



Sanctioned by:



**SUPPLEMENTARY REGULATIONS**  
**ALL STARS KARTING INVITATIONAL 2012**  
**INCORPORATING YAMAHA SL INTERNATIONAL**

Organized by:



Promoted by:



**SUPPLEMENTARY REGULATIONS**  
**ALL STARS KARTING INVITATIONAL 2012**  
**INCORPORATING YAMAHA SL INTERNATIONAL**

1. **Organiser** Langkawi Motorsport Club  
P.O. Box 142,  
07000 Langkawi,  
Kedah Darul Aman  
  
**Promoter** COMMA Motorsports  
Km 8, Speedway PLUS Circuit,  
USJ Rest & Service Area,  
ELITE Highway,  
47590 Subang Jaya,  
Selangor Darul Ehsan
2. **Name of Event** All Stars Karting Invitational 2012
3. **Type of Event** Mass start circuit races for karts
4. **Track** Sepang Karting Circuit, Clockwise
5. **Status** National With Invitation
6. **Permit No** T.B.A.
7. **Jurisdiction**  
Held under the National Competition Rules (NCRs) of the AAM, incorporating the International Karting Regulations of the CIK/FIA, these Supplementary Regulations and any Additional Supplementary Regulations issued by the Organiser shall have the same force as these regulations subject to the provisions of NCR.
8. **Dates** February 4 & 5, 2012
9. **Officials of the Meeting**

AAM Steward	See ASRs
Clerk of the Course	See ASRs
Deputy Clerk of the Course	See ASRs
Chief Medical Officer	See ASRs
Secretary of the Meeting	See ASRs
Chief Scrutineer	See ASRs
Chief Paddock/Pit	See ASRs
Chief Grid Marshal	See ASRs
Chief Course Marshal	See ASRs
Chief Timekeeper	See ASRs
10. **Entries:**
  - (a) Opening and Closing Dates  
All entries open 3 January 2012 and close 29 January 2012.
  - (b) Entry Fees

YAMAHA CADET :	RM 3,800
YAMAHA JUNIOR :	RM 4,200
KF3, KF2 & SONIK :	RM 500

The entry fee includes the usage of chassis, engine and tyres for Yamaha cadet & junior categories.
  - (c) Conditions for acceptance or refusal of Entries
    1. All entries received will be considered by the Organiser having regard to the suitability of the kart and driver. The Organiser may refuse to accept an entry without assigning a reason and their decision is final in such respect. Where an entry is not accepted by the Organiser, the entry fee will be refunded in full.

2. It is a condition of entry that two sets of VEGA tyres be purchased for every class entered (unless specified otherwise). Payment for these tyres must be made together with the entry fees and a voucher will be given for collection of the tyres at Parc Ferme. The tyres will be marked with the competition number by officials on delivery and must be surrendered and used for the competition. No other tyres, even of the same make will be permitted to be used for that event.

All cheques/ M.Os./ Bank Drafts, etc. must be crossed and made payable to:  
**COMMA Motorsports ( Al Rajhi Bank : 10400 1080 252510 )**

(d) Eligible Competitors

1. Competitors in possession of a valid competition license issued by the Automobile Association of Malaysia (AAM) for Karting. (Minimum competition licence required: National "C" (Novice)).
2. Competitors in possession of valid CIK/FIA International competition license issued by the respective FIA - National Sporting Authority (ASN) accompanied by a letter or visa of approval from the same to participate in the event.
3. Competitors in possession of a valid competition licence issued by the Automobile Association of Malaysia / Motorsports Association of Malaysia (AAM / MAM) for Karting. (Minimum competition licence required: National "C" (Novice) or National).
4. Competitors below 13 years in possession of National competition license issued by the respective FIA - National Sporting Authority (ASN) accompanied by a letter or visa of approval from the same to participate in the event.

NOTE: ALL LICENSES ARE TO HANDED IN TO THE SECRETARY OF THE MEETING IMMEDIATELY AFTER REGISTRATION FOR SAFE KEEPING

(e) Address of Entries

Completed entry forms together with the appropriate fees should be sent to:-

**The Secretary of the Meeting,**

All Stars Karting Invitational 2012,  
Speedway PLUS Circuit,  
Km 8, USJ Rest & Service Area,  
Elite Highway,  
47590 Subang Jaya  
Selangor, Malaysia

(askinvtational2012@gmail.com)

11. **Insurance**

All Drivers will only be covered for Public Liability risks only by insurance arranged by the Organiser.

