



ALL AMERICAN RACER (AAR) EAGLE >> CONCOURS d'ELEGANCE®
JULY 14-17, 2022



Brian Redman
U.S. Formula 5000
and IMSA Camel GT
Champion

ALL AMERICAN RACER (AAR) EAGLE

Having the All-American Racer (AAR) Eagle serve as the featured mark for the 2022 WeatherTech International Challenge with Brian Redman is a fitting tribute for the event as Eagles have raced at the fabled four-mile 14-turn circuit since the '60s. Since its inception, Dan Gurney's All-American Racers established itself as one of America's most successful race car constructors, amassing wins in series as diverse as sports car, Formula 1, and INDYCAR. Between 1965 and 2012, the company produced 106 Indy Eagles, and by 1973, just eight years after the first Eagle flew at Indy, nearly 60-percent of Indy 500 teams ran the Eagle chassis. Many racers have taken on the competitive challenges of Road America's challenging 4-mile, 14-turn road course through several professional racing series, SCCA club racing, and various vintage racing series' piloting Eagles, and the tradition continues to this day.

For 2022, Road America is expecting nearly 30 Eagles and over a dozen have committed to be on-site. Justin Gurney will also be in attendance and, on behalf of All American Racers, has committed to bring cars out of AAR's private museum to be at the event. The famous 1981 Pepsi Challenger Eagle, once driven by Mike Mosley, will be one of the cars AAR will be bringing. Others will be announced as the event nears. Road America will also host a special 50th Anniversary tribute to the 2.5 Liter Trans-Am class with featured cars and races.

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Photo Credit AAR



TUESDAY · JULY 12

2:00 PM – 6:00 PM Competitor Registration & Parking

WEDNESDAY · JULY 13

7:00 AM – 6:00 PM Competitor Registration & Parking

8:30 AM **MANDATORY TEST DRIVER'S MEETING**
(at Victory Lane)

9:00 AM – 4:00 PM **Optional special testing sessions**
(see Test Day Schedule)

1:00 PM – 6:00 PM **Tech Inspection**
(CTECH Scale House next to Garage)

THURSDAY · JULY 14

7:00 AM – 5:00 PM Competitor Registration & Parking

7:30 AM – 5:00 PM **Technical Inspection**
(CTECH Scale House)

7:30 AM **MANDATORY TEST DRIVER'S MEETING**
(at Victory Lane)

8:00 AM – 5:00 PM **Optional special testing sessions**
(See Test Day Schedule)

6:00 PM – 7:30 PM **ROAD AMERICA WELCOME RECEPTION**
(RA Center) for Drivers and Crew / Beverages & Hors d'oeuvres

FRIDAY · JULY 15

7:00 AM – 4:00 PM Competitor Registration & Parking

7:30 AM – 1:00 PM **Technical Inspection**

7:30 AM **MANDATORY WIC EVENT DRIVER'S MEETING**
(Road America Center)

QUALIFYING SESSIONS 1

8:00 AM Group 10
8:25 AM Group 9a/b
8:50 AM Group 8
9:15 AM Group 7a/b/c
9:40 AM Group 6
10:05 AM Group 5
10:30 AM Group 4
10:55 AM Group 3
11:20 AM Group 2
11:45 AM Group 1

12:10 PM **LUNCH BREAK**

12:10 PM **Group 11 (Prewar/Early Postwar)**

12:40 PM **Track Touring - Presented by Associated Bank**

QUALIFYING SESSIONS 2

1:10 PM AAR Eagle Demonstration Session
1:35 PM Group 10
2:00 PM Group 8
2:25 PM Group 6
2:50 PM Group 5
3:15 PM Group 4
3:40 PM Group 3
4:10 PM Group 2
4:35 PM Group 1
5:00 PM Group 9a/b
5:25 PM Group 7a/b/c

6:00 PM- 8:00 PM **Racecar Parade and Concours in Village of Elkhart Lake**



SATURDAY - JULY 16

7:30 AM - 4:00 PM Competitor Registration
7:30 AM - 10:00 AM Tech Inspection (later by appointment)

QUALIFYING SESSIONS 3

8:00 AM Group 1
8:25 AM Group 2
8:50 AM Group 3
9:15 AM Group 4
9:40 AM Group 5
10:05 AM Group 6
10:30 AM Group 7a/b/c
10:55 AM Group 8
11:20 AM Group 9a/b
11:45 AM Group 10

