



WORLD RACING LEAGUE 2018 RULES & PROCEDURES

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Revision History

Version	Date	Key Revisions
2018.01.01	01/01/2017	Appendix B has been completely revised - Teams may class by dyno or factory HP, teams may voluntarily add ballast with restrictions Fuel cell capacities must be clearly marked Team must complete 50% of class leader lap count to score official finish Clarification to cage rules regarding attachment points

Any major or material changes from previous revisions are highlighted in **bold green text** to assist returning teams in identifying major changes. Minor changes or rewording will not be highlighted

World Racing League Rules and Procedures

MISSION: World Racing League delivers a pro-racing experience on an amateur racing budget.

We believe that concise rules, sportsmanship, respect and camaraderie make for a great racing series. Each WRL event is designed to offer teams of drivers hours of cost-effective track time, going wheel-to-wheel with those who share their passion for clean, drama-free competition, real racing strategy and fun. WRL is defined by five simple ideas:

- Provide true, class-based endurance racing with the classes defined by power to weight ratio
- Host competitive races with experienced drivers and properly prepared race cars
- Enforce a no-contact philosophy with a driver tracking/rating system to help promote clean racing
- Remain open to most cars built for clubs and series across North America
- Keep racing fun and affordable for the vast majority of enthusiasts who are passionate about the sport

Please read the entire rulebook. It's short and sweet. Our rules were created to be general in nature for simplicity, but still provide enough detail to give you a concrete idea of what is expected to enter, prepare for, and safely participate in a World Racing League event. If after reading this rulebook you find that you still have questions, feel free to contact us at race@racewrl.com.

Here's the obligatory warning: Contrary to popular belief, piloting a race car at breakneck speeds is physically, mentally and emotionally demanding. Possible side effects of driving a car in a road race include but are not limited to: Elevated heart and respiratory rate, elevated blood pressure, overheating/heat stroke, dehydration, over-exertion, exhaustion, and can otherwise aggravate or complicate existing or underlying medical conditions. Only you and your doctor can assess your physical fitness for road racing. If you know you have, or have any reason to suspect that you may have any health-related issue that could be triggered or aggravated by this activity, seek your physician's advice before getting in a race car!

Disclaimer: Despite the extraordinary advances in safety technology and all industry-standard safety precautions, auto racing carries an inherent risk of property damage, personal injury and even death. Observance of, and strict adherence to safety requirements, instructions, rules and precautions can help reduce, but not eliminate, these risks. Do not rely on inspections to ensure your car/equipment is safe. Any given safety item could be rendered ineffective at any time between inspections due to misuse, damage, negligence or other factors unknown to officials. You and only you are responsible for your safety, including adhering to the safety regulations set forth in these rules and observing common safety practices. All participants acknowledge that they are participating at their own risk, and hold harmless World Racing League Racing LLC, its owners, officers, officials, associates, contractors, venues, sponsors and assigns.

World Racing League is not responsible for covering your medical expenses, repair bills, damages or any other loss you may incur during a World Racing League event. However, you can be held financially liable for damages you cause to track property or World Racing League property. Yes, even if it's accidental.

Anyone refusing to sign the liability waiver will be denied admittance to World Racing League events.

WRL has every intention of providing fair competition while preventing cost creep, rules creep, and cheating. Since no set of rules can cover all situations and possibilities, WRL relies on the judgment of the officials in the application of the letter and intent of the rules. To that end, the decisions by the officials are final and are not subject to negotiation, interpretation, etc. No one here likes a "rules lawyer". We appreciate your input, but ultimately our interpretation of the rules is the only one that matters.

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A. ENTER A RACE

1. **Schedule:** Go to RaceWRL.com to see all events, entry fees, deadlines, race length(s) and other information
2. **Entry limits:** Entries will be limited to 25 cars per track-mile +/-10% based on track design and other factors
3. **Registration: All teams and drivers must be pre-registered online at <https://wrl.raceday.pro/>**
 - a. Online registration closes 2 weeks prior to the event start date
 - b. Late registration will include a \$350 late registration fee
 - c. Drivers not pre-registered on a team roster will be charged \$25 at the event before being registered
4. **Withdrawn entries:** Eligible for a credit toward a future race as noted below, unless otherwise specified.
 - a. **Withdraw 30 days or more prior to Event start: Credit entry fee less \$100**
 - b. **Withdraw less than 30 days prior to Event start: Credit entry fee less \$250**
 - c. **Withdraw less than 24 hours prior to Event start: No credit, no refund**
 - d. **“Event start” is defined as 12:01 a.m. on the day scheduled for event load-in (typically, 12:01a Friday)**
 - e. Credits will be issues in the form of a one-time use promo code. Credits expire in 12 months and have no cash value. Credit is non-transferrable and may only be used for the team to which it was issued

B. PREPARE YOUR TEAM TO RACE

1. **Who can race:** Licensed drivers at least 16 years old at the time of the event who are in good general health, who are not under the influence of alcohol, controlled substances or prescription medications that may impair judgment and/or coordination. Minors must submit a racing resume, have a signed parental consent and minor waiver form on file, and a parent or legal guardian must be present at the event
2. **Driver safety gear:** All drivers have to wear the following protective gear while on track, no exceptions:
 - a. **Helmet:** Full-face with visor (face shield). No apparent structural damage. Rated Snell SA/SAH-2010 or 2015. Helmets may not be shared.
 - b. **Suit:** Fire retardant racing suit rated FIA 8856-2000, or SFI 3.2A/5, or higher. SFI 3.2A/1 suits may be worn with Nomex underwear top and bottom. Suit must be in serviceable condition - no holes, oil stains, etc.
 - c. **Nomex Balaclava:** Highly recommended, and required if driver is Sasquatch, has facial hair or hair that extends more than 2" from helmet
 - d. **Gloves:** Fire retardant, must be FIA or SFI rated with no rips or holes
 - e. **Shoes:** FIA or SFI rated racing shoes or all-leather shoes approved by WRL. No rips or holes
 - f. **Socks:** Nomex socks are required
 - g. **Neck protection:** A commercially manufactured Head and Neck device, such as a Leatt, Hans, Necksgen, etc. is mandatory for all drivers. Head and Neck devices may be shared by a team.
3. **Crew:** Crew members must be at least 16 years old. Any Minor crew member must have a Minor Waiver signed by his/her parent or legal guardian. Crew members involved in fueling will wear a fire suit with a minimum rating of SFI 3.2A/1, leather or nomex shoes and gloves, nomex socks and an SA-rated helmet
4. **Driver Eligibility:** Any of the following are accepted as sufficient racing credentials by World Racing League:
 - a. Racing license issued by SCCA, NASA, BMWCCA, PCA, NARRA, Vintage, or other club or organization
 - b. FIA, IMSA or other professional sanctioning body license
 - c. Completion of a WRL licensing school
 - d. HPDE advanced status: Instructor, solo, or open passing qualification (see website for form)
 - e. Completion of other nationally recognized racing schools (Roos, Bondurant, Barber, etc).
 - f. Budget/entry-level (Chump/Champ, LeMons etc.): 8 hours or more of seat time, with proof of races
 - g. Other experience including motorcycle road racing, competition karting (e.g. WKI, IKF), with approval
 - h. Any combination(s) of the above
5. Drivers currently on probation with another series are not eligible to race with World Racing League without prior approval of WRL officials
6. **Credentials:** WRL reserves the right to demand proof of experience/license credentials at any time
7. **Novice Drivers:** Drivers without the required wheel-to-wheel experience will not be allowed to race

