

MACAU GRAND PRIX 2007



CORPORATE MAGAZINE & CATALOGUE

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IGT Asia is truly proud of our developments and localized product library that we have been able to achieve for this year 2007 in Asia Pacific. We welcome you to spend some time on our local showroom to familiarize yourselves with our extensive product mix. This serves as a testament of our commitment to the Asian market.

This year's highlights will include our first true multi-player product, M-P Series™, which will be launched with Roulette Revolution™ and Golden Baccarat™. We will also be expanding our Multi-level Progressives offering with new themed banks such as Emperor's Choice™, Money Chimes© and our first S2000™ MLP Super Lucky Red Wins™.

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sport & incentive agency**

Macau Grand Prix 2007

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SKSupport Ltd. is Macau's first sport & incentive agency. Committed to the notion that quality matters, whether it be sports management, sports consulting, sports marketing, team management or high quality team wear and racing products – SKSupport aims to serve you the best.

SKSupport is specialized in sponsorship management. Many of the world's leading companies spend a lot of money in sponsorship without measurable benefits.

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SKSupport manages several teams and riders in motorcycle racing all over the world with incredible success. Three of these teams you can watch at this year's 54th Macau Grand Prix. Have a look inside our pit and experience the thrill of the most spectacular racing action in the world. Enjoy our hospitality and let's talk about your company plans being involved in this unique event here in Macau with extraordinary exposure all over the world.



Interview with Stefan Kuehn of SKSupport Ltd.

by Phil Wain (*Real Road Racing Community*)

Phil: "Stefan, tell us a little bit about SKSupport, your history to date and what services you provide?"

Stefan: "SKSupport was formed after I failed to stay on a Supermotard race bike when I raced myself. So I decided leave that to professional riders. I worked as a mechanic for several racing teams in Europe which includes Bimota Spa. and Steinhausen Racing where I met Benny Jerzenbeck. In 2001, I worked as his private mechanic in the FIM Superstock European Championship and we started running our own team. I also ran another junior team in the German Superstock Championship with Australian, Jason Boyle and German, Patrick Janz at the same time. My life was quite hectic at this time.

I fell in love with Real Road Racing when I went to Macau for the GP in 2001. I decided to build up a team only in Road Racing. Besides that, I worked for the Bender Racing Team in 2002 and took over in 2003.

Good race results in Scarborough, at the North West (2002) and the TT (2003) with Benny who helped me to build up some reputation. Chris Palmer rode one of my bikes in the Macau GP 2003. Afterwards we decided to work together in 2004. We had a good NW and an incredible TT with wins in the 125cc and 250cc for Chris. I met Klaus Klaffenboeck at the same time (after a couple of years not seeing each other), he asked me if I would like to run his team in the Road Racing scene, especially the TT. So I contacted Gus Scott and Callum Ramsay. With a second place in the Supersport on the incredible fast Klaffi Honda at the NW200 with Callum, Gus took the bike around the Snaefall Mountain and said he really enjoyed working with me. At the same time I also recommended Martin Finnegan and Cameron Donald to Klaus. I then put a strong team together for the Macau GP in 2005 with Martin, Cameron and Callum. But it did not work out with Klaus in 2006, in terms of different opinions on running a racing team. The main reason why I stop being involved in racing at this time was because of the lost of Gus Scott, the nicest person I ever met in racing.

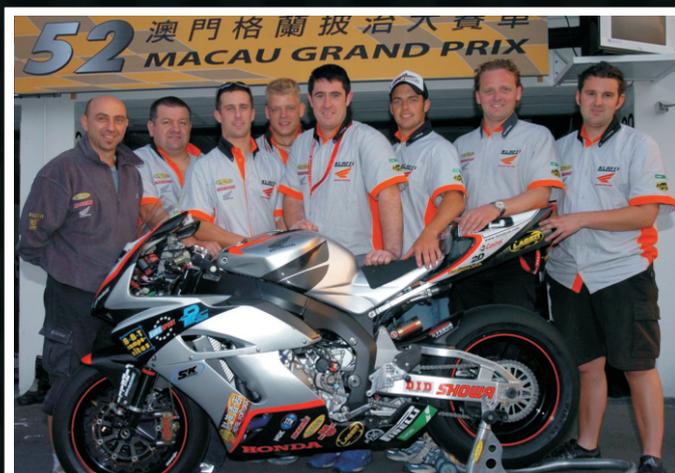
Besides all that racing I studied Business Administration and Sports Management and decided to go to Macau in January 2006 to write my master thesis. I met a lot of people there and looked for several business opportunities. I based my company SKSupport Ltd. in Macau and managed a Chinese Racing Team in that same year.

Since then I focused my business in supporting several riders and teams for the big three events at the NW200, TT and Macau GP where I placed my sponsors and guided some riders and teams.

SKSupport Ltd. is Macau's first sport & incentive agency and provides riders and teams around the world with consultancy, team management, sponsorships and public relation management. Corporate Incentives are an attractive tool to gain sponsorship and therefore we only focus on the local market. We also specialized our business on producing team wear and race equipments such as tyre warmers in high quality for an affordable price.

Phil: "You always play a significant role at the Macau Grand Prix. What are your plans for this year's event?"

