



COMMISSION INTERNATIONALE  
DE KARTING - FIA



**CONDITIONS APPLICABLE TO THE CONTRACT TO SUPPLY THE EXHAUSTS  
USED IN THE 2008 and 2009 CIK-FIA CHAMPIONSHIPS (CATEGORY KF3)**

**PREAMBLE**

The CIK- FIA's objective is to select an exclusive supplier of exhausts whose task it will be to ensure the production and delivery of the exhausts while respecting the conditions set out below.

Only tenderers who have sufficient financial resources, an adequate level of experience and the appropriate personnel for this kind of activity are invited to submit a tender.

The CIK-FIA reserves the right to make amendments to this document at any time and to issue a new invitation to tender.

Each tenderer guarantees that all the information given in his tender is correct and that he will notify the FIA of any change that may have an effect on his tender.

*31 January 2008*  
*12 March 2008*  
*13 March 2008*  
*28 March 2008*

issuing of the invitation to tender  
**deadline for submitting tenders**  
opening of the tenders  
decision as to the selection

## GENERAL PART

### 1. DEFINITIONS

In this invitation to tender, the following terms must be understood as follows:

**1.1 CHAMPIONSHIPS** means the 2008 and 2009 CIK-FIA Championships, namely:

- The CIK-FIA European Championship for KF3 (Qualifying events included)
- The CIK-FIA Asia-Pacific Championship for KF3
- The CIK-FIA Viking Trophy for KF3
- The CIK-FIA Monaco Kart Cup for KF3
- Possibly, as for 2009, a World Cup event for KF3 and a North American KF3 Championship

These CHAMPIONSHIPS are governed by:

- the International Sporting Code and the Appendices thereto
- the General Prescriptions and Specific Prescriptions applicable to all CIK-FIA Championships of the current year
- SPORTING REGULATIONS
- TECHNICAL REGULATIONS

This combined set of texts constitutes the legal, administrative and technical framework of the CHAMPIONSHIPS and the conditions set forth therein shall have binding force and prevail among the parties to the contract.

**1.2 The SPORTING REGULATIONS** means the specific sporting regulations applicable to each Championship, Cup and Trophy, as published and amended periodically by the COORDINATOR in accordance with its statutes and regulations.

**1.3 The TECHNICAL REGULATIONS (Appendix I)** means the Technical Regulations applicable to each karts category as published and amended periodically by the COORDINATOR in accordance with its statutes and regulations.

**1.4 The COORDINATOR** means the COMMISSION INTERNATIONALE DE KARTING-FIA (CIK-FIA) which organises the CHAMPIONSHIPS.

**1.5 The COMPETITORS** means the racing teams that have been accepted by the COORDINATOR to take part in the CHAMPIONSHIPS.

**1.6 The MANUFACTURER** means the supplier of EXHAUSTS, which tenders and, having been selected by the COORDINATOR, becomes party to the CONTRACT.

**1.7 The PRODUCTION SITE** means the factory which will produce all the EXHAUSTS sold over the duration of the CONTRACT that will result from this tendering procedure, in order to guarantee a strictly uniform quality of manufacture.

**1.8 EXHAUSTS** shall have the same meaning as that term when used in the SPORTING and TECHNICAL REGULATIONS.

**1.9 EVENT** means any event forming part of the CHAMPIONSHIPS entered on the CIK-FIA International Sporting Calendar for the entire year, commencing at the scheduled time for scrutineering and sporting checks and including all practice, qualifying and the race itself, and

ending at the latest at the deadline for the lodging of a protest under the terms of the FIA International Sporting Code.

**1.10** The **SUPPLY CONDITIONS** means the conditions under which the MANUFACTURER shall supply the EXHAUSTS to the COMPETITORS.

**1.11** The **TECHNICAL DEPARTMENT** means the technical department appointed by the COORDINATOR:

- to carry out all technical checks and controls
- to grant approval prior to the starting up of production

**1.12** The **CONTRACT** means the EXHAUSTS supply contract to be signed between the MANUFACTURER and the COORDINATOR upon completion of this tendering procedure.

**1.14** The **TENDERER** means any person or entity making a bid subsequent to this invitation to tender.

## **2. INVITATION TO TENDER**

**2.1** TENDERERS are hereby invited to submit a bid for the CONTRACT to become the exclusive supplier of the EXHAUSTS to be used by the COMPETITORS in the CHAMPIONSHIPS.

**2.2** Bids must be submitted in accordance with the procedure set out in Section 6 below.

**2.3** Only bids which are capable of meeting the TECHNICAL CONDITIONS set out in Section 10 will be considered.

**2.4** Bids must include proof (**in the form of attestations from an insurance company and a bank**) that the TENDERER, if selected, will be covered by an insurance policy and a guarantee in conformity with the terms set out in Sections 3 and 4 below before becoming party to the CONTRACT.

**Bids that do not contain the two required attestations cannot be taken into consideration within the framework of the present tendering procedure.**

## **3. INSURANCE POLICY**

**3.1** The MANUFACTURER shall present an attestation certifying that an insurance policy has been contracted with a top-ranking international insurance company for the duration of the CONTRACT. This insurance policy must provide a guaranteed minimum cover of 130'000 (one hundred and thirty thousand) euros.

**3.2** The insurance cover shall:

- i) cover all risks relating to the breaching of any of the MANUFACTURER's obligations arising from the CONTRACT, and in particular:
  - the supplying of a faulty EXHAUST
  - failure to supply,
- ii) cover specifically the supplying of the product within the framework of the CHAMPIONSHIPS,
- iii) include the COORDINATOR as mutually insured beneficiary.

**3.3** The insurance cover shall guarantee the solvency of the MANUFACTURER in the event that the MANUFACTURER is required to make a payment (whether in damages or otherwise) to any third party or the COORDINATOR for any breach of the MANUFACTURER's legal or contractual obligations, including any payment or compensation that might arise from any flaws in the MANUFACTURER's product or from the MANUFACTURER's negligence.

