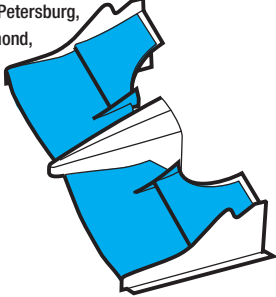
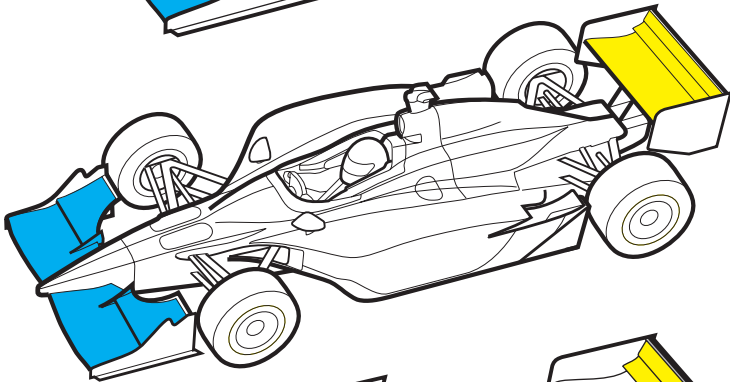
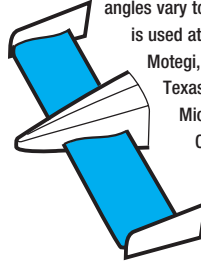


Wings

SHORT TRACK: Multiple-element wing consists of mainplane, top flap and end fence. Wing is designed to add downforce, but limits the car's speed by adding drag. The IndyCar Series' minimum wing angles vary to track. This wing is used at: St. Petersburg, Watkins Glen, Richmond, Milwaukee, Iowa, Mid-Ohio, Belle Isle and Infineon.



SPEEDWAY WING: Single-element wing, consisting of mainplane and end fence. Wing is used to trim and balance the car. The IndyCar Series' minimum wing angles vary to track. This wing is used at: Homestead, Motegi, Indianapolis, Texas, Kansas, Nashville, Michigan, Kentucky and Chicagoland.



INDY 500 WING: The single-element wing consists of the mainplane with no flaps and used only at Indianapolis. There is no restriction on the angle of the mainplane. The wing is designed to provide the lowest levels of downforce and drag required to run at Indianapolis.



SPEEDWAY WING: The two-element wing consists of the mainplane with a top flap. The angle of the mainplane is mandated at -2.5 degrees, while the angle of the top flap varies depending on the track. Wing is designed to add downforce, but limits the car's speed by adding drag. This wing is used at: Homestead, Motegi, Texas, Kansas, Nashville, Michigan, Kentucky and Chicagoland.



SHORT OVAL ROAD COURSE WING: The three-element wing consists of mainplane with two vertically stacked flaps. The angle of the mainplane is mandated at -2.5 degrees, while the angle of the top flap varies depending on the track. Wing is designed to provide maximum downforce, but limits the car's speed by adding maximum drag. This wing is used at: St. Petersburg, Watkins Glen, Richmond, Milwaukee and Infineon.