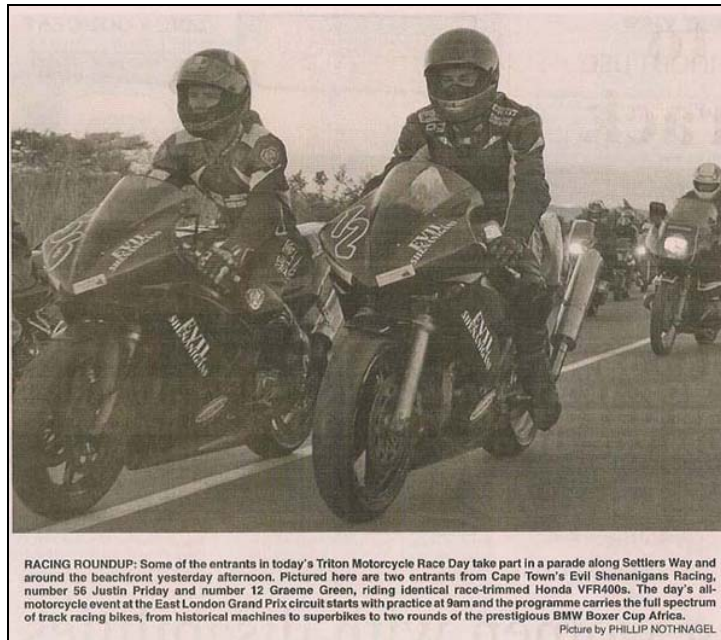




Dear Potential Sponsor

Team Evil Shenanigans Racing was formed in March 2005 to continue contesting Cape Town's Western Province Powersport championship. Our team quickly became well known for our professional level sponsor presentation, finely prepared motorcycles and unique strategies used to draw attention to these sponsors. Countless hours were spent producing two unique motorcycles clad almost completely in once off carbon fibre body kit which further drew great attention to the motorcycles. This resulted in levels of sponsor exposure far exceeding that typical of our level of racing with many appearances in local media, one such example as shown:



**RACING ROUNDUP:** Some of the entrants in today's Triton Motorcycle Race Day take part in a parade along Settlers Way and around the beachfront yesterday afternoon. Pictured here are two entrants from Cape Town's Evil Shenanigans Racing, number 56 Justin Friday and number 12 Graeme Green, riding identical race-trimmed Honda VFR400s. The day's all-motorcycle event at the East London Grand Prix circuit starts with practice at 9am and the programme carries the full spectrum of track racing bikes, from historical machines to superbikes to two rounds of the prestigious BMW Boxer Cup Africa.

Picture by PHILIP NOTHNAGEL

Shown article came about when the team travelled to East London for a race and managed to join a street parade reserved for street motorcycles. The identically trimmed unique motorcycles quickly drew great attention which resulted in this article and national exposure.

We are currently trying to take the team forward to contest the South African National Supersport motorcycle series. This will offer our sponsors greater country wide exposure with more opportunity for both press and television coverage. We will be contesting this championship aboard Yamaha's 2006 YZF-R6.

The team will be made up of motorcycles racers Graeme Green and Justin Priday.

Graeme started his racing career in 2001 as a late addition to the local 50cc championship aboard a Yamaha RZ50. Graeme quickly showed potential with a number of “rider of the day” awards. This early potential was spotted by a local bike builder and secured Graeme a ride on a race prepared Yamaha TZR50 for the 2002 season. Graeme quickly moved to the front of a very competitive pack aboard a now competitive race machine. After a close fought championship which included a number of race wins and lap records, Graeme secured the 2002 title in the final race of the season and was accordingly awarded his Western Province colours for motorcycle racing. During the 2002 season Graeme started racing a stock 125cc road machine in the Short Circuit Super Singles Championship and despite his late start to the season, still secured a 3<sup>rd</sup> in the championship.



Graeme aboard his Yamaha TZR50 race bike

Graeme returned to defend his 50cc crown in 2003 but after an excellent start to the season his attentions were diverted to the main circuit 400cc powersport challenge. Despite this Graeme still secured a 2<sup>nd</sup> position in his 50cc title defence year. It was however now clear where he wanted his racing career to progress. After a late start to the 2003 Powersport Season, Graeme returned to contest a full season in the 2004 Powersport Championship. With a new level of competition Graeme quickly rose to the challenge and started winning races towards the end of 2004 while in the process securing a 3<sup>rd</sup> in the newly declared Western Province Powersport Championship.