12. **Awards**

Trophies will be awarded up to 5<sup>th</sup> place in each class. Winner of Yamaha Cadet & Junior will received a Yamaha KT100SEC Engine. Additional awards/prizes will be announced in ASRs.

13. **Driver's Briefing**

The attendance is compulsory. The onus is on the driver to be present at the time and place stated. Drivers will be informed of the place for Drivers Briefing during Signing-in. Drivers under the age of 18 are to be accompanied by a parent or legal guardian or the entrant.

14. **Classification of Karts:**

All karts shall comply with the following specifications:

14.1 **YAMAHA CADET**

- (a) Chassis: Delivery by Organizer.  
*BIREL TRY.*
- (b) Axle: Delivery by Organizer.  
*As per Original.*
- (c) Wheel Hubs: Delivery by Organizer.  
*As per Original.*

- (d) Wheels: Delivery by Organizer.  
*As per Original.*
- (e) Engine: Delivery by Organizer.  
*Yamaha KT 100 SEC.*
- (f) Weight: The minimum weight of kart + driver is set at 105kgs.
- (g) Tyres: Delivery by Organizer.  
VEGA Mini Tyres 4.0/10.0-5 (Front) 5.0/11.0-5 (Rear).  
*(1 set available for the races)*  
  
VEGA W2 Wet Tyres 4.2/10.0-5 (Front) 6.0/11.0-5 (Rear).  
*(1 set available for the races, will be given if rain)*
- (h) Fuel: Fuel supply will be designated. A fuel station will be nominated and only fuel from that station will be allowed. A Digatron fuel tester may be used and fuel samples from the participating station may be used as the control sample for the event. Fuel from other stations or brands which do not confirm to the spec. achieved from the fuel test will be considered out of specification and as such will be considered illegal and thus lead to the disqualification of the participant. Please note that the organizers will be applying this clause very strictly.
- (i) Age Limit: The minimum age shall be not less than 8 years. Drivers whose 8<sup>th</sup> birthday falls within the calendar year 01/01/12-31/12/12 shall be eligible. The maximum age will be for drivers who will attain the age of 12 years during the calendar year of 01/01/12-31/12/12.
- (ii) Safety Gear: Protective clothing must be CIK approved and must be produced at the time of scrutineering.  
\* A helmet with an efficient and unbreakable protection for the eyes. For all classes, helmets must comply with the following prescriptions:  
- Snell Foundation SA2000, K2005 and SA2005 (USA),  
- British Standards Institution A-type and A/FR-type BS6658-85, including any amendments (Great Britain),  
- SFI Foundation Inc., Spec. SFI 31.1A and 31.2A (USA).  
- Snell-FIA CMH, for Drivers under 15 years old  
The weight of helmets may be checked at any time during an event and must not be more than 1,800 g or 1,550 g for Juniors / Cadets. It must be noted that certain types of helmets must not be painted or carry adhesive material. In accordance with Appendix L to the International Sporting Code (Chapter III, Article 1.2), any addition of devices, whether aerodynamic or other, to helmets is forbidden if they have not been homologated with the helmet concerned.  
\* A pair of gloves covering the hands completely.  
\* Fabric overalls must have a « **Level 2** » homologation granted by the CIK-FIA bearing in a visible way the CIK/FIA homologation number. They must cover the whole body, legs and arms included. Overalls remain valid 5 years after their date of manufacturing and the homologation (i.e. the period during which they can be produced) is valid for 5 years.  
\* Boots must cover and protect the ankles.  
\* Cadet drivers must wear a rib protecting device and neck protector e.g. Tillett / Sparco / etc.

