

30 September 2009



ASX ANNOUNCEMENT

Roadshow Presentations

Automotive Technology Group Limited (“**ATG**” or the “**Company**”) advise that Managing Director, Mr Steven Apedaile and Business Development Manager, Mr Jay Upton will present to various parties in relation to the Company’s recently announced Rights Issue.

The Roadshow will be to the following locations:

Melbourne	1 and 2 October
Perth	5 October
Adelaide	6 October
Sydney	7 and 8 October

Attached are the presentations being made by Mr Apedaile during the Roadshow.

Jay Stephenson
Company Secretary

Automotive Technology Group

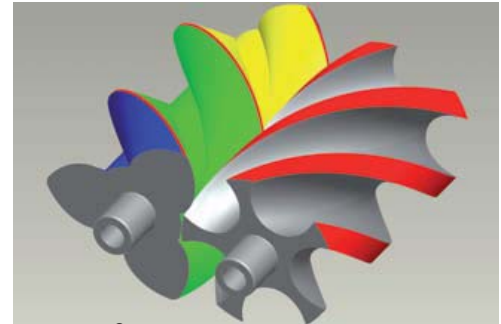
Automotive Technology Group Limited (ATG) is the designer and manufacturer of the patented Sprintex supercharger product range. ATG also manufactures and supplies Vee Two specialist and performance parts for all Ducati and certain models of Harley-Davidson motorcycles. ATG operates from a specialist research and development facility in Perth, Western Australia. The Company’s vision is to be a leading developer and manufacturer of innovative green automotive technologies and in particular to be a pre-eminent manufacturer of superchargers to the world market. ATG is listed on the ASX (ASX: ATJ).

Visit www.ATGgroup.com.au for more information

AUTOMOTIVE TECHNOLOGY GROUP LIMITED

Automotive Technology Group Limited ("ATG" or the "Company"), listed on the Australian Stock Exchange (ASX:ATJ), has the mission to become a leading developer and commercialiser of innovative automotive technologies and in particular be the world's number one supercharger company (Sprintex®).

ATG is the designer and manufacturer of the patented Sprintex® Supercharger product range and Vee Two Ducati motorcycle performance parts. The Supercharger market consumes in excess of 1.6m units per year which is only part of the forced induction technology adopted in the automotive market of over 21m units per year, currently dominated by the less emissions efficient Turbocharger. The market is set to grow 70% to 36m units by 2014 and is being driven by the need to meet emissions and fuel performance targets and OEM's have realised that the only practical way to meet these targets is by reducing engine sizes; for example a supercharged 1.4 litre engine can deliver the performance of a 1.8/2.0 litre engine but with emissions and economy of a 1.4 litre engine.



Sprintex® Patented Rotor Profile

ATG has established distribution networks for the Sprintex® and Vee Two product ranges in different parts of the world, including key relationships with Al-Futtaim Motors Company LLC in United Arab Emirates, Huachuang Automotive Group in China, Patrick Racing & Rimmer in the United States and IAP Strada in Europe.



ATG's R&D facility in Perth, Western Australia

ATG's products are currently designed and manufactured in short-run capacity at ATG's R&D centre established in Perth, Western Australia. ATG's management and personnel have extensive engineering experience in the automotive market and skills to identify and commercialise automotive prototypes. ATG has been commercialising its range of products for the last four years. During this period the Company has invested in excess of \$22mn in its product range with significant engineering and prototyping having been

completed thus reducing technology risk. Commercially sensitive products have patents or patents pending to protect intellectual property.

THE SPRINTEX® STORY – GREEN TECHNOLOGY & EMISSIONS ADVANTAGES

Sprintex Superchargers compress air, which in turn boosts power by increasing the amount of fuel laden air entering the engine. The action of compressing the air improves the fuel mixing and ignition burn, reducing fuel use and the emission of pollutants such as carbon monoxide, carbon dioxide, hydrocarbons and oxides of nitrogen (NoX).

In addition to these advantages associated with superchargers, the Sprintex® Supercharger can be attached to any combustion engine, will operate with any type of fuel and at much lower temperatures than a turbocharger, removing the need for an intercooler thereby reducing complexity and extra cost of installation. The application of a Sprintex® Supercharger ensures better engine performance than standard normally aspirated engines, allowing OEMs to successfully reduce the engine capacity without compromising power output, and to produce less emissions with lower fuel consumption.



When compared with Turbochargers, Sprintex® Superchargers enjoy the following competitive advantages:

Sprintex® S5-150 Supercharger

- A turbo charger provides boost at higher temperatures requiring additional cooling mechanisms;
- As a turbo is driven by the exhaust pressure there is a time lag between when the boost is required to when it is delivered, while a Sprintex® Supercharger is driven from the crankshaft providing boost on-demand from just above idle;
- Sprintex® Superchargers also have an advantage in V engine configurations such as V6 and V8 of only requiring one Supercharger unit, whereas turbos require two units.
- The very nature of instant response and increased torque make the power delivery more suitable to the stop start nature of modern city driving and highway overtaking than the lag experienced by turbos at low rpm.