#### **4.BANK GUARANTEE**

**4.1** If the MANUFACTURER is unable to fulfil one of its obligations arising from the CONTRACT, such as being unable to meet the demand of the COMPETITORS because of an insufficient production capacity considering the number of COMPETITORS entered in the CHAMPIONSHIPS, the MANUFACTURER shall be liable for all costs, damages, legal expenses, etc., which this failure to supply has entailed.

**4.2** Therefore, at the time the CONTRACT is entered into, the MANUFACTURER shall present a first demand bank guarantee covering its liability for any breach of the CONTRACT, in particular, but not solely, in the event that it fails to supply the quantity of EXHAUSTS required for the COMPETITORS entered in the CHAMPIONSHIPS. This guarantee shall be for a minimum of 16,000 (sixteen thousand) euros.

**4.3** The CONTRACT shall contain the following clause releasing the MANUFACTURER from liability if such failure to supply is due to a force majeure event:

*“In the event that the MANUFACTURER is unable to supply the quantities of EXHAUSTS required for the competitions in accordance with the provisions of this CONTRACT, the MANUFACTURER shall not be liable if such failure to supply is due to a force majeure event, such as war, insurrection, earthquake, riot, or depletion of stocks of raw materials, if such depletion affects all the companies which are rivals of the MANUFACTURER and blocks the entire industrial production of EXHAUSTS.*

*Depletion of stocks of raw materials which does not affect the entire EXHAUST manufacturing industry shall not be considered a force majeure event. Strikes and other social strife or problems which prevent manufacture of EXHAUSTS in the factories of the MANUFACTURER are also not considered to be force majeure events.”*

**4.4** No occurrence other than the force majeure events referred to above shall release the MANUFACTURER from liability in case of failure to supply or of supplying defective EXHAUSTS.

The MANUFACTURER may under no circumstances free itself in any way from the responsibility incumbent upon it as the supplier of EXHAUSTS.

No clause exempting the MANUFACTURER from liability towards the COMPETITORS, the COORDINATOR or third parties will therefore be conceivable in the CONTRACT.

**4.5** The guarantee must be in a form that allows the COORDINATOR to enforce and call upon that guarantee with its first demand by sending a fax to the guarantor, indicating the contractual or other breach which has arisen and which justifies enforcement of the guarantee, without the need for any substantiation or further justification of such demand and without any further judicial or administrative formalities (see standard form of the fax in **Appendix II**).

**4.6** Upon receipt of the said fax and without the right to dispute or question the justification for the demand, the guarantor shall be obligated to release the guarantee amount to the COORDINATOR.

**4.7** The enforcement by the COORDINATOR of the first demand guarantee given by the MANUFACTURER's bank shall not itself lead to the presumption that the MANUFACTURER is ultimately responsible for the breach of obligations identified by the COORDINATOR, in whole or in part. The MANUFACTURER shall retain the right, if it deems this necessary to defend its interests, to lay any dispute before any courts having appropriate jurisdiction. However, this right shall only be exercised after the guarantee payment has been released to the COORDINATOR and shall not entitle the MANUFACTURER to seek to prevent the payment of the guarantee amount if that amount has been demanded in accordance with the terms hereof.

**4.8** If a competent court makes a final determination which is not subject to appeal or has not been appealed by the COORDINATOR within 6 months, that the MANUFACTURER had not breached its obligations, then the COORDINATOR shall reimburse all or part of the amount paid under the guarantee as appropriate.

**4.9** The COORDINATOR may call upon and enforce the first demand guarantee referred to above, once for full payment or several times for partial payment, up to a total maximum of 16,000 (sixteen thousand) euros.

**4.10** The first demand guarantee shall:

- enter into force at the latest on the day of execution of the CONTRACT and shall remain in full force and effect for the entire term of the CONTRACT and six months thereafter. An original signed guarantee will be provided to the COORDINATOR upon execution of the CONTRACT;
- provide that the FIA may terminate the CONTRACT immediately if a call or series of calls is or are made on the guarantee and the MANUFACTURER fails to replenish the guarantee to 16,000 (sixteen thousand) euros within thirty days following such calls.

**4.11** The first demand guarantee is a payment obligation and not a collection obligation, and it shall not be affected in any way by the absence of any action on the part of the COORDINATOR to obtain payment from the guarantor.

## **5. GOVERNING LAW AND LANGUAGE**

**5.1** All documents in connection with this invitation to tender shall be drafted in both French and English. The language which shall prevail for the interpretation of the provisions of the CONTRACT will be determined according to the selected supplier.

**5.2.** The governing law shall be French law and it shall apply to this invitation to tender, as well as to the CONTRACT.

**5.3** The Court having jurisdiction to settle any dispute which may arise between the COORDINATOR and the FUEL SUPPLIER shall be the Tribunal de Grande Instance de Paris, France.

## **6. TENDERS**

**6.1** Tenders must be submitted in a closed and sealed envelope with a **full technical dossier (technical drawings for construction and control, catalogue stating prices) in a closed and sealed packet, and marked and addressed as follows: Commission International de Karting – FIA, "Exhaust supply tender", c/o Maître JAQUIERY, Huissier de justice, 6, Place des Eaux-Vives – 1207 Geneva – Switzerland (phone number: +41.22.849.59.49.), no later than 12 March 2008.**

The TENDERER is requested to send **four copies of his tender.**

A receipt will be issued to the TENDERER at his request and shall serve as an acknowledgement of receipt.

**Three samples of the EXHAUST must also be sent in a closed and sealed packet at the following address, no later than 12 March 2008: Commission Internationale de Karting, 2 Chemin de Blandonnet, 1215 Genève 15, Suisse.**

The EXHAUSTS of the selected TENDERER may be used as reference samples.

EXHAUSTS sent by TENDERERS who are not selected will be returned to the senders.

**6.2** Any packet received after this date shall not be opened and shall be sent back to the sender.

Tenders received at the Huissier's office shall immediately be placed by him in an envelope and sealed.