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C. PREPARE YOUR CAR TO RACE

1. **Car Eligibility:** Any manufactured car sold in North America regardless of year model. WRL allows you to build an endurance-prepped race car. See 'APPENDIX B - Vehicle Classing System' for more info on prep level and classing. Many cars racing in other organizations are eligible, including Performance Touring, Spec Miata, Production, Improved Touring, Street Stock, Spec Boxster, etc. and various budget endurance racing series.
2. **Log Book:** World Racing League stores your logbook info digitally
3. **Safety Requirements:** The following are the minimum safety requirements we require on and in your car.
 - a. Roll cage: A full roll cage is required, equivalent to those generally required by SCCA, NASA, LeMons, and others. Limited exceptions may apply. See APPENDIX A for WRL roll cage specifications. This is not a DIY project if you can't weld. We get final say on whether your cage passes or not, get it right!
 - b. Fire Suppression: At a minimum, each car will carry a fully charged 2.25lb fire extinguisher rated B:C, mounted in the cockpit in plain view using a metal mounting system with a quick-release. No plastic allowed. A properly installed fire suppression system of at least 2.3 liters capacity is recommended for all cars and is required on any car with a fuel cell and all GTO-class cars. Electrically operated fire systems must be wired directly to the battery. "Circle E" extinguisher decal must be displayed on the exterior of the car to indicate the general location/access to the fire bottle/trigger
 - c. Master Kill Switch: Switch location is open as long as it can be easily located and deactivated by the driver, crew member, or safety worker. Switch must isolate battery from all circuits and must interrupt the ignition circuit. Positive terminals of the battery and switch must be insulated. A "Master switch" decal with the universal "lightning bolt" and the word "OFF" must be displayed on the exterior as near to the switch as possible
 - d. Battery: The battery must be properly secured with a clamp or hold down. Ratchet straps and camlock straps not permitted. If mounted in the cockpit, any non-AGM battery must be enclosed in a battery box. Positive post must be insulated.
 - e. Harness: 5, 6, or 7 point racing harnesses with current FIA or SFI rating are required to be installed and used per manufacturer specifications (SFI valid 5 years from date tag). Webbing must not be stretched, cut, frayed or deteriorated from weather. Sub belts and laps belts must be attached to structural members or bolted through floor with 3" dia. (minimum) backing washers or plates. Shoulder straps must be properly secured to harness bar. Reputable manufacturers provide instructions, read and follow them
 - f. Window Net: Must be installed so that driver's head or arm cannot extend outside the plane of the driver's window while seated. Net must be secured to the cage and must be easily removed at the top using a quick release system. Do not attach window net to door. Arm restraints are required for convertibles.
 - g. Seat: One-piece seat with a rigid shell, designed specifically for auto racing is required. Seat must be mounted at a minimum of four points at the base. If bolting through the floor, 3" dia. washers or backing plates are required. Seats that do not have a current FIA rating must have a seat back brace installed if the seat back will be more than 3" from the harness bar for any driver. Back brace can be adjustable and must not present a risk to the driver by its design or installation
 - h. OEM Safety Systems: Ignition locks must be disabled. Airbags must be disabled and removed
 - i. Mirrors: One functional side view mirror on each side of the car and one interior rear view are required.
 - j. All safety equipment and safety systems must be properly installed and in serviceable condition. Anything deemed unsafe by officials may prevent you from racing.
4. **General Preparation:** Cars may be "freshened" with OEM/equivalent belts, hoses, engine and drivetrain internals, bushings, bearings, etc. so that they are generally as safe and reliable as when new. You are encouraged to make your car look good too. If you can't be fast, be pretty...
 - a. Chassis: Chassis/frame must be structurally sound. All body panels must be in place. Aftermarket panels and body kits are acceptable. Panels made of alternate materials must generally resemble the OE panel
 - b. Glass: With the exception of mirrors and headlights, any glass used must be OEM (laminated or tempered). Front and rear glass must be in place, or may be replaced with polycarbonate/Lexan. Side glass may be removed, or replaced with polycarbonate/Lexan. Front windows will be removed or fully down during race.