Stefan: "The Macau Grand Prix is my home race as we are based here since 2 years. Even in Macau it is very difficult to find sponsorship. But in the last two years we did a great job and established our brand in Macau. For this year we put together a strong line up. Cameron Donald on the Bolliger Kawasaki, Stephen Thompson in the IGT Racing Team – a global slot machine manufacturer - and Martin Finnegan on the MV Agusta as a supported team – that promises a big impression for the 2007 Macau GP. We want to show that SKSupport is the first choice in sports management, marketing and sponsorship for this event, especially for the European and American teams who come to Macau every single year. We are able to provide top pit setup, public relation services, promotion materials and team wear for this event. As a local company, it is easier to find sponsorship and to provide teams with our brand. We also offer incentive action for the Macau GP by putting together several travel and hotel packages to Macau. We expect more than 30 guests from Europe at this year's event from SKSupport. So hopefully we will be elected to promote more teams in 2008."



Phil: "You brought the Kawasaki Bolliger team to the TT for the first time this year with Michael Weynand and Gary Carswell. How did that work out from your perspective?"

Stefan: "I knew with such an experienced team as Kawasaki Bolliger, with their 30 years experience in professional racing – I expected a lot. I felt confident as I knew that Hanspeter Bolliger himself challenged the mountain course three times. With my personal friend and rider Michael Weynand and Gary Carswell, we should have had a perfect setup for the Centenary TT. Gary's experience and Michael's speed should have given a good impression with a new team at the Isle of Man. And so we had. Unfortunately Michael crashed in the practice week with unbelievable lap times at his second TT experience. Gary did a good job and placed the Bolliger bike always in the Top 15 position. So I was happy enough."

Phil: "You must have learnt a lot for the future?"

Stefan: "Yes, indeed I did. You never stop learning and when you think of my age, I am still the youngest in the paddock where ever I go. I always learned and still learn from the best teams (of Jack Valentine, Nick Morgan, Ian Lougher, Alistair's AIM), listen to all riders carefully, observe other team's experiences and try to give the best to my own teams. Especially at the TT, the pressure is very high on riders, so I keep the teams small and treat them as family. Treat them right and fill them up with full confidence. With my personal mechanic crew and friends, Grant Bunting, Daren Stafford, Peter Bleackley and the mechanics from the other teams – always makes a perfect combination. A good communication with the organizers is very important as well."

Phil: "What did the Bolliger team themselves think of the TT?"

Stefan: "The first thing Hanspeter mentioned was that it changed a lot and he felt like taking part at a real professional event. The team was very happy and there was not even a second of any trouble in the team which was unbelievable for 2 weeks, living in a truck and tent. We all really enjoyed and had a great time. Hanspeter has a really great sense of humor and an amazing personality. He experienced a lot in racing and therefore it was not a big surprise how he handled Michael's crash. We are really happy and grateful that he is still with us. We all love Real Road Racing and like working together so, we plan to do it for another year."

Phil: "You have been involved in the TT previously, and therefore must have noticed many changes over the past couple of years up till the past?"

Stefan: "I am glad you ask. When I first came to the TT in 2003, it felt like a club race and that was new for us. There were a couple of teams with professional background such as V&M and TAS, Honda or Paul Bird's team. It kept changing year by year plus it felt like it was losing its flavor and exposure. In actual fact nobody commented anything nice about the TT, especially in Germany.

Even though many people might disagree with what I am about to say - the TT had to change and to put more effort especially in the Centenary TT. They had to bring the big teams there, to gain positive exposure and to keep the event alive. Which you guys did a pretty good job. Because you can't run such an important event successfully in a long run with riders from all over the world, who don't even compete in the highest national championship. Only the big teams with their factory support are able to gain exposure and sponsorship to run such an event. Riders changed and still have to change in the future. Of course you cannot be successful with a weak rider and team. Therefore full support should be focused on the teams, because racing is an expensive sport and many riders complain about not getting better bikes. Then these teams are able to afford better bikes, equipments and mechanics. Because it is so much more difficult to gain sponsorship these days just look at the MotoGP or World Superbike. The way the TT organizers are going, they are heading the right direction. But of course we should not forget the individual riders as long as they are fast enough and work professional. I also like to see the safety improvements for riders and spectators around the circuit. Of course road racing is extremely dangerous and you can't make a short circuit out of it, which you should not do. Nobody is pressured to race there. I actually can't believe how these guys go down Bray Hill and other sections.

Also the publicity has improved a lot. I read an article in Europe's biggest motorcycle magazine and was the first positive one. But one more thing needs to change. Like why are some people in the technical control, the race office and organization older than the TT itself? They might know how to run such an event 10 or 20 years ago, but if they want to be put on the map, they would have to source out greater improvements for better quality, like bringing in fresh blood, the younger generation, of course fully qualified and experienced from the professional race series. Together they will make this event even more successful, and then you will be on the right track."



Interview



Phil: "What are your plans so far as the road races go next year?"

Stefan: "As you know when you start a new business, in a new area so far away from Europe, it is quite difficult to put everything together at this stage of time. I will focus my time on all three big events, but mainly on the TT and the Macau GP. I want to bring these two races closer together, but later more on that. I keep talking to 5 different teams and will try to bring at least 3 of them to the TT 2008. We still have to wait for their provisional race calendar to finalize everything. I would like to focus on two big teams and guide another smaller team over there to give them their first TT experience. Hopefully we can finalize the plans with our new sponsors, but this is very complicated as some how they all are connected with each other. So I need to wait until the end of the year to announce more details."

Phil: "Will you contemplate taking in any other Real Road Races next year?"

Stefan: "I will support several riders at the NW 200, but time is the main factor and it clashes with other events. I will come to the TT with a big setup and will focus to guide more teams at the 55th Macau Grand Prix. Let's wait and see. But I will continue bringing fast and well known newcomers in these two race events. It is a great sport with thrilling action and I love it too much to stop."

Phil: "You were last at the TT in 2005 working with the late Gus Scott. That must have been a difficult situation to deal with. How hard was that at the time, and why have you returned to manage teams at the TT?"

