



## **NATIONAL OFFICE**

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## **1. Introduction**

1.1 The Australian Karting Association Inc (AKA) formally invites engine manufacturers and/or distributors to tender for the supply of engines to suit the AKA Cadet & Rookie Class's.

1.2 The intent of this tender is to introduce a new engine into the Cadet & Rookie class's that has parity, is cost effective, light weight, long life and can easily be transitioned from Cadets to Rookies. An engine that achieves these goals will create stability and secure the future of this sector Australian Karting.

1.3 After an initial transition period it is intended that the selected engine will become the sole engine to be used in the Cadet and Rookie classes. All Kart Clubs in all Australian States and Territories running events under the AKA will run Cadet and Rookie class's using the successful engine. Additional class's in the age groups of Cadets and Rookies will not be permitted.

1.4 To ensure clear and transparent decision making any industry member who submits a tender or who plans to sell or be a wholesale reseller of any of the tendered engines cannot be involved in the testing, evaluation or final decision of the contract.

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Tenderer's Signature

**1.5 The AKA reserves the right at its sole discretion to use any selection criteria it deems appropriate.**

**1.6 The AKA shall have the unfettered right at its sole discretion to reject any offer at any time without reason and without penalty or liability of any kind whatsoever.**

**1.7 Throughout the test and evaluation phase of the tender the AKA reserves the right to negotiate possible changes of the tendered engine with the tender applicant.**

**1.8 The AKA reserves the right in its absolute discretion to withdraw from this tender at any time.**

**1.9 It is a condition of the tender document to the AKA the tenderer acknowledges that it intends to be bound by the terms and conditions contained herein.**

## **2. Engine Specification & Requirements**

2.1 Any engine submitted that does not meet all the specifications & requirements requested may at the discretion of the AKA be rejected before the testing process.

2.2 The successful engine will be required to achieve the following:

(a) Transition from Cadets to Rookie's using easily identified and economic external components.

(b) Be compact with minimal ancillaries.

(c) Comply with AKA noise regulations.

(d) Maximum Recommended Retail Price \$1650.00 inc GST, Wholesale price excluding GST should be a minimum of 20% below the retail price that includes GST.

(e) Engine Package should include carburettor system, exhaust system and starting system.

(f) Economical spare parts price list to be supplied and attached with the tender.

(g) Long life with 20 hours between top end rebuilds and 40 hours between bottom end rebuilds. Manufacturer to recommend the oil used.

(h) Be of high quality and manufactured to exact standards.

(i) Major components are required to be marked for easy identification. Markings need to be non removable and not replicated easily

(j) Be supplied with sealing nuts for engine tagging.

(k) Be easy to start and operate.

(l) Deliver similar power curves to the Comer SW80 for the Cadets class and the Yamaha J in Rookie trim for the Rookie class.

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Tenderer's Signature

2.3 The successful engine supplier will be required to achieve the following:

- (a) Supply engines that have exceptional parity.
- (b) Have adequate supply of engines at all times.
- (c) Have adequate supply of spare parts at all times.
- (d) Supply spare parts to the trade.
- (e) Provide economical trade pricing on fast moving rebuild components, including but not limited to pistons, rings, pins, conrod, bearings, gaskets, o rings. These should be a minimum of 35% (excluding GST) less than the recommended retail price (including GST). Trade pricing on slower moving products should be as industry standard.
- (f) Supply 15 sets of engine compliance checking tools to the AKA. This includes but not limited to Piston Travel Gauges (PTG), Head Profile Gauge, Port Profile Gauge.
- (g) Commit to a 5 year supply contract with option for another 5 years.
- (h) Bear all costs in the application, development, testing and homologation.
- (i) Maintain engine & spare parts pricing for the term of the contract. Price increases due to a variation in GST or cases of extreme circumstance can be reviewed with the AKA annually.

2.4 Required Engine Specification

- (a) 2 stroke
- (b) Fan or Air Cooled.
- (c) Cast iron cylinder liner with machined ports. Engines that have a none removable cylinder liner that reduces the chances of modification will receive preference by the AKA.
- (d) Tuneable diaphragm carbie with machined venturi and fuel transfer passages.
- (e) Centrifugal Dry Clutch with minimal maintenance.
- (f) Spark Plug hole 90 degrees to piston to assist PTG rod.
- (g) Perform 1 to 1.5 tenths faster than the current engines on a track of 1000m
- (h) Maximum 12000 RPM. The preferred method of achieving this is by internal engine design.
- (i) Maximum engine weight 8kg in Cadet specification including carburettor, exhaust system & starter system but excluding the engine mount.
- (j) Pull Start with the facility to be externally started.