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- c. Exhaust system: Must be secure, leak-free and exit behind the main hoop of the roll cage. Some form of muffler(s) required. Noise restrictions listed in any event's information must be met
- d. Brake and marker lights: Cars must have at least two **BRIGHT** functional red brake lights, and at least one **BRIGHT** red, rear marker/rain light. Marker/rain light(s) can be the OEM running (parking) lights. It is recommended that the OEM brake/running lights remain in place and functional
- e. Headlights: May be OEM, aftermarket or a combination. Mounting points will be no higher than the base of the windshield. Lights may not be rear-facing. There are no limitations on the type and number of lights, however, non-OEM lights should not be aimed directly ahead. WRL officials may require teams to alter the aiming and/or quantity of lights if they present a safety hazard to other competitors
- f. Tow hooks: Cars must have front and rear tow hooks, tow points or tow straps. Cars without tow hooks/points may be pulled from any point available to Rescue crews without regard to damage to the car
- g. Fuel tanks, fuel cells and lines: Factory fuel tanks are allowed. Fuel cells are allowed if properly installed and maintained. Surge tanks of ½ gallon or less are allowed. Overall fuel capacity must be within +15% of OEM capacity or face possible class change. Any increase to stock fuel capacity must be disclosed
 - Fuels cells must be designed for automotive use, consist of a deformable bladder or rotary-molded plastic vessel enclosed in metallic can and be manufactured by ATL, Fuel Safe or JAZ or other recognized manufacturers approved by WRL.
 - **Cars equipped with fuel cells will be clearly marked with their WRL-legal capacity for stewards and competitors to monitor volume during refueling. Marking must be 3" or taller digits near fuel port**
 - Cell must be properly protected, plumbed and vented. Since there is an infinite number of possibilities on location and installation, WRL officials will make the final determination on what is a proper and safe installation. If there is any doubt, ask questions before tech
 - Fuel, brake or oil lines passing through the passenger compartment must be rigid metal tubing or steel-braid armored with properly installed AN fittings, free of damage, kinks or leaks
- h. Firewalls: Firewall must be present between fuel cell/fuel tank and the driver, and between the engine and the driver. Any holes or gaps 1/4" dia. or larger must be closed or sealed
- i. Car Numbers: 8" or taller required on both doors. 4" high numbers (minimum) are required on the front and rear deck, bumpers or glass. All numbers, regardless of color and font, must be high contrast and very clearly legible for track workers. Non-compliant numbers will be corrected before going on-track.
- j. Decals: Class badges will be provided must be placed on the front and rear of the car on the bumper OR vertical surface. Series sponsor decals, if available, are required
- k. Appearance: Cars must be reasonably clean without severe body damage. Body panels including hood and trunk/hatch lid must be in place (or opening properly covered). Non-OEM exterior parts including aero must be completely secure and not present a safety hazard to you or other drivers or cars.
 - a. **Width Extents: No part of the car may extend further than the widest point of the stock side mirrors, or the widest point of the stock body plus 6" total, whichever is less. Tires may not protrude further than 1" from the fender opening/flare as viewed from the top**
- l. Tires: DOT rated with a UTQG (tread wear) rating of 180 or higher
- m. Coolant: Additives like MoCool and Water Wetter okay. Anti-freeze permitted if forecast low temp is <36°
- n. **DC Power port: Cars must have an interior 12VDC power port or connection available to WRL officials for the purpose of WRL installed "black box"**
- o. Transponders: Teams are responsible for providing their own MyLaps Transponder, and for providing an accurate transponder number to WRL at registration. Mount the transponder as low to the ground as possible, with an unobstructed view of the track below. Do not mount near heat sources.
NOTE: WRL is not responsible for any fault, mis-application or failure of team-owned equipment including transponders. Laps missed due to transponder failure will not be credited under any circumstance.

Note: WRL will be moving to the new X2 Link system in 2018. You are not required to purchase the X2/Link but it will provide a significant level of detail including GPS position, telemetry and in-car course warning lights

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D. SHOW UP AT THE RACE

1. **Arrival:** Check the Event page on the WRL website for specific information related to arrival time, parking, etc.
2. **Vehicle Inspection:** Cars must be inspected by World Racing League officials prior to racing. All cars will be scrutinized for:
 - Weight – cars will be weighed by WRL without driver and CoolShirt water each time they are inspected
 - Adherence to safety requirements
 - Proper cage design and construction
 - General safety issues including leaks, loose parts, etc.
 - General preparation requirements, including modifications
 - a. Teams will present their pit road fire extinguisher for inspection annually. Extinguisher must be at least 10lbs capacity, fully charged and carry a Class B, BC or ABC rating.
 - b. The team captain or a representative will bring the car and extinguisher to the inspection location identified in the event information prior to the car's first race, or if the car has undergone changes, or at the direction of the officials
 - c. Each car will undergo two types of inspection:
 - **Safety Inspection** will be on an annual basis and will be recorded in the car's digital log book.
 - **Preparation and classing inspection** will be completed prior to a car's first race with WRL, or as needed thereafter (see section d. below). Any car new to WRL must have a Disclosure Sheet submitted prior to the race, and pass through the inspection process to be verified. You must disclose all modifications that are not compliant with Appendix B. Undeclared modifications or attempts to hide modifications will make your car ineligible for a podium finish
 - **Issuance/update of Log Book:** Upon passing scrutiny, WRL officials will update or complete your digital logbook and assign your car to the appropriate Class (See Appendix B). An ID tag will be affixed to your roll cage, this is your digital log book identifier, do not remove or obscuring it
 - d. A car that has been modified, wrecked, rolled, upgraded, downgraded, or that has undergone major repair or a weight change since its last inspection must be re-inspected. This includes major repairs at a race
 - e. Officials may suspend your car from racing at any time until any outstanding issues are resolved
 - f. **Findings made by the inspector(s) at the event may only be appealed to the Chief Steward**
 - g. Rulings of the officials made at the event are final and cannot be appealed until after the event. See Appendix B, Section C.5. "Petition Process"
3. **Check In:** The Team Captain or a representative is required to report to the Check In desk at each race to complete registration
 - a. Team Captains will verify payment, car number, and transponder number at the Check In desk
 - b. All team members must be listed along with their emergency contact information
4. **Driver's Safety Gear Inspection:** All drivers new to WRL must present their required safety gear for inspection prior to their first race.
 - a. An ID tag will be affixed to the driver's helmet (left side). This is your WRL Racing License and driver data, removing or obscuring it may result in a fine. Drivers without ID tag will not be allowed on track
 - b. After the initial inspection, drivers will only be required to present their gear for re-inspection if it is damaged, a new helmet is purchased or at the direction of WRL
 - c. Drivers must wear the required safety gear while on track and when fueling. Gear must be in serviceable condition - no holes, tears, cracks, oil/fuel stains, etc. Non-compliant drivers will not be allowed on track
5. **Drivers' Meetings and Social:** **Drivers new to WRL will be required to attend a new driver briefing on Friday evening.** See the Race info for event schedule including social activities, meetings, briefings, seminars etc.

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E. RACE!