**6.3** On **13 March 2008**, Maître JAQUIERY shall present all the sealed envelopes to the COORDINATOR and shall open them during a public meeting.

Each TENDERER may attend the opening of the envelopes and may personally verify that the seals of each envelope are firmly secure prior to their official opening.

**6.4** The selected TENDERER shall be informed by fax no later than 28 March 2008.

**6.5** The COORDINATOR has taken reasonable care to ensure that this invitation to tender is accurate in all material respects. This invitation to tender is provided solely by way of explanation of the EXHAUSTS supply conditions and neither the COORDINATOR, nor any of its representatives or employees, make any representation or warranty, or accept any responsibilities for the accuracy or completeness of any of the information contained in this invitation to tender; nor shall they be liable for any loss or damage suffered by any TENDERER in reliance on this invitation to tender or any subsequent communication.

**6.6** The COORDINATOR reserves the right to change any aspect of this invitation to tender at any time, to issue an amended invitation to tender or to provide the TENDERERS with clarification in relation to the content of the invitation to tender and the proposed procedure. Such change, amendment or clarification may be provided by the COORDINATOR in such form as the COORDINATOR considers appropriate.

**6.7** Nothing in this invitation to tender nor any communication made by the COORDINATOR or its representatives or employees shall constitute a contract between the COORDINATOR and any prospective TENDERER. The COORDINATOR shall be under no obligation to accept any tender submitted in response to this invitation to tender if, in the sole discretion of

the COORDINATOR, the COORDINATOR considers that no tender meets with the COORDINATOR's criteria for the supplying of EXHAUSTS.

**6.8** Each TENDERER will be required to warrant to the COORDINATOR that the information contained in its tender shall not be false or misleading and that if, following submission of the tender, there is any change in the TENDERER's circumstances which may adversely affect such information, the TENDERER shall promptly notify the COORDINATOR in writing, setting out the relevant details in full. If the COORDINATOR considers that any TENDERER is, or is likely to be, in breach of this warranty, the COORDINATOR shall (without prejudice to its rights and/or remedies arising under law) be entitled to withdraw from any cooperation with the TENDERER.

**6.9** Each TENDERER must undertake to strictly observe all regulations and provisions that apply to the CHAMPIONSHIPS as well as the COORDINATOR's specific instructions and all applicable national and international laws. Furthermore, each TENDERER shall expressly undertake in its tender to comply with the terms and conditions of this invitation to tender.

**6.10** Each TENDERER is responsible for all costs, expenses and liabilities incurred in the preparation of its tender, including any responses to requests for further information by the COORDINATOR and any travel or negotiations with the COORDINATOR (whether or not the TENDERER is ultimately selected).

**6.11** The COORDINATOR shall select the TENDERER, which, in the COORDINATOR's sole opinion, most closely satisfies the scope of the task described. The TENDERER shall, however, be bound under all circumstances to the tender submitted.

The COORDINATOR will not be required to give reasons for the acceptance or refusal of any particular tender.

**6.12** The completion of the process of selection of the TENDERER shall be entirely subject to the COORDINATOR and the TENDERER entering into the CONTRACT governing all reciprocal rights and obligations in detail, in accordance with the procedure.

**6.13** A draft CONTRACT will be provided to the MANUFACTURER which reflects the terms agreed and required in this invitation to tender and the terms set out in the tender that is accepted. The MANUFACTURER has **10 days** counting from the notification of the draft CONTRACT in which to send any comments and to supply the documents necessary for the finalisation of the contract. No variation to the central terms or themes of this invitation to tender or the offer submitted will be permitted at this stage and the opportunity to comment will be provided only to allow technical amendments that are necessary to give the CONTRACT full force and effect. If this time limit is not respected, the COORDINATOR reserves the right to revise its position on the awarding of the CONTRACT resulting from the invitation to tender, and by submitting a tender the MANUFACTURER agrees that it waives all right of legal action in the event of such a review.

**6.14** The CONTRACT may not be assigned or transferred under any circumstances whatsoever without the express agreement of the COORDINATOR.

## **7. ADVERTISING**

**7.1** ADVERTISING shall mean any and all use of the EXHAUSTS supply contract by the MANUFACTURER for direct or indirect commercial advertising purposes, emphasising the fact that the MANUFACTURER was selected for the CONTRACT and that it supplies the COMPETITORS with EXHAUSTS for the CHAMPIONSHIPS, as well as any use of symbols or logos which the products of the MANUFACTURER may bear and which refer to the fact that the MANUFACTURER is the exclusive supplier of EXHAUSTS for the CHAMPIONSHIP.

It is hereby understood and agreed that all ADVERTISING is prohibited and that the MANUFACTURER shall be limited to supplying EXHAUSTS for due consideration.

The MANUFACTURER will be strictly prohibited from making use of the fact that it has been awarded the supply CONTRACT to conduct commercial advertising in any form whatsoever, including either direct or indirect advertising, via any media, and in any country.

For this reason, all phases of EXHAUST delivery shall be carried out by technicians wearing no distinctive symbols or designs on their uniforms and using equipment which does not give any indication as to the identity of the MANUFACTURER.

This clause does not prevent the MANUFACTURER from entering into individual contracts with certain COMPETITORS.

All advertising shall be made pursuant to a contract signed directly between the MANUFACTURER and the COMPETITOR and not within the framework of a contract between the COORDINATOR and the MANUFACTURER.

The MANUFACTURER shall therefore have the right to state that it is supplying EXHAUSTS to a specific COMPETITOR but not that it supplies all the COMPETITORS.

## **8. RELATIONS BETWEEN THE MANUFACTURER AND THE COMPETITORS**

This invitation to tender does not govern the private relationship between the COMPETITORS and the MANUFACTURER.

Nevertheless, this invitation to tender does require that the MANUFACTURER sells the COMPETITORS the EXHAUSTS necessary for their private testing at the same price as the EXHAUSTS for the CHAMPIONSHIP, minus the logistic costs (personnel and transport) for delivery to the site of the EVENTS.