Sprintex® Superchargers can be used as a compressor in industrial applications that will provide the application manufacturers with the following advantages:

- High volumetric efficiency
- Low discharge temperatures
- Oil free air delivery
- Reduced system component to clean oil saturated air thus reducing system cost and complexity
- Suitable for vacuum applications
- 100% duty cycle compatible

MARKETPLACE

Sprintex® Automobile

Automotive manufacturers are being challenged to build vehicles using smaller capacity engines or alternate fuel sources which achieve acceptable performance levels to meet market expectation that these smaller or alternate fuel engines deliver the same performance as larger conventional engines, whilst avoiding punitive taxes based on fuel consumption and emission output. It is forecast that by 2013, 80% of all fossil fuelled vehicles will utilise forced induction. The Sprintex® Supercharger technology is ready to deliver a cost effective and technologically superior solution to the challenge.

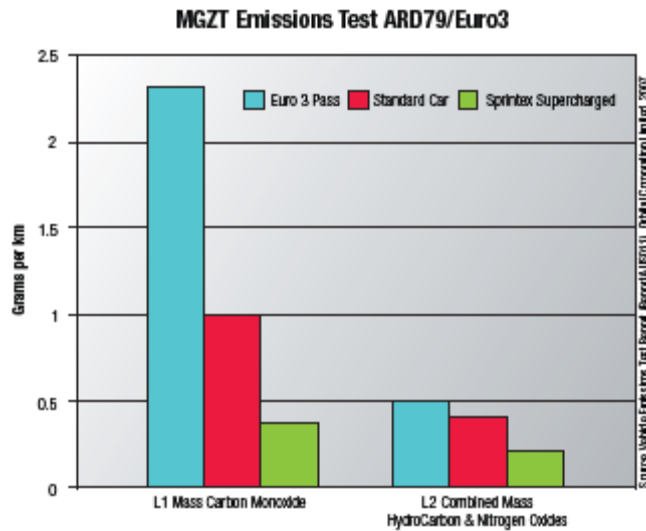


Mitsubishi TMR380 incorporating Sprintex® Supercharger released in the Australian market

In addition, volatile oil prices are changing the purchasing criteria of the consumer. Again, the options available for automotive manufacturers are the development of smaller capacity engines or alternate fuel engines. The Sprintex® Supercharger can be utilised with any combustible fuel source – including petrol, diesel, biofuels, LPG, LNG, hydrogen, and Fuel Cells.

OEM's are being challenged to reduce costs and engine development is a very costly exercise. Supercharging can result in reducing the number of different engine variants that need to be offered, for example a supercharged 1.4 engine would negate the need to offer a 1.8 or 2.0 engine.

THE SPRINTEX® PROVEN & TESTED – GREEN TECHNOLOGY & EMISSIONS ADVANTAGES



ATG has produced certified results as illustrated above, that show the Sprintex emissions and green credentials are proven and tested, by taking a new 2004, MGZT V6 Sedan and installing its patented Sprintex Supercharger system which was then submitted to a full ADR 79/00 (Euro 3 equivalent) emissions test at an approved testing facility in Australia, producing exceptional and more importantly certified results.

In fact not only did the vehicle pass Euro 3 standards with a 50 % margin, if the vehicle had been submitted the results were sufficient for it to pass Euro 4. The original OEM vehicle could only just pass Euro 3 with 180Bhp as standard and the Sprintex Supercharged MG passed Euro 3 while producing 230Bhp. The table above shows the results in the bar graph.

Sprintex® Industrial Compressors

The fact that a Sprintex® unit is able to deliver relatively cool, oil-free compressed air, for either continuous or on demand operation, coupled with recent changes to manufacturing methods and increasing volumes, has seen the Sprintex® product become viable for many industrial uses. Industries as diverse as the medical profession, underground mining and food packaging have requirements for breathable air in volume or vacuum for shrink packaging. **The industrial market for the product has the potential to exceed the automotive applications by a factor of ten.**

CORPORATE GOALS

The Company's goals are to expand to high-volume commercialisation of its Sprintex® Supercharger products worldwide. Proceeds from the contemplated fund-raising will be used in achieving the following goals:

- Expanding ATG's manufacturing operations;
- Expanding worldwide distribution network for Sprintex® Supercharger products;
- Increasing product inventory to meet demand in a timely manner; and
- Subsequently entering into OEM arrangements with major car and industrial application manufacturers.

