to a race meet when we are in your area, where you can be a part of the team! This will not only get you close to the action, but it will give you an inside look at behind the scenes and what it takes to run a high performance racing car at this level.

Car shows

We are planning on having the car at 3 major show events depending on timings and car availability. This can be discussed.

Regional Towns

As some of the tracks we are racing on are in regional towns, of which many don't see a lot of promotional activity. With planning, we are willing to stop and spend a few hours in these regions on the way to and from track meets if a regional store would like. This would have to be arranged with MVA Racing prior to departure to the event.

MW **AUTOMATICS**
AUTOMATIC TRANSMISSIONS
& POWER STEERING SPECIALISTS
Phone: 8370 0430



Racing

COMPANY INFORMATION

MVA Racing is a registered business and is a division of MV Automatics Pty Ltd. Located in Blackwood, South Australia. Since 1992, MV Automatics and MVA Racing have been running as a functioning business currently employing 4 permanent staff.

On completion of his apprenticeship in 1992, Michael worked as a workshop foreman for a further 4 years before deciding it was time to start up his own workshop.

MV Automatics was officially opened in December 1998 and currently has a long list of loyal clientele that continues to grow every day.

On the back of a successful business, it wasn't too long before MVA Racing was born, and now Michael is in the enviable position of being able to combine his business with his passion.

These two businesses have since developed, becoming one of the best automatic transmission outfits in Australia and allowing MVA Racing to continue with its unmatched reputation for preparing race cars for race days and getting the best out of customers' cars - from test and tune up days to national drag racing events.

MV Automatics was awarded the Small Business of The Year award in 2000 and has a strong standing in the hills community with contributions to various sporting clubs including: Angas Go-Kart Club, Flagstaff Hill Primary School Pedal Prix Team and Blackwood Kindergarten.

MV Automatics also takes on work experience trainees from surrounding schools and passes on valuable knowledge throughout their apprenticeships.

Crew:

Owner, Driver	Michael Vidau
Car chief 1	Michael Vidau
Car chief 2	Matthew Vidau
1st mechanic	Anthony Grivelle
2nd mechanic	Tony Pettet
Business Admin	Molly Vidau
Promotions	Heath Riggs
IT	Trent Turner

We asked Michael to assist us in bringing automatic transmissions to the Thai drag racing scene. Our customers cars were running consistently in the high 9's with over 1000hp available, they just couldn't hook up right. After we installed one of Michael's Powerglides, the car immediately dropped over half a second overnight. When Michael came over later and helped sort out the suspension and car setup, the car run all the way into the mid 8's. in a matter of weeks it was the fastest car in the country. He even helped sort out a customers car on the track; it dropped .04 sec on the night and hooked so hard on shifts it scared the driver.

In the years to follow, 8/10 of the top drag racers here are running automatics now...

from 0 before we started working with Michael.

Following his recommendations and his example, almost all the top drag racers are running forced induction bug V8's as well.

I can honestly say, Michael's guidance revolutionised the drag racing industry here.

Marc Steeb.



DRIVER PROFILE

Michael Vidau

Since early childhood when Michael first learned to ride his bicycle, he has always had a passion for speed. In his teenage years, Michael started knocking around with a group of older boys who lived down the street, all of whom drove fast street cars. When Michael finally got his license, he went straight out and bought himself a beaut 1970s HX Monaro which was soon hotted up and transformed into one of the quickest weekend strip cars around - running consistent 11 second quarter miles! Considering Michael was a 19 year old rookie driver racing on an apprentice's budget, that's not a bad effort! Graduating from a young boy's Malvern Star to the big boys' world of professional drag car racing, made it quite clear that Michael's stars had well and truly aligned.

Sadly Michael was forced to part ways with his sentimental Monaro in order to start his own business - MV Automatics. From there, the speed bug quickly took hold again, but this time Michael decided he needed something faster and more furious and so the first incarnation of the Holden Rodeo Ute was born. Since then, Michael has produced a steady succession of faster times with each new season.

Throughout the years of MV Automatics, Michael's sheer enthusiasm for the drag car racing scene has held him in high esteem to his peers and in drag racing circles both locally and overseas. He's forever tinkering on some form of 'speed demon', albeit his own or someone else's, and he always shows a keen interest in mentoring the next generation of drag racing enthusiasts.

In what little spare time he has outside of cars, Michael enjoys a solid family life which includes many sporting dad duties for 3 children, spending quality time on the river wakeboarding and relaxing with wife Molly.

Brief timeline of racing history:

1988

Started Automatic Mechanic apprenticeship

1991

Built Monaro and ran a personal best of 11.6@121mph

1992

Finished Automatic Mechanic apprenticeship

1997

Crewed for Ian Brown Racing G/Gas Commodore 9.26@150mph

1998

Opened MV Automatics

1999

Built Rodeo Ute

Competed in local events running a best of 9.51@146mph

Finalist for the small business awards

Best race car at street machine show and shine

Feature Car in Street Machine Magazine

Grand Champion at Extreme horsepower show

2000

Winner small business award

Article in dragster Australia Magazine after competing in the last ANDRA sanctioned event at Calder Park Raceway.

2005

Crewed for Stryder Racing, Marc Steeb in the Thai Drag Racing Series. After achieving the fastest Thai Drag Racing car for 2005

2006

Crewed for Stryder Racing, Marc Steeb in the Thai Drag Racing Series. Placing 2nd by just .003 of a second in Top Car.