12:15 PM LUNCH BREAK
Group 11 (Prewar/Early Postwar)
12:40 PM Track Touring - Presented by Associated Bank

QUALIFYING RACES

1:15 PM AAR Eagle Demonstration Session
1:40 PM Group 1
2:05 PM Group 2
2:30 PM Group 3
2:55 PM Group 4
3:20 PM Group 5
3:45 PM Group 6
4:10 PM Group 7a/b/c
4:35 PM Group 8
5:00 PM Group 9a/b
5:25 PM Group 10

6:00 PM - 8:00 PM Concours for Non-racing cars
in Village of Elkhart Lake

SUNDAY - JULY 17

7:30 AM - 12:00 Noon Competitor Registration
7:30 AM Hardship Warm-ups by request at Tech

FEATURED RACES

8:00 AM Group 11 Prewar/Early Postwar
8:30 AM Group 10 Post Historic GT/Production
9:00 AM Group 5 CanAm/GTP/Historic Sports Racer
9:30 AM Group 7b Monoposto F70
10:00 AM Group 9a/b Modern GT/Prototype
10:30 AM Group 7c Modern Formula
11:00 AM Group 3 Vintage GT/Sports/P'type/USRRC
11:30 AM Group 13 TABS/B-Sedan Featured Race

12 Noon LUNCH BREAK
Group 11 (Prewar/Early Postwar)
12:30 PM Track Touring - Presented by Associated Bank

1:00 PM AAR Eagle Demonstration Session
1:30 PM Group 1 Historic Stock Cars
2:00 PM Group 6 Historic Big Bore Production
2:30 PM Group 7a Formula 5000
3:00 PM Group 4 Classic Monoposto
3:30 PM Group 2 Vintage Production
4:00 PM Group 8 Historic/Post-Historic Production

2022 WIC RACE GROUPS

Group 1: Historic Stock Cars
Group 2: Vintage Production Cars, Sedans, Modifieds
Group 3: Vintage Prototypes/USRRC/Sports/GT/Sports Racer
Group 4: Monoposto Classic Formula, etc.
Group 5: Historic Sports Racer/Can-Am/Prototype
Group 6: Classic Big-Bore Production
Group 7a: Historic Formula 5000
Group 7b: Monoposto Formula 70 "wings & slicks"
Group 7c: Modern Formula
Group 8: Post-Historic Production Sports Cars/Sedans
Group 9a: Modern Prototypes LMP/WSC/DP, etc.
Group 9b: Modern GT1/GT2/GT3/IMSA GTS
Group 10: Modern GT Challenge/Cup/IMSA GTU/GTO/GTX/AAGT
Group 11: Prewar & Early Postwar
Group 12: AAR Eagle Demonstration Session
Group 13: TABS/B-Sedan Featured Group