MANAGEMENT

ATG is managed by an internationally experienced Board and management team possessing a broad range of technical, commercial and financial skills with significant experience in the global automotive industry. The Board of ATG comprises Mr Richard John Siemens (Non-Executive Chairman) and Mr Steven James Apedaile (Managing Director). Brief profiles of the Directors and Senior Management follows:

Mr Richard John Siemens (Non-executive Chairman)

Mr Siemens is the Chairman of e-Kong Group Limited, a company listed on the main board of the Hong Kong Stock Exchange. Born and raised in Canada, Mr. Siemens was trained as a Chartered Accountant and moved to Hong Kong in 1979. Over the years, Mr Siemens has been instrumental in the establishment of successful leading companies in the telecommunication, telemedia entertainment, and mobile telecommunication businesses across the world. Mr Siemens has been a director and major investor in ATG since August 2005.

Mr Steven James Apedaile (Managing Director)

Mr Apedaile is a founding Executive Director and major investor since 2003. He gained extensive overseas experience whilst as Audit Director of Horwath in Hong Kong in all facets of international business and corporate finance, including merger and acquisitions, the raising of capital for clients and expertise in audits in connection with public stock offerings, both in Hong Kong and on Nasdaq. Mr Apedaile, a Chartered Accountant and previously a registered auditor, is responsible for the Group's strategic planning and direction and all corporate matters including sales and marketing.

Ms Eileen Chan (Chief Financial Officer)

Ms Chan holds a Masters Degree in Commerce and has over 20 years accounting experience in both the professional and commercial accounting sectors and is a member of Hong Kong Institute of Certified Public Accountants and the Institute of Chartered Accountants in Australia. Ms Chan has held several senior roles at Horwath Hong Kong, notably that of Director, Audit & Assurance for the last six years. Ms Chan has extensive experience in IPOs, mergers and acquisitions, transaction support services, business financing, corporate compliance and due diligence work. Ms Chan joined the Group in September 2008 and is responsible for and reports to the Managing Director on all aspects of the Group's financial and treasury functions, administration, IT, tax and compliance issues.

Mr Jonathan Williams (General Manager - Operations)

Mr Williams has extensive experience in logistics and management, serving his initial career within the Rhodesian/Zimbabwean Air Force, and since managing several logistics companies at all levels until his immigration to Australia in 2006. Mr Williams has qualifications in Aircraft maintenance, management and leadership, culminating in 1999 at the graduate program in Harvard Business School.

Mr Jude (Jay) Upton (Business Development Manager)

Mr Upton is a qualified engineer and has over 20 years international automotive engineering experience (specifically on Superchargers) and is primarily responsible for the development and commercialisation of the current Sprintex® Supercharger range. Mr Upton joined the company in May 2004, is responsible and reports directly to the Managing Director on all prototype and design components, and expanding the Sprintex® and Vee Two brands globally. Mr Upton is currently engaged in developing distribution channels in the Northern Hemisphere for the Series 5 Supercharger range, sourcing Supercharger components and manufacturing technology. Mr Upton was the 2004 Australian Drag Racing champion, running a Sprintex® sponsored top fuel drag bike. Mr Upton competed with the drag bike throughout the USA during 2005, exposing the Sprintex® name to an estimated audience of over 20 million during the season. Mr Upton holds current national records for both fastest times and speed in the Top Fuel motorcycle category.

Mr Richard Griffin (Production and Supply Chain Manager)

Mr Griffin has 25 years of manufacturing experience within the machining/metalwork/production environments and extensive knowledge with international supply chain management. Mr Griffin has international qualifications in business and management, and is responsible for the Operations and Procurement departments of ATG particularly with developing best practice manufacturing process.

Mr Greg Barr (R&D and Engineering Manager)

Mr Barr has over 15 years of direct Sprintex supercharger experience and is responsible for all Research and Development and Engineering outcomes within the ATG Group. He has significant manufacturing and development experience specifically related to forced induction/positive displacement superchargers.

CONTACT

Steven Apedaile
Managing Director
Tel : (61) 8 9262 7222
Email : stevea@sprintex.com.au

ANNEXURE A

DILUTED SHARE STRUCTURE

ASX Code: **ATJ**
Listed on: 29 May 2008
IPO Price: A\$0.25
Last traded : A\$0.05

DILUTED SHARE STRUCTURE

	No of shares
Shares on issue	116,619,750
One for one Rights Issue @ 5 cents	116,619,750
	<hr/>
	233,239,500
Shares to be issued at next EGM/AGM	3,349,250
	<hr/>
	236,588,750
Directors' Options (exercise price @A\$0.30)	4,500,000
Advisors' Options (exercise price @A\$0.30)	3,000,000
Convertible Note (exercise price @A\$0.20)	750,000
	<hr/>
Fully diluted shares on issue *	244,838,750
	<hr/>

* Excluding any shares that may be issued under Employee Stock Option Plan and any capital raisings subsequent to Rights Issue

