



POST-EVENT REPORT

Borchetta Bourbon Music City Grand Prix

Officiating Summary — Sporting, Technical, and Engine

This Post-Event Report summarizes officiating activity from the Borchetta Bourbon Music City Grand Prix at Nashville Superspeedway, including penalties imposed under the NTT INDYCAR SERIES Rulebook and findings from technical and engine inspection.

FIELD	DETAIL
Event	Borchetta Bourbon Music City Grand Prix — Nashville Superspeedway (Round 12)
Race Date	20 July 2026
Report Date	23 July 2026
Issued By	Managing Director of Officiating, INDYCAR Officiating, Inc.
Distribution	Team Owners and Manufacturers

1. Sporting

This section summarizes sporting-related officiating activity from the Borchetta Bourbon Music City Grand Prix at Nashville Superspeedway.

1.1 Practice

1.1.1 Practice 1 — Penalties Imposed

Two penalties were imposed during Practice 1.

Car / Entrant	20 — Ed Carpenter Racing
Driver	Alexander Rossi
Session	Practice 1
Time	09:07:47
Infraction	Pit Lane Speed Violation — 66.254 mph at Pit Center
Rule Reference	7.10.12
Penalty	Drive-Through

Car / Entrant	12 — Team Penske
Driver	David Malukas
Session	Practice 1

Time	09:41:07
Infraction	Causing a Yellow Flag
Rule Reference	7.1.4.1.1
Penalty	Time Penalty (5 minutes)

1.1.2 Final Practice — Penalties Imposed

Five penalties were imposed during Final Practice.

Car / Entrant	15 — Rahal Letterman Lanigan Racing
Driver	Graham Rahal
Session	Final Practice
Time	18:22:47
Infraction	Causing a Yellow Flag
Rule Reference	7.1.4.1.1
Penalty	Time Penalty (5 minutes)

Car / Entrant	18 — Dale Coyne Racing
Driver	Romain Grosjean
Session	Final Practice
Time	18:43:06
Infraction	Causing a Yellow Flag
Rule Reference	7.1.4.1.1
Penalty	Time Penalty (5 minutes)

Car / Entrant	5 — Arrow McLaren
Driver	Pato O'Ward
Session	Final Practice
Time	18:48:54
Infraction	Pit Lane Speed Violation — 62.836 mph at Pit In
Rule Reference	7.10.12
Penalty	Drive-Through

Car / Entrant	60 — Meyer Shank Racing
Driver	Felix Rosenqvist
Session	Final Practice

Time	18:49:56
Infraction	Pit Lane Speed Violation — 61.774 mph at Pit In
Rule Reference	7.10.12
Penalty	Drive-Through

Car / Entrant	14 — AJ Foyt Racing
Driver	Santino Ferrucci
Session	Final Practice
Time	19:01:41
Infraction	Lap after Checkered Flag
Rule Reference	7.2.9
Penalty	Post-Event Monetary Fine — \$2,500

1.1.3 High Line Practice — Penalties Imposed

No penalties were imposed during High Line Practice.

1.2 Qualifying

1.2.1 Qualifying — Penalties Imposed

No penalties were imposed during Qualifying, and no matters were referred for Stewards' review.

1.3 Race

1.3.1 Race Reviews — No Further Action

The following matters were referred for Stewards' review during the race. In each case the review concluded with no further action.

Incident	Start / Restart Review
Session	Race
Lap	31
Time	14:23:36
Description	Restart procedure referred to the Stewards for review.
Reason	The restart was reviewed and no infraction was identified.
Review Outcome	Reviewed — No Further Action

Incident	Blocking Report — Cars 27 and 2
Session	Race
Lap	72
Time	14:42:46

Description	Car 2 reported Car 27 for blocking on the front straight on Lap 72. Referred to the Stewards for review.
Reason	Car 27 was judged to have not moved in reaction to Car 2.
Review Outcome	Reviewed — No Further Action