#### 14.2 YAMAHA JUNIOR

- (a) Chassis: Delivery by Organizer.  
*BIREL TIA.*
- (b) Axle: Delivery by Organizer.  
*As per Original.*

- (c) Wheel Hubs: Delivery by Organizer.  
*As per Original.*
- (d) Wheels: Delivery by Organizer.  
*As per Original.*
- (e) Engine: Delivery by Organizer.  
*Yamaha KT 100 SEC.*
- (f) Weight: The minimum weight of kart + driver is set at 140kgs.
- (g) Tyres: Delivery by Organizer.  
VEGA SL4 Tyres 4.6/10.0-5 (Front) 7.1/11.0-5 (Rear).  
*(1 set available for the races)*  
  
VEGA W2 Wet Tyres 4.2/10.0-5 (Front) 6.0/11.0-5 (Rear).  
*(1 set available for the races, will be given if rain)*
- (h) Fuel: Fuel supply will be designated. A fuel station will be nominated and only fuel from that station will be allowed. A Digatron fuel tester may be used and fuel samples from the participating station may be used as the control sample for the event. Fuel from other stations or brands which do not confirm to the spec. achieved from the fuel test will be considered out of specification and as such will be considered illegal and thus lead to the disqualification of the participant. Please note that the organizers will be applying this clause very strictly.
- (i) Age Limit: Driver eligible will be 12 -16 years. However, drivers who attain the age during the calendar year 01/01/12-31/12/12 shall be eligible.
- (j) Safety Gear: Protective clothing must be CIK approved and must be produced at the time of scrutineering.
- \* A helmet with an efficient and unbreakable protection for the eyes. For all classes, helmets must comply with the following prescriptions:
    - Snell Foundation SA2000, K2005 and SA2005 (USA),
    - British Standards Institution A-type and A/FR-type BS6658-85, including any amendments (Great Britain),
    - SFI Foundation Inc., Spec. SFI 31.1A and 31.2A (USA).
    - Snell-FIA CMH, for Drivers under 15 years old
 The weight of helmets may be checked at any time during an event and must not be more than 1,800 g or 1,550 g for Juniors / Cadets. It must be noted that certain types of helmets must not be painted or carry adhesive material. In accordance with Appendix L to the International Sporting Code (Chapter III, Article 1.2), any addition of devices, whether aerodynamic or other, to helmets is forbidden if they have not been homologated with the helmet concerned.
  - \* A pair of gloves covering the hands completely.
  - \* Fabric overalls must have a « **Level 2** » homologation granted by the CIK-FIA bearing in a visible way the CIK/FIA homologation number. They must cover the whole body, legs and arms included. Overalls remain valid 5 years after their date of manufacturing and the homologation (i.e. the period during which they can be produced) is valid for 5 years.
  - \* Boots must cover and protect the ankles.
  - \* Cadet drivers must wear a rib protecting device and neck protector e.g. Tillett / Sparco / etc.

### 14.3 **KF3**

- (a) Chassis: All homologated chassis are permitted.
- (b) Engine: All types of KF3 engine is permitted.
- (c) Weight: The minimum weight of kart + driver is set at 145kgs.

- (d) Tyres: VEGA SL4 Tyres 4.6/10.0-5 (Front) 7.1/11.0-5 (Rear).  
 VEGA W2 Wet Tyres 4.2/10.0-5 (Front) 6.0/11.0-5 (Rear).
- (e) Fuel: Fuel supply will be designated. A fuel station will be nominated and only fuel from that station will be allowed. A Digatron fuel tester may be used and fuel samples from the participating station may be used as the control sample for the event. Fuel from other stations or brands which do not confirm to the spec. achieved from the fuel test will be considered out of specification and as such will be considered illegal and thus lead to the disqualification of the participant. Please note that the organizers will be applying this clause very strictly.
- (f) Age Limit: Driver eligible will be 12 -16 years. However, drivers who attain the age during the calendar year 01/01/12-31/12/12 shall be eligible.
- (g) Safety Gear: Protective clothing must be CIK approved and must be produced at the time of scrutineering.
- \* A helmet with an efficient and unbreakable protection for the eyes. For all classes, helmets must comply with the following prescriptions:
    - Snell Foundation SA2000, K2005 and SA2005 (USA),
    - British Standards Institution A-type and A/FR-type BS6658-85, including any amendments (Great Britain),
    - SFI Foundation Inc., Spec. SFI 31.1A and 31.2A (USA).
    - Snell-FIA CMH, for Drivers under 15 years old
 The weight of helmets may be checked at any time during an event and must not be more than 1,800 g or 1,550 g for Juniors / Cadets. It must be noted that certain types of helmets must not be painted or carry adhesive material. In accordance with Appendix L to the International Sporting Code (Chapter III, Article 1.2), any addition of devices, whether aerodynamic or other, to helmets is forbidden if they have not been homologated with the helmet concerned.
  - \* A pair of gloves covering the hands completely.
  - \* Fabric overalls must have a « **Level 2** » homologation granted by the CIK-FIA bearing in a visible way the CIK/FIA homologation number. They must cover the whole body, legs and arms included. Overalls remain valid 5 years after their date of manufacturing and the homologation (i.e. the period during which they can be produced) is valid for 5 years.
  - \* Boots must cover and protect the ankles.
  - \* Cadet drivers must wear a rib protecting device and neck protector e.g. Tillett / Sparco / etc.