Stefan: "The TT in 2005 will always be in my mind. It was a great time and I got to know one of the most unique people. Gus was funny and a pleasure to work with. He was really professional and took the TT very serious. The support of Peter, Grant and Darren was essential. I can still remember when Gus knelt down in front of the bike on the starting grid for the Supersport race, kissed the body work and said he loves my bike. Another great moment was when he hugged me on the Senior race day, called me his brother and said that he had the best time in racing ever with us.

I had a very strange feeling when he did not return for the pit stop but the worst was when I found out that he was not returning at all. I saw something like this in 2003 with David Jefferies and could not understand how the TAS team and family handled the situation. My friends Peter, Grant and Darren helped me a lot to understand and handle it. That time I promised myself to stop being involved in racing. The Valentine's (Doris & Jack) helped me also and they said Gus did not want me to stop racing. But for sure it was the hardest time ever and now I take extra care of my riders and try to give them a relaxed and enjoyable time at these events, with the most confidence and family atmosphere.

When Hanspeter Bolliger called me up and asked if I would be interested in guiding his team over to the Centenary TT, I felt honored and thought about Gus, whose picture is still hanging in my office. I thought there must be a reason and it was a reasonable opportunity to return to the Island. I placed my friend and former team mate of Gus; Michael Weynand on the Bolliger Kawasaki. When he crashed and a race marshal came and took me to the office, I had tears in my eyes again and expected everything. After that accident Michael decided to retire from the TT, never the less it was a great time and the right thing to do, especially when Grant and Darren backed the team up."

Phil: "One final question Stefan; what are your long term goals in the sport and can you take a team to victory at the TT?"

Stefan: "SKSupport's goal is to be the No. 1 in Macau, for the Macau Grand Prix and one of the top team supporters for the TT. Of course I am confident that we can guide a team to victory at the TT in the future. We mainly focus on establishing our business and wish to work with all big teams and riders in the road racing scene, to support and promote them as it is our strength, in marketing and PR aspect. Wait and see."



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Asia



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IGT

IGT Racing Team

The four times challenger of the legendary Macau Grand Prix, Stephen Thompson from Northern Ireland returns with a new team and main sponsor. IGT, a world leading company specialized in design, development, manufacturing, distribution of computerized gaming & lottery equipment, software and systems, signed a new sponsorship agreement with the team, promoted by SKSupport.

Stephen will once again prove his records in the 2007 Macau Grand Prix after he finished 5th in 2005, but failed to finish last year's caused by mechanical problems. With a familiar team structure and the backup of the sponsor IGT, he will be more than confident to give a remarkable impression. His 1000cc Suzuki Superbike is home built compared to the other SKSupport - teams and bikes. Consequently he will be most watched as a potential Top Six finisher and privateer.

IGT and the Macau Grand Prix brings together the excellence of thrilling motorsport and world class gaming action. IGT gaming products are present in all major casinos throughout Macau besides 700'000 terminals and systems communicating with 250'000 machines worldwide.



Profile Stephen Thompson

Thompson, who will be travelling to Macau for the fifth time, is very excited to be working with the team again. "I rode for Stefan at the event last year, and he's been helping me out through the season at the Irish road races. They're a professional team with a great setup, and I can't wait to make up for a breakdown last year."

"Last year's mechanical failure was a disappointment, but hopefully this year on the Suzuki I've been campaigning at the Irish road races I can better my best ever Macau finish of fifth in 2005."

name: Stephen Thompson

date of birth: 8th October 1980

residency: Rhencullen (IRL)



Stephen, who has had a successful season in Ireland and the UK, has extensive knowledge of the Macau track now, and enjoys the chance to race something a 'little different' from the tracks at home. "Macau is unlike anything else – the walls and Armco create a sensation that's very different from any of the races in Ireland. Hopefully this year I won't get too close to them – in 2005 I came in after the race with paint on my leathers from coming too close to one wall!"

Watch out for the beautiful



Asia bike

and visit our pit with all the other teams promoted by SKSupport.

"Ok, the first corner on a flying lap of Macau is the left kink just after the pits that doesn't have a name, but it's a fast fourth gear turn. On the exit, you knock the bike up to sixth and blast down towards the very fast Mandarin corner. On the left there's a warning light Iain Duffus pointed out to me on my first year, and at it I knock the bike down to fourth again and tip in. When you're half way round, it's back on the power and up to sixth gear again – the whole thing is taken at 140mph!

The run down to Lisboa is very fast – the bike is running the same gearing as the Ulster Grand Prix, so you're good for 180-190mph, and back in 2004 Stuart Easton's Ducati was doing 192mph! Once you see the three, two, one markers at Lisboa it's on the brakes right down into first or second, depending on the bike you're on. Then, hard out of the corner and short shift up to second for the right at the bottom of the hill. Round it and up onto San Francisco Hill, shooting up through the gears to fourth gear, before going back two for the right. After this it's up to third for the whole way through the Solitude Esses. Each rider has his own line through here, and I don't think I could even show a newcomer mine, as it changes every lap!

The exit of the Esses, the right before you drop down the hill, is one to watch, as it's really easy to hit the wall with your shoulder here – back in 2004 I hit it really hard and knocked the wind out of myself during the race. When I got back into the pits my whole shoulder was yellow!

You go down the hill then, and drop to second for the right hand corner. After this there's a little straight and then a left, where I crashed during practice in 2003 and hurt my shoulder and had to sit out the race. It's a first gear corner, and then you jump up to second before dropping back to first for the really slow Melco hairpin. You shortshift again up to fourth on the exit, before dropping back to second for the two kinks here. You can shortshift again through them, as the bikes are so quick they'll just drag you through them.

