

2012 Volta Grand Prix Rules

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The 2012 Volta Grand Prix (VGP) Championship consists of a total of 14 Rounds (aka Events). The first seven count toward the Spring Championship, and the final seven count toward the Fall Championship. The overall Championship consists of all 14 Rounds.

1. Schedule

Round	Date	Venue	Drivers' Mtg	Race Start	
1	Mar 4	AGP	4:45 PM	5:00 PM	Spring Series
2	Mar 10	AGP	12:45 PM	1:00 PM	
3	Mar 31	SPK	11:45 AM	12:00 PM	
4	Apr 28	SPK	11:45 AM	12:00 PM	
5	May 19	SPK	11:45 AM	12:00 PM	
6	Jun 2	AGP	12:45 PM	1:00 PM	
7	Jun 30	SPK (night race)	6:45 PM	7:00 PM	
8	Jul 14	AGP	12:30 PM	1:00 PM	Fall Series
9	Jul 28	SPK (night race)	6:30 PM	7:00 PM	
10	Aug 4	AGP	12:30 PM	1:00 PM	
11	Aug 18	SPK	11:30 AM	12:00 PM	
12	Sep 22	AGP	6:30 PM	7:00 PM	
13	Oct 6	SPK	11:30 AM	12:00 PM	
14	Oct 20	AGP	6:30 PM	7:00 PM	

AGP – Allsports Grand Prix, Sterling, VA

SPK – Summit Point Kart, Summit Point, WV

June 30th – Spring Championship awards presentation on-site at SPK after event.

October 20th – Fall and Overall Championship awards dinner on-site at AGP after event.

2. Eligibility

Any one age 16 and over on the day of the Event with a valid driver's license, who meets the criteria required by the venue, is physically able, and registers with VGP will be eligible to compete.

All Drivers are to attend the Drivers' meeting for each round in which they compete. Drivers who do not attend the meeting will be required to start from the back of the grid for their first Race of that Event in the order they arrive, regardless of qualifying time (if any). Roll call will be taken.

3. Classification

Each Driver will be assigned to one distinct Class based on race weight (driver + helmet + gear) at their first Event.

Drivers will then remain in their Class for the duration of that year's Championships. Periodic weight checks may result in Drivers being reassigned to lighter Classes. In such cases their points scored shall remain the same. Drivers who gain weight will not be moved to heavier Classes.

Classes are run simultaneously and all Drivers will race for points and position. However, points standings will be ranked by Class. Drivers who do not meet the minimum GT1 weight will be required to use ballast. Should there not be enough weight for all GT1 drivers, a lower average driver weight will be used for that Class for that event. Weights for each Class are as follows:

- GT1 (160 lbs to 175 lbs)
- GT2 (176 lbs to 200 lbs)
- GT3 (above 200 lbs)

4. Run Groups

Run Groups for each Race are assigned by qualifying speed: A, B and so forth, depending on the number of Drivers and how many karts can be on track at one time. Groups can be made up of Drivers from multiple Classes.

5. Kart Assignments

For each Race, karts are assigned to grid positions ahead of time for purposes of randomization (e.g. specific karts will be drawn and assigned to each grid position, such as kart 14 gets assigned to P3 for Race 2).

At SPK each Driver is randomly assigned one kart for Qualifying and Race 1. For Race 2 and Race 3 each Driver chooses his kart from the available pool of karts. Drivers choose in order of qualifying lap time from the previous session, from slowest to fastest qualifying lap time (i.e. polesitter chooses last).

In the event of technical problems, efforts will be made to provide a replacement kart for that Driver during the session, at the discretion of track staff. Organizers are not liable for any lost track time.

6. Track Sessions

Each Round consists of four track sessions: Qualifying followed by three Races.

Each Driver's fastest lap time during Qualifying determines his starting position for Race 1. Likewise, each Driver's fastest lap time during Race 1 determines his starting position for Race 2, and so forth.

6.1 Qualifying

Qualifying sessions are used to determine the starting grid of each Race. The starting order for Qualifying is based on Class and Championship standings. Classes will be arranged from lightest (GT1) to heaviest (GT3). The order within each Class will be arranged by points in descending order, meaning the points leader in each Class goes first. New VoltaGP Drivers of any Class will be placed after all Drivers who have previously raced in the current year's Championship.

For the first event of the season, the order will be based on Class, then weight (lightest to heaviest), without ballast. Last season's points will be used as a tiebreaker.

If two or more Drivers post identical Qualifying lap times, the second fastest times of those Drivers in that session are used as tiebreakers, and so forth.

6.2 Races

(a) Starting Grid

Each Driver will be directed to his appropriate position on the starting grid. The race is underway once the starter waves the green flag.