#### 14.4 **KF2 / SONIK**

- (a) Chassis: All homologated chassis are permitted.
- (b) Engine: All types of KF2 / SONIK engine is permitted.
- (c) Weight: The minimum weight of kart + driver is set at 158kgs.
- (d) Tyres: VEGA XM Tyres 4.6/10.0-5 (Front) 7.1/11.0-5 (Rear).  
 VEGA W2 Wet Tyres 4.2/10.0-5 (Front) 6.0/11.0-5 (Rear).
- (e) Fuel: Fuel supply will be designated. A fuel station will be nominated and only fuel from that station will be allowed. A Digatron fuel tester may be used and fuel samples from the participating station may be used as the control sample for the event. Fuel from other stations or brands which do not confirm to the spec. achieved from the fuel test will be considered out of specification and as such will be considered illegal and thus lead to the disqualification of the participant. Please note that the organizers will be applying this clause very strictly.

- (f) Age Limit: Driver eligible will be 15 years and above. However, drivers who attain the age during the calendar year 01/01/12-31/12/12 shall be eligible.
- (g) Safety Gear: Protective clothing must be CIK approved and must be produced at the time of scrutineering.
- \* A helmet with an efficient and unbreakable protection for the eyes. For all classes, helmets must comply with the following prescriptions:
    - Snell Foundation SA2000, K2005 and SA2005 (USA),
    - British Standards Institution A-type and A/FR-type BS6658-85, including any amendments (Great Britain),
    - SFI Foundation Inc., Spec. SFI 31.1A and 31.2A (USA).
    - Snell-FIA CMH, for Drivers under 15 years old
 The weight of helmets may be checked at any time during an event and must not be more than 1,800 g or 1,550 g for Juniors / Cadets. It must be noted that certain types of helmets must not be painted or carry adhesive material. In accordance with Appendix L to the International Sporting Code (Chapter III, Article 1.2), any addition of devices, whether aerodynamic or other, to helmets is forbidden if they have not been homologated with the helmet concerned.
  - \* A pair of gloves covering the hands completely.
  - \* Fabric overalls must have a « **Level 2** » homologation granted by the CIK-FIA bearing in a visible way the CIK-FIA homologation number. They must cover the whole body, legs and arms included. Overalls remain valid 5 years after their date of manufacturing and the homologation (i.e. the period during which they can be produced) is valid for 5 years.
  - \* Boots must cover and protect the ankles.
  - \* Cadet drivers must wear a rib protecting device and neck protector e.g. Tillett / Sparco / etc.

15. **Telemetry**

On board systems are free.

16. **Race Numbers**

Number plates shall be of plastic and rounded corners with 22 cm sides. Numbers shall be at least 15 cm high and 2 cm wide. The number plates must be fitted to the front and rear and must carry **NO** advertising except that assigned by the Organiser. Number plates that are part of the bodywork must be rimmed by a 10 mm black line.

17. **Prize Giving**

The Prize Giving ceremony will be held after the end of the final race of each round. All competitors must collect their prizes in person.

18. **Scrutineering**

The eligibility of all karts taking part in the competition will be checked by the duly appointed Scrutineers who shall not be required to give any reason for a decision they may take, but may at their absolute discretion require a driver to comply with their request. Drivers electing not to do so will be excluded from the competition.

Protective clothing must be produced at the time of scrutineering. Failure to do so will entail exclusion. All engines will be pre-sealed by the Organisers before the event. No seal is to be removed or broken without the express permission of the Scrutineers.

For KF3, KF2 & SONIK, maximum 2 engines and 1 chassis can be scrutineered.

19. **Weighing**

All karts and drivers will be weighed during Scrutineering and after Time Trials, all Heats, and the Final. Karts that do not cross the Finish Line at the end of a race may not be required to be weighed.