Brake hard for Fisherman's then, dropping two gears to second, exit, back on the power, up to third and fourth, then drop back down again for the R Curve. Again, back to second and power out down the pit straight, or keep in second and out to the left if you're pitting. That's a 190mph lap of the Guia circuit!"



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Asia

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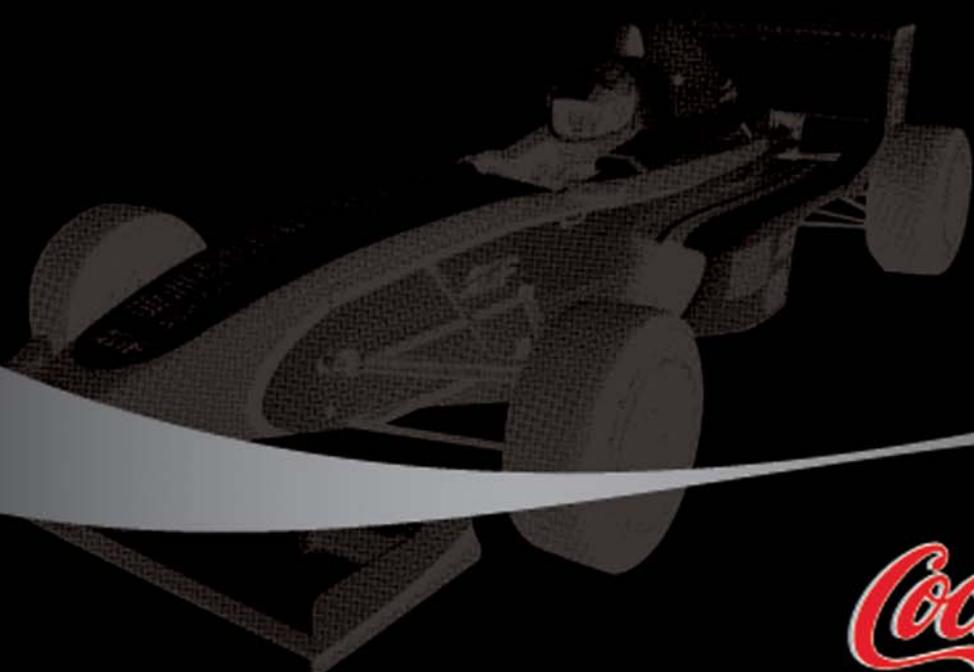
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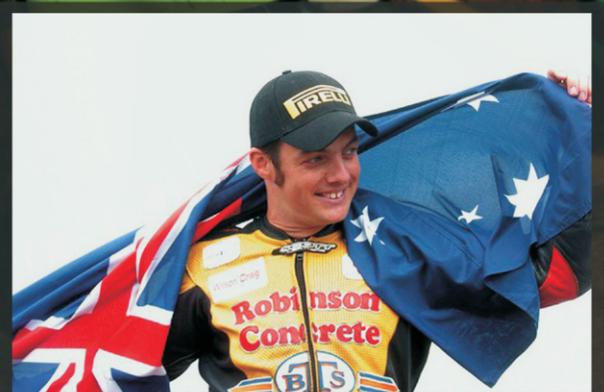
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Kawasaki Bolliger SKSupport

Kawasaki Bolliger is a team that has been involved in motorcycle racing and more particular endurance racing for more than 30 years. In 2005 the Kawasaki Bolliger Team became Vice World Champion of the FIM Endurance and they now are seeking for more. In 2007 team owner Hanspeter Bolliger contracted SKSupport to step into the world of Real Road Racing – to challenge the world famous TT at the Isle of Man and finally to return to Macau to highlight the season 2007.

By contracting Cameron Donald for this race, Team Bolliger gained the best chance ever to finish the race on the podium. Cameron is the new shining star of Real Road racing since he first entered in 2006. With fabulous victories in all big Road Racing meetings and a 2nd in the Senior TT – he is one of the men to beat. After winning the Supersport Macau Grand Prix in 2001 & 2003 he now is hungry for another podium in Macau with SKSupport.



Profile Cameron Donald

As the end of the racing season quickly approaches we are left with just one event on the calendar the Macau Grand Prix. This would have to be one of the most unique motorcycle races in the world held on the demanding city street circuit.

name: Cameron Donald
date of birth: 28th September 1977
residency: Victoria (AUS)



2007

Irish Rodracing Championship
Cookstown 100 Champion
Tandragee 100 Champion
Kirkistown 100 Champion



2006

Road Racer of the Year Award
2nd Senior TT Isle of Man
Southern 100 Champion
Tandragee 100 Champion



"In 2001 I competed at Macau for the first time recording a debut win in the 600cc Supersport class and from that first race I have always looked forward to the Macau Grand Prix and the carnival atmosphere of the city for the week long motor sport event. While at this year's Isle Of Man TT races Stefan approached myself about making my Superbike debut at Macau with the Bolliger Kawasaki team and after several successful years competing in the Supersport class I jumped at the chance to compete with such a professional team as Bolliger on the Kawasaki Superbike."

"Macau is also a great chance to see riders and teams that travel to the event from all over the world and also see many friends that I knew and worked with while competing in the Asian Supersport championship in 2003/2004."

"I am counting down the days till I get back out on the circuit for the first practice session on Thursday the 15th and will be working towards another Macau success!"