- [1] **(a) American Stock Cars**
 Class SCA Current Era (2007 – 2013)
 Class SCB Modern Era (1996 – 2006)
 Class SCC Winston Cup Era (1980-1995)
 Class SCD Appropriate pre-1995 (by invitation)
 Class SCE Other venues; ARCA, Trucks, Busch, Nationwide, etc.
- [2] **(a) Vintage Production (generally thru 1972)**
 Class VCP Vintage C-Production
 Class VDP Vintage D-Production
 Class VEP Vintage E-Production
 Class VFP Vintage F-Production
 Class VHP Vintage G/H-Production
 Class VBS Vintage B/Sedan (1.5 – 1.8L)
 Class VCS Vintage C/D Sedan (under 1.5L)
(b) Vintage Sports Racing
 Class VFM Vintage F-Modified – Specials, Sports Racers & Modified (1100-1500cc)
 Class VGM Vintage G-Modified – Specials, Sports Racers & Modified (850-1100cc)
 Class VHM Vintage H-Modified – Specials, Sports Racers & Modified (under 850cc)
 Class VDSR Vintage D-Sports Racers (under 1.0L)
(c) Street Stock
 Class SSD Post Historic Street Stock: Firehawk, Escort Series, IT, etc. as appropriate
- [3] **(a) Vintage Sports Racing/Prototype (treaded tires)**
 Class VASR Vintage Sports Racing/USRRRC, post-1965 (over 2.0L)
 Class VBSR Vintage Sports Racing/USRRRC, post-1965 (1.5-2.0L)
(b) Vintage Sports Racing Cars
 Class VBM Vintage B-Modified – Unlimited Specials
 Class VCM Vintage C-Modified – Specials, Sports Racing (over 3000cc)
 Class VDM Vintage D-Modified – Specials, Sports Racing (2000-3000cc)
 Class VEM Vintage E-Modified – Specials, Sports Racing (1500-2000cc)
(c) Vintage Big-Bore Production/GT cars
 Class VAP Vintage A-Production
 Class VBP Vintage B-Production
 Class VAS Vintage A-Sedan
(d) Modern Sports Racers (slicks permitted)
 Class MSR3 Modern Sports Racing (i.e. Spec Racer Ford, Toyota MSR, etc.)
- [4] **(a) Monoposto Classic Formula Cars (thru – 1972)**
 Class VFA Formula 2 & pre-1966 Formula 1
 Class VFB Formula B
 Class VFC Formula C & Later Formula Junior
 Class VFF Pre-1973 Formula Ford (Dunlop / Avon / Hoosier spec tires, steel wheels only)
 Class VFJ Formula Junior (Dunlop L tires)
 Class VFV Formula V, Front Engine Formula Junior
(b) Monoposto Formula 70 (thru 1979) (slicks permitted)
 Class HFC Formula C, F3, etc.
 Class HSV Formula Super Vee
 Class HCF "Club Ford" Formula Ford (Dunlop / Avon / Hoosier spec tires, alloy wheels permitted)
(c) Modern Formula (post 1979) By assignment
 Class MFD Continental (Pinto), FF1600, FF2000, FSV (water-cooled), etc.
- [5] **(a) Historic Prototype**
 Class GTP IMSA GTP / FIA Group C
 Class GTPL IMSA Camel Lights / FIA Group C2
(b) Historic Can-Am
 Class CA1 Unlimited (over 6.0L)
 Class CA2 Monocoque (under 6.0L)
 Class CA3 Tube Frame
 Class CA4 Center-seat (5.0L)
(c) Historic Sports Racing Cars
 Class HASR Non-Can-Am (over 2.0L)
 Class HBSR Historic B-Sports Racers (1.5-2.0L)
 Class HCSR Historic C-SR, D-SR (under 1.5L)
 Class WMC Historic World Sportscar Championship of Makes
 Class S2 Sports 2000 (Ford 2.0L Pinto)
 Class MSR2 Modern Sports Racers, by assignment
- [6] **Classic Big-Bore Production/Sedans (generally thru 1974)**
 Class HAP Historic A-Production
 Class HBP Historic B-Production
 Class HGTO IMSA / FIA over – 3.0L
 Class HGTU IMSA / FIA under – 3.0L
 Class HTA Trans-Am (5.0L)
 Class HS+ Sedans (over 5.0L)
- [7] **(a) Formula 5000 (1968-1982)**
 Class HF5A Pre-1973
 Class HF5B Post-1972
(b) Monoposto Formula 70
 Class HF1 Formula 1 (3.0L)
 Class HF2 Formula 2 (2.0L)
 Class HFB Formula B, Formula Atlantic (1.6L)
(c) Modern F-1/Indy Car/Champ Car/Indy Lights/IRL/Atlantic (thru 2015)
 Class F1 Formula 1 / Indy / Champ / IRL
 Class MFA Indy Lights, Formula 3000, Formula Holden, etc.
 Class MFB Mazda Atlantic, post-flat bottom F2, etc.
 Class MFC Toyota Formula Atlantic, etc.
- [8] **Historic/Post-Historic Medium Displacement GT/Production/Sedan (generally post - 1972)**
 Class HGT1 By assignment as appropriate
 Class HGT2 SCCA GT2, etc. by assignment
 Class HGT3 SCCA GT3, etc. by assignment
 Class HGT4 SCCA C-Production, etc. by assignment
 Class HGT5 SCCA D-Production, etc. by assignment
 Class HRS IMSA RS / SCCA 2.5L / SCCA I/T Sedans, etc.
 Class HBS Historic B/Sedans (1.8 – 2.0L)
 Class SSB Post Historic Street Stock; Firehawk, Escort Series, I/T etc. by assignment
 Class SSC Post Historic Street Stock; Firehawk, Escort Series, I/T, etc. by assignment
- [9] **(a) Modern Prototype / Sports Racing (thru 2015)**
 Class P1 IMSA / FIA LMP1, DP thru 2013
 Class P2 IMSA / FIA LMP2, WSC. DP (gen 1)
 Class MSR1 Modern Sports Racing (over 2.0L)
(b) Modern GT / Production (thru 2013)
 Class GT1 SCCA GT1 / IMSA / FIA / Trans-Am, post 98 ~ 2014
 Class GTS IMSA / FIA / Trans-Am, GT0 / GTS / GTS1, 1985 ~ 98
 Class GT2 FIA / Grand-Am / IMSA / SCCA, by assignment
 Class GT3 FIA / Grand-Am / IMSA GT3, by assignment
- [10] **Modern GT / Production (post – 1975 thru 2015)**
 Class GTS2 IMSA / FIA (post 1984)
 Class GT3A FIA / Grand-Am / IMSA GT3 / Porsche 997.2 / Ferrari 360 GTC, etc.
 Class GT3B World Challenge / Ferrari 355/360 Ch/Porsche Cup thru 997.1, etc.
 Class GTO IMSA/FIA/Trans-Am/AAGT/GTX, thru-1984 (over 3.0L)
 Class GTU IMSA / FIA, thru – 1984 (under 3.0L)
 Class SSA Post Historic Street Stock; Firehawk, Corvette Challenge, Motorola Cup, Escort, LuK, etc.
- [11] **Prewar and early Postwar**
- [12] **AAR Eagle Demonstration Feature Session**
- [13] **TABS/B-Sedan Feature**