The solvency of the COMPETITORS is not in any way guaranteed by the CONTRACT which shall result from this invitation to tender.

## **9. SUPPLY CONDITIONS**

**9.1** Each TENDERER must describe in an appendix the specific SUPPLY CONDITIONS it is proposing and the characteristics of the EXHAUSTS it is proposing.

The SUPPLY CONDITIONS must respect the absolute equality of all COMPETITORS and must define the price for supplying the EXHAUSTS for the 2008 and 2009 seasons, possibly

together with a price indexation formula in order to allow the price to be readjusted for the 2009 season.

A single rate in euros, including all the relevant taxes that are applicable for all the destinations, must be proposed. This rate shall be the one proposed to the COMPETITORS throughout the 2008 and 2009 seasons and may under no circumstances be increased, in the course of the seasons, by any other tax, delivery charges, exceptional charges, etc.

**VAT (value added tax) cannot be charged to competitors who are exempt from it and who have supplied proof of this to the MANUFACTURER.** A rate not including taxes must also be proposed.

**9.2** Notwithstanding compliance with all the conditions set out in the present invitation to tender, each TENDERER must obligatorily fill in the form given in **Appendix III** and enclose it with the tender.

**9.3** The MANUFACTURER must be able to supply EXHAUSTS throughout the world and at prices set in advance. All main parts supplied must be specially marked in order to prevent substitution.

The MANUFACTURER must establish a procedure for the withdrawal and replacement of the EXHAUSTS in the event of defective parts. He will guarantee that his EXHAUST satisfies the determined objectives and he will remedy any design, manufacturing or assembly defects at no cost to the COMPETITOR unless, in the opinion of the COORDINATOR, the COMPETITOR (and not the MANUFACTURER) is responsible for such defect.

## **10. TECHNICAL CONDITIONS**

**10.1** The quantity of EXHAUSTS necessary for the competition shall mean the quantity necessary for:

- all the COMPETITORS taking part in the CHAMPIONSHIPS
- all the EVENTS in the CHAMPIONSHIPS (see 2008 calendar, **Appendix IV**)
- the official practice sessions at each EVENT in the CHAMPIONSHIPS
- the dynamometric test bed trials.

**10.2** The EXHAUSTS must be marked with the CIK-FIA logo and the code “KF3 Tender 07” which will be embossed. These markings must be clearly legible once the EXHAUST is fitted on the kart.

The COORDINATOR is not in a position to indicate the number of EXHAUSTS to be supplied for the competition seasons, which are the subject of this invitation to tender, and does not guarantee the MANUFACTURER a minimum quantity of EXHAUSTS to be supplied.

**The EXHAUSTS must be available for the COMPETITORS on 1 May 2008 at the latest.**

## **11. DELIVERY OF THE EXHAUSTS AND AFTER-SALES SERVICE**

**11.1** The MANUFACTURER must ensure the transportation and delivery of the EXHAUSTS to the site of the competition.

**Fifteen samples of the EXHAUSTS must be made available to the CIK-FIA officials at the EVENTS in the CHAMPIONSHIPS.**

**11.2** The MANUFACTURER must install an EXHAUST servicing centre in the circuit paddock of each EVENT in the CHAMPIONSHIPS. All COMPETITORS shall have equal access to these servicing centres without any discrimination whatsoever, continuously throughout the duration of the CHAMPIONSHIPS.

## **12. TECHNICAL CHECKS**

**12.1** The tender must contain highly detailed technical documentation on all the qualities and specifications of the EXHAUSTS supplied in accordance with the present conditions and with the rules set out in the TECHNICAL REGULATIONS.

**12.2** The CONTRACT shall contain a clause organising the technical checks carried out on site at the EVENTS on the samples (EXHAUSTS used by the COMPETITORS) taken at the end of the EVENTS. These checks shall be carried out by comparing the marketed EXHAUSTS with the samples taken.

**12.3** Under no circumstances may the cost of the EXHAUST checks carried out by the MANUFACTURER be invoiced to the COORDINATOR.

**12.4** The EXHAUSTS of the MANUFACTURER, made available to the CIK-FIA, may be used for substitution at the EVENTS in the CHAMPIONSHIPS by decision of the officials.

## **12. MANUFACTURING CONDITIONS**

Before launching production, the MANUFACTURER must present a detailed technical study for written approval and possible modifications according to the observations of the TECHNICAL DEPARTMENT.

# **APPENDIX I**

## **2008 Technical Regulations**

## Article 18 Règlement Général KF4

- \* Les pièces d'origine du moteur homologué doivent toujours conserver leur construction d'origine et être conformes et identifiables aux photos, dessins et grandeurs physiques décrites sur la Fiche d'Homologation et présentes sur le moteur plombé lors de l'homologation.
- \* Les modifications susceptibles de changer l'aspect initial, les cotes, les dessins ou les photos des pièces d'origine représentés sur la Fiche d'Homologation sont interdites, sauf si elles sont explicitement autorisées par un article du présent Règlement ou pour des raisons de sécurité.
- \* Le moteur de base doit être adaptable pour utilisation dans les trois catégories spécifiques.
- \* Moteur alternatif mono-cylindre 2-temps à prise directe, homologué par la CIK-FIA.
- \* Matériaux exotiques interdits: acier et aluminium obligatoires.
- \* Carbone interdit pour toutes les pièces structurelles.
- \* Carters moteur et cylindre issus obligatoirement d'une fonte d'aluminium.
- \* vilebrequin, bielle et axe de piston: acier magnétique obligatoire.
- \* Pistons issus obligatoirement d'une fonte ou d'une forge d'aluminium.
- \* Cylindre avec chemise en fonte d'acier.
- \* Hauteur du bloc-cylindre mesurée entre le plan de joint supérieur de la chemise et le plan de joint du pied du cylindre.
- \* Volume des canaux de transfert, longueur du canal d'échappement, profil intérieur de sortie du canal d'échappement et plan de joint inférieur du cylindre selon la Fiche d'Homologation. Ces éléments doivent être contrôlés selon la méthode décrite à l'Annexe n°3.
- \* Cylindrée maximum: 125 cm<sup>3</sup>.
- \* Course comprise entre 54 mm minimum et 54,5 mm maximum.
- \* Refroidissement par eau (carters, cylindre et culasse), d'un circuit uniquement, avec pompe à eau intégrée.
- \* Radiateur homologué.
- \* Admission par clapets dans les demi-carters ou dans le cylindre.
- \* Power-valve autorisée, homologuée avec commande (ouverture) pneumatique et rappel (fermeture) mécanique, sans connexions électroniques.
- \* Suralimentation interdite.
- \* Volume minimum de chambre de combustion: 9 cm<sup>3</sup>, mesuré selon la méthode décrite à l'Annexe n°1c.
  
