

DISCLOSURE/CLASSING WORKSHEET

Team Name			Car #	Class TBD by WRL
Year	Make	Model	OEM Fuel Capacity	Actual Fuel Capacity (total)
Wheelbase (inches)	Engine	Weight (full fuel, without driver)	Horsepower (OEM)	Base PWR (Lbs/hp) TBD by WRL

INSTRUCTIONS: Fill out this form and return to WRL. Your car's data will then be entered into the digital logbook database. If your car has not been weighed, WRL will weigh it at the track. Please refer to the WRL Rules, APPENDIX B, when completing this form. If there are modifications to the car that are not listed as "open" or "allowed" in APPENDIX B of the rules, continue to the following sections. Otherwise the Base PWR will determine the car's class. If you are unsure about a modification on your car, please describe the modification. **Check "INSTALLED" for all that apply. If you have any questions, email race@racewrl.com**

You are required to completely and accurately disclosing all modifications per the WRL Rules. Failure to disclose may result in disqualification

Category	INSTALLED	DESCRIPTION
Brakes		Commonly available, non-OE master cylinder. 2 pc brake rotors and/or custom adapters to relocate caliper. ABS reprogram or swap
		Aftermarket racing or multi-master cylinder system. Racing/adjustable pedal boxes. Any caliper with >4 pistons.
		Any high end brake components installed; AP, Alcon, etc. Rotors made from exotic materials (carbon ceramic, etc). Aftermarket or race-developed electronic ABS/traction control systems.
Suspension		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.
		Remote reservoir shocks/struts and higher end components - Penske, Ohlin, etc. Significant changes to suspension members with adjustable or lightweight in stock locations. Non-metallic springs. Multi-adjustable dampers.
		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		Change in gear ratio from stock by mixing or matching internal components, or OEM swaps or stock style replacements.
		Aftermarket , heavy duty and/or redesigned gears and internal components, including straight cut
		Sequential, electronically controlled and/or lightweight
Differential		Differential swap within OEM to change ratio and/or addition of OEM LSD. Addition of a lower-end aftermarket LSD (Quaife gear style helical or the like)
		Race-oriented differential: Performance clutch pack style, hybrid LSD (wavetrac, etc)
		Lightweight, exotic in design, materials, installation method or location. Electronically adjustable differential.
Clutch/Flywheel		Lightweight racing clutch/flywheel; multi-disc clutch
Professionally Manufactured Aero		Simple rear spoiler, single plane fixed wing, side skirts, splitter
		Diffuser, flat underbody, aftermarket nose, single plane 2D fixed wing
		Multi-plane 2D fixed wing, dynamically adjustable wing
Engine		Non-stock header/exhaust manifold
		Intake manifold upgrade or swap
		Increased compression ratio (includes overbore)
		Non-stock injectors
		Performance cam, cam regrind or cam swap
		Deburring or gasket-matching ports
		Block or crank swap, change stroke
		Head swap, non-stock
ECU		Ported head (enlarging, altering cross section shape or size), oversized valves
		Stock ECU, re-chipped stock ECU
		Piggyback or aftermarket add-on system which require aftermarket hardware (Hondata,etc) . Megasquirt systems.
	Racing standalone systems (MOTEC, AEM, Holley, Haltech, Cosworth, Electromotive, etc)	