2008

Started developing / building the new engine and chassis combination for Supercharged Outlaw Rodeo

2009

Bought and started a Toyota Supra with goal to break national GT production land speed record.

Team achievements in Supercharged Outlaw 2009-2010 Series

*Runner up Charles Dennis Memorial. March 2009

*Top qualifier Charles Dennis Memorial. March 2009 1/8 mile

*Track record holder at Steel City Raceway for Super charged outlaw sedan.

*Qualified 5th out of 27 at the 1/8 mile Door Slammer meet at Mildura, racing all the way to the semi finals.



THE UTE

Why a 1996 Holden Rodeo ute you may ask? MVA Racing choose to run a ute because of Michael's love for the American Mini Truck Scene. He thought with it's short wheelbase, less weight and point of difference in the predicable sedan field - the Holden Ute would be a great choice.

Body

1996 Holden Rodeo

Colour

Custom Orange supplied
by Spies Hecker

Engine

1300hp Approx
372ci Small Block Chev
Blower: 14/71 Littlefield
Fuel System: Mechanical Fuel Injection

Transmission

Custom Built 2 speed Powerglide
4500rpm Stall Converter

Differential

Aluminium Strange 9" configuration

Wheels

Front: 4x15" Hoosier front runners
Rears: 12x15" Hoosier Slicks



Mike from MV Automatics has been an integral part of my success in radial tyre drag racing in Australia.

Having on back to back S/RWD national championships and resetting both ends of the national record 6 times in 2 years, I needed a strong reliable transmission.

With being on of very few to be drag racing an electronically controlled Toyota transmission, very few people were willing to take on the challenge of building a transmission to meet my needs.

Mike was more willing to take on the task and excelled, each time the car went faster and had more power Mike worked with me to continually upgrade and make custom components to pioneer us to being the fastest and quickest A340 transmission car in the world back in 2005 and one of the quickest radial tyred cars in Australia.

Mike at MVA come on board again to build me a GM powerglide when my class and needs changed again, which has helped drop another whole second of my ET and gain 13mph with no other changes.

Mike at MVA is also more than happy to give ongoing advice on other aspects of racing to help achieve results and has excellent custom relationships.

I have never hesitated to recommend his services to other racers and his reputation in the Toyota world is now that good there are people utilising his services from many interstate and overseas countries.

I am very proud to have Mike and the team at MVA on board, and proudly display his logo on my race car and team shirts.

Shane Crichton...

S/RWD National champion 2006/07/08/09
National record holder for both ET & MPH

SUPERCHARGED OUTLAW SERIES

Supercharged Outlaws initially started as an Exhibition Bracket at the Winternationals at Willowbank Raceway in Queensland with qualifying on the Thursday and racing on the Friday night.

This later became an ANDRA Championship Bracket in 2006; consisting of Sedans, Altereds, Dragsters and Funnycars - all competing within an Elapsed Time between 7.99 and 6.50. Being limited to a 32 car field makes for some big, loud, fast action!

As the class grew in popularity, it became a 'feature class' used to draw large crowds to regional tracks due to it's exciting style of racing.

Currently there are no other Major Sponsors in this class apart from team-owned sponsored sedans. This is why if you sponsor the MVA Racing ute your brand will be in the unique position of 'owning the race' as you'll be the only Major Sponsor seen on the only ute in the class which will ultimately maximise your brand's exposure and recall.

After 3 years of building a drag car with trial and error with numerous businesses in the drag racing/ motorsport industry, I can't speak highly enough of Michael Vidau and the MVRacing team.

Michael has helped me out immensely in setting up of the chassis of the car as well as building and servicing my Powerglide when required plus having a strong network of industry colleagues at his fingertips as well is a huge bonus.

Michael is very approachable both at the track or at his workshop.

He also goes above and beyond when he can for fellow racers as witnessed at track!

The only place to go for service and advice!

Greg Coombs

2JZ Toyota Soarer 8.6 @ 160mph



FUTURE GOALS

Our primary goal for the 2013 season will be to race the entire Supercharged Outlaw schedule competing for wins and ultimately a championship. The series runs races from Whyalla to Willowbank, Australia wide.

The 2013 schedule will consist of 5 rounds as follows:

- Nov 6 Adelaide Doorslammer meeting
- Dec 3 Sydney Test and tune
- Feb 3 Portland Doorslammer meeting
- March 24 Sydney Pro series (National round)
- May 4 Sydney Nitro champs (national round)
- June 8 Brisbane Winter nationals

Should you decide to come on board and become our Major Sponsor, you'll enable us to continue developing and improve the technology that drives MVA Racing to win.

While the Rodeo is always being developed to go faster, we are currently in the process of building of a Toyota Supra Land Speed car with which we intend on breaking the Australian Production Car Land Speed Record at Lake Eyre in February 2013. On top of this, one of Michael's boys is aiming to win his first Dirt Track Go-Kart season, and then step up to a Formula Ford which will be starting development after the Land Speed Record.

While this is happening MV Automatics and MVA Racing will be continuing to service our clients' vehicles as well as further developing the business.

If you wish to discuss sponsorship for any of our future projects, please let us know.

We would be glad to talk to you and work out a package.