ANNEXURE B

USE OF PROCEEDS FOR RIGHTS ISSUE

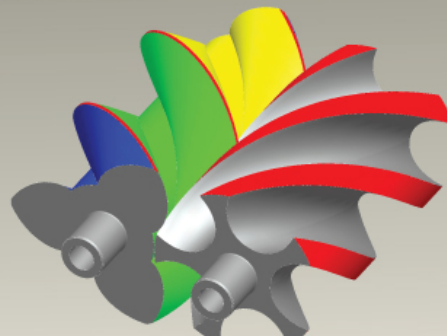
Item of Expenditure	Amount
	AUD
Repayment of finance facility	1,000,000
Payments of purchases of materials and parts to fulfil sales orders and production	1,400,000
Capital expenditure in relation to upgrading of test rig and dyno facilities	200,000
Marketing programs	350,000
Expenditure to complete development of existing and planned supercharger kit projects	400,000
Restructuring costs	200,000
Working capital to grow business opportunities	950,000
Repayment of creditors	1,230,987
Underwriting fee and rights issue costs	100,000
TOTAL	5,830,987



ATG

AUTOMOTIVE TECHNOLOGY GROUP

INVESTMENT OVERVIEW September 2009



Disclaimer

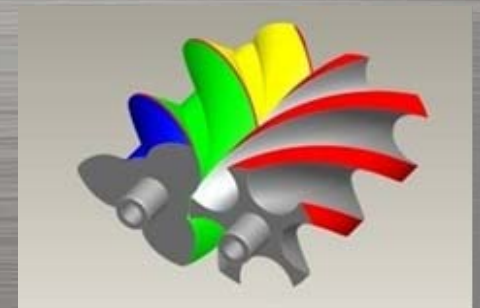
This presentation may contain forward looking statements that are subject to risk factors. It is believed that the expectations reflected in these statements are reasonable but they may be affected by a variety of variables and changes in underlying assumptions which could cause actual results or trends to differ materially, including but not limited to: price fluctuations, actual demand, currency fluctuations, loss of market, industry competition, environmental risks, physical risks, legislative, fiscal and regulatory developments, economic and financial market conditions in various countries and regions, political risks, project delay or advancement, approvals and cost estimates. Persons proposing to invest in **Automotive Technology Group** should first undertake their own analysis and obtain independent advice.

All reference to dollars, cents or \$ in this presentation are to Australia currency, unless otherwise stated.



Who we are

- Automotive and Industrial compressor manufacturer
- R&D and Engineering facility based in Western Australia
- World Leading Patented technology
- Green technology

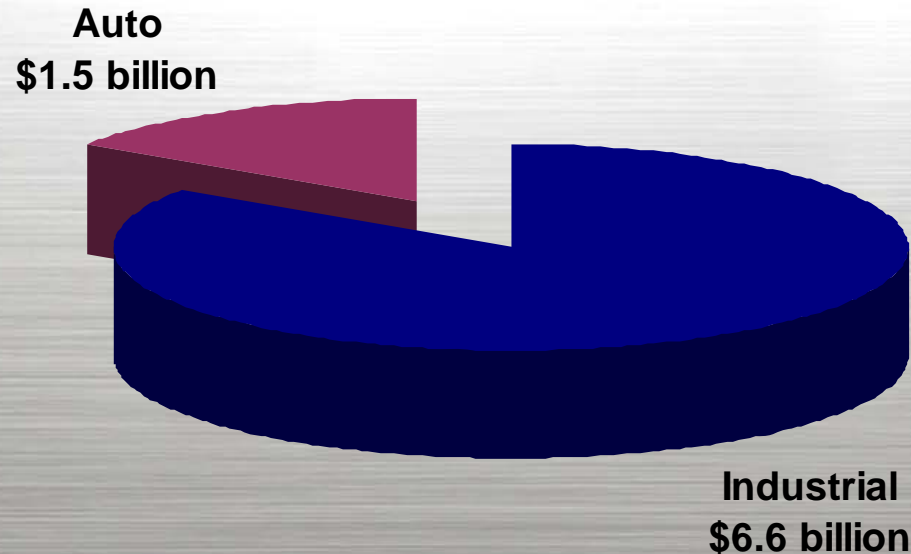


Why is ATG here?

To help the worldwide vehicle and industrial compressor industry increase the performance of their products while reducing CO2 emissions in line with ever stringent targets globally and develop Industrial applications

