

2014 Volta Grand Prix Rules

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The 2014 Volta Grand Prix (VGP) Championship consists of a total of 10 Rounds (aka Events).

1. Schedule

2014 Volta Grand Prix Championship Schedule

Round	Date	Venue	Drivers' Mtg	Race Start
1	Mar 22	AGP	9:30 AM	10:00 AM
2	Apr 12	AGP*	9:30 AM	10:00 AM
3	May 31	AGP*	9:30 AM	10:00 AM
4	Jun 28	SPK	10:30 AM	11:00 AM
5	Jul 12	AGP*	9:30 AM	10:00 AM
6	Jul 26	AGP*	9:30 AM	10:00 AM
7	Aug 23	AGP*	9:30 AM	10:00 AM
8	Sep 27	SPK	9:30 AM	10:00 AM
9	Oct 11	AGP*	9:30 AM	10:00 AM
10	Oct 25	AGP	2:30 PM	3:00 PM

AGP – Allsports Grand Prix, Sterling, VA

SPK – Summit Point Kart, Summit Point, WV

* - Alternate track configuration

October 25th – 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. Drivers younger than 16 years of age are eligible at the discretion of VGP and the host venue, provided they can make the minimum driver weight.

All Drivers are to attend the Drivers' meeting for each round in which they compete. Drivers who are late to 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 180 lbs)
- GT2 (181 lbs to 220 lbs)
- GT3 (above 221 lbs)

4. Run Groups

Run Groups for each Race are assigned by the fastest qualifying speed of each driver, from fastest to slowest: 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, when practical, 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).

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. A driver who jumps the start should let the grid go in order to prevent a restart.

(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.

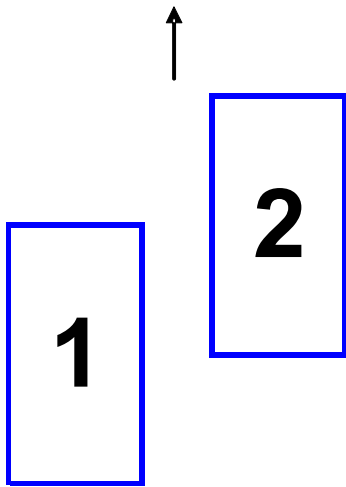


Figure 1

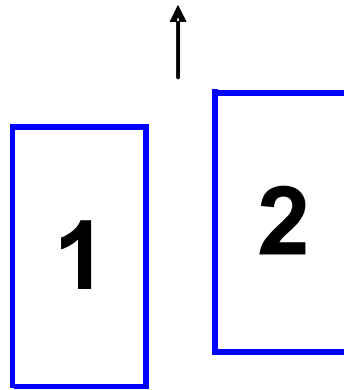


Figure 2

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.

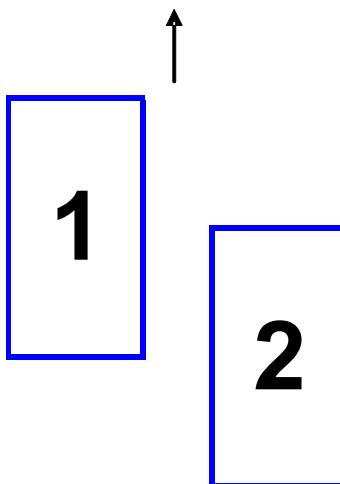


Figure 3

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. Driver Championship Points and Standings

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. If a Driver does not complete the race and pass the checkered flag he will be classified as DNF (Did Not Finish). If a Driver does not complete one race lap he will be classified as DNS (Did Not Start). Either case results in zero points.

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.

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

For the overall Driver Championship, each Driver is classified based on his 24 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 Driver Championship standings.

9. Team Championship Points and Standings

The participation of a minimum of three teams is required for the Team Championship to take place. Points are awarded in each Race among all Teams based on Driver finishing positions in class as follows:

Final In-class Position:	1	2	3	4	5	6	7	8	9	10
Points:	10	9	8	7	6	5	4	3	2	1

For the Team Championship, each Team is classified based on the cumulative Team points finishes throughout the season of its Drivers. A Team may have up to three Drivers in any classes, and all results of each Team's Drivers count for each Event.

Each Team scores points in each Race based only on in class finishing positions as outlined above. Team Championship rankings are in descending order of highest to lowest scores. Drivers do not have to be affiliated with a team.

Teams with equal points at season's end will be classified in descending order according to their total number of class 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 Teams' standings cannot be distinguished in this manner, they will be shown as tied for position in the final Team Championship standings.

Teams of up to three Drivers can be formed at any point during the season. Each Team must provide a team name (subject to approval by VGP), point of contact and Drivers, and may make one driver change per season. Drivers may only drive for one team at a time.

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. Team points scored by a Driver who is disqualified or suspended will also be count as zero for that Race or Event.

10. Prizes

Drivers

- Trophy for top 3 Drivers in each class for the overall 2014 Championship.

Team

- Trophy for Drivers of the 2014 Championship winning Team

Video Award

- Trophy for the creator of a Youtube video of a 2014 Volta Grand Prix event which receives the most views. The link should be sent to service@voltagp.com. Video submissions must be received by VGP no later than October 18, 2014. VGP reserves the right to disqualify any video deemed inappropriate.

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.