### **3/ Tender Submission**

3.1 The engine manufacturer or distributor applying for the tender must read and complete the tender document in full and submit it to the AKA National office before 5pm Friday 31st May 2013.

3.2 Upon review of the tender document by the NKC and National Executive the AKA will advise if your tender application is to proceed to testing before 5pm Monday July 15, 2013.

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Tenderer's Signature

3.3 Applicants invited to proceed to testing must provide two sample engines before 5pm Monday November 11 2013.

3.4 Throughout the testing the AKA may at its own discretion choose to communicate testing progress with one or all applicants in order to solve issues or improve any area of the engine.

3.5 The AKA will endeavour to advise the applicant the results of the testing by May 2014.

3.6 The AKA will announce the successful tenderer by August 2014

3.7 The AKA reserve the right to change the time line or required engine specification as a result of the testing. Any changes will be made in writing.

**3.8 In submitting the tender document to the AKA the tenderer acknowledges that it intends to be bound by the terms and conditions contained herein.**

**4/ Timeline**

Invitation to Tender Released		Monday December 14, 2012
Engine Tender Closes	17.00	Friday May 31, 2013
AKA to advise accept or reject your tender to proceed to testing before.	17.00	Monday July 15 , 2013
Test engines to be received before	17.00	Monday November 11, 2013
AKA to advise results of testing		May 2014
AKA announces successful tenderer before -		August 2014

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**Tender Applicant Details:**

Company Name: \_\_\_\_\_

Contact Person: \_\_\_\_\_

ABN#: \_\_\_\_\_

Street Address: \_\_\_\_\_

Postal Address: \_\_\_\_\_

Telephone Number: \_\_\_\_\_

Fax Number: \_\_\_\_\_

Email Address: \_\_\_\_\_

**Engine Manufacturers Details:**

Company Name: \_\_\_\_\_

Contact Person: \_\_\_\_\_

ABN#: \_\_\_\_\_

Street Address: \_\_\_\_\_

Postal Address: \_\_\_\_\_

Telephone Number: \_\_\_\_\_

Fax Number: \_\_\_\_\_

Email Address: \_\_\_\_\_

1/ Is the engine you are tendered currently in production? YES / NO

2/ What proposed changes will be done to convert the motor from Cadets to Rookies. \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

3/ Is the ignition analogue or digital? \_\_\_\_\_

4/ Does the ignition limit rpm? \_\_\_\_\_

5/ Does the engine meet all the criteria in the tender document. If no please state what does not comply.  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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Tenderer's Signature

<b>ENGINE DETAILS</b>			
Manufacturer		Date	
Make			
Model			

ENGINE PHOTO OR DRAWING DRIVE SIDE	ENGINE PHOTO OR DRAWING IGNITION SIDE
ENGINE PHOTO OR DRAWING FROM THE FRONT	ENGINE PHOTO OR DRAWING FROM THE REAR