- Only Scrutineers and Officials are permitted in the weighing area. No mechanics are permitted anywhere near their karts until after weighing.
- No solid, liquid or gaseous matter or substance is permitted to be added or given to a kart or driver from the time of the dropping of the chequered flag and the weighing of the kart and driver.
- No kart or driver is permitted to leave the weighing area without the authorisation of the Chief Scrutineer.

- Any infringement of these provisions relating to the weighing procedures may entail the exclusion of the driver and kart concerned.
- Maximum weight of each ballast is 5 kg
- The ballast must be mounted with 2 bolts.

20. **Grid Position**

Grid positions for the Qualifying Heats in each class will be by Timed Practice. All karts in a class will be allowed out together for a 10 minute Qualifying Time Trial, during which time every lap will be timed. The fastest lap time for the kart during the session will determine the grid position for all Qualifying Heats. Any ties will be decided by the 2nd best time set by each Driver, and so on in the case of further ties.

For the Qualifying Heats, points will be awarded as follows: 0 point to the 1st, 2 points to the 2nd, 3 points to the 3rd and so on according to an increasing progression of one point per place. If a Driver does not take the start in a Qualifying Heat, he will receive a number of points equal to the number of participants. If a Driver has been black-flagged or excluded, he will receive a number of points equal to the number of participants plus 2. Total points for all Qualifying Heats will determine the order of standing (top driver will have minimum points).

In Pre-Final : Starting positions according to the number of points received in the Qualifying Heats. Drivers who did not take the start of the pre-final or were excluded from it will not be authorised to participate in the final.

In Final : Starting positions determined by the classification of the Pre-Final.

21. **Start Procedure**

All starts will be rolling type. At the beginning of each race, the karts will be formed in a dummy grid and instructed to proceed on their rolling laps. It is the onus of the first two karts on the grid to maintain a reasonable speed so that other drivers can form up. If there are repeated false starts caused by karts moving out of formation or jumping the start, the Clerk of Course will stop the starting procedure with a Red Flag and with the consent of the Stewards of the Meet inflict a 10 second penalty on the offending drivers before restarting.

The start of the race will be given by switching off the RED signal lights.

Two 2-metre wide lanes bordered by white lines will be painted over approximately 110 metres leading to the Start Line. At the end of the Formation Lap, Drivers will proceed forward at a reduced speed or, if the circuit is equipped with a speed control system, at a speed of 15 kph minimum to 25 kph maximum towards the Starting Line, lined up in two lines of karts, and each line shall remain within the lanes marked on the track. Any kart crossing any of the white lines during the Formation lap before the race is started will be penalized 10 seconds. When the karts approach, the red lights will be on. No kart may accelerate before the red lights have been switched off. Karts must maintain their position until the start signal is given. If the formation is not to the satisfaction of the Starter he may switch on the flashing Amber light indicating that the formation is to continue on one more lap and the start will now be the switching off of all the lights.

Each race will be limited to the maximum number of karts permitted for the track.

22. **Jump Start**

A "Jump Start" will be deemed to have occurred when a driver is ahead of his prescribed grid position at the start the race or the crossing of the white line that demarcates the start lanes before the switching off of the RED lights. The penalty will be **10 seconds**, which will be added to the total race time of the driver concerned.

23. **Restarting during the race**

Once a kart is on the circuit, whether in practice or during the race, **no** outside assistance is permitted. An Official of the meet may assist a driver to move a stalled kart out of a dangerous position but will not assist to restart. Drivers receiving assistance from any Pit Crew on the circuit during the race will be disqualified from that race and will incur a maximum point penalty.

24. **Crew Conduct**

The onus of responsibility for the conduct of crew will at all times be on the Entrant. Any misbehaviour on the part of the crew will not be tolerated and the driver will be liable to exclusion from the event for any breach of these regulations or refusal to obey instructions from officials of the meet. No crew are permitted on the circuit at any time without the express permission of the Clerk of the Course. Once the rolling lap has commenced, all crew must return to the Pits or Paddock. Smoking in the Pits is



forbidden. The Organiser reserves the right to refuse entry for any member of a Pit Crew into the circuit, Pits and Paddock and all areas under its jurisdiction without assigning a reason. Failure to comply with such a request will render the driver liable to exclusion from the event.