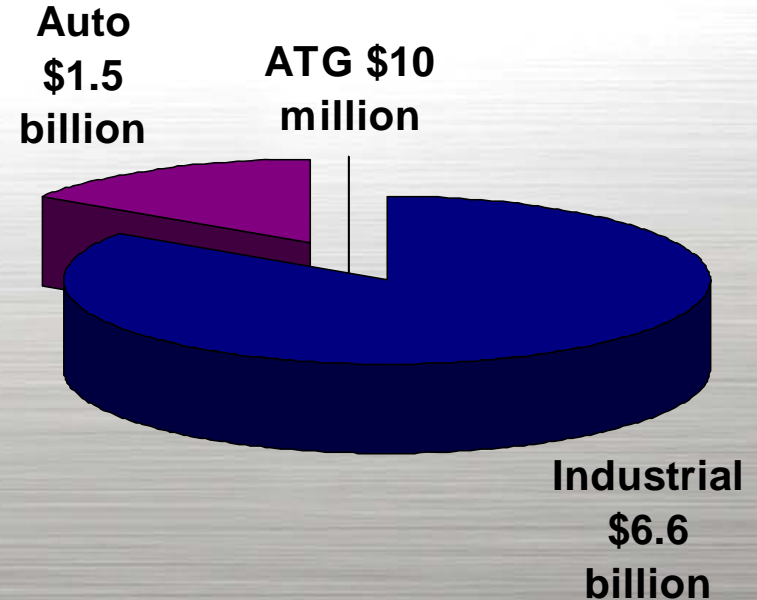
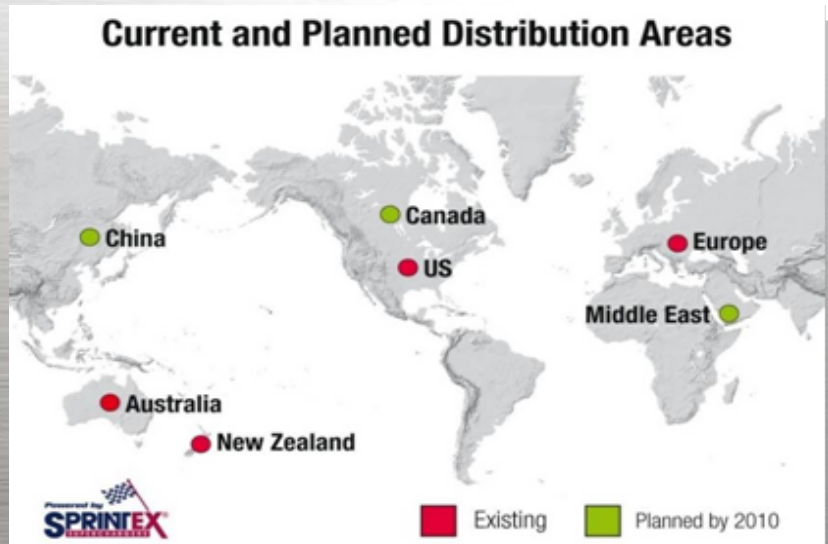


Compressor Marketplace



- Total Compressor Market \$8.1 billion
 - Industrial Compressor Market \$6.6 billion
 - Automotive Compressor Market \$1.5 billion
- Significantly different applications between the two markets

ATG and the Marketplace



- Initial focus on automotive market via Sprintex product lines and distributorships
- Establishing industrial applications
- Secure Joint Venture manufacturing facility
- Secure initial OEM supply contract
- Develop next generation patented Supercharger

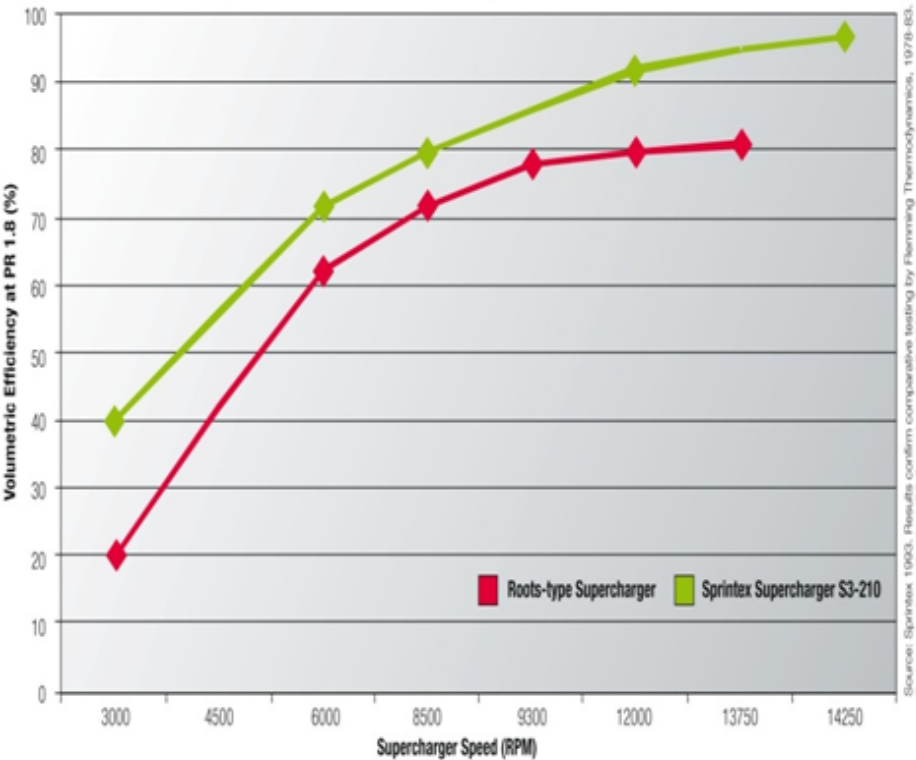
The Environment

- Engine Downsizing / Automotive
- Global Legislation for CO₂ and MPG targets
- No additional intercoolers / Automotive
- Oil Free air delivery/Industrial Applications
- Proven and tested technology - low risk