The starting grid for each Race is based on the order of fastest Qualifying times, with the fastest Driver starting first. If you spin or do not get to the proper grid position within a reasonable amount of time, you may lose your starting position and have to start from further back. Don't do anything foolish, **especially** on the formation lap.

Races may be stopped and restarted if a driver is judged to have started the race before the green flag is waved (jumped the start). In such case the offending driver will be moved to the back of the grid for the restart. If more than one driver jumps the start, those drivers will be moved to the back of the grid for the restart in the order they qualified.

(b) Racing & Passing Guidelines

There should be no contact between karts. It is the responsibility of all Drivers to be aware of others around them. It is the responsibility of the overtaking Driver to pass cleanly, and that of the overtaken Driver not to block or collide with the other kart. Both Drivers are responsible for not making contact. **Always**.

Each Driver must yield a minimum of one kart width to the edge of the track when another kart has pulled alongside by half a kart length (50% overlap). A pass is defined as complete when one kart pulls ahead of another by more than a half a kart length. At that point the leading kart has the racing line and the following kart should yield the line, but the *leading kart shall provide adequate room for the following kart and not force it off the track or into the barriers upon corner exit.*

When approaching a corner, overlap is judged at the leading Driver's turn-in point, not the corner's apex, as by then he has already committed to the line.

Blocking is defined as moving off the racing line more than once and is not permitted, except for avoiding contact or attempting a pass of a leading kart. For example moving left to right is one move. Weaving left to right and back is blocking.

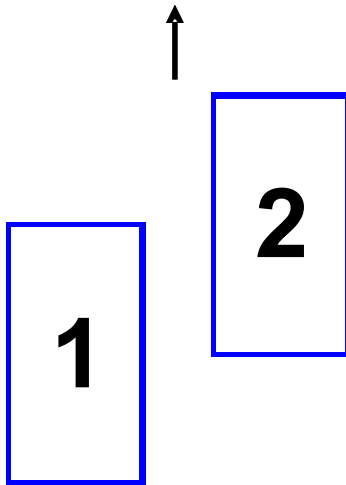


Figure 1

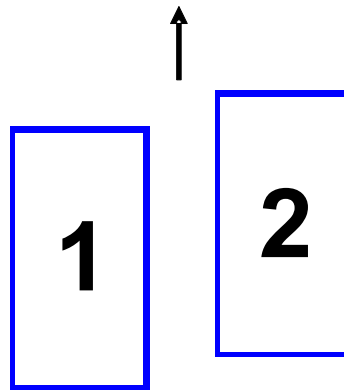


Figure 2

Driver 2 has the racing line over Driver 1 (**Fig. 1**) if he is ahead by half a kart length or more at the turn in point for a corner. Driver 1 is responsible for making a clean pass.

No Driver has the racing line (**Fig. 2**) if neither kart is ahead of the other by more than half a kart length. Each must yield the other a minimum of one kart width because there is overlap.

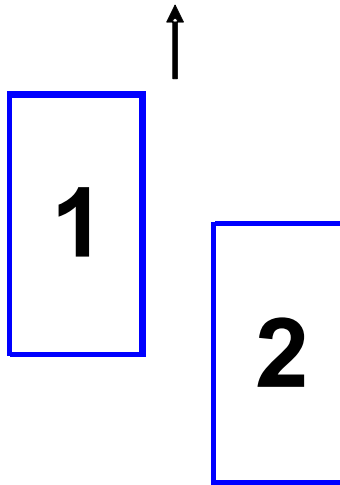


Figure 3

Driver 1 has the racing line (**Fig. 3**). It is now up to Driver 2 to retake the position cleanly (reverse of Fig. 1).

(c) Contact

If contact is made during a pass, the overtaking Driver should, in the spirit of fairness, yield the position back to the overtaken Driver even at the risk of losing additional positions. This is to encourage clean passing.

Intentional or repeated contact is not permitted and could result in penalties being assessed.

(d) Lapped Traffic

Drivers who are being lapped are encouraged to point overtaking Drivers by. Point which side the overtaking Driver should pass on, generally the inside line for the upcoming turn. This slows each Driver the least.

(e) Finish

Each Race ends when the race leader completes the full race distance (number of laps) or when the race duration has reached the time limit, whichever occurs first. If the race reaches the time limit the final lap counted is the first one completed by the race leader after the time limit is reached. Slow down once past the checkered flag.

In the event two or more Drivers complete a race in the exact elapsed time, the Driver with the faster Qualifying time for that race is classified as finishing ahead.

