



INVITATION TO TENDER FOR SOLE SUPPLY CONTRACT

FIA FORMULA ONE WORLD CHAMPIONSHIP – ENGINES AND POWER TRANSMISSION SYSTEMS

ADDENDUM REGARDING TIMING OF DECISIONS AND ADDITIONAL INFORMATION ON POTENTIAL TRANSMISSION SYSTEMS

27 October 2008

On 17 October 2008 the FIA published an invitation to tender for a contract to supply engine and/or power transmission systems for use in the FIA Formula One World Championship.

This addendum suspends the deadline for submitting separate bids for the right to supply the transmission system alone.

It also clarifies and expands upon the sections of that invitation to tender as it relates to transmission systems.

A Important amendment to timing of decisions and required submission date for transmission bids

The FIA has invited bids for the right to supply engines and transmission systems. It has invited tenderers, at their own choice, to submit a bid for the right to supply one or both of these elements.

The following makes important changes to the required submission dates and the decision-making sequence to which the FIA intends to adhere. Prospective tenderers are hereby advised as follows:

Bids for the right to supply engines and transmission systems together must be submitted by 7 November 2008. If the FIA decides to accept a bid for the supply of engines and

transmission systems together, that decision will be announced no later than 28 November 2008.

Bids for the right to supply engines alone must be submitted by 7 November 2008. If, upon initial examination, the FIA indicates a preliminary preference for accepting a bid for the supply of engines alone, it will announce the identity of the tenderer that has been selected on a preliminary basis no later than 28 November 2008.

Bids for the right to supply the transmission system alone do not have to be submitted by 7 November 2008.

In the event that the FIA decides on a preliminary basis to indicate a preference for accepting a bid for the supply of engines alone, it will work with the engine supplier preliminarily selected to make available, as soon as practicable, sufficient technical details so that manufacturers of transmission systems may take account of those details in preparing bids for the right to supply compatible transmission systems. In this scenario, further procedural details would be published in due course but the process would be open to all (including those that had previously submitted a bid for the right to supply engines and/or both engines and transmission systems) and a minimum of three further weeks would be given to those considering submitting bids.

Upon receipt of the relevant bids, the FIA may take any decision that it deems to be in the interests of the sport. This decision may confirm the selection of the engine supplier that had been selected on a preliminary basis and the selection of the supplier of the transmission system to work with that engine. The FIA also reserves the right to re-consider and select any combined engine and transmission system bids submitted before the 7 November 2008.

B. Options for Consideration by Transmission System Manufacturers

At the discretion of the tenderer, one (or both, or neither) of the following options may be proposed:

1. a transmission system that allows operation in the traditional manner of Formula One (ability to build transmissions in-house from parts supplied,

ability to change ratios and perform routine maintenance), and uses technology that has some facet(s) of technology in keeping with the high technology image of Formula One;

2. a transmission system that is wholly under the control of the supplier being sealed throughout its use and only serviced by the supplier. This would have a limited menu of ratios from which each team would choose ahead of the tranche of races for which the transmission system would be used.

These options are set out for guidance purposes only. The FIA is open to all bids meeting the criteria previously set out, including bids containing elements which are different to those set out above.

The FIA emphasizes the need for exceptional reliability required for the life of the transmission system.

Supply cost per team per season (not per car) will be a key element of a successful bid. However, supplier capability and experience, as well as the application within proposals of industry know-how, will also be important factors.