1. **Race Formats:** World Racing League runs one- or two-day endurance races lasting up to 24 hours as well as combined HPDE/enduro weekends. The specific format, fees and schedule for each race will be outlined on each event's webpage accessible from the WRL website.
2. **Racing Rules:**
 - a. **Contact:** World Racing League is a non-contact racing club. We believe that most contact is avoidable. To avoid contact, all drivers should maintain racing room at all times and in all situations. "Racing room" is defined as allowing all competitors room to maneuver their car on the racing surface, or more simply put, giving your competitor a lane to race in. World Racing League defines contact in 3 categories-
 - **Incidental Contact:** Minor contact incidental to close-quarters racing that leaves minimal damage and/or does not move a car off its line. No penalty unless repetitive.
 - **Unavoidable Contact:** Any contact that damages a car or moves a car off its line, but where one or more drivers could not reasonably be expected to avoid the contact.
 - **Avoidable Contact:** Any intentional contact, repeated contact, contact resulting from reckless or careless driving, or any contact where a driver could have taken reasonable measures to prevent or avoid the contact incident..
 - b. **Passing:** Safe and drama-free passing requires that everyone adhere to the following rules. For the purpose of defining at-fault contact while passing, the passing rules are weighted in the following order:
 - **Making a pass:** It is your responsibility to plan and execute a safe pass, maintain racing room at all times
 - **Being passed:** It is your responsibility to check your mirrors, hold a consistent line, be predictable, use hand signals if necessary and to maintain racing room at all times
 - **Slower cars should stay on the racing line so that drivers closing from behind know where cars will be as they overtake (predictability). Unless given a point-by, faster cars should plan to pass off-line**
 - c. **Position:** For the purpose of determining position, a car attempting a pass is considered to have established position once the front axle has pulled even with the rear axle of the car being passed
 - d. **Safe pass:** A safe pass is defined as a pass where no contact takes place and no car involved in the pass spins or leaves the racing surface, because all parties maintained racing room at all times. If a car is next to you and you deprive it of racing room by causing contact or "squeezing" it off the track, you have violated safe passing etiquette and will be Black Flagged
 - e. **Unsafe and dastardly maneuvers:** "Dive bombing" into corners, chopping, and blocking are unsafe maneuvers and may result in a penalty. Driving like an asshole is frowned upon in this establishment.
 - f. **Loss of control:** Drivers are expected to maintain control of their vehicle at all times during hot track.
 - g. **Reckless or dangerous behavior on course** is a black flag offense. Penalty will be at the Steward's discretion, but will at a minimum require a driver change
 - h. **Driving Stints:** No maximum stint length unless assigned in an event's Race Information. However, each driver must have at least 1 hour behind the wheel. Race officials will observe drivers for signs of fatigue, deterioration of judgment etc. and will act accordingly
 - i. **Timing/scoring:** Only AMB/MyLaps equipment will be used for timing and scoring WRL events. You are responsible for the proper installation and operation of your car's MyLaps transponder. WRL does not recognize alternate timing systems (GPS, car-mounted telemetry systems, etc).
 - j. **Violations and Penalties:** For a list of all race violations and penalties, see APPENDIX C
 - k. **Race- or track-specific rules and regulations** can be found on the event's web page
3. **Fueling:** Fueling will take place on Pit Road only during hot track. Driver change is allowed during fueling, or driver may remain in the car. **All spills will be cleaned up immediately**
 - a. All crew on the "hot" side of the pit wall must wear helmets with face shields down, and fire retardant suits, gloves and shoes while the fuel port is open
 - b. No one may cross the Pit Wall onto hot pits until their car has come to a complete stop in the pit box.
 - c. No more than five team members may be over the wall while the fuel port is open

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- d. The fireman's sole function is to man a fully charged and inspected 10lb fire bottle while fuel is being transferred, standing 10' from the fuel port on the hot side of the pit wall facing oncoming traffic where possible
 - e. The fuel port will not be opened until the engine is off
 - f. With the specific exceptions of adding cool shirt ice, changing radios and driver drink bottles, no work may be performed on the car and no equipment may be staged on pit road while the fuel port is open
 - g. A team cannot have more than one fuel jug over the wall at a time – no staging of jugs on hot pits
 - h. Only fuel jugs with a listed capacity of 5 US gallons or less may be used to fuel the car. The narrowest point of the hose, nozzle or funnel spout may not be larger than 1.0" inside diameter. Jug vents may be modified but must remain safe. Fuel jugs must be leak free at all times. No pressurized fueling systems allowed
 - i. Any fuel delivery system found by officials to be unsafe will not be used
 - j. No Spill Rule: Fuel spills are not permitted on the pavement. A catch pan, drip pan or absorbent mat (ex. Pig Mat) must be used where fuel may spill onto the ground. Pans or mats must cover a minimum of 3 sq. ft. in area and/or have a minimum capacity of 3 gallons. All pans must contain an absorbent material covering the bottom of the pan. Liquids will be disposed of properly.
 - Any petroleum spill will be cleaned up immediately
 - Teams may be penalized and/or fined for excessive fuel and oil spills on the asphalt
 - k. Cars arriving at Pit Out with driver not properly attired and strapped in will be penalized
4. **Tire Changes:** Tire changes in the hot pit are restricted as follows. The Chief Steward may waive these restrictions if weather conditions change during the race (rain):
- a. Only one tire tool or one impact wrench allowed in the hot pit (excluding torque wrench)
 - b. Only manually-operated floor jacks may be used
 - c. Only two wheels may be lifted off the pavement at a time
 - d. A total of five 5 tires may be in the hot pit at any given time, including tires mounted on the car
5. **Winning:** Checkered flag will be shown to the overall leader once time expires. Lap counts end as cars cross the timing loop after that point in time.
- a. **To score an official finish, a car must have completed at least 50% of the class leader's lap count**
 - b. Podium is per class, class winners determined by total laps completed in the allotted time
 - c. Impound: Podium cars will be impounded after each race at the discretion of the Race Steward. Cars will be inspected by World Racing League officials and competitors for a period determined by the race officials
 - Podium cars will go straight to Impound upon exiting the track. Failure to do so results in disqualification
 - Impounded cars may be weighed without driver and weight verified against their log book. Allowance will be made for fuel burned at 6.3lbs/gal. up to the car's log booked fuel capacity. No other allowances will be made. Cool shirt systems will be assessed at 2lbs/Qt. capacity, or may be emptied.
 - A competitor may protest a podium car if he/she finds any undisclosed modification or major rule violation. All protests will be made to the Chief Steward and the source held in confidentiality. Other rules violations will be penalized at the discretion of the officials
 - Podium cars may be required to submit to an at-the-track dyno test
 - The outcome of any protest rests solely in the hands of the officials and is final once Impound closes
6. **Awards:**
- a. The top finishers in each Class will receive a World Racing League team trophy. Individual trophies may be ordered after the event
 - Podium teams may receive other awards based on sponsorships, contingencies or event type/duration
 - Additional awards will be given as warranted. Recipients must be present to win
 - b. Season Points: WRL will use a points system for determining various season or regional championships. See "Season Points" under the Rules tab on the WRL website for points programs, rules and standings