- \* Bougie: marque libre. Le culot de la bougie (électrodes non comprises) serrée sur la culasse ne doit pas dépasser la partie supérieure du dôme de la chambre de combustion.
- \* Dimensions du puits fileté de bougie - longueur: 18,5 mm; pas: M 14 x 1,25.
- \* Système d'équilibrage homologué, obligatoire, démontable et contrôlable directement depuis l'extérieur, réalisé à l'aide de systèmes déséquilibrés tournant en sens contraire du vilebrequin. Le degré d'équilibrage sera de 25% minimum (voir détails dans le Règlement d'Homologation).

## Article 18 General Regulations for KF4

- \* *The original parts of the homologated engine must always retain their original construction and comply with and be similar to the photographs, drawings and physical heights described on the Homologation Form and present on the engine sealed at the homologation.*
- \* *The modifications likely to change the initial aspect, the dimensions, the drawings or the photographs of the original parts represented on the Homologation Form are forbidden, except if they are explicitly authorised by an article of these Regulations or for safety reasons.*
- \* *The basic engine must be adaptable for use in all three specific categories.*
- \* *Direct drive single-cylinder 2-stroke reciprocating engine homologated by the CIK-FIA.*
- \* *Exotic materials forbidden: mandatory steel and aluminium.*
- \* *Carbon forbidden for all structural parts.*
- \* *Engine crankcases and cylinder obligatorily from aluminium casting.*
- \* *Crankshaft, connecting rod and gudgeon pin: mandatory magnetic steel.*
- \* *Pistons obligatorily from aluminium casting or forging.*
  
- \* *Cylinder with steel casting liner.*
- \* *Height of cylinder block measured between the upper gasket plane of the liner and the gasket plane of the cylinder base.*
- \* *Volume of transfer ducts, exhaust duct length, internal profile of the exhaust duct outlet and lower gasket plane of the cylinder according to the Homologation Form. These elements must be controlled according to the method described in Appendix No. 3.*
- \* *Maximum cylinder capacity: 125 cc.*
- \* *Stroke comprised between 54 mm minimum and 54.5 mm maximum.*
- \* *Water cooled (crankcases, cylinder and cylinder head), with one circuit only, with an integrated water pump.*
- \* *Homologated radiator.*
- \* *Intake by reed valves in the crankcases or in the cylinder.*
- \* *Power-valve authorised, homologated with pneumatic control (opening) and mechanical return (closing), without any electronic connections.*
- \* *Supercharging forbidden.*
- \* *Combustion chamber minimum volume: 9 cc, measured in accordance with the method described in Appendix No. 1c.*
- \* *Spark plug: the make is free. The spark plug barrel (electrodes not included) tightened on the cylinder head must not extend beyond the upper part of the combustion chamber dome.*
- \* *Dimensions of the threaded spark-plug housing - length: 18.5 mm; pitch: M 14 x 1.25.*
- \* *Mandatory homologated balance system made with unbalanced systems rotating in the opposite direction to that of the crankshaft. The balancing will be 25% minimum (see details in the Homologation Regulations). It must be possible to dismount it and control it directly from the outside.*

\*Système d'allumage homologué, digital variable autorisé uniquement en fonction du régime moteur et permettant de recharger la batterie. Montage, fixation, fonctionnement et marquage selon cahier des charges défini dans le Règlement d'Homologation par la CIK-FIA.

\* Limitation du régime moteur à maximum 14 000 tr/min.

\* Carburateur sans connexions électroniques, à cuve, de diamètre 30 mm maximum avec un venturi rond, de grande série, devant rester strictement d'origine.

\* Démarreur avec source électrique embarquée.

\* Batterie sèche (sans maintenance) obligatoire, utilisée seulement pour le démarreur.

\* Interrupteur de mise en marche et d'arrêt obligatoire, pouvant être actionné par le Pilote dans la position normale de conduite.

\* Embrayage homologué à sec, centrifuge avec masses d'expansion et avec couronne du démarreur fixée sur le demi vilebrequin (ou volant moteur):

- diamètre extérieur des masses d'expansion: 80 mm minimum.

- poids minimum (embrayage complet avec couronne de démarreur et pignon moteur) selon la Fiche d'Homologation du moteur.

\* L'embrayage du moteur doit s'opérer à 5 000 tr/min maximum et provoquer l'avancement du kart, Pilote à bord.

\* Une protection efficace (faite en aluminium ou plastique) recouvrant l'embrayage centrifuge tout en laissant un libre accès à la chaîne ou à la courroie, doit être montée.

\* Echappement formé au maximum de 6 sections de diamètre constant, divergent ou convergent, et silencieux d'échappement homologué avec le moteur. Epaisseur minimum de la tôle d'échappement: 0,9 mm.

\* Silencieux d'aspiration homologué CIK-FIA avec 2 aspirations de 23 mm.

\* Limitation sonore à 100 dB/A maximum à 7 500 tr/min.

\* Limitation à 4% de la quantité de lubrifiant ajouté au carburant.

