

# WORLD RACING LEAGUE 2016 RULES & PROCEDURES

Version 201603.25



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# World Racing League Rules and Procedures

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PLEASE NOTE THAT THIS IS AN ADVANCE COPY OF THE 2016 RULES PROVIDED FOR YOUR BENEFIT, AND MAY UNDERGO MINOR REVISIONS FOR CLARITY BEFORE TAKING EFFECT ON JANUARY 1, 2016.

## Revision History

Version	Date	Revised Section(s)
201601.01	9/18/2015	Revised for 2016 (effective Jan 01, 2016). Highlights include - Head and Neck devices mandatory. Changes to cancellation policy, driver eligibility, headlight rules, harness dates, fueling rules and awards. Pit road fire bottle must be inspected annually. Driver probation policy added.
201603.25	3/25/2016	Corrected typo in A.6.b. Revised B.2.a to read "with shield/visor down"

**Material changes from previous revision are in bold blue text**

## World Racing League Rules and Procedures

### INTRODUCTION

Welcome to the World Racing League! WRL is a grassroots road racing club created on the premise that road racing should be simple, fun and affordable while remaining safe and professional. WRL is a non-contact series open to cars and drivers running in other racing clubs and HPDE organizations. WRL is inclusive, if you want to race, you are welcome here!

Please read the entire rulebook. It's short and sweet with a bit of levity thrown in so you don't fall asleep. 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](mailto:race@racewrl.com).

**Here's the obligatory warning:** You are about to engage in auto racing. 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. If you just broke out into a cold sweat, relax. It's still relatively safe! But only you and your doctor can assess your physical fitness for road racing ('cause we don't want to see you naked in our office - even if we had one). 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, see your physician 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. All participants acknowledge that they are participating at their own risk, and hold harmless World Racing League Racing LLC, its owners, officers, officials, associates, sponsors and assigns.

Do not rely on annual 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.

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.

And finally, a friendly bit of advice - No one here likes a "rules lawyer". We appreciate your input, but ultimately our interpretation of the rules is the only one that matters.

**The following five sections provide the information you need to know in order to enter, prepare for and compete in a World Racing League event. There are also Appendices that cover specific technical information such as roll cage design and how WRL cars are classed. You will find similarities with other race series but do not assume their rules are identical to ours. Every driver is responsible for knowing and adhering to WRL rules.**

## World Racing League Rules and Procedures

### A. ENTER A RACE

Check the "Schedule" page on our website at RaceWRL.com for an event near you and click on "ENTER" for that event. All participants must be registered with current emergency contact information.

- 1 **Race details:** Event entry fees, deadlines, race length(s), minimum number of drivers and other info can be found in each event's Race Information sheet (see the Schedule page on the WRL website)
- 2 **Entry:** It is the team captain's responsibility to ensure his or her team is entered and paid. Teams will only be issued driver and crew credentials for those listed in registration
- 3 **Entry limits: Entries will be limited to 25 cars per track-mile or less (+/-10%), based on track design and other factors**
- 4 **Entry fees:** One flat rate includes one vehicle, transponder (if required) and all team members (drivers, crew)
- 5 **"Fast In" Registration:** Early registration and payment in full by the close of the *Fast In* period earns you a discount on the listed event price. But wait, that's not all... Fast In registrations may grant you other discounts or freebies and will automatically enter your team into any sponsor award drawings.
- 6 **Deadlines: Unless otherwise stated, Fast In registration ends 45 days prior to the event, and online registration closes 14 days prior to the event**
  - a. Late registration: Registrations and payments received after the online registration period closes are subject to a \$150 late registration fee. **Late entries are not guaranteed a pit stall, transponder or garage**
  - b. **Cancellation: Paid in full entries may be eligible to receive a 100% credit toward future races, less a \$150 admin fee, if cancellation notice is received in writing by the close of online registration. The credit will be split into two equal amounts, each may be used for a separate event. A credit may only be moved forward once. Credit is non-transferrable and may only be used for the team to which it was issued**
- 7 **Refunds:** World Racing League does not refund entry fees **unless the race is cancelled by WRL**