Graeme on his 400cc powersport machine

Having come to grips with the new challenge of main circuit racing, Graeme found far greater success in the 2005 Powersport season. In an extremely closely contested championship Graeme managed to maintain his lead while becoming progressively faster. In September of 2005 Graeme started doing previously unheard of times on Killarney, reaching into the low one minute 22 second time bracket. This continued to drop until Graeme became the first powersport rider to dip into the one minute 21 second bracket with a 1:21.928 lap, just 11% off the best lap time set by the defending National Superbike champion on his 1000cc machine. This on a fifteen year old 400cc machine. This set off a string of new lap records as Graeme brought the powersport record down to a 1:21.624 before securing the 2005 Powersport championship in the final race of the season.

Justin started riding motorcycles at the tender age of five on an Italjet 50cc off-road motorcycle although his love of motorcycles had been triggered much earlier. His racing career started when he was fifteen and he started competing in local kiddie cross races aboard a Yamaha YZ-80. Turning sixteen his attentions were turned to road motorcycles which saw him move to a 125cc road machine and then evolve to a 400cc bike similar to that which he still rides today.

Justin started racing on the main circuit when his motorcycle mentor turned his attentions to road circuit racing by inviting him to ride on the Killarney main circuit. This started a new passion with Justin managing to find himself a dedicated race bike on which to contest the local regional series. This led to many successful races with well earned finishing positions in class. Justin soon competed in a well known local eight hour 50cc endurance event on a Yamaha TZR 50. Having built a bike for the eight hour race Justin continued with the 50cc regional races the following year with further success and after some development some race wins in that class (see Addendum articles).

In 2003 Justin turned his attentions to race preparation by coming on board with the Autopage Cellular Yamaha Racing team. 2003 saw the emergence of the fuel injected Yamaha R6 and Justin's electronics and fuel injection experience were a much needed addition to the team of race preparation technicians as he joined the team to operate the data logging system and fuel injection adjustment system. This included using the logging system for general and chassis setup as well as fuel map adjustment. Justin also gained invaluable experience with an established team on not only bike preparation for national level racing but also presentation of both bikes and pits required for a team running at that level. He eventually took over a complete electronics role and was concerned with all things electrical and electronic on both the motorcycles and in the pit area. This included everything from lights for better pit presentation right down to race preparation of the motorcycle's electronics. This has led to Team Evil Shenanigans Racing having such a well presented team for 2005 as well as the motorcycles reaching a more competitive level within the class rules.

Although the great amount of travelling left little time for pursuing his own regional championships, Justin still made every effort to participate in as many races as possible. On one such occasion this meant driving through the night from Kyalami to arrive in time to suit up for a Qualifying practice in a regional 50cc event.

Justin Contributed to then thirteen time South African National Champion Russell Wood taking his fourteenth National Championship for Yamaha on what was then a YZF-R6 completely revised for 2003.

In 2004 the National Motorcycle Championship's rules were revised run on a less modified unrestricted displacement machine. This saw the team move to Yamaha's all new 2004 YZF-R1 for the new season. 2004 was a season of mixed fortunes but Justin had the privilege of working with Russell in his final year of racing before retirement.



2004 Autopage Cellular Yamaha Racing Team

It is through a recent turn of form, thanks to some tuition and work on other areas of racing that Justin has decided to join in the Team Evil Shenanigans Racing National Supersport effort.



Justin on his Team Evil Shenanigans Racing Powersport motorcycle

This makes up a very well balanced team. Graeme at a recent trip to the Aldo Scribante Circuit in Port Elizabeth was able to lap just two seconds off the winning lap times of the 600cc Supersport machines at the 2005 Port Elizabeth National race day, this aboard his fifteen year old 400cc machine with less then half the power of modern Supersport motorcycles. Graeme has the ability and potential to win national level races from day one. Justin will make up the team with a good technical knowledge and experience of the National operations while being able to contribute to the team on the track. With some work Justin will be able to score podium positions while aiding Graeme in the team's aspirations to take the National Supersport Championship in their rookie year.

There are scheduled twelve Vodacom Power Tour national events for 2006 with Motorcycles competing in ten of these. Events are spread between coastal and inland races. This includes four races on Midrand's Kyalami circuit, one race on nearby Zwartkops raceway and one race on Welkom's Phakisa Freeway circuit. Coastal events include two races on Port Elizabeth's Aldo Scribante, one race on East London's Mercedes Benz Grand Prix circuit and one race on Cape Town's Killarney race circuit.