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APPENDIX A - Roll Cage Design and Construction Specifications

This section provides the generally accepted minimum roll cage design and construction requirements. Existing roll cages used in NASA, SCCA, and other national road racing sanctions, if properly built and inspected, should meet or exceed the standard below. If you are contemplating building a new cage yourself and do not have a proper tubing bender, welder and notch saw, don't know how to weld or don't understand why cardboard comes into play in the process, stop here. This is a safety issue and WE WILL FAIL homemade cages at the event if they are not done right, regardless of what other series passed your cage. Take this Appendix and the car to a reputable fabricator and feel secure in knowing you just made a smart call.

A. General Criteria

1. Professionally designed and built roll cages are highly recommended. This is not something the untrained or unskilled should attempt to do themselves.
2. Professionally manufactured bolt-in cages are allowed provided they are installed using the manufacturer-provided or specified tools and hardware and meet the design criteria in Section B
3. Welds must be professional quality, 360 degrees around every tube joint, with full penetration
4. Minimum tubing size will be determined by the weight of the car. All tubing will be seamless mild steel or DOM, ERW is not acceptable unless a waiver is granted for an existing cage
 - a. Under 2500 lbs - 1.50" x 0.095"
 - b. 2501 and over - 1.50" x 0.120" or 1.75" x 0.095"
5. Tubing will be Rotary Drawn or Mandrel Bent and properly notched with appropriate tools. Bends must have a radius no less than 3 times the outside diameter of the tubing and will not show any signs of crimping, stretching or other potential failure.
6. Any cut made in a firewall to accommodate tubing must be re-sealed once the tubing is installed
7. The use of gussets to strengthen connecting points is open
8. Any portion of the finished roll cage that may be contacted by the driver's helmet, body or limbs must be padded with roll bar padding

B. Roll Cage Design

1. Main Hoop must be a single, continuous length of tubing with no more than 4 bends, and should follow the b-pillars and roofline as closely as possible with a rake of no more than 15 degrees off vertical. The Main Hoop will be tall enough so that any driver's helmet does not extend above a line connecting the centerlines of the Front Hoop and Main Hoop
 - a. A diagonal brace will be added in the same plane as the Main Hoop, with one end connecting at lower right of the Main Hoop at the mounting plate or as closely as possible, and the other end connecting to the top left (horizontal) of the Main Hoop within 12" of the bend nearest the driver's head
 - b. The Main Hoop will be braced with two uncut, continuous tubes extending rearward from the top corners (bends) of the Main Hoop, or within 6" thereof, running straight to the floor, **factory cross member** or strut/shock towers. Rear bracing will not have any bends and should be at a 30-60 degree angle to the plane of the Main Hoop. **Do not mount to a horizontal tube**
2. Forward section of the main cage may be one of three configurations:
 - a. Side Hoops (aka "Forward Hoops"): Tubes extending forward from the top corners (bends) of the Main Hoop and down to the front floor, following the roof line and a-pillars as closely as possible, each with no more than 2 bends, and both connected by a tube running as close to the top of the windshield as possible. (SCCA Production cages that do not follow the original roof line may qualify, petition the officials before the race to gain approval), or;
 - b. Halo: A single tube bent into a "halo" that extends forward from either corner of the Main Hoop in a horizontal plane to the top of the windshield and follows the roof line as closely as possible. The front of the

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halo will be supported from the floor/sill by a continuous section of tubing that follows the a-pillar as closely as possible from each front corner of the halo to the floor, or;

- c. Front Hoop: A single, continuous length of tubing with no more than 4 bends, which should follow the A-pillars and roofline along the top of the windshield as closely as possible, mounted on either side to a floor plate or sill. The front Hoop and Main Hoop will be connected together on either side by tubing running from the top corners of each hoop and following the roof line as closely as possible
3. Door Bars: A minimum of two door bars are required on the driver's side, x-bars are acceptable. Bars must be placed to protect the driver in the event of a side impact. Door bars may be bent to push into the door cavity, but S-bends are prohibited on new cage builds (2014 or later). A minimum of one door bar is required on the passenger side.
4. Dash bar: A dash bar running horizontally between the front hoop a-pillar bars, and at the height of the original dash is highly recommended
5. Harness Bar: A horizontal bar between the left down tube of the Main Hoop and the Diagonal Bar may be installed for shoulder harness strap mounting, at a height recommended by the harness manufacturer. Harness bar may have bends to accommodate aft seat travel.
6. Seat Mount: A seat mount tube or tubes mounting the seat to the roll cage is highly encouraged, and does not count toward cage attachment points

C. Mounting points

1. Cage must be mounted to the floor, **frame, factory cross member**, towers and/or sill plates at a minimum of 6 points (2 each at the Main Hoop, Rear Braces and Front Hoop). 2 additional mounting points may be used at the Front Hoop to the firewall or front wheel wells.
2. The use of Body Tabs is open, but tubes added for no other reason than to increase chassis rigidity may be disallowed or penalized at the officials' discretion
3. Mounting plates must be at least 16 square inches at 0.080" thick and must be welded completely around the perimeter. If bolted in, plate must be 3/16" thick minimum, bolted at a minimum of three points with Grade 5 hardware

Final Authority on whether your cage passes safety inspection or not lies solely and completely with the race officials. It doesn't matter who you paid how much to build the cage, or what other series you've raced the car in, if the cage is unsafe, if there are missing bars, missing/inconsistent welds, or any other issue that presents a safety hazard, the car cannot be allowed to race.



