



2010 Championship Karting International

Fuel and Oil Supplement

Preamble:

The following document shall define the procedure, protocols and limits of fuel and oil specifications under which Championship Karting International (CKI) shall conduct its official race events.

Prescribed fuel

The prescribed fuel shall be VP Racing "Motorsports 98" for all classes, except Rotax Mini, which shall be VP Racing "Motorsports 93".

It is mandatory in all classes that fuel utilized for competitive portions of the race event be purchased and received from the CKI-appointed vendor onsite.

It is not permitted to make any alterations to the prescribed fuel except for the addition of prescribed two cycle lubricant oil shown below.

Any and all means of testing the legality of the fuel for all classes shall be performed using the onsite vendor supply as the test artifact.

Testing of competitors' fuel may occur at any time during the event. Refusal to submit to testing and/or sampling requests shall be considered an admission of non-compliance and be subject to penalty.

There are no limits to the level or methods of testing that CKI may prescribe to determine the legality of the fuel.

Prescribed oil

The prescribed and allowable two cycle oils by class are:

Cadet, KF3, KF2, KZ2, Leopard Junior, and TaG Senior classes

- Motul Grand Prix 2T

Rotax Mini

- Motul 800 Off Road

It is not permissible to mix different brands or types of oils.

The mixture ratio of fuel to oil is free in all classes.

It is mandatory in all classes that oil utilized for competitive portions of the race event be purchased and received from the CKI-appointed vendor onsite.

Fuel distribution and storage protocols

Onsite fuel vendor will be provided for by CKI or will be CKI itself.

The departure time of the fuel vendor will be announced. It is the responsibility of the competitor to acquire sufficient supply of fuel prior to this departure.

Method of payment is at the discretion of the vendor. Competitors should be prepared to accommodate cash, check or credit payments.

Fuel may be supplied either from bulk containers or in individual pails. When supplied from bulk containers, it is the competitors' responsibility to supply adequate storage containers.

For all classes except Cadet and Rotax Mini, competitors' procurement and access to race event fuel is restricted as follows:

Pre-event fuel and oil check in:

The competitor shall come to the fuel distribution and storage area during the appointed time on the event schedule with his storage container, fuel tank and oil.

Failure to perform initial check-in of fuel to the storage area prior to the deadline listed on the event schedule is subject to penalty.

Competitors in possession of a single fuel tank may delay check in of this item until after qualifying.

Any possible personal storage containers or fuel tanks shall be clean and dry.

Any extraneous liquids brought into the storage area must be human-consumable and may not contain any fuel-enhancing ingredients.

Any two cycle oil containers (if approved to be brought in), must be factory-sealed and unopened.

The competitor procures the required amount of fuel from the organization and, prior to leaving the controlled Parc Ferme, ensures check-in is recorded.

The Parc Ferme attendant checks for appropriate container labeling and security of closure and stores the fuel, oil and container(s) in a designated place for that particular competitor.

Competitive element fuel access:

The competitor shall come to the Parc Ferme during the appointed time prior to the element to be contested.

Fuel tanks shall be clean and dry upon presentation and stored in Parc Ferme during the entire event. Fuel lines and carburetor float bowls shall be drained.

Any extraneous liquids brought into the storage area must be human-consumable and may not contain any fuel-enhancing ingredients.

The competitor proceeds to the attendants' desk, provides proof of identity and requests his fuel container(s).

The competitor mounts and fills his Parc Ferme-stored fuel tank to the desired level and assembles the fuel tank to the chassis.

The competitor returns to the attendants' desk and checks his storage container(s) back into the storage area. The storage area attendant checks for appropriate container labeling and security of closure and stores the fuel, oil and container(s) in a designated place for that particular competitor.

Once the on track element is complete, the competitor returns to the storage area, disassembles the fuel tank from the chassis and returns it to the attendants for controlled storage.

The removal of any fuel or opened oil containers from the controlled storage area renders that quantity ineligible for race event usage.