NOTE A: Entry for The WeatherTech® International Challenge with Brian Redman is limited to Makes/Models that were built and raced prior to 2015. Exact continuation models produced after 2015 are allowed.

NOTE B: All cars must be in compliance with The WeatherTech® International Challenge General Rules & Regulations and the Tire Specifications. These can be obtained at the R/A WIC website.

NOTE C: Many cars have appropriate *Category* or *Make/Model Supplemental Regulations*. These can be obtained from Technical Director: jackwoehrle@aol.com

NOTE D: All Run Group assignments are provisional and subject to change as determined by entries received by the entry deadline. The above class descriptions are not absolute and the organizer (Road America) may alter them for safety and fairness concerns as deemed appropriate.

NOTE E: The organizer also reserves the option of including certain cars in any run group that may not completely represent all of the standards prescribed for any class in the listings. Those cars may be designated with an X classification. Cars classed X will not be eligible for any overall, class, or podium awards.

PHILOSOPHY The International Challenge is a member of the Vintage Motorsport Council (VMC) and has adopted the following philosophy:

The primary objective of the sport of Vintage and Historic Automobile racing is to promote the preservation of these cars in a racing format which emphasizes driver safety and etiquette.

The sport is intended to provide a format for friendly wheel-to-wheel competition with vehicles prepared faithfully to their era.

All racing is dangerous and only the proper attitude of the driver and the careful preparation of cars will diminish the danger and enhance our appreciation of this sport.

VEHICLE ELIGIBILITY All race car types listed in the Groups and Classes section may apply and be considered for acceptance. Unspecified car types may also apply and they may be accepted if deemed appropriate by the race organizers. All cars unknown to RA must submit a Race Car Information Sheet (RCIS) and a recent photo. Entrants will be selected based on suitability and compliance with appropriate regulations.

VEHICLE PREPARATION All cars must comply with the General Rules and Regulations and Group / Class Regulations. These regulations will be posted on the RA website: www.RoadAmerica.com/WIC.

Any known discrepancies must be clearly noted on the RCIS when submitted. Submit RCIS to:

jackwoehrle@aol.com
803-463-5388

TIRES Tire types and sizes are listed in the appropriate regulations. Any other tires must be approved in advance by the Technical Director.

RULES & REGULATIONS All WeatherTech International Challenge General Rules and Regulations can be viewed at: www.RoadAmerica.com/WIC. It is each entrant's responsibility to obtain, understand, and comply with all that apply to his/her car or him/herself.