General Example of a basic, WRL-legal cage (Halo style)

Alternate designs meeting the rules above are allowed

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APPENDIX B - VEHICLE CLASSING SYSTEM (this entire Appendix is revised for 2018)

A. POWER TO WEIGHT CLASSING OVERVIEW

1. WRL allows a wide variety of cars to be raced, including cars already racing in most other clubs and series. In order to be as inclusive as practical while maintaining safety, consistency and competitiveness, WRL has adopted a classification system based on power to weight ratio.
2. A car's Class is determined primarily by its Power to Weight Ratio (PWR) as defined in this Appendix, expressed as pounds per one horsepower (example: 1:15.3 or simply "PWR=15.3").
3. WRL allows a number of modifications to make your car safer, more reliable and less expensive to race. See the "BASIC PREPARATION RULES" (BPR) in Section D below for info on mods that are open, allowed or "free"
4. Additional modifications are also allowed but may incur one or more modifiers to your car's power to weight ratio as listed in Section E

B. DETERMINING HORSEPOWER OUTPUT

World Racing League calculates the horsepower output under one of two methods as defined below. Teams may choose either method

1. **Factory-rated/published net horsepower (SAE net):** This is the basic WRL classing system in place since 2014, using factory rated output. This is the easiest and cheapest method for classing cars
 - a. Proof of HP: Teams must provide factory-rated SAE-net HP for their motor from one of the following online resources: automobile-catalog.com; edmunds.com; wikipedia.org, manufacturer's data.
 - b. Document must show correct year, model, displacement, engine code, etc.
2. **Dyno-Rated wheel horsepower:** Teams wishing to class based on actual output may elect this method, which requires some additional time and expense
 - a. Dyno plots will be required for cars with turbos unless a waiver is granted prior to inspection
 - b. Officials may require a team to provide a dyno plot before their next event based on several criteria including performance, protests and modifications
 - c. Dyno plots must be submitted as follows:
 - Must be produced on DynoJet chassis dynamometers and include shop name and contact information
 - All readings will be corrected to SAE J1349 Rev JUN90 (29.23 in/hg, 77F, zero humidity) and the dyno's smoothing function must be set to 5
 - Chassis dyno results (WHP) will be grossed up by a factor of 1.07 to estimate actual engine output at the crank. This factor takes into account drivetrain loss as well as gains from the mods allowed in the Basic Prep Rules
 - d. **Manipulating power curves:** Overly manipulated power curves are not allowed. This includes but is not limited to detuning to create a flat power curve. Stewards, at their discretion, may impose an alternate HP conversion factor on cars with highly manipulated power curves

C. DETERMINING CAR CLASS

1. **Calculating PWR:** The car's horsepower output will be divided into the weight of the car, as weighed by WRL at the track with the fuel tank full, no driver, no cool shirt water and no undisclosed ballast. The result will be rounded to the nearest tenth and represents the car's Base Power to Weight Ratio (Base PWR)
 - a. If there are no modifications outside of the BASIC PREPARATION RULES listed in Section D below, the Base PWR alone determines class
 - b. Modifications not allowed in the BASIC PREPARATION RULES will be assigned a modifier value based on the tables in Section E below to arrive at the Adjusted PWR which is then used to determine the car's class.

Example:

$$\frac{[Weight]}{[Dyno HP \times 1.07] - [Modifiers]} = PWR$$
$$\frac{2350}{(150 \times 1.07) - 0.2} = 14.4$$

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2. **Competition Classes:** Cars are classed into one of the following groups per their PWR rating which includes any PWR modifiers assigned. Competition classes are eligible for podium and other awards, purses, and contingency awards
 - a. **GENERAL PRODUCTION (GP):** Any mass-produced car offered for sale in North America. GP-class cars are subject to the Basic Prep Rules and Modifiers in Section B and C, below.
 - GP4-Cars with a PWR of 18.1 to 22.0
 - GP3-Cars with a PWR of 15.1 to 18.0
 - GP2- Cars with a PWR of 12.8 to 15.0
 - GP1- Cars with a PWR of 10.5 to 12.7
 - b. **GRAND TOURING, OPEN (GTO):** Any race-prepared car, including mass-produced, tube-frame, purpose-built, factory homologated, etc. with a PWR of 1:9 or higher (PWR = 9.0 - 22.0)
 - GT-class cars are not subject to the Basic Performance Modifications in Section B below or to the Chassis and Drivetrain Modifications in Section E.1 below
 - GT-class cars are subject to the Engine Modifications in Section E.2 below
 - GT-class cars are required to race with an operational fire suppression system installed
3. **Darwin Rule:** The Darwin Rule exists to give officials leeway to enforce the intent and spirit of the rules in cases where the letter of the rules becomes insufficient to maintain safety or fairness.
 - a. Officials may employ the Darwin Rule to move any car to another class OR mandate ballast if the officials:
 - Have credible reason to believe that car is, or will be misclassified under current rules, or;
 - If a car has a demonstrated history of significantly under- or over- performing in its current class
 - b. Unless an oversight or omission occurred during the classing process, a car will not be moved to another class during a race.
4. **Ballast: Teams may add ballast for the purpose of re-classing their car, with the following stipulations:**
 - a. Any ballast amount (weight) must be disclosed to WRL officials and recorded in your log book
 - b. Ballast may not exceed 150 pounds and must be safely secured in the passenger footwell
 - c. To prevent ballasting to the class limit, a 0.2 ballast modifier will be added.
 - d. Minimum weight will be determined by adding all modifiers to the target class PWR limit, and multiplying the total by the car's horsepower.