### 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 and 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 shield/visor down**. No apparent structural damage. Rated Snell SA-2005 or SA/SAH-2010 or 2015. **SA2005 helmets will be accepted through the end of 2016**
  - b. Suit: Fire retardant racing suit rated FIA, 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, tears, mystery stains, etc.
  - c. Nomex Balaclava: 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 with no rips or holes
  - f. Socks: Nomex
  - g. **Neck protection: A commercially manufactured Head and Neck device, such as a Leatt, Hans, Necksgen, etc. is mandatory for all drivers starting Jan 1, 2016. Head and Neck devices may be shared by a team.**
- 3 **Crew:** Crew members must be 16 years old or older. Any Minor crew member must have a Minor Waiver signed by his/her parent or legal guardian. All crew members will wear the same type gear as drivers (as outlined in section 2 "Driver safety gear" above) if they are involved in fueling
- 4 **Driver Eligibility: Beginning Jan 1, 2016, any of the following may be accepted as sufficient credentials to race with World Racing League:**
  - a. Racing license issued by SCCA, NASA, BMWCCA, PCA, NARRA, Vintage, or other national/regional 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 verification)**

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- e. **Completion of other nationally recognized racing schools (Roos, Bondurant, Barber, etc).**
- f. **Budget/Crapcan experience equal to 8 hours or more of seat time, with proof of races (MyLaps results)**
- 5 **Drivers currently on probation with another series are not eligible to race with World Racing League**
- 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**

### C. PREPARE YOUR CAR TO RACE

- 1 **Car Eligibility:** Mass-produced passenger cars sold in North America regardless of year model. WRL allows you to build a bona fide race car. Some modifications are “open” giving you leeway in applying them to your platform. Other mods, while still allowed, may affect which class your car falls into. See ‘APPENDIX B - Vehicle Performance Preparation and Classification’ for more info. Many cars racing in other organizations are eligible, including Performance Touring, Spec Miata, Production, Improved Touring, Street Stock, Spec Boxster, and various budget endurance racing series. Questions about your car? Call us!
- 2 **Log Book:** World Racing League will issue each car a log book. Once issued, it is your responsibility to have it at every race and produce it on demand.
- 3 **Safety Requirements:** The following are the minimum safety requirements we require on and in your car. Feel free to build your car to exceed these standards:
  - a. **Roll cage:** A full roll cage is required, equivalent to those generally required by SCCA, NASA, LeMons, and others. Yes there are some exceptions. See APPENDIX A for WRL roll cage specifications. 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 A: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. 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.
  - 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 an acceptable alternative to nets when used properly, and are required for convertibles.
  - g. **Seat:** One-piece seat 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. If the seat back will be more than 3" from the harness bar for any driver, a seat back brace must be installed to prevent rearward movement of the seat. Back brace can be adjustable but 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:** At a minimum, one rear view mirror is 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. This is not a junkyard series – fix it**

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- 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 must be OEM (laminated or tempered). Front and rear glass must be in place, or replaced with polycarbonate/Lexan. Side glass may be removed, or replaced with polycarbonate/Lexan. Front windows will be removed or fully down during race.
  - 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 in any event's Race Information sheet must be met
  - d.** Brake and marker lights: Cars must have at least two functional red brake lights and at least one red, rear marker/rain light. It is recommended that the OEM brake/parking 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, lights should not be aimed directly ahead and should instead focus toward the edges of the race surface, apex, and track-out points.** 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, 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. Other manufacturers may be approved, contact us for more information
    - 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, 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 by World Racing League and should be placed on either side of the car near the number and on the rear bumper or rear vertical surface. Series sponsor decals, if available, are required race-wear for your car
  - k.** Appearance: Cars must be relatively clean and free of severe body damage. Non-OEM parts added to the exterior of the car including aero must be completely secure, shatterproof, and will not present a safety hazard to you or other drivers or cars. Gross vulgarities are prohibited, keep it PG-13ish
  - l.** Tires: DOT rated with a UTQG (tread wear) rating of 180 or higher
  - m.** Coolant: Additives like MoCool and Water Wetter okay
  - n.** **Transponders: Securely mount the transponder as low to the ground as possible, with an unobstructed view of the track below. WRL is not responsible for any failure of a team-owned transponder**