\* Limitation des émissions chimiques contrôlée lors de l'homologation.

\* Identifiants: emplacements de 30 mm x 20 mm usinés et plats pour mise en place des identifiants autocollants:

- à l'avant du cylindre,

- sur la partie supérieure du logement de la boîte à clapets pour les demi-carters.

## Article 19 Règlement Spécifique KF3

Moteur homologué en KF4, avec les modifications suivantes:

\* Power-valve interdite: remplacée par l'obturateur fixe, homologué, ou logement dans le cylindre non usiné.

\* Angle d'échappement limité à 170° maximum sur les lumières d'échappement, mesuré au niveau de la chemise selon méthode décrite à l'Article 2.25.3.2 du Règlement Technique.

\* Régime de rotation limité à maximum 14 000 tr/min.

\* Volume de chambre de combustion minimum de 12 cm<sup>3</sup>, mesuré selon méthode décrite dans l'annexe n°1b du

\* Homologated variable digital ignition system with self-charging system for the battery, allowed only according to engine speed. Mounting, attachment, method of function and marking in accordance with the list of requirements defined in the Homologation Regulations by the CIK-FIA.

\* Engine speed limit set at maximum 14,000 rpm.

\* Strictly original mass produced float chamber carburettor with a maximum diameter of 30 mm, with a round venturi, without any electronic connections.

\* Starter with on-board electric source.

\* Mandatory sealed battery (maintenance free) used only for the starter.

\* Mandatory start and cut-off switch that can be triggered by the Driver in his normal driving position.

\* Mandatory homologated centrifugal dry clutch with clutch weights, and with starting ring attached to half crankshaft unit (or flywheel):

- external diameter of the clutch weights: 80 mm minimum.

- minimum weight (complete clutch with starter ring and engine sprocket) according to the engine Homologation Form.

\* The engine clutch must be triggered at 5,000 rpm maximum and make the kart with the Driver on board move forward.

\* An efficient protection (made of aluminium or plastic) covering the centrifugal clutch but leaving free access to the chain or belt must be fitted.

\* Exhaust composed of 6 sections as a maximum with a constant diameter, either divergent or convergent, and exhaust silencer homologated with the engine. Minimum thickness of exhaust sheet metal: 0.9 mm.

\* CIK-FIA homologated inlet silencer with 2 inlets of 23 mm.

\* Noise limited to 100 dB/A maximum at 7,500 rpm.

\* Quantity of lubricant added to the fuel limited to 4%.

\* Limited chemical emissions controlled at the homologation.

\* Identifications: machined flat spaces of 30 mm x 20 mm for the attachment of the specified identification stickers:

- at the front of the cylinder,

- on the upper part of the reed box housing for the half sumps.

## Article 19 Specific Regulations for KF3

Engine homologated in KF4, with the following modifications:

\* Power-valve not permitted: replaced by the homologated fixed blanking cover, or housing in the cylinder not machined.

\* Exhaust angle limited to 170° maximum on the exhaust ports, measured at the level of the liner in accordance with the method described in Article 2.25.3.2 of the Technical Regulations.

\* Engine speed limited to maximum 14,000 rpm.

\* Combustion chamber minimum volume of 12 cc, measured in accordance with the method described in

Règlement Technique.

\* Echappement monotype spécifique (dimensions et volume selon dessin technique n°12 en annexe). Pour les Championnats, Coupes et Trophées de la CIK-FIA, un fournisseur unique d'échappements sera désigné suite à un appel d'offres.

\* Carburateur de diamètre 20 mm maximum, à papillon avec deux vis de réglage et homologué, devant rester strictement d'origine et devant être conforme à l'outillage déposé par le Constructeur pour contrôler la forme du canal d'entrée.

Pour les Championnats, Coupes et Trophées de la CIK-FIA, un fournisseur unique de carburateurs sera désigné suite à un appel d'offres.

\* Radiateur libre.

\* Allumage homologué avec limiteur spécifique à maximum 14 000 tr/min.

\* Pneus: 5" homologués de type médium ou dur.

\* Poids total minimum: 145 kg (Pilote compris).

\* Poids minimum du kart (sans carburant): 75 kg.

## **Article 20 Règlement Spécifique KF2**

Moteur homologué en KF4, avec les modifications suivantes:

\* Le fonctionnement mécanique de la power-valve est libre, pour autant que toutes les pièces du dessin explosé figurant sur la Fiche d'Homologation soient utilisées et qu'aucune autre pièce n'y soit ajoutée.

\* Volume de chambre de combustion minimum de 9 cm<sup>3</sup>, mesuré selon méthode décrite dans l'annexe n°1c du Règlement Technique.

\* Régime de rotation limité à maximum 15 000 tr/min.

\* Carburateur de diamètre 24 mm maximum, à papillon avec deux vis de réglage et homologué, devant rester strictement d'origine et devant être conforme à l'outillage déposé par le Constructeur pour contrôler la forme du canal d'entrée.

\* Radiateur(s) libre(s).

\* Allumage homologué avec limiteur spécifique à maximum 15 000 tr/min.

\* Pneus: 5" homologués de type soft, médium ou dur.

\* Poids total minimum: 158 kg (Pilote compris).

\* Poids minimum du kart (sans carburant): 75 kg.

## **Article 21 Règlement Spécifique KF1**

Moteur homologué en KF4, avec les modifications suivantes:

\* Le fonctionnement mécanique de la power-valve est libre, pour autant que toutes les pièces du dessin explosé figurant sur la Fiche soient utilisées et qu'aucune autre pièce n'y soit ajoutée.

\* Utilisation possible d'une vis de réglage de la power-valve, modifiée uniquement dans le but de pouvoir accepter la fixation d'un capteur de mesure de déplacement de la guillotine.

\* Diagrammes d'admission et d'échappement libres.