Example for a car targeting GP4, assuming 116hp and one modifier for Aero (-0.1):

Target PWR + (sum of modifiers) x horsepower = Target weight

18.0 + (0.1 + 0.2) x 116 = 2123 lbs target weight

Assuming car actual weight of 2070 lbs, then 53 lbs of ballast is required

5. **Petition Process:** A team may petition World Racing League for variance or exception to the guidelines in this Appendix under the conditions below. Petition must be made in writing at least 15 days in advance of the race and must include supporting evidence justifying the request. **At-the-track petitions will not be allowed.**
 - a. **Class Change:** A team may petition WRL for a class change if their car is not competitive in its class (not due to driver ability, strategy, prep or reliability). Petition may be made after the car has completed its first event in its current class.
 - b. **Non-compliance:** A team may petition WRL to allow a non-compliant car to compete.
6. **Enforcement:** WRL may require any team to submit their car for monitoring and testing to determine accurate horsepower numbers either before or after a race. Methods include at-the-track dyno runs and installation of a WRL-provided data acquisition system (black box”).
7. **Under-subscription:** For any given race, any class that has less than 4 entries may be combined with another class at race officials' discretion

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D. BASIC PREPARATION RULES (aka Basic Prep, or BPR)

1. **Open, Allowed or “Free” Modifications:** All cars are allowed to make the following modifications to build reliable, cost effective and competitive cars. Cars prepped at this level will automatically fall into a class listed in Section C above based on its power to weight ratio alone. Cars prepped above this level are still legal to race but will be subject to additional scrutiny, PWR modifiers, dyno plots and possible class change. Note: OE- Originally Equipped. OEM – Original Equipment Manufacturer.
 - a. Carburetor tuning: Open
 - b. ECU: Chipping, socketing and/or re-flashing of the OEM ECU is allowed. Standalone, piggyback or otherwise aftermarket engine timing/fuel control will incur a PWR Modifier
 - c. Brakes: Stock master cylinder or OEM equivalent. Calipers, pads and rotors open. Complete aftermarket high-performance systems (6+pistons) may incur a PWR Modifier. Proportioning valves are allowed
 - d. Springs: Metallic springs open. May heat or cut
 - e. Shocks/Struts: Open. However, adjustable dampers, remote reservoirs, racing-specific systems, changing oil viscosity or re-valving will incur a PWR Modifier
 - f. Other Suspension: Sway bars, panhard/WaTs linkage and camber plates are open. Adjustable front, upper control arms are allowed. Bending suspension members to alter geometry is allowed. Adding reinforcement to suspension attachment points to gain durability is allowed provided they are not Bed to the cage
 - g. Bushings: Open
 - h. Aero: Aero modifications that are not professionally manufactured and/or commercially sold are open
 - i. Wheels: Open
 - j. Tires: DOT approved with tread wear (UTQC) of 180 or higher
 - k. Air filters: Open
 - l. Cooling: Transmission and oil coolers allowed. Aftermarket radiator allowed
 - m. Lubrication: Accusumps and baffles allowed
 - n. Exhaust: Open, from collector back, must have some form of muffler and meet any sound restrictions listed in Race information
 - o. Weight reduction: Open, but the exterior skin, and chassis structural integrity must be retained. Fenders, hoods, trunk lids, firewalls, floors and inner wheel wells must remain intact. Alternate bodies are eligible but must be approved
 - p. Driver comfort and information: Cooling, gauges, control devices, data and telemetry systems are open
2. **Additional modifications:** modifications not listed in Section 1 above are allowed, but must be fully disclosed and may require a PWR modifier as listed in Section E based solely on the discretion of the Officials after a thorough inspection of the number and extent of the additional modifications. Additionally, officials may also require a dyno plot to verify power in some cases.
3. **Engine and Drivetrain Swaps:** Engine/drivetrain swaps are allowed, non-OE drivetrain must be fully disclosed (includes engine, trans, diff, clutch assy, etc)
4. **Failure to Disclose:** Any team that does not fully disclose modifications outside of the scope of this section may be subject to disqualification. Teams that blatantly subvert the classing rules may be banned from competing in future WRL events

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E. POWER TO WEIGHT MODIFIERS (PWR MODIFIERS)

1 Chassis and Drivetrain Modifications

The following values will be deducted from a car's PWR for the items listed if they are non-compliant with Section D above. Any missing items or gray areas will be dealt with at the WRL Officials' discretion.

Modifiers in this Section do not apply to GTO-class

AERO

Stage 1	-0.1	Simple rear spoiler, single plane fixed wing, side skirts, splitter
Stage 2	-0.2	Diffuser, flat underbody, aftermarket nose, single plane 2D fixed wing, winglets, dive-planes
Stage 3	-0.3	Multi-plane 2D fixed wing, dynamically adjustable wing, 3D cross section wing (non-extruded)

BRAKES

Stage 1	-0.1	2-piece brake rotors
Stage 2	-0.4	Aftermarket racing or multi-master cylinder system. Racing/adjustable pedal boxes. Any non-OE caliper with >4 pistons. ABS reprogram or swap
Stage 3	-0.6	Aftermarket 6-piston+ systems with rotors made from exotic materials (carbon ceramic, etc). Aftermarket or race-developed electronic ABS/traction control systems.

SUSPENSION

Stage 1	-0.2	Entry level adjustable shocks - Koni, KYB AGX, etc. Re-valving or re-oiling stock or non-field adjustable shocks/struts. Minor changes in suspension members other than what is open.
Stage 2	-0.4	Multi-adjustable shocks and higher end components - Penske, Ohlin, etc. Significant changes to suspension members with adjustable or lightweight in stock locations. Non-metallic springs.
Stage 3	-0.6	Remote reservoir systems. Significantly modified suspension mounting points, components different by fundamental design than stock, fully adjustable, high end components. Components made of lighter and/or exotic materials.

TRANSMISSION, CLUTCH

Stage 1	-0.1	Lightened flywheel, larger diameter clutch assy.
Stage 2	-0.3	Aftermarket, heavy duty and/or redesigned gears and internal components, including straight cut
Stage 3	-0.6	Sequential, electronically controlled

DIFFERENTIAL

Stage 1	-0.3	Race-oriented differential: Performance clutch pack style, hybrid LSD (wavetrac, etc)
Stage 2	-0.6	Lightweight, exotic in design, materials, installation method or location. Electronically adjustable differential.

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2 Engine Modifications

The following values will be deducted from a car's PWR for the items listed if they are non-compliant with Section D above. Any missing items or gray areas will be dealt with at the WRL Officials' discretion. These values do not apply to cars with a valid dyno sheet.