Results of all races are unofficial pending any penalties issued or protests lodged with the organizer within 15 minutes of the end of the final track session of the Event.

7. Track Configurations

For any given event, VGP may elect to run an alternate track configuration without prior notice.

8. Championship Points

Points are awarded in each Race among all competitors based on finishing position as follows:

Final Position:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Points:	40	39	38	37	36	35	34	33	32	31	30	29	28	27	26	25	24	23	22	21

Final Position:	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Points:	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1

Each Driver scores points in each Race based on finishing position as outlined above.

One bonus point is awarded to the Driver in each Class with the fastest race lap of the entire Event. Fastest race lap is determined upon available data provided by the Event venue (i.e. track). If multiple Drivers in the same Class post the identical fast lap time in an Event, each of those Drivers will receive one point for fast lap.

One bonus point is awarded to the winning Driver in each Class in each Race.

9. Championship Standings

Championship rankings are in descending order of highest to lowest scores for each Class.

For the overall Championship, each Driver is classified based on his 30 highest points finishes throughout the season.

Drivers with equal points at season's end will be classified in descending order according to their number of wins, then number of second place finishes, then number of third place finishes, and so forth from Events entered that season.

In the event that those Drivers' standings cannot be distinguished in this manner, they will be shown as tied for position in the final standings.

Disqualification/Suspension

Any Event or Race from which a Driver is disqualified or suspended, will count as zero points scored and may not be dropped from that Driver's final Championship standings.

10. Prizes

- Trophy for top 3 Drivers in each class for the overall 2012 Championship.
- Trophy for top Driver in each Class for the Spring Championship.
- Trophy for top Driver in each Class for the Fall Championship.

11. Sportsmanship

11.1 Driver Conduct

You are racing your friends and are expected to behave on and off the track as such. Be clean, have fun.

Drivers may be suspended from competition if blackflagged by a course worker or a complaint is lodged with VGP by another Driver competing in the same session.

Any penalties that may be issued are at the discretion of VGP and organizers of the MeetUp Karting group, and may include disqualification or suspension from one or more sessions of an Event. VGP reserves the right to ban or suspend drivers at any time, at its discretion, for dangerous or unsporting behavior.

By participating in an Event, each Driver agrees to abide by the VGP Code of Conduct.

11.2 Kart Issues

While you may not like a particular kart it does not mean someone else won't. Don't prejudice the opinions of others. See tenets 1 and 4 in the VGP Code of Conduct. If every gripe becomes a priority then there is no prioritization.

Over the course of a season some races will be better than others. The best drivers will come out on top because they will be able to adapt better.

If you have a valid safety concern, see the appropriate track point of contact (POC).

12. Waiver & Code of Conduct

Motorsport is a dangerous activity. By participating in VGP events members, drivers, and competitors acknowledge they have read, understand, and agree to abide by all rules stated herein, and will abide by all the rules of each race track, per management.

As a condition of competing in these Events, all Drivers agree to hold Volta Grand Prix, LLC harmless from any loss or injury that may occur, and to agree to abide by the VGP Code of Conduct.

13. Penalties

In the vast majority of events there should be no problems, and everyone should have fun. For when there is a problem penalties may be applied the range of penalties:

Black Flag – On-track time penalty assessed or revocation of racing privilege by marshals.

Points Deduction/Demotion – Drivers may lose points from a race as a result of egregious on-track activity resulting in positions being gained unfairly or for avoidable and/or repeated contact.

Disqualification – Immediate loss of track privileges for the duration of the Race (DQ, Race) or the Event (DQ, Event), and loss of all points from final Race completed at that Event.

Yellow Card Warnings – Issued when a Driver violates the Code of Conduct and is considered probation. Each card is in effect for the duration of the 3 Events. Yellow cards carry over between racing seasons.

A Driver who has two yellow cards on record at any point will be suspended for 3 Races (Red Card), effective immediately upon receiving the second card. After serving his 3 race ban, his record will be cleared of the yellow cards and reset. Races from which a Driver is suspended cannot be dropped from his Championship standings and will count as zero points.

Red Card Suspension – Driver is not allowed to participate for one full Event. Red cards carry over between racing seasons. Suspended Events cannot be dropped from Driver's Championship points total.

Ban – Driver is permanently banned from participating in Volta GP events.

14. Miscellaneous

Registration refunds will be given up to two days before an Event. No refunds shall be issued after that time unless the Event is canceled, in which case Drivers will be fully refunded. Events may be postponed (due to weather, etc). VGP reserves the right to use Driver names, images and likeness for promotional purposes without compensation.

VGP reserves the right to change or modify rules for safety reasons at any time during an event, and may change the rules for other reasons in between events.