*appendix No. 1b to the Technical Regulations.*

*\* Specific monotype exhaust (dimensions and volume according to technical drawing No. 12 appended). For the CIK-FIA Championships, Cups and Trophies, a single exhaust supplier will be designated further to an invitation to tender.*

*\* Homologated butterfly carburettor with a maximum diameter of 20 mm, comprising two set screws; it must remain strictly original. It must comply with the tooling deposited by the Manufacturer for the control of the shape of the inlet duct.*

*For the CIK-FIA Championships, Cups and Trophies, a single carburettor supplier will be designated further to an invitation to tender.*

*\* Free radiator.*

*\* Homologated ignition system with a specific limiter at maximum 14 000 rpm.*

*\* Tyres: 5" homologated medium or hard type.*

*\* Total minimum weight: 145 kg (Driver included).*

*\* Minimum weight of kart (without fuel): 75 kg.*

## **Article 20 Specific Regulations for KF2**

*Engine homologated in KF4, with the following modifications:*

*\* The mechanical functioning of the power-valve is free, provided that all the components shown on the exploded drawing included on the Homologation Form are used and that no other components are added.*

*\* Combustion chamber minimum volume of 9 cc, measured in accordance with the method described in Appendix No. 1c to the Technical Regulations.*

*\* Engine speed limited to maximum 15,000 rpm.*

*\* Homologated butterfly carburettor with a maximum diameter of 24 mm, comprising two set screws; it must remain strictly original. It must comply with the tooling deposited by the Manufacturer for the control of the shape of the inlet duct.*

*\* Free radiator(s).*

*\* Homologated ignition system with a specific limiter at maximum 15,000 rpm.*

*\* Tyres: 5" homologated soft, medium or hard type.*

*\* Total minimum weight: 158 kg (Driver included).*

*\* Minimum weight of kart (without fuel): 75 kg.*

## **Article 21 Specific Regulations for KF1**

*Engine homologated in KF4, with the following modifications:*

*\* The mechanical functioning of the power-valve is free, provided that all the components shown on the exploded drawing included on the Form are used and that no other components are added.*

*\* It is allowed to use an adjusting knob of the power-valve, modified only with the aim of being able to accept the fixation of a throttle-valve shift measurement sensor.*

*\* Free inlet and exhaust diagrams.*

RÈGLEMENT TECHNIQUE  
TECHNICAL REGULATIONS

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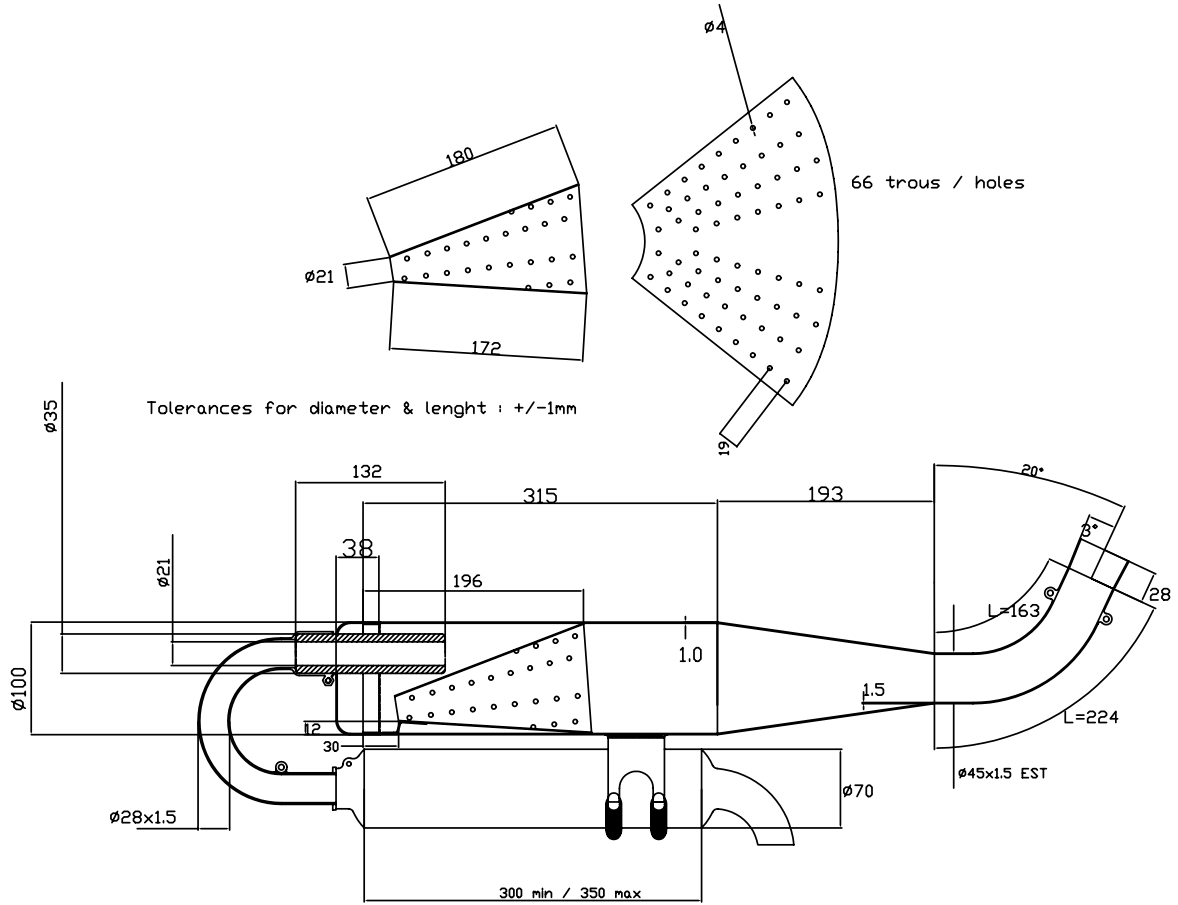
- \* Forme des lumières libre.
  - \* Volume de chambre de combustion libre.
  - \* Hauteur du bloc-cylindre libre.
  - \* Distance libre entre le sommet du piston et celui de la chemise.
  - \* Piston libre.
  - \* Régime de rotation limité à maximum 16 000 tr/min.
  - \* Carburateur de diamètre 30 mm maximum, à papillon avec deux vis de réglage et homologué, devant rester strictement d'origine et devant être conforme à l'outillage déposé par le Constructeur pour contrôler la forme du canal d'entrée.
  - \* Boîte à clapets libre.
  - \* Radiateur(s) libre(s).
  - \* Allumage homologué avec limiteur spécifique à maximum 16 000 tr/min.
  - \* Echappement de conception libre.
  - \* Pneus: 5".
  - \* Poids total minimum: 160 kg (Pilote compris).
  - \* Poids minimum du kart (sans carburant): 75 kg.
- \* *Free ports shape.*
  - \* *Free combustion chamber volume.*
  - \* *Free cylinder block height.*
  - \* *Free distance between the top of the piston and that of the liner.*
  - \* *Free piston.*
  - \* *Engine speed limited to maximum 16,000 rpm.*
  - \* *Homologated butterfly carburettor with a maximum diameter of 30 mm, comprising two set screws; it must remain strictly original. It must comply with the tooling deposited by the Manufacturer for the control of the shape of the inlet duct.*
  - \* *Free reed box.*
  - \* *Free radiator(s).*
  - \* *Homologated ignition system with a specific limiter at maximum 16,000 rpm.*
  - \* *Free design exhaust.*
  - \* *Tyres: 5".*
  - \* *Total minimum weight: 160 kg (Driver included).*
  - \* *Minimum weight of kart (without fuel): 75 kg.*