**Cheers
Cam#86**



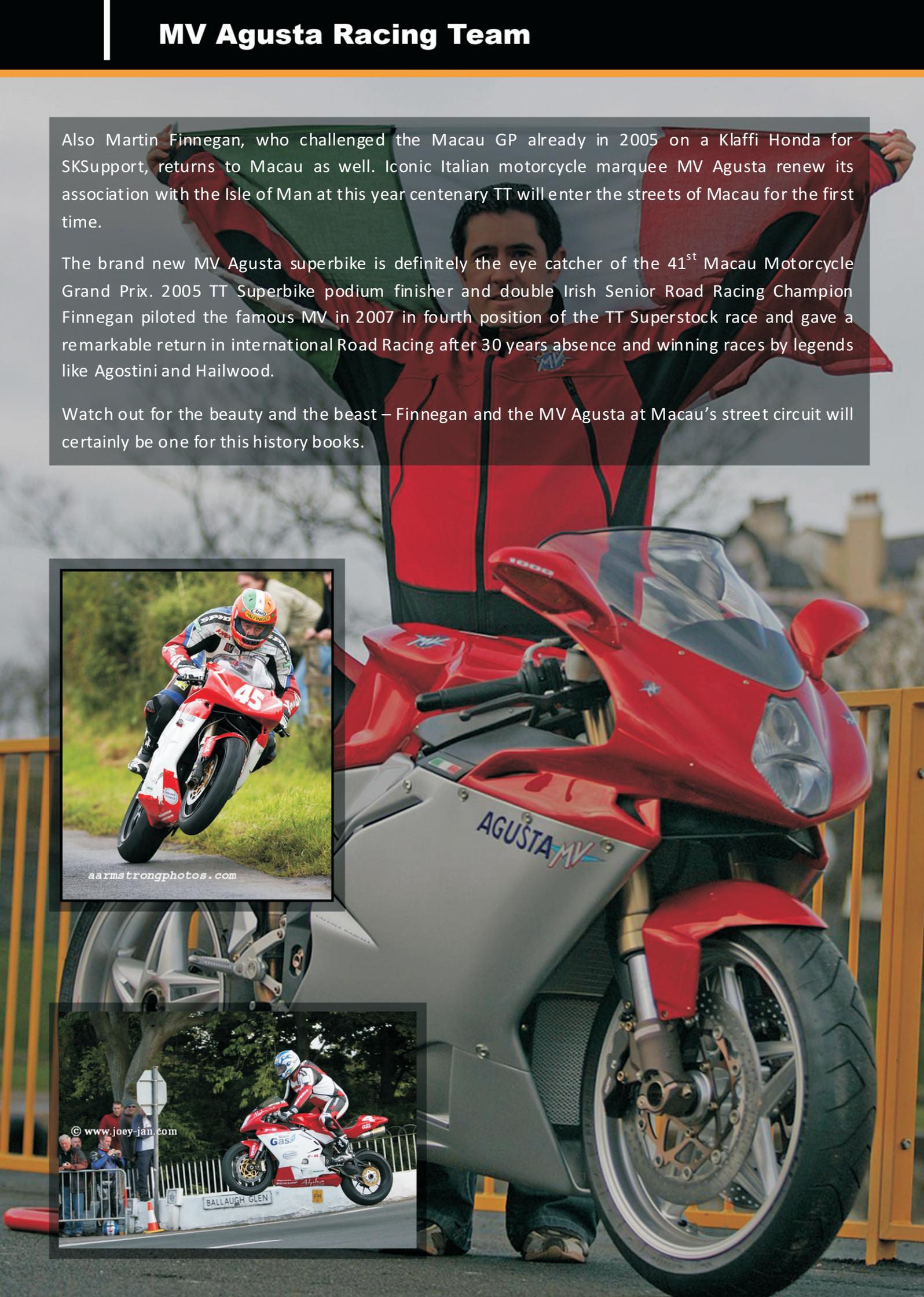
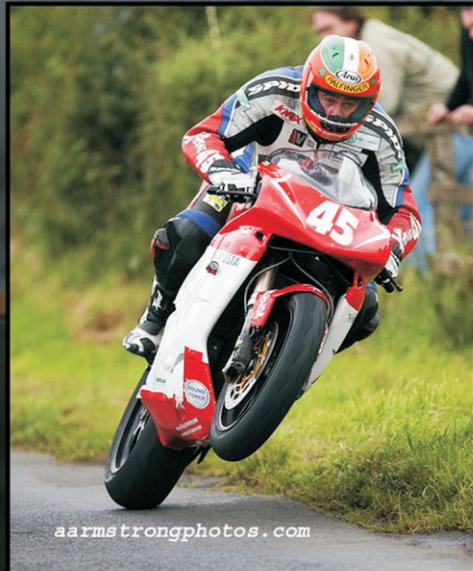


MV Agusta Racing Team

Also Martin Finnegan, who challenged the Macau GP already in 2005 on a Klaffi Honda for SKSupport, returns to Macau as well. Iconic Italian motorcycle marquee MV Agusta renew its association with the Isle of Man at this year centenary TT will enter the streets of Macau for the first time.

The brand new MV Agusta superbike is definitely the eye catcher of the 41st Macau Motorcycle Grand Prix. 2005 TT Superbike podium finisher and double Irish Senior Road Racing Champion Finnegan piloted the famous MV in 2007 in fourth position of the TT Superstock race and gave a remarkable return in international Road Racing after 30 years absence and winning races by legends like Agostini and Hailwood.

Watch out for the beauty and the beast – Finnegan and the MV Agusta at Macau's street circuit will certainly be one for this history books.