**THE DRINKING OF ANY ALCOHOLIC BEVERAGES OR INTOXICATION BY ANY OTHER MEANS (e.g. NARCOTICS) IS ABSOLUTELY FORBIDDEN AND ANY DRIVER AND CREW FOUND GUILTY OF SUCH AN OFFENCE WILL BE IMMEDIATELY EXCLUDED FROM THE COMPETITION AND REMOVED FROM THE TRACK.**

25. **Stopping the Race**

Should it be deemed necessary to stop the race due to an accident and on grounds of safety or any other reason, the Red Flag shall be shown by the Clerk of Course at the Start Line and all other Flag Marshalls shall show a Red Flag to indicate the race has been stopped. All drivers will immediately stop racing and continue to the Start Line, being prepared to stop at any point as requested by an Official. The result of stopping the race is as follows:

- (a) *Should 75% of the race be completed, it shall be deemed a race and the result be the finishing order at the end of the lap preceding the stopping.*
- (b) *Should less than 2 laps have been completed, the race shall be re-run in full and the 1<sup>st</sup> start be null and void.*
- (c) *Should more than 2 laps but less than 75% of the race been completed, the race will be restarted with the race distance being the original race distance less the laps completed by the race leader before the signal was given to stop was given.*

NOTE:

- (a) For Heats, all original drivers will be entitled to take part in the re-start.
- (b) For Finals, only those drivers who crossed the Finishing Line on the lap prior to the stopping may take part in the re-start.
- (c) Only those drivers who took part in the original start will be eligible for the re-start and then only if they were still running when the race was stopped or if they had gone into the pits before the stop under their own power.
- (d) The grid for the re-started race will be arranged in the race order at the end of the lap, one lap prior to that during which the signal to stop was given.
- (e) Refuelling and repairs will be allowed to be carried out in the interval before the re-start.

The re-start shall take place at least 15 minutes after the stopping of the race.

26. **Finish**

The Chequered Flag will be dropped as the winner crosses the Finish Line and will be held stationary until the last driver completes the lap he is on. To be classified as a Finisher, a kart must cross the Finish Line under its own power with the driver seated in the normal driving position and must have covered not less than half the race distance.

27. **Protests**

Any protest must be made in accordance with the NCR Part X and shall be addressed to the Clerk of the Course for immediate transmission to the Stewards of the Meet.

Protest Fee	RM 1,500.00
Protest Against Eligibility	RM 1,500.00 plus RM 500.00 deposit for dismantling

Appeal Fee	RM 2,500.00 plus deposit of RM 500.00 for dismantling
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**All fees shall be in cash (Ringgit Malaysia)**

28. **Posting of Results**

Results of each race will be announced over the public address system as soon as possible after such race and at the same time will be posted publicly at the Race Control and Paddock. Results will be considered official half an hour after posting provided there are no protests.

29. **Postponement**

At the discretion of the Organiser, the meeting or part may be postponed or cancelled. In the event of complete cancellation or postponement of more than 48 hours, entrants will have no right to claim against the Organiser for loss or expenses incurred.

30. **Advertising**

Advertising is permitted on karts and driver's apparel including helmets and overalls, provided that the placing of such advertisements in no way obscures or affects the legibility of competition numbers. The Organiser reserves the right to remove or obliterate any advertisement that they consider in bad taste or conflicts with any of the race sponsors. **The Organiser will indicate the positioning of sponsors decals and these decals shall not be placed anywhere else.** If this space is not made available, the Organiser reserves the right to remove or obliterate any existing decals in order to attach the decals of the meet sponsors.

31. **Flag Signals**

The following signals will be used:

Green Light	Start of race or practice
Blue Flag	Stationary - you are being followed closely Waved - a driver wishes to overtake, let him pass.
Yellow Flag	Danger, slow down, it is forbidden to overtake. If waved – extreme danger, be prepared to stop.
Black Flag with Orange Disc and Number	Stop for a technical defect. The driver may continue after repairs.
White Flag	Slow moving vehicle on the track.
Yellow Flag with Red Stripes	Deterioration of adhesion (eg.oil, water).
Green Flag	All clear.
Black Triangle & White Triangle Flag with Number	Last warning before exclusion following unsporting behaviour.
Black Flag with Number	Driver to immediately go to Pits and report to the Clerk of the Course, who may or may not permit him to rejoin the race.
Red Flag	All drivers will immediately stop racing and continue towards the Start Line, being prepared to stop at any point as requested by an Official.

32. **Programme of the Meeting:**

As per Attachment-1.

*Date Issued: 8<sup>th</sup> January 2012*