These documents include:

1. General Rules & Regulations
2. Group / Class List
3. Tire Specifications
4. Race Car Information Sheet (RCIS)
5. Other notices issued and distributed before or at event

DRIVER REQUIREMENTS All competitors must show evidence of current wheel-to-wheel racing experience or a current license of a recognized racing organization or club. All drivers must have evidence of having passed an approved competition medical examination dated on or after July 2021. Eligibility is subject to the approval of the Competition Committee.

TECHNICAL INSPECTIONS Each car must pass a suitable tech inspection conducted by the RA technical staff. Annual Tech from other organizations will only be accepted at the discretion of the Chief of Tech. This inspection is primarily a safety inspection and may or may not address compliance with regulations pertaining to specifications.

RULES ENFORCEMENT All aspects of the safety and specifications are subject to review at any time during the event. Random engine displacement checks will be made and cars may be weighed upon exiting the track after unspecified sessions. Cars found to be non-compliant may be disqualified or penalized as deemed appropriate by the race directors. The issuance of an event tech sticker does not indemnify a car from further scrutiny.

TRANSPONDERS All cars must have a MYLAPS compatible transponder.

CAR OR DRIVER DISQUALIFICATION Road America and/or the Competition Committee have the authority to disqualify any car or driver participation in any part of the event at any time before or after the event begins. If disqualified, a refund of the entry fee will not be given if the car of driver has participated in any part of the event.

HELMETS AND DRIVING SUITS

It is required that all drivers wear an automobile racing helmet with a Snell Foundation SA2010, SA2015 or FIA 8860-2010 certification along with a driving suit and underwear made of fire retardant material; minimum SFI 3.2/5, double-layer Normtex or FIA 8856-2000 or equivalent.

HANS DEVICE

HANS and other FIA-approved head restraints can help prevent injury in catastrophic incidents where impact is very high and at a front angle. We highly recommend their use and the correct installation. It is the decision and responsibility of the individual participant to use or not use a device of choice.

PIT VEHICLES

As part of our insurance requirements for 2022, Road America requires that all pit and other unlicensed or off-road vehicles used for Race Support maintain a valid Road America "Pit Vehicle Sticker" displayed on the vehicle and a registration agreement on file.

In consideration for being permitted to utilize and operate a motorized pit vehicle on the Road America premises at any 2022 season event or activity, the vehicle owner and/or competition entrant:

1. Acknowledges and agrees that the vehicle shall be operated in compliance with the vehicle manufacturer's operating instructions and/or industry standards including those regarding riding/driving position and number of passengers. All vehicles must have seat and brakes.

2. Hereby assumes full responsibility for and assumes the risk of bodily injury, death, or property damage arising out of or related to the use of said vehicles whether caused by the negligence of owner and/or their operators, Road America, other pit vehicle operators or otherwise. I agree to hold Elkhart Lake's Road America, Inc. harmless and to defend it from any and all claims for damages of any nature, whether to myself or to others that may arise from or through the use of said golf cart(s).

3. Acknowledges and agrees that all operators of said vehicles shall be at least 16 years old, have a valid state required driving license, and carry general liability insurance applicable to the operation of their pit vehicles and that all operators shall provide such license, proof of insurance, and other applicable credentials upon request of Road America or an event official.

4. Herby acknowledges that the use of motorized pit vehicles is dangerous and involves the risk of serious injury and/or death and/or property damage.

5. Agrees that the pit vehicle will be operated in a responsible manner and according to all additional Road America regulations and instructions, including but not limited to posted speed limits, designated roads, hours of operation and allowed locations.

6. Acknowledges and agrees that pit vehicles are not allowed on the competition track surface, Motorplex surface or hot pit lane at any time. Paddock access may be restricted at select events.

7. Acknowledges and agrees that pit vehicle operation/usage is for competitors and vendors only. Spectators are not allowed to operate pit vehicles at any time for any reason.

8. Acknowledges and agrees that unsafe or improper operation of the pit vehicles and/or any violation of regulations and instructions may, at the sole discretion of Road America, result in penalties against the owner and/or operators including but not limited to immediate impoundment of the pit vehicle, removal from premises, loss of racing privileges for the event for a first offense, and for the season for the second offense.