Profile Martin Finnegan

Like the Isle of Man we are coming with a new bike to a new location although all of us have been before, myself with Ron Haslam, Joey Dunlop, and Wayne Gardner with the Rothmans Honda's in the 80's, also with the JPS Norton for Robert Dunlop and Trevor Nation in the 90's Martin likewise has ridden the Guia for the past 3 years, but it will be a steep learning experience. Martin has ridden the MV Superbike for the 1st and only time at Mugello on the 16th October. Rest assured the team members from MV Agusta, Cesare Fani project engineer and Matsumoto Kazuhico, the Japanese mechanic who has been with Cagiva Spa the parent company of MV Agusta since he worked with Andrea Goggi (now the director of R & D at Varese) on the GP Cagiva's of Eddie Lawson and John Kochinsky. Then like myself English émigré to Ireland, Gary Arnold and our not so tame Swede Leo Larson who both have worked at the highest level in World Superbike. We must just try our best once more.

name: Martin Finnegan
date of birth: 8th October 1980
residency: Rhencullen (IRL)



2007

International Real Road Racing
4th Superstock TT Isle of Man
4th Superbike TT Isle of Man

TT Highlights

2000 Manx Grand Prix Winner
2005 3rd Superbike TT Isle of Man
4th Senior TT Isle of Man
2006 4th Superbike TT Isle of Man

The motorbike we are going to see in the streets of Macau could be the mother of a full return of MV Agusta factory motorbikes to WSBK?

"I would like to think so but sadly I doubt it. To mount a support operation for a world superbike team from a manufacturer is a big undertaking for even the largest company. The potential for development is not exclusive to racing and MV Augusta is still relatively speaking a small company. Finance also is a big problem to run a big Superbike team costs a great deal of money and sponsors are hard to find even Foggy with his contacts has had to give best and admit defeat. That is really where our small road racing team fits into the niche so well. We do not have a huge budget, we are racing on the roads that the MV Agusta's are built for and ride so well on. We can work with the factory, the road tester Fabrizio Latini who rides 17000 km a year plus over 2000 laps on circuits can relate precisely to what we are doing. We are not racing every weekend in fact our program this year has been the North West 200. The Ulster Grand Prix (This circuit has the fastest lap record in the World 132 mph (212 kph), The Skerries all in Ireland, the Isle of Man TT of course and a couple of other road races. We obviously would like to race the Superbike at the TT next year but that requires sponsorship maybe someone in Macau can take that gamble, one thing the odds will be pretty good!"

In your opinion what is the base for success of Macau Motorcycle Grand Prix?

"I have come to the Guia many times and won it with my teams. It is well organized due to the hard work put in by the committee and all the volunteers'. Mike Trimby has done an excellent job promoting it, the people are very enthusiastic and knowledgeable and for the rider the circuit is a challenge. Commercially there is an enormous market for all types of Motorcycles in South East Asia from mopeds to the finest MV Agusta's and Macau is a great place to visit what better place to hold a motorcycle race meeting, it's like the Isle of Man without the bad weather (Hopefully)."





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Profile Joao Contente Fernandes

Every year, the heroes from the Tourist Trophy Isle of Man come to Macau to celebrate their season's final, one of the best racing events in the world – The Macau Grand Prix. In 2008 Macau will send their best international rider João Fernandes to the Isle of Man to challenge the world's most famous and spectacular motorcycle race and to promote Macau as the best tourist destination for sports and entertainment.

name: João Contente Fernandes

date of birth: 7th March 1977

residency: Macau



2007

*FIM World Endurance
LeMans 24h Winner Superproduction
Suzuka 8h Winner Superproduction*

2006

*250cc GP in Portugal
Macau Grand Prix (5th Supersport)
Japanese Superbike
(Motegi and Suzuka round)*



João about the Macau Grand Prix:

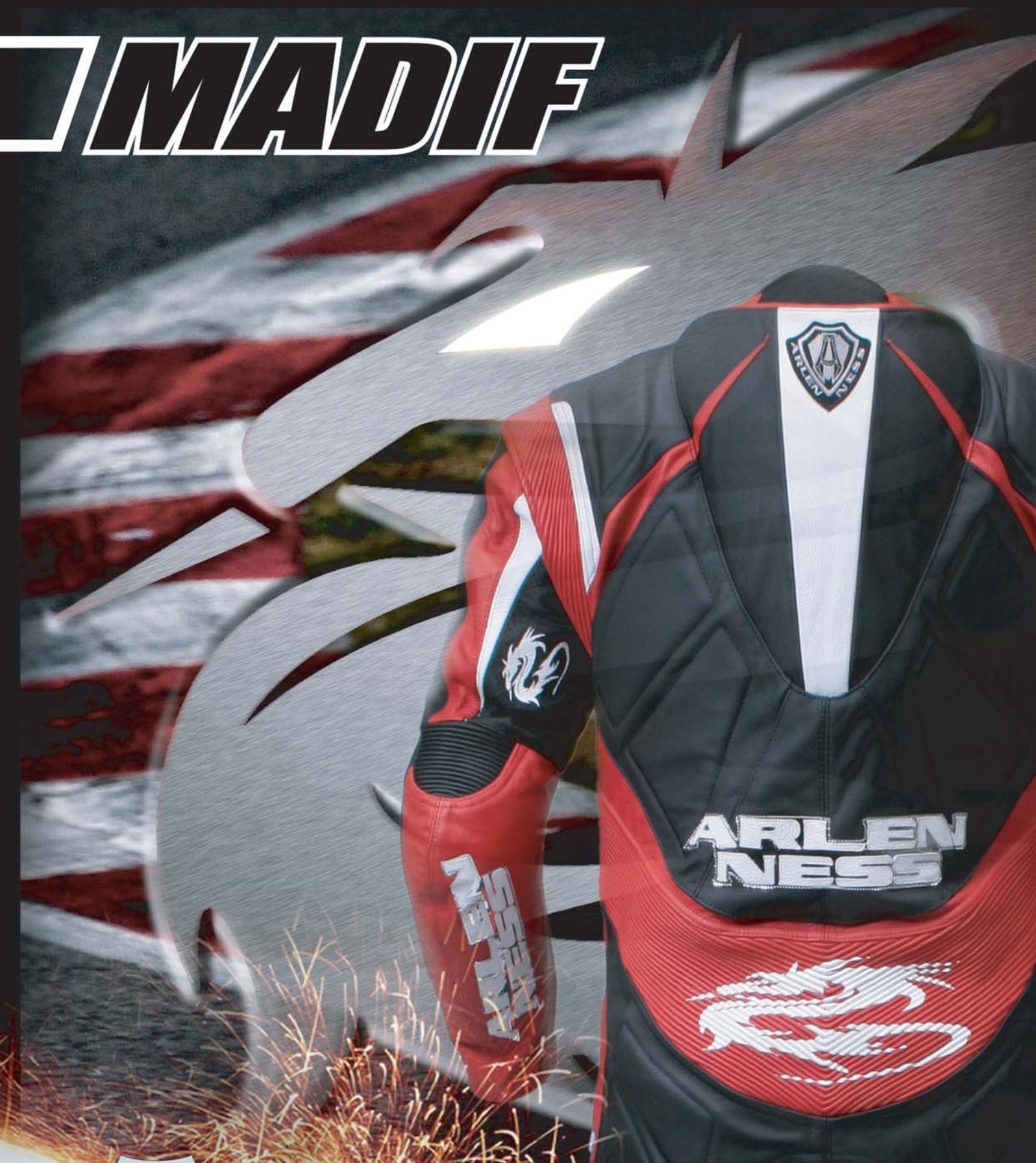
Macau Grand Prix is, by far, the most challenging race I have ever had. Although the circuit is the same every year, it is always different - different bumps, different painted lines, different weather, and different damage parts left by the racing cars. This race is even more challenging and more psychologically demanding than a 24h race. I finish the race completely exhausted, because the pressure is too high. We cannot fail any brake point, any corner opening is allowed, any mistake is permitted, or the payoff will be very dramatic for sure.