Intake manifold swap, OEM	-0.2	
Intake manifold swap, Aftermarket	-0.3	
Header swap, OEM	-0.1	
Header swap, Aftermarket	-0.2	
Injector/carb swap, OEM	-0.1	
Injector/carb swap, Aftermarket	-0.3	
Performance cam or regrind	-0.3	Any change from OE spec- aftermarket, regrind or OEM swap
Gasket matching, deburring	-0.1	Includes any cutting or grinding
Overbore (.060+)	-0.4	
Stroke, increase or decrease	-0.4	Includes any method, rod swap, piston swap, crank, etc.
Compression ratio increase	-0.4	Other than changing bore or stroke
Head swap	-0.5	
Head porting	-0.7	
Oversized valves	-0.3	
Aftermarket, programmable ECU	-1.0*	Team may provide a dyno sheet OR take the -1.0 modifier

Note to all competitors: Beginning in 2019, you will be required to provide dyno results if you have made two or more modifications to your engine, as defined in the table above, or take an additional modifier (value TBD).

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APPENDIX C - RACING VIOLATIONS AND PENALTIES

Violation	Basic Penalty	Maximum	Notes
Contact, Incidental	---	Consultation	Repeated Incidental treated as Avoidable
Contact, Avoidable*	0 min	Ejection	Mandatory driver change, possible probation or ejection
Contact, Unavoidable	0 min	60 min	15 min. minimum after first team incident
Loss of Control	1 min	Driver change	Includes spins and four-wheels off
Cutting Course	1 min	5 min	Includes passing in the grass
Pit/Paddock Speeding	3 min	Ejection	Depends on severity
Fueling/Pit Road	5 min	15 min	Dependent upon situation
Unsafe/Reckless Driving	---	Ejection	Driver change will be required
Passing Under Yellow	3 min	---	Per car passed
Missed Black Flag**	3 min	---	Per lap, after 1st missed lap
General Rules Violation	---	---	Official's discretion

*Includes intentional contact which may result in immediate ejection from the series

**Sending a team member to the Black Flag station to ask why you are being black flagged may incur a 5 minute penalty plus 3 minutes for each lap completed under black flag.

Driver Probation

1. A driver will be placed on mandatory probation for car-to-car contact when the corners workers, safety crew and/or officials determine at-fault, and if the contact results in one or more vehicles being towed, causes damage to any vehicle that requires repairs to continue or to retire from the race
2. Drivers involved in contact that disables their vehicle must report to the Black Flag station immediately upon returning to the pits or paddock unless under the care of medical staff.
3. A driver may be placed on probation or suspended at WRL discretion if he/she has a history of contact other than that described in Section 1 above, or exhibits a pattern of reckless driving.
4. Probation period: One year from the date of the incident unless otherwise mandated by WRL
5. Probation terms: Driver may continue to race while on probation but must meet the following:
 - a. Probated driver will not cause car-to-car contact during the probation period
 - b. Probated driver will meet any other condition(s) provided in writing by WRL
 - c. Probated driver must request reinstatement by WRL at the end of the probation period
6. Failure to meet the probation terms will result in a minimum one-year suspension from racing in WRL
7. Suspension/Ban: In addition to the above, a driver may be suspended or banned from racing with WRL for gross violation of the WRL rules (i.e. blatant cheating) intentionally causing contact especially where the officials feel there was intent to harm or damage, or for physically or verbally abusive behavior toward any official, safety worker, driver, guest or track employee

“Official's Discretion”

"Official's Discretion" means that the Steward will assess the violation objectively, applying his or her experience and insight, using the information at hand, and levy a fair penalty that is commensurate with the severity of the violation. Remember, the penalty process is designed to maintain control of the event and keep everyone safe. No one is singling you out or picking on you. Remain calm, arguing with or yelling at the steward will only cause your team more heartache.

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APPENDIX D - THE FINE PRINT

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Racing involves inherent risk to life, limb and property. You are participating of your own volition and at your own risk. World Racing League makes no guarantee, promise or assurance of, or in regards to your health or safety.

Everyone entering the premises where a World Racing League event is taking place will sign the Liability Release form before entering the property. By attending and/or participating in a WRL event, each person agrees, acknowledges and avows that he or she has read and understands this rule book, and has signed the Liability Release form. In plain English: Under no circumstances should anyone participate in WRL event or any motorsports event without fully understanding the rules and risks; you understand, avow and affirm that the organizers are not responsible for anything that might happen to you during the event; and you agree that you understand and accept the risks involved and hold the organizers, officials, track, etc. harmless, accept all liability, and covenant not to sue the organizers, staff members, venues or safety workers. If the thought of that is not acceptable to you, your family and/or your attorney, please do not participate in motorsports.

World Racing League is in no way responsible for injury or loss. WRL does carry supplemental AD&D and hospitalization insurance, however, you, as an individual, are responsible for providing adequate medical insurance for yourself, or in the absence of such, **you are responsible for any medical bills you may incur as a result of attending or participating in an event** whether WRL carries any supplemental medical insurance or not. Likewise, you and only you are responsible for property damage caused by you and/or caused to you. World Racing League will not reimburse you for loss or damage to your car or other property, or mediate between parties. If you damage the facilities at a venue rented by World Racing League, you may receive a bill. If you wreck someone else's car, that's between the two of you.

The Rules governing the series are subject to change at any time to address safety issues. Series officials will apply the Rules as evenly and professionally as humanly possible. There will invariably be times where an issue is not specifically covered by a rule. In that case, the officials will exercise their discretion and common sense in the interest of safety and fairness to all. The ruling of officials is final, there is no appeals process. Don't beg us, bribe us or yell at us.

World Racing League may deny anyone entry to an event for any reason. World Racing League may deny entry to, or eject from the premises any car, team member, spectator, friend or relative at any time for any reason related to personal or public safety, illegal activity, risk or damage to the series, staff or participants, or the orderly conduct of the event.

Entry fees, rental fees, gate fees etc. are non-refundable. World Racing League reserves the right to change event dates, times, schedules and formats and/or cancel events for any reason within our control or outside of our control. If we cancel an event, we will transfer entry fees to another event, refund fees or otherwise do our best to make you whole. If you cancel you may receive a partial credit, but you will not receive a refund. However, no refund or credit will be given if you cancel after an event's registration is closed. This includes if your team falls apart, the car breaks at practice, or expires after the start of the race.

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