Vintage racing is an amateur sport where competition is meant to be friendly and casual. However, all forms of motorsports are dangerous, therefore we have developed the following operating procedures to help you understand what action should be taken under certain circumstances. Your knowledge and application of this information is vital to running a safe event.

TECH INSPECTION Tech inspection hours and location will be stated on the official schedule. Your Tech sheets are located at Tech. Have your correct assigned race number on your car and an MYLAPS transponder properly installed before you arrive at Tech. Note that Tech may be very busy on Thursday and Friday mornings. Allow plenty of time prior to your first session. Priority will be given to cars scheduled to practice first.

MEDICAL FORM You have received your "At Track Medical Form" in your packet. Please complete this form by June 20, 2022 by emailing it to registrar@roadamerica.com or by mailing it to Road America Attn: INTL Challenge PO BOX 338 Elkhart Lake, WI 53020. If not completed in advance you will need to complete at registration upon arrival, before entry.

OFFICIAL RACE CONTROL The Chief Steward and the SCCA workers or other recognized workers oversees race control. It is imperative that you comply with their instructions. The Competition Committee will rule on all race course conduct infractions. There is no appeal.

TIMING & SCORING You must have an MYLAPS Transponder properly installed on your car(s). To rent, please email registrar@RoadAmerica.com. During an event, results will be posted throughout the weekend at a location to be decided at each event. Copies will also be available.

RADIO FREQUENCIES Race Control and safety operate on a set radio frequency. This frequency is not to be used for race team communication. Thank you for your cooperation.

NO ONE UNDER 18 years of age is permitted in the pits. Open-toed shoes are not permitted in the pits.

DRIVER MEETINGS Please check the official schedule for Driving Meeting times and location. Attendance is mandatory for all drivers and co-drivers. You will receive a helmet sticker at the end of the meeting. You will not be permitted to participate in any session without this sticker.

CONDUCT As a participant at RA, and representative of the sport of vintage racing, your driving and personal conduct is expected to project a positive image, and to be of a very high standard.

FUEL Cars using fuel other than gasoline (i.e. Methanol) should report car number, driver and type of fuel used to grid personnel. Fuel is available at the gas station in the paddock.

RACE PROCEDURE Grids for the races will be determined by qualifying times and qualifying race results. The Competition Committee reserves the right to slot cars into the grid in the interest of safety. Grid Marshall decisions are final. In the event of inclement weather during qualifying, grids will be established by RA officials. Race lengths shown on the schedule are subject to change due to scheduling constraints, weather conditions and unforeseen circumstances. Changes are announced at the Drivers Meeting, on the PA system, or on the grid.

CHANGES All changes (class, group, car #) must be approved by the Technical Director. Changes will be reported to Registration. Registration will notify Timing & Scoring of all changes. Please do not request changes from Timing & Scoring.

FALSE GRID Cars arriving after the five minute signal may forfeit grid position. You may be required to join your session from pit lane if you arrive after the grid closes. Do not attempt to regain your original grid position during the pace lap.

PACE LAP Drivers are allowed to scrub and warm tires until the field aligns side by side. At that point, drivers should close up distance to approximately two car lengths behind the car in front of them. It is unacceptable to lag back

for any reason. If there is a mechanical problem, the driver should pull off course and wave others by. Any driver lagging back will be black flagged after the start.

PACE CAR If the pace car enters the circuit, slow down and follow in single file. Do not change position and do not pass the pace car.

SAFETY CAR If the Safety Car enters the circuit, slow down and follow in single file. Do not change position and do not pass the safety car unless waved by.

RACE START No movement from your position until you see the green flag or you pass flag station #15. Any car jumping the flag, getting out of line, or lagging back will be black flagged on the next lap. The pole position car will set a reasonable start speed after the Safety Car enters the pits.

RACE RESTARTS On restarts resulting from a double yellow, passing is permitted throughout the field once the green flag is displayed.

PIT ENTRY AND EXIT should be at moderate or slow speed. Pit speeds will be announced at the driver's meeting. Maximum speed will be 50 mph.

COOL-OFF LAP The cool-off lap is considered to be under racing conditions. Do not remove gloves, belts, helmets, etc. Emergency and tow vehicles may be dispatched after the checker.

PASSING The responsibility for a clean pass rests with both drivers. Primary responsibility is with the overtaking car. Corner stations will advise slower cars with a blue flag (passing flag). Watch your mirrors. If practical, the overtaken driver should clearly indicate to the overtaking driver on which side the pass should be made while maintaining a predictable racing line.