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Tenderer's Signature

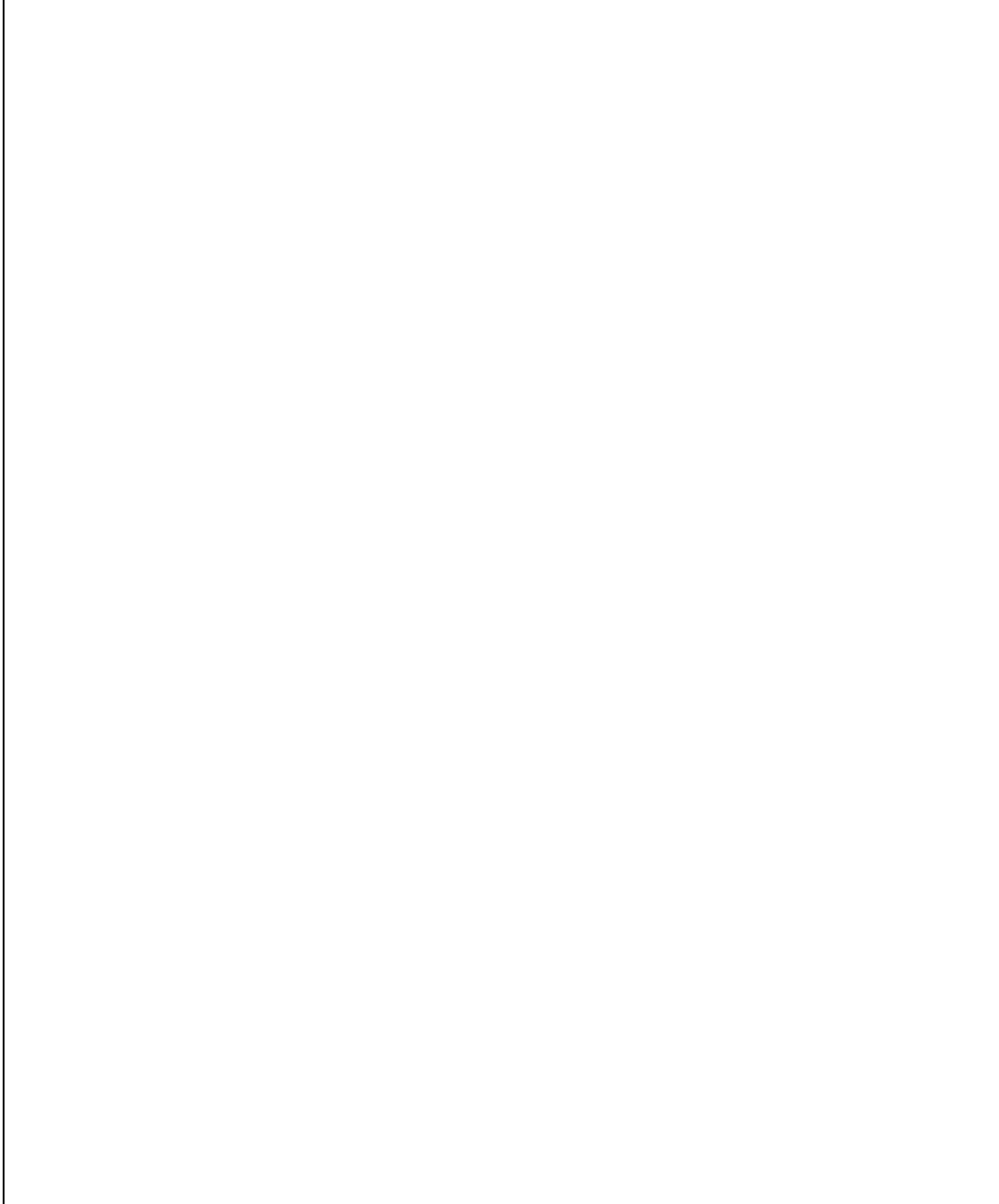
## TECHNICAL INFORMATION

Capacity CC		Ign Adjustable	YES / NO
Bore Size		Cylinder Material	
Stroke		Liner Material	
No. Transfer Ports		Cyl Head Material	
Transfer Height		C/Case Material	
No. Exhaust Ports		C/Shaft Material	
Exhaust Height		Conrod Material	
Boost Port	YES / NO	Conrod Length	
Boost Height		Main Bearing Size	
Head Vol CC		Piston Material	
Inlet Type		Piston Coating	
Carburettor		No. Piston Rings	
Ignition Make		Clutch Type	
Ignition Model			

<b>CLUTCH PHOTO &amp;/OR DRAWING</b>

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**PHOTO &/OR DRAWING EXHAUST SYSTEM**



**PRICE TENDER OFFER FOR FIXED TERM OF FIVE YEARS**

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Engine Name \_\_\_\_\_

**Cadet Specification**

Recommended Retail Price inc GST	AUD\$
Trade Price + GST	AUD\$

**Rookie Specification**

Recommended Retail Price inc GST	AUD\$
Trade Price + GST	AUD\$

**Kit Price to update / convert engine from Cadet specification to Rookie specification.**

Recommended Retail Price inc GST	AUD\$
Trade Price + GST	AUD\$

OTHER DETAILS

DATED this \_\_\_\_\_ day of \_\_\_\_\_ 2012.

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Tenderer's Signature

Executed by or on behalf of The Tenderer )

In the presence of )

.....  
(Tenderer Signature)

.....  
(Print Name)

.....  
(Capacity of Signatory)

.....  
(Witness Signature)

.....  
(Print Name)

.....  
Tenderer's Signature