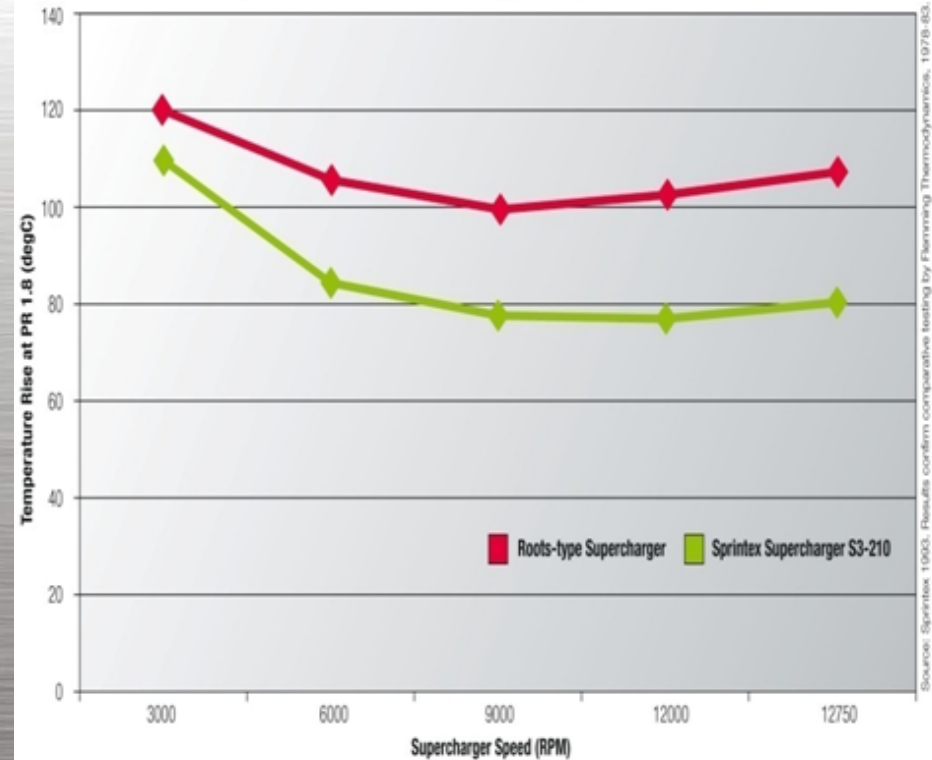


The Sprintex Advantage

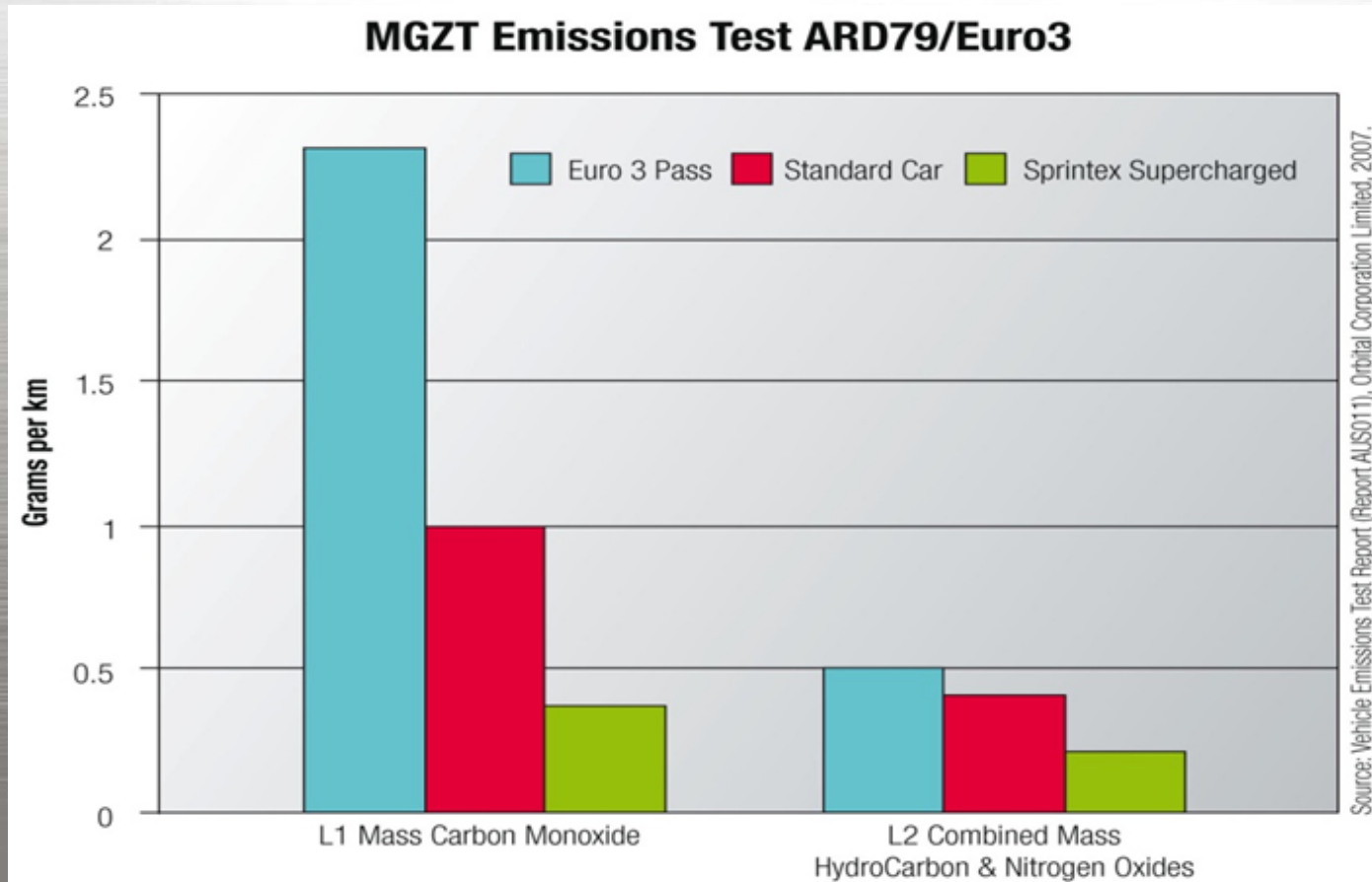
Sprintex Performance Advantage – Volumetric Efficiency