IF YOU GO OFF COURSE AND CANNOT RESTART, stay in your car and follow corner workers instructions.

IF YOU GO OFF COURSE OR SPIN AND CAN CONTINUE do not rejoin the field until instructed to do so by a Corner Worker. If no Worker is present, you may rejoin only when there is an interval in the field such that if you should stall, your position can be clearly seen from a distance by oncoming cars. When in doubt, WAIT.

FLAGS

WHITE FLAG Open displayed at all corners and start, at the beginning of practice sessions. Passing allowed, you may encounter slower cars. Do not weave to warm tires.

BLACK FLAG Open, displayed at all corners means THE SESSION HAS STOPPED. All cars shall proceed cautiously to the pits. Stop Racing. An "ALL" sign will be displayed at the starter's stand and Black Flag Station. The Black Flag Stations are located at turns 14 and Start.

RED FLAG Displayed at each corner and at the Starter's Stand means EXTREME DANGER - THE SESSION HAS BEEN STOPPED. Stop racing and come to a controlled stop at the side of the racetrack. When released by an official, proceed cautiously to the pits or as otherwise instructed.

YELLOW FLAG

· **STANDING** – a situation exists that warrants your attention and caution. NO PASSING until you have proceeded to a station where the yellow flag is no longer being displayed.

· **WAVING** – a hazardous situation exists that warrants your attention and extreme caution. SLOW DOWN AND NO PASSING. You will probably have to deviate from and modify your driving line.

· **DOUBLE** – when you see a station displaying two yellow flags, A FULL COURSE YELLOW exists. NO PASSING, a pace car may be used.

NOTE: PASSING UNDER A YELLOW OR WAVING YELLOW FLAG WILL NOT BE TOLERATED.

ROAD AMERICA

CONCOURS d'ELEGANCE®



Concours d'Elegance attracts a wonderful field of cars. Many are rare and prestigious examples that have been prepared to a very high standard. Join us Friday and Saturday in downtown Elkhart Lake!

ENTRY Please use the online Competitor Registration Form at RoadAmerica.com/WIC. If you are unable to register online, you may use the Request for Entry form to register. Concours entries will be accepted until the Concours is full.

JUDGING A well-qualified panel of judges uses a judging format that differs from most free-standing concours. Because the concours is held in the evening, judging is limited to about 1-1/2 hours. This shorter time frame does not permit white glove evaluation of every surface of the car or examination of luggage compartments.

The judging formula gives a basic point to area-by-area evaluation, with serious consideration to factors such as originality of the car and correctness of the preparation - although, not to the point of niggling over insignificant details. The panel takes every entry seriously, and makes a concerted effort to give each comparable consideration.

FRI / RACE CAR CONCOURS

NEW: MUST BE RACE ENTRANTS

The Friday night concours is for race cars of all kinds.

RACE CAR CLASSES *One first place and one reserve in each class.*

A - 0-1962	E - 1970	I - 1980-1992
B - 1963-1966	F - 1971-1972	J - 1993-Present
C - 1967-1968	G - 1973-1974	
D - 1969	H - 1975-1979	

**Classes may change due to number of entries*

CONCOURS AWARDS Awards are presented Friday and Saturday evening. One car in each class is awarded a first place prize. Large classes will have reserve trophies.

FINAL AWARDS

Sunday morning at Road America

All winners from Friday and Saturday night are invited to the finals on Sunday morning at Road America. The finals are held in the race paddock.

Sunday awards include:

Best Race Car
Best Road Car

People's Choice
Best in Show

SAT / SPORTS CAR CONCOURS The Saturday night concours is for street-legal cars of all kinds. Sports cars, American muscle cars and European sedans are very popular, but recent entries have included Amphicars and Cadillacs as well.

SPORTS CAR CLASSES *One first place and one reserve in each class.*

A - 0-1955	F - 1970-1972
B - 1956-1959	G - 1973-1982
C - 1960-1964	H - 1983-1992
D - 1965-1966	I - 1993-2007
E - 1967-1969	J - 2008+ - displayed only, not judged

**Classes may change due to number of entries*

Both Concours d'Elegance events will be held in downtown Elkhart Lake.