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### D. SHOW UP AT THE RACE

- 1 **Arrival:** Check the Event Race Information sheet for specific information related to arrival time, parking, etc.
- 2 **Vehicle Inspection:** Cars must be inspected by *World Racing League* officials prior to racing. While most everything else is fun and games, this is where we get serious-
  - a. 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
  - b. **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.**
  - c. The team captain or a representative will bring the car **and extinguisher** to the inspection location identified in the Race Information sheet prior to the car's first race and annually thereafter
  - d. Each car will undergo two types of inspection:
    - **Safety Inspection** will be on an annual basis and will be recorded in the car's log book. A World Racing League Annual Safety Inspection sticker will be issued to cars that pass. The sticker must be placed in plain view on the front hoop, main hoop or rear stay of the roll cage on the driver's side so that it may be seen at Black Flag. Lost or missing stickers will incur a \$25 fine unless you can produce the original
    - **Preparation and classing inspection** will be completed prior to a car's first race with WRL, or as needed thereafter (see section d. below). Each team must present a *World Racing League* Log book filled out for the car to be inspected. Upon passing scrutiny, WRL officials will assign your car to the appropriate Class (See Appendix B). You must disclose all modifications that are not allowed in Appendix B. Undeclared modifications or attempts to hide modifications will make your car ineligible for a podium finish
  - e. 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
  - f. Officials may suspend your car from racing at any time until any outstanding issues are resolved
  - g. Altering or forging Inspection stickers or log books will result in a penalty as determined by World Racing League officials, up to and including indefinite suspension from the series
  - h. All rulings of the officials are final
- 3 **Check In:** Unless otherwise specified in the Race Information sheet, only the Team Captain is required to report to the Check In desk to receive his/her team's credentials and complete registration
  - a. Team Captains will verify payment, car number, and transponder number at the Check In desk
  - b. The Team Captain must also bring the car's log book to Check In. Cars without current log books will not be permitted to race
  - c. All team members must be listed along with their emergency contact information
  - d. Transponders will be available at the Check In desk if needed. You are responsible for loss of, or damages to, a rented transponder
- 4 **Driver's Safety Gear Inspection:** All drivers must present their required safety gear for inspection annually. A valid Annual Equipment Inspection sticker must be worn on the left side of the driver's helmet in order to go on track. It is each driver's responsibility to wear the required safety gear while in the car. Non-compliant drivers will not be allowed on track
- 5 **Drivers' Meeting and Social:** After Inspection and Check In are closed for the day, WRL will conduct the Drivers' Meeting and social.

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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 in the Race Information sheet for each event. In any case, you'll get all the seat time you can handle!
- 2 **Racing Rules:**
  - a. **Contact:** World Racing League is a non-contact racing club. 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
  - b. World Racing League defines contact in 3 categories-
    - **Incidental Contact:** Minor contact incidental to close-quarters racing that leaves no damage nor moves a car off its line. Example: an unintentional side-to-side bump while going two wide in a turn. No penalty unless repetitive. Repeated incidental contact will be treated as Avoidable Contact
    - **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. All parties involved may be Black Flagged
    - **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. Most contact is avoidable. All parties involved will be Black Flagged and there will be a mandatory driver change for the offending driver(s) in addition to any time penalty is assessed
  - c. Multiple or subsequent contacts by the same team, regardless of driver(s) involved or contact type, will increase the severity of the penalty assessed up to and including probation and/or removal from the series
  - d. **Passing:** Safe and drama-free passing requires that everyone adhere to the following passing rules-
    - **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 and to maintain racing room at all times
    - **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 him of racing room by causing contact or "squeezing" him 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:** A spin or four wheels off incident resulting from a lack of control or over driving the car/course will result in the driver being black flagged for a stop and go penalty on Pit Road. Multiple spins and/or four-offs by the same driver may require a driver change
  - 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:** Any maximum time per driving stint will be assigned in the Race Information sheet. 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:** You need an AMB transponder if you want to be scored for the race. Whether you buy it or rent from WRL, you are responsible for the proper installation and operation of your car's transponder. We will notify you at the start of the race if your transponder is not being read. WRL is not responsible for improperly mounted transponders, or team-owned transponders that fail or malfunction.
  - 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 in the event's Race Information sheet
- 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. Any and all spills will be cleaned up immediately
  - a. All crew on the "hot" side of the pit wall must wear helmets with visors/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.**
  - e.* The fuel port will not be opened until the engine is off
  - f.* No one may perform any work on the car or stage equipment 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 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.* A drip pan/catch pan must be used where fuel may spill onto the ground while fueling
  - k.* Cars arriving at Pit Out with driver not properly attired and strapped in will be penalized
- 4 Winning:** Not that we need to explain this one, but the team that finishes the race in the lead, wins
- a.* Cars must take the checkered flag to finish the race
  - b.* A car may cross the finish line while not under its own power but cannot be pushed or pulled across the finish line by the driver, other drivers, crew members, or spectators
  - c.* **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 officials**
    - Podium cars will go straight to Impound upon exiting the track. Failure to do so results in disqualification
    - **Failure to produce a current, valid WRL log book at Impound will result in disqualification**
    - **Impounded cars may be weighed without driver and weight verified against their log book**
    - 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 held in confidentiality
    - Modifications that were not disclosed at pre-race Inspection will result in disqualification. Other rules violations will be penalized at the discretion of the officials
    - The outcome of any protest rests solely in the hands of the officials and is final once Impound closes
- 5 Awards:**
- a.* The top finishers in each Competition Class will receive Fame, Glory and a World Racing League team trophy. Individual trophies may be ordered after the event.
    - **1<sup>st</sup>-3<sup>rd</sup> place trophies will be awarded when a Class has 6 or more cars entered**
    - **If a Class has less than 6 teams entered, only a 1<sup>st</sup> place trophy will be awarded in that Class**
    - **Fun Runs, Sprints or other special events may award a trophy to the 1<sup>st</sup> place finisher only**
    - Podium teams may receive other awards based on sponsorships, contingencies or event type/duration
  - b.* Other Awards will be given as warranted by team efforts before and during the race, and may include race discounts, trophies, gift certificates or other items. You must be present to win
  - c.* Contingency/sponsor awards will be given as outlined in the Race Information sheet