Sprintex Performance Advantage – Temperature Control



The Sprintex Advantage

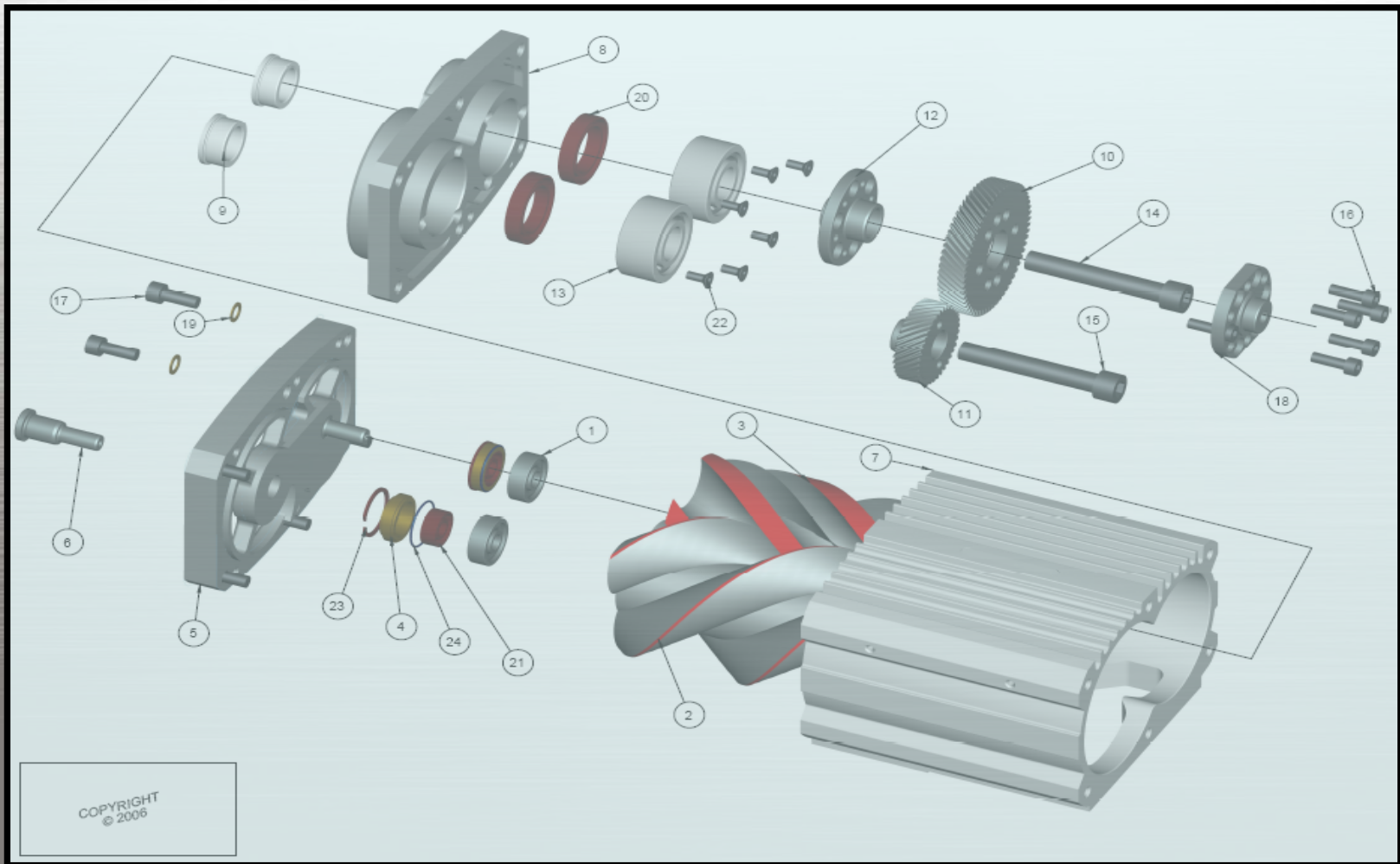


ATG – Automotive Supercharger systems



- Unique and patented technology 100% volumetric efficiency/low discharge temperatures/ low power loss
- Low cost unit
- Allows the customer improved performance reducing both emissions and fuel consumption and the use of smaller capacity engine
- Can be developed to fit into any automotive model
- Full feasibility study plan available to develop 1 million unit facility

Inside a Sprintex Supercharger



Sprintex – Comparison Chart

Sprintex® – proven superior to turbochargers and other superchargers.

Feature	Roots-type	Turbocharger	SPRINTEX
Adiabatic compression efficiency	40 – 50%	60 – 65% peak	75 – 80%
Outlet temperature	High; limits boost Available	High; may need Aftercooler	Low; does not Limit boost available
Drive power Losses	High due to low Adiabatic efficiency	Losses due to Exhaust back-Pressure	Low
Effect on engine components	Higher loads on Crank driver; lower Thermal loads than turbo	High thermal loads On valves, pistons, manifolds and under-Bonnet auxiliaries	Lower loads than Roots on crank drive; lower thermal loads than Roots and turbo
Engine torque curve	Wide-range, fall off Can occur at high Engine speeds	Often worse than Uncharged engine At low speeds; best Above 3,500 rpm	Virtually flat curve; Ideal characteristic
Installation	Bulky due to Transverse intake; Toothed belt drive; No exhaust mods.	Complex manifolds And control systems; Aftercooler, when Fitted, is bulky; Volume occupied is high	Compact due to axial intake; “Multi V” belt drive, No exhaust mods.

Sprintex – Comparison Chart

Feature	Roots-type	Turbocharger	SPRINTEX
Lubrication	Self contained Lubrication	Engine oil feed. Can cause oil Burning on Shutdown	Self contained lubrication, or an optional fully Integrated Microfine engine filtration system