The team will need to recover R600,000 through outside sponsorship to take part in the entire season. We have decided to recover this amount through a number of small promotions done with the racing team. We are offering up a number of small, approximately business card sized spaces on the motorcycle as promotions space which will appear on both the motorcycles. Furthermore this promotion will extend to a space on the team transport vehicle as well as pit branding. The team will then offer an A-Z directory of our sponsors on our website which can be found at <http://www.evilshenanigansracing.com>. Each sponsor will have an individual page giving a business description as well as full contact details. We will also include a close up photograph of the sponsor's decal on a motorcycle.

For this service the team will charge R2000 per slot which will ensure all previously mentioned promotions on the motorcycles, pit area, transport van and the team website for the remainder of the race season. This promotion will reach further than the particular race circuit as the races are shown both through print media and on television. Each motorcycle race day enjoys two screenings, each lasting approximately half an hour. This adds up to a total of ten hours of potential television air time. With the Supersport motorcycle class enjoying less time than the premier Superbike class the Supersport class will enjoy approximately ten percent of this total coverage, resulting in an hour of total expected television air coverage. This will further be enhanced by the possibility of individual television interviews where the riders will be prepared on getting best sponsor exposure from such opportunities. Some national motorcycle magazines also support developing motorcycle racing teams through exposure in their magazines. Our idea is to use this exposure to create an awareness of our team site and to encourage the public to visit and browse our directory of sponsors.

Please visit our website to view the set up of the sponsor pages as well as to further get to know our riders.

Following is a picture of the motorcycle that the team will be fielding for the season in race trim. This is to give some idea of branding area available on the motorcycles.



Yamaha YZF-R6 in race trim

We look forward to creating a good partnership between yourself and our racing team.

Best Regards,

Graeme Green  
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Team Evil Shenanigans Racing.  
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## Addendum Articles

# Rain hits Killarney, but racing as fierce as ever

DAVE ABRAHAMS

LAST SATURDAY'S racing on Killarney's tight and difficult "half main" circuit was interrupted several times by rain, but the racing on this no-room-for-error track was as close as ever.

Championship contender in the 50cc class, Gareth Agnew, was still out of action after breaking his femur in a spectacular tumble at the last meeting.

Arch-rival Jacques van der Merwe found himself without a bike after his motor let go. So he borrowed Marti Bosson's ultra-reliable Yamaha TZR50 which is, however, a little down on power compared to the leading machinery in the class.

This set up some interesting contests (and unlikely winners) as the field rearranged itself.

Peter Bosman (Yamaha TZR50) qualified on pole in the cold and windy conditions.

He jumped into the lead as soon as the red lights went out, with Justin Friday on a similar Yammie right on his tail. Friday has up to now been a midfield runner, but his lap times have improved sharply following an away meeting at Port Elizabeth's Aldo Scribante circuit which shook him out of his comfort zone.

Van der Merwe chased the leading pair for all he was worth until the chain came off his borrowed steed on lap three; he stopped just long enough to thread it back on to the sprockets before rejoining, a lap down.

This promoted Gavin Smit into third, where he was soon challenged by Anthony Lane on another TZR50. The two proceeded to swap places at least once a lap for the rest of the race, with Lane just in front when the chequered flag came out.

At the start of the second race, Friday got the advantage and held on to a tenuous lead all the way to the flag despite the best efforts of an increasingly desperate Bosman.

Lane held third for three laps, before his Yamaha's left foot-peg broke, leaving with



**NEW-FOUND SPEED:** Justin Friday has found an extra gear since his trip to Port Elizabeth.



**YOUNG GUN:** Super Single rider Graeme Greene

his left foot dangling. Not surprisingly, this slowed him down appreciably and Van der Merwe was able to dive inside him into the infield section on lap four.

Trevor Smit got by the hapless Lane on the fifth tour, leaving the uncomfortable Lane to fend off the attentions of Jody Coker on his experimental, completely homebrewed Yamaha-engined CRP Special, out in anger for the first time.

Friday and Bosman took up where they'd left off at the start of the third leg, circulating at just over 49 seconds while Lane got a poor start on the reversed-cylinder Yamaha (now with foot-pegs on both sides), and finished lap one in sixth.

Van der Merwe disputed third with Gavin Smit while Lane soon got by brother Trevor and set off in pursuit of the leaders.

Van der Merwe was pulling away from Smit, who found himself under attack from the never-say-die Lane; on lap six Lane got by to claim fourth, and that's how they finished.

### Results:

**50cc:**  
1 Justin Friday (Yamaha TZR50); 2 Peter Bosman (Yamaha TZR50); 3 Jacques van der Merwe (Yamaha TZR50).

**Super singles:**  
1 Trevor Westman (Yamaha TZR50RR); 2 Carl Liebenberg (KX80/Gamma Special); 3 Graham Coker (Suzuki Wolf RG125).