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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. Take this Appendix and the car to a reputable fabricator and feel secure in knowing you just made a smart call...

### 1. General Criteria

- a. Professionally designed and built roll cages are highly recommended. This is not something the untrained or unskilled should attempt to do themselves.
- b. 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 2
- c. Welds must be professional quality, 360 degrees around every tube joint, with full penetration
- d. 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
  - Under 2500 lbs - 1.50" x 0.095"
  - 2501 and over - 1.50" x 0.120" or 1.75" x 0.095"
- e. 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.
- f. Any cut made in a firewall to accommodate tubing must be re-sealed once the tubing is installed
- g. The use of gussets to strengthen connecting points is open
- h. 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

### 2. Roll Cage Design

- a. 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 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
  - 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, 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
- b. Forward section of the main cage may be one of three configurations:
  - 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;
  - 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 halo will be supported from the floor/sill by a

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- continuous section of tubing that follows the a-pillar as closely as possible from each front corner of the halo to the floor, or;
- 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
- c. 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.
  - d. 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
  - e. 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.
  - f. 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
3. Mounting points
    - a. Cage must be mounted to the floor, 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
    - b. 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
    - c. 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
  4. 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 WRL-legal cage (Halo style)**

Alternate designs meeting the rules above are allowed

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## APPENDIX B – Vehicle Performance Preparation and Classification

WRL allows a wide range of cars to be prepared and raced, including cars already racing in other series. In order to be as inclusive as practical while maintaining safety and competitiveness, WRL has adopted a Classification system based on power to weight ratio.

Note: OE-Originally Equipped. OEM – Original Equipment Manufacturer.

### 1 Car Classification System

- a. Class determination: A car's Class is determined primarily by its PWR - Power to Weight Ratio - expressed here as pounds per horsepower (example: 15:1 or simply "15")
- b. Calculating PWR: World Racing League calculates power to weight ratio using a car's weight as-raced (less driver and cool shirt water) divided by the motor's factory rated/published net horsepower (BHP). PWR results will be rounded to the nearest tenth.
  - Proof of HP: Teams must provide a printout of factory-rated BHP for their motor from one of the following online resources: automobile-catalog.com; edmunds.com; wikipedia.org. Document must show correct year, model, displacement, engine code, etc. Dyno numbers, if available, may be used as backup. See section 5.b. below
  - Vehicle Weight: WRL will weigh cars at the track, no driver, empty coolers, fuel tank full.

### 2 Basic Performance Modifications (BPM): All cars, regardless of Class, are allowed to make the following Basic Performance Modifications. If your car is prepped at this level it will automatically fall into a class listed in Section 6 based on its power to weight ratio alone. If your car is prepped above this level it is still legal to race but will be subject to additional scrutiny, PWR modifiers, and possible class change. **You are required to disclose all modification not specifically allowed in this Section.**

- 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 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. Adjustable dampers, remote reservoirs, racing-specific systems, changing oil viscosity or re-valving will incur a PWR modifier
- f. Other Suspension: Sway bars, panhard/Watts linkage and camber plates are open. Adjustable front, upper control arms are allowed. Bending suspension members to alter geometry is allowed. Reinforcing suspension attachment points to gain durability is allowed
- g. Bushings: Open
- h. Aero: Aero modifications that are not professionally manufactured 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

### 3 Additional modifications: Modifications not listed in Section 2 above are allowed, but must be fully disclosed and may require a PWR modifier based solely on the discretion of the Officials after a thorough inspection of the number and extent of the additional modifications.