**DESSIN TECHNIQUE N°12**

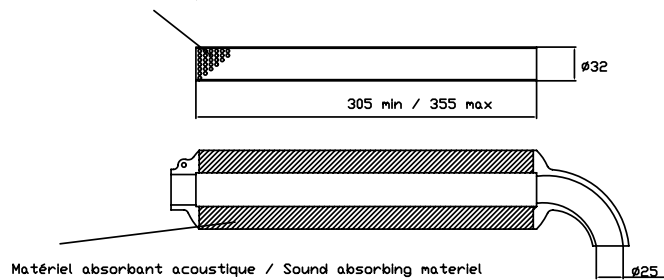
**TECHNICAL DRAWING No. 12**

**Echappement et collecteur monotype spécifique KF3**

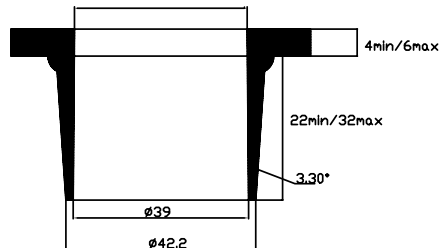
**Specific KF3 monotype exhaust and manifold**



Tube interne multi-perforé 3mm / drilled at 3mm inner tube



Selon conduit d'échap. du cylindre / According exh. cylinder duct



## **APPENDIX II**

### **Standard Form Fax for First Demand Bank Guarantee**

TEXT OF THE FAX which the tenderer's bank must send to the FEDERATION INTERNATIONALE DE L'AUTOMOBILE in pursuance of article 4.5 "bank guarantee".

We, the undersigned, BANK X, hereby confirm that we irrevocably agree, upon receipt of a payment order on your behalf worded according to the terms stated below, to immediately transfer to your account n° [ ] at the bank W, the amount of € 16,000.

Quote: standard form of the fax which the FIA will send to BANK X to enforce the first demand bank guarantee:

*Pursuant to the first demand bank guarantee that you have issued to us on behalf of your client, [ ], we, the FIA, the undersigned, hereby inform you that we deem that the contractual obligations of [ ] have not been fulfilled for the following reasons:*

*We therefore demand that you immediately transfer the amount of € [ ] to our account pursuant to the said guarantee.*

We hereby confirm that, upon receipt of the above message, this bond will be released in your favour and transferred to your account, regardless of any oppositions or exceptions of any kind that may be raised or filed by [ ].

Payment shall be made regardless of any legal action taken to prevent the release of the bond, whether such action is taken by [ ] directly or by a third party.

Signed Bank X

## **APPENDIX III**

### **Submission Form**

# Submission Form

Supplying exhausts for the 2008 and 2009 seasons:

CIK-FIA Championships (KF3)

Name of the company: \_\_\_\_\_

	BEFORE TAX	INCLUSIVE OF ALL TAXES AND CHARGES
Price at the production site	€	€
Price at the site of the event	€	€

Proposed method of payment: \_\_\_\_\_

# **APPENDIX IV**

**2008 Calendar**



# CALENDRIER CIK-FIA 2008

## 2008 CIK-FIA CALENDAR



### **CHAMPIONNAT D'EUROPE CIK-FIA DE KF3** **CIK-FIA EUROPEAN KF3 CHAMPIONSHIP**

Qualification Région Nord / *Northern Region Qualification*  
10-13/7 Göteborg (S)

Qualification Région Ouest / *Western Region Qualification*  
10-13/7 Alcaniz (E)

Qualification Région Centre / *Central Region Qualification*  
10-13/7 Val Vibrata (I)

Finale / *Final*  
04-07/9 Varennes s/Allier (F)

### **CHAMPIONNAT D'ASIE-PACIFIQUE CIK-FIA DE KF3** **CIK-FIA ASIA-PACIFIC KF3 CHAMPIONSHIP**

03-05/10 Macau (MO)\*

### **VIKING TROPHY CIK-FIA DE KF3** **CIK-FIA KF3 VIKING TROPHY**

12-15/6 Lappeenranta (FIN)\*

### **MONACO KART CUP CIK-FIA DE KF3** **CIK-FIA KF3 MONACO KART CUP**

17-19/10 Monaco (MC)\*

Légende / Caption:

\* sous réserve d'homologation ou de réhomologation du circuit / *subject to the homologation or re-homologation of the circuit*