The podium is always a target, however, proper package is essential in order to achieve this goal or else only miracle can make it happen. The right bike with the right engine as well, as good tires are necessary. Meanwhile, having good support from the whole team brings good mood, and very important, never accept any external pressure. We need to be relaxed, and very confident to enter in this race.

Regarding the track, the most dangerous part is the Mandarin corner. In this corner we arrive on the sixth gear, almost top, and I enter in fifth, to open full almost in the beginning. Is extremely fast, and in this point any mistake could be fatal.

As for the rest of the track, my favorite would be the hospital hill and the straight before the "pescadores" corner; very fast also, but not so dangerous. I am looking forward for a good result this year, and any support is very much welcome.

MADIF



ARLEN NESS

www.MADIF.com

Sponsorship

More than 400'000 people from all over the world are entering the Macau metropolis during the Grand Prix time. The phenomenal world wide TV Coverage of this stunning event offers more than just an exposure to your company.

The Macau Grand Prix is the best incentive action for your company, gives you extraordinary exposure and makes a sponsorship measurable with SKSupport.



Spectator details:

detail	percentage
25-34 years of age	47 %
35-44 years of age	27 %
Female:	49 %
Male:	51 %
Monthly income:	
1000 – 2000 US\$:	30 %
2001 – 3000 US\$:	17 %

Macau Grand Prix TV Exposure 2006

2006 REGION	2006 COUNTRIES	2006 OUTLET	2006 MINUTES	2006 VIEWERS
Asia Pacific	27	86	15,968	2,671,020,230
Europe	16	39	4,484	853,657,296
Africa	3	4	908	85,228,950
Latin America	5	10	1,458	173,741,113
Middle-East	2	2	298	11,480,000
N. America	1	1	385	20,000,000
Satellite	7 Regions	18	3,535	896,564,766
Worldwide	1	1	4	165,388,798
TOTALS	54 (7 Regions)	161	27,040	4,877,081,153

Number of races : 8 (Motorcycle GP / WTCC / Formula 3 / 4 Car Races)

Number of competitors : 260 (25 countries / regions)

Number of Macau competitors : 111

Number of staff : 1,548 (1,391 local staffs, 157 from overseas)

Number of media : 920 from 240 organisations (26 countries / regions)

Number of website hits during 53rd MGP: 8,251,725

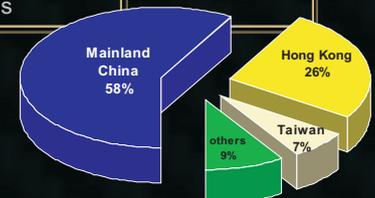
Number of Broadcast Organisations : 32

from Mainland China 227,739

from Hong Kong 113,840

from Taiwan 25,386

from other countries & regions 33,715



Is your company looking for the right sport sponsorship in 2008? Can your sponsorship objectives be reached with the best sporting action in Asia? We would be pleased to discuss our both ideas of a reasonable sponsorship program with the best **Return On Your Investment** and how we can measure the success of such an agreement.

Whichever team you reckon suits best or any rider you would like to represent your company, SKSupport tailor makes a special sponsorship program to satisfy your needs. Or does one of the following packages cover your requirement – so please give us a call or just pass our pit and talk to us directly.