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- 4 Engine and Drivetrain Swaps:** Engine/drivetrain swaps are allowed under the following conditions:
- Non-OE drivetrain must be fully disclosed (includes engine, trans, diff, clutch assy, etc)
  - Unless modified, the new motor's BHP will be used to calculate PWR
- 5 Alternative Classing Process:** Cars that are prepared beyond the BPM level in Section 2 may provide the following data to assist officials in classifying their cars. This information will be considered in addition to the WRL Disclosure sheet and inspection by the race officials. Acceptance of this information is at the stewards discretion:
- a. Official timing sheets from other organized competition events - must be at the same track and configuration as the upcoming WRL event where the car will race
  - b. Dyno sheets will be accepted as supporting evidence only, but will not be considered exclusively as evidence of the car's power
- 6 Competition Classes**
- a. 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 awards (1<sup>st</sup>-3<sup>rd</sup>) and other awards, purses, and contingency awards:
    - **Group 4 (GP4)**-Cars with a PWR higher than 1:18.0
    - **Group 3 (GP3)**-Cars with a PWR of 1:15.3 to 1:18.0
    - **Group 2 (GP2)**- Cars with a PWR of 1:13.1 to 1:15.2
    - **Group 1 (GP1)**- Cars with a PWR of 1:11.0 to 1:13.0
  - b. Ballast: Any ballast added to the car must be properly secured and disclosed at safety inspection. Teams may not voluntarily add ballast for the purpose of re-classing their car into a lower class.
  - c. Under-subscription: For any given race, any class that has less than 4 entries may be combined with another class, with cars handicapped accordingly per race officials' discretion
  - d. Darwin Rule: Officials may move any car to another class if it has a demonstrated history of under or over performing in its current class
  - e. **Group X (GPX):** Cars that meet WRL safety requirements but cannot otherwise be classed per this Appendix, or that fall below a PWR of 11.0 with or without PWR modifiers will be classified as GPX. Cars in GPX are eligible for contingencies and sponsor awards/support, but are not eligible for purses or trophies. Basic criteria:
    - Any race-prepared production-based car, or any full-body, purpose-built race car that can maintain a PWR of 1:9.0 or higher (examples: NASA or SCCA GT, SRF)
    - Pre-approval to race from WRL officials.
    - Any car in GPX that outperforms the field to the extent that the race officials feel that the speed differential may create a risk will not be allowed to race
- 7 Petition Process:** A team may petition World Racing League for variance or exception to the guidelines in this Appendix under the following conditions. Petition must be made in writing at least 15 days in advance of the race and must include supporting evidence justifying the request
- 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 or reliability). Petition may be made after the car has completed its first event.
  - b. Non-compliance: A team may also petition WRL to allow a non-compliant car to compete.
- 8 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. Data will be adjusted to reflect crank horsepower.

**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.**

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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*	15 min	Ejection	Mandatory driver change
Contact, Unavoidable	0 min	60 min	15 min. minimum after first team incident
Loss of Control	1 min	Driver change	<b>Includes spins and four-wheels off</b>
Cutting Course	1 min	5 min	Includes passing in the grass
Pit/Paddock Speeding	3 min	60 min	Dependent upon situation
Fueling Violation	<b>2 min</b>	<b>10 min</b>	<b>Dependent upon situation</b>
Unsafe/Reckless Driving	5 min	Ejection	Driver change may be required
Passing Under Yellow	3 min	-	Per car passed
<b>Missed Black Flag**</b>	<b>3 min</b>	-	<b>Per lap, after 1st missed lap</b>
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.

#### **Car-to-Car Contact and Reckless Driving Are Not Permitted**

Multiple or subsequent contacts by the same team, regardless of driver(s) involved or contact type, will increase the severity of the penalty assessed. Teams or drivers showing an inability to race safely or cleanly will be placed on probation and/or removed from the series.