Engine matching	Easy to match air Flow to engine Requirements. Difficult to tune because of pulsation	Difficult to match Air flow to engine Requirements	Linear characteristics easy to Match air flow To engine
Driveability	No lag, responsive Predictable	Throttle and Pressure rise lag. Difficult to drive in High-boost Configurations	No lag, responsive Predictable
Fuel consumption	SFC equal to or worse than naturally aspirated	SFC generally Better than Naturally aspirated And Roots	SFC generally better than naturally aspirated and Roots.

All Sprintex® specifications are subject to change without notice due to constant product development.

Please contact your Sprintex® dealer for the latest developments.

No responsibility is assumed for the legality of any Sprintex® installation.

Please confirm your installation with the relevant licensing authority.

Manufacturing and R&D Facility



Manufacturing and R&D Facility



Mitsubishi 380 Supercharger System



New Products

New Sprintex Supercharger systems for FY 2010:

- **Toyota Landcruiser 4.5L 80 & 100 series (Oct 09)**
- **Toyota 4.0 V6 (Feb 10)**
- **Toyota Reiz (Jan 10)**
- **Jeep Cherokee / Wrangler (Feb 10)**
- **Honda Fit / Jazz (Jan 10)**
- **Suzuki Swift (Jan 10)**
- **Ducati Monster and Hypermotard (Sept 09)**

MG ZT

Supercharger System



ATG - Sprintex Supercharger Motorcycle Systems



- Sprintex supercharger system can be installed into any motorcycle
- Targeting – improved performance and reduced engine capacity
- Small capacity urban transport such as scooters to improve performance and reduce emissions found in many Asian countries

Industrial Applications



Not assets of the company

- Oil Free - Clean air delivery
- Constant Energy Usage
- Constant Air Delivery
- Suitable for continuous running applications
- High efficiency
- Low discharge temperatures
- High volumetric efficiency

Directors and Management

- Directors:
 - Rick Siemens (Non-exec Chairman)
 - Steve Apedaile (Managing Director)

- Management
 - Eileen Chan (CFO)
 - Jay Upton (Business Development)
 - Jon Williams (GM Operations)