**Open motorcycles:**  
1 Jacques van der Merwe (Honda VFR400); 2 Glen Hayter (Honda RVF400); 3 Dean Swanepoel (Honda VFR400).

# Green turns on heat to win by 100m

DAVE ABRAHAMS

THE seventh and penultimate round of the Western Province short circuit motorcycle series was held at Killarney's half-main circuit last Saturday in crisp spring weather, a big improvement on the persistent showers that bedevilled the last meeting.

Graeme Green, who has dominated the 50cc class during the second half of this season, put the Pridetech TZR50 on pole and was first away as the lights turned, with Trevor Westman's Monza Group RS50 hard on his heels, followed by Mike Hamill on the Bikes and Boats YammaGamma, Peter Bosman (Team Bozzie TZR50) and Morne Viljoen's Yamaha TZR50.

On lap 2 Westman made a mistake that dropped him back to fifth, effectively ending any challenge to Green's dominance; Green pulled away at about a second a lap to win by about 100m. Behind him Hamill, Viljoen, Bosman and Westman got into a dice for second that went right down to the wire as Viljoen worked his way up to the front of the pack, passing Hamill on lap five.

On lap six Viljoen went into the infield way too hot and nearly fell; before he could get it back together, Hamill, Bosman and Westman had dived through – and Westman

shot past to lead the pack coming up the back straight. On the last lap Viljoen made up one place by re-passing Bosman on Engen corner as Westman took second by a wheel.

The 50cc handicap race became a non-scoring all-comers event when Gareth Agnew took over the Team Bozzie TZR50 for the race, but it made very little difference in the end. Mike Henn (Yamaha TZR50) was given almost two minutes over scratch man Green and no-one could catch him.

### Results - 50cc:

1 Graeme Green (Pridetech TZR50)  
2 Trevor Westman (Monza Group RS50)  
3 Peter Bosman (Team Bozzie TZR50)

### Super Singles:

With his wife and children watching from the stands, Carl Liebenberg was determined to put the Calberg Wolf in front, despite the best efforts of arch-rival Jacques van der Merwe on the Pocket Rockets RGT125, who was out to score maximum points after a mechanical failure at the last meeting.

Over the last two laps Van der Merwe moved away to record an emphatic win, while Liebenberg ran out of laps before he could reel in his team mate and had to settle for third.

Smit came in a wheel ahead of Agnew for fourth after the dice of the race.

# It's green all the way at Killarney regionals

BY DAVE ABRAHAMS

THE eighth round of the Tiger Wheel and Tyre Regional motorcycle series was held last Saturday in perfect spring weather – but only for Class D, Powersports and Classics, as this meeting it was the turn of Classes A, B and C to sit out the action.

Graeme Greene (Evil Shenanigans VFR400) and Trevor Westman on the Quickshade VFR400 were expected to set the pace but in the event not even Westman had an answer for the all-black Honda, which became the first 400cc motorcycle to lap Killarney in less than 1min 22sec.

Green put the Honda on pole, with Danie Maritz's Honda CBX1000 six-cylinder, Westman and Paul Medell



on the Konica Minolta MRA125 Grand Prix machine making up the front row.

As usual Maritz outdragged everybody into Cell C at the start of race one; Greene pulled a big wheeler

and lost some ground, following Medell's little 125 into the first turn.

By the end of lap one Greene and Westman had relegated Medell to fourth and set about chasing down the vintage Honda.

**GRAEME GREENE:** He set a new 400cc lap record.

**PICTURE: DAVE ABRAHAMS**

the show. Westman in turn passed Maritz on lap four and came home four seconds clear.

In the final laps Medell, riding the smallest bike in a classic David vs Goliath confrontation, to finish only 0.347sec adrift.

Deon Cilliers (Honda CBR600) had a lonely ride into fifth.

Race two came down to two duels for the top four places; Maritz hung onto the lead for four laps before he was overtaken by first Westman and then Greene, with Medell nipping at their heels the whole way.

Greene took the lead on lap five but was unable to shake Westman, who hung on even after Greene put in a 400cc record lap of 1min 21.928.

The two eventually came home two seconds apart, with Maritz and Medell separated by only 0.6sec, nine seconds further back.

Friday gave Cilliers a run for fifth, finishing only 1.4sec behind the 600cc machine while six seconds further back Jones, Lane and Wilhelm came home in less than half a second after swapping places on nearly every lap.

Bollaert beat Van Niekerk in the Britbike class, but not by enough to take overall honours for the day, while Rutherford was third again.