Silver Sponsorship Package

With a sponsorship following Return on Investment is yours – a silver package connected to a particular rider & bike of your choice:

- 1.) A full page advertisement in our Event Brochure
- 2.) Your Company Logo print in Corporate Identity on the bike
(250mm x 80mm in lower body work position)
- 3.) Your Company Logo print in Corporate Identity on our team clothes
(120mm x 50mm on shirt sleeve)
- 4.) Your Company Logo print in Corporate Identity on our event merchandising shirt
(120mm x 50mm on shirt sleeve)
- 5.) Your Company Logo print in Corporate Identity on our rider's leather suit
(120mm x 50mm in chest position)
- 6.) Your Company Logo print in Corporate Identity on our pit partitions
(400mm x 130mm)
- 7.) Your Company Logo print in Corporate Identity on our event poster and autograph picture *(50mm x 18mm on poster)*
- 8.) Your Company Logo and linkage to your company website on www.skssupport.de
- 9.) Paddock Access and Hospitality for 3 people on Practice and Race Day
- 10.) 10 Team Shirts with signature of your rider

Package Price – 50'000 HK\$ only

This package is limited for 2 sponsors per team only and branch exclusivity is guaranteed



Golden Sponsorship Package

With a sponsorship following Return on Investment is yours – a silver package connected to a particular rider & bike of your choice:

- 1.) A half page advertisement in Macau Grand Prix Champions Magazine
- 2.) A full page advertisement in our Event Brochure
- 3.) Your Company Logo print in Corporate Identity on the bike
(250mm x 80mm in lower body work position)
- 4.) Your Company Logo print in Corporate Identity on our team clothes
(120mm x 50mm on shirt sleeve)
- 5.) Your Company Logo print in Corporate Identity on our event merchandising shirt
(120mm x 50mm on shirt sleeve)
- 6.) Your Company Logo print in Corporate Identity on our rider's leather suit
(120mm x 50mm in chest position)
- 7.) Your Company Logo print in Corporate Identity on our pit partitions
(400mm x 130mm)
- 8.) Your Company Logo print in Corporate Identity on our event poster and autograph picture *(50mm x 18mm on poster)*
- 9.) Your Company Logo and linkage to your company website on www.skssupport.de
- 10.) 10 Grand Stand Tickets for the Motorcycle Race and Saturday Race Program
- 11.) 10 Team Shirts of each team promoted by SKSupport with rider's signature
- 12.) Paddock Access and Hospitality for 3 people on Practice and Race Day
- 13.) Access to Saturday Night's Macau Grand Prix Gala Dinner with Entertainment Program for 3 people

Package Price – 100'000 HK\$ only

This package is limited for 1 sponsor per team only and branch exclusivity is guaranteed



Premium CI Sponsorship Package with Corporate Incentive Event

- 1.) Team Naming Right
- 2.) Your Company CI and CD on your race bike
- 3.) Your Company Logo or advertisement on your bike
(400mm x 150mm in center position of the body work)
- 4.) A half page advertisement in Macau Grand Prix Champions Magazine
- 5.) A full page cover advertisement on our Event Brochure and with company profile and article inside
- 6.) Your Company CI and CD on your team wear with Company Logo print on the back
(250mm x 80mm in lower body work position)
- 7.) Your Company CI and CD on our event merchandising shirt with Company Logo print on the back *(300mm x 150mm back print and 120mm x 50mm chest print)*
- 8.) Your Company Logo print in Corporate Identity on your rider's leather suit
(120mm x 50mm in chest position)
- 9.) Your Company CI and CD on our pit partitions with logo print
(900mm x 400mm in center position)
- 10.) Your Company Logo print in Corporate Identity on your event poster and autograph picture *(50mm x 18mm on poster)*
- 11.) Your Grid Girls in your CI and CD on the starting Grid and in the Paddock
- 12.) Product Placement in our pit and give away promotion on Friday, Saturday and Sunday in the Grand Prix Paddock
- 13.) A special website with your Company CI and CD with company story and monthly newsletter
- 14.) Your Company Logo and linkage to your company website on www.skssupport.de
- 15.) 15 Macau Grand Prix Tickets for Friday Qualifying, and Saturday Races with food & beverages at the Grand Stand for your guests
- 16.) 25 Team Shirts with your Company CI and CD for your team and guests
- 17.) Paddock Access and Hospitality on Race Saturday with Pit Lane Access for 5 people
- 18.) Access to Saturday Night's Macau Grand Prix Gala Dinner with Entertainment Program for 5 people
- 19.) Corporate Incentive Event for 3 people to the Malaysian MotoGP in Sepang with paddock access, pit walk, event shirt, flight, 5star hotel and shuttle service from the Airport to hotel, racetrack and back

**Package Price combined with a silver sponsorship package of a partner team–
230'000 HK\$ only**



Team Wear



You give us your idea – your colors – your logos –
your sizes – your amount

We design it – you confirm – we produce – we send it

Polo Shirts (3 colors material, 6 colors print)

from € 9,- (90HK\$) onwards

T-Shirts (2 colors material, 6 color print)

from € 8,- (80HK\$) onwards



Team Wear



We provide Polo Shirts, T-Shirts, Caps, Windbreakers, Jackets.

We only use finest materials and high quality prints.

Iron free and wash resistant.

Just wash and wear



Polo Shirts	(up to 50 pieces)	€11,- p.p.	over 100 pieces	€9,- p.p.
T-Shirts	(up to 50 pieces)	€10,- p.p.	over 100 pieces	€8,- p.p.
Windbreaker	(up to 30 pieces)	€20,- p.p.	over 60 pieces	€17,- p.p.
Jackets	(up to 30 pieces)	€26,- p.p.	over 60 pieces	€23,- p.p.
Caps	(up to 50 pieces)	€5,- p.p.	over 100 pieces	€4,- p.p.
Base ball Caps	(up to 50 pieces)	€7,- p.p.	over 100 pieces	€5,50 p.p.



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