#### **Driver Probation**

**A driver or team may be placed on probation if they repeatedly demonstrate an inability to control their car on the racing surface (including car-to-car contact) and/or show a lack of knowledge of WRL rules. Terms of the probation will be set by the Race Steward issuing the probation.**

#### **Official's Discretion**

Our Chief Stewards are veteran racers, officials and instructors who have seen it all, heard it all, and most likely have done it all. "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

World Racing League LLC is a Texas Limited Liability Company.

**Racing involves inherent risk to life, limb and property. You are participating of your own volition and at your own risk. World Racing League in no way makes any 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 participating in a WRL event, each participant 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 are signing a document that states that you understand 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 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 AD&D and supplemental health insurance, however, you, as an individual, are responsible for providing adequate medical insurance for yourself, or in the absence of such, you are primarily 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.

All World Racing League and WRL logos containing "World Racing League", "WRL" and/or the WRL "Flying Coupe" image, and the "Race with the Leader" and "America's Best Amateur Endurance Racing" taglines are trademarked and/or copyrighted material and may not be reprinted, reproduced or re-used for any purpose without the consent of World Racing League LLC. World Racing League reserves the right to use images, audio and video of you, your team and your car, taken by anyone at any WRL event, for the purpose of marketing, promotion, advertising, sales, magazine covers, merchandise, etc. without regard to royalties, fees or any other form of compensation. Images, audio and video recorded at World Racing League events may not be used for commercial or for-profit purposes without the written consent of World Racing League LLC.

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### APPENDIX E - Standard Road Racing Flags

Flags are used to allow race officials to communicate with drivers. Every flag has a meaning, know them all! Make sure you are looking up, and looking down course while racing so that you can see and identify flags when they are displayed. Missing flags can result in a penalty or worse, a serious incident!



Green Flag - Go! Race is on. Hammer down, it's party time!



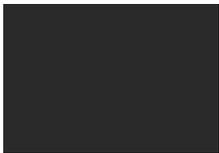
Red Flag - Stop. Bring the car to a quick but safe stop on either side of the paved surface. Wait there for directions from a worker or official, do not exit the car, do not remove your harness or helmet, etc.



Yellow Flag - Caution, something potentially dangerous lies ahead. Slow down, NO PASSING. You are under the control of the Yellow Flag station from the time you reach that flag station until the following two conditions are met: (1) You pass the incident that caused the Yellow Flag, and; (2) You do not see a Yellow Flag at the next manned flag station.

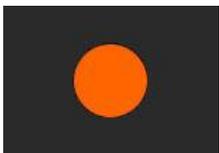
There are two types of Yellow Flags, it's important to know the difference:

- 1) Standing or Stationary Yellow - Flag is displayed but not waiving. There is a potential danger ahead but it's off the racing line. Proceed with caution, no passing.
- 2) Waiving Yellow - Waiving denotes urgency. There is an immediate danger ahead on the racing line, or in an impact zone, etc. Slow down to 50% racing speed or less and use extreme caution. No passing.



Black Flag (opened) - You have screwed the pooch. This flag will be displayed and the offending car will be identified with a point or a number board. Safely enter Pit Road and talk philosophy with a friendly race official.

Black Flag (furled) - The Black Flag will be wrapped around the stick, and the worker will shake it at the offending car as one would shake their finger at someone while giving them the business. You've done something wrong and you probably know what it is, keep racing but knock off the shenanigans.



Black Flag with a Red or Orange Ball - Meatball Flag, aka Mechanical Flag. Your car has been observed with a possible or definite mechanical issue. Go to your pit or garage and make repairs before you oil down or otherwise mess up the track.



Red/Yellow Stripes - Debris Flag, aka Oil Flag, aka Surface Flag. There is something on the track ahead that you need to know about. It may cause damage to your car or cause a loss of traction. You must identify the exact debris yourself and remember where it is. Regardless of how long the issue persists, the Debris Flag will only be displayed for 2 laps.



Blue Flag with Yellow Stripe - Passing Flag aka Mirror Flag. Faster (than you) traffic is approaching from behind and will be passing you soon. Check your mirrors, be predictable and give a point-by as appropriate. A waiving passing flag indicates urgency; fast rate of closure from behind.



White Flag - Slow moving or off-pace vehicle ahead, often an Emergency Vehicle (EV). Unless accompanied by a Yellow Flag, you may maintain speed BUT pass wide and carefully. Do not race another car or cars to, and around an EV! EV's are a rolling No Passing zone.