Incident	Avoidable Contact Report — Cars 9 and 20
Session	Race
Lap	123
Time	15:05:08
Description	The contact between Car 9 and Car 20 on Lap 123 was referred to the Stewards for review for avoidable contact.
Reason	Car 9 was judged not to have initiated avoidable contact with Car 20 due to Car 20 slowing in front of Car 9.
Review Outcome	Reviewed — No Further Action

Incident	Forced to Apron Report — Cars 28 and 14
Session	Race
Lap	144
Time	15:18:30
Description	Car 28 was forced low onto the apron by Car 14 on the Lap 140 restart and allegedly gained an advantage. Referred to the Stewards for review.
Rule Reference	7.3.5.5
Reason	The Stewards reviewed the video evidence and found Car 14 forced Car 28 low onto the apron and determined no penalty was warranted.
Review Outcome	Reviewed — No Further Action

Incident	Forced to Apron Report — Cars 28 and 3
Session	Race
Lap	205
Time	15:50:38
Description	Car 3 was forced low onto the apron by Car 28 on Lap 205 and allegedly gained an advantage. Referred to the Stewards for review.
Rule Reference	7.3.5.5
Reason	The Stewards reviewed the video evidence and found Car 28 forced Car 3 low onto the apron and determined no penalty was warranted.
Review Outcome	Reviewed — No Further Action

1.3.2 Race — Penalties Imposed

Five penalties were imposed during the race.

Car / Entrant	19 — Dale Coyne Racing
Driver	Dennis Hauger
Session	Race
Lap	27
Infraction	Improper Pit Entry
Rule Reference	7.11.1.1
Penalty	Drive-Through

Car / Entrant	10 — Chip Ganassi Racing
Driver	Álex Palou
Session	Race
Lap	29
Infraction	Hitting Own Equipment
Rule Reference	7.11.1.5
Penalty	Post-Event Monetary Fine — \$1,500

Car / Entrant	20 — Ed Carpenter Racing
Driver	Alexander Rossi
Session	Race
Lap	90
Infraction	Equipment Out of Box
Rule Reference	7.11.1.13
Penalty	Post-Event Monetary Fine — \$1,000

Car / Entrant	7 — Arrow McLaren
Driver	Christian Lundgaard
Session	Race
Lap	136
Infraction	Emergency Service in Closed Pit
Rule Reference	7.1.3.3.4
Penalty	Back of the Field

Car / Entrant	45 — Rahal Letterman Lanigan Racing
Driver	Louis Foster
Session	Race
Lap	207
Infraction	Contact with another Car
Rule Reference	7.11.1.7
Penalty	Drive-Through

2. Technical

This section summarizes the technical inspection conducted in connection with the Borchetta Bourbon Music City Grand Prix at Nashville Superspeedway, including pre-qualifying, post-qualifying, and post-race inspection.

2.1 Qualifying — Technical Inspection

2.1.1 Pre-Qualifying Inspection

Pre-qualifying technical inspection was conducted on all cars, covering the items that follow.

INSPECTION	CARS INSPECTED
Pre-Qualifying	All Cars

INSPECTION ITEM	RULEBOOK REFERENCE
Front Wing	Rule 14.7.6.1 and Rule 14.7.6.6 (complete front wing assembly used as supplied; Road / Street & Short Oval front wing Technical Inspection dimensions)
Rear Wing	Rule 14.7.7.1 and Rule 14.7.7.8 (complete rear wing assembly used as supplied; Road / Street & Short Oval rear wing Technical Inspection dimensions)
Weight	Rule 14.4.1.1 (Car Weight; minimum weight in ready-to-compete condition, excluding Driver, Driver Equivalency Weight, and fuel)
Underwing Heights	Rule 14.7.10.1 (underwing step plane heights; tolerance ± 0.100 in.), inspected to the Road / Street & Nashville Oval configuration per Rule 14.7.10.7

2.1.2 Findings

All inspected components on all examined cars were found to be in compliance. No technical infractions were identified.

2.1.3 Post-Qualifying Inspection

Post-qualifying technical inspection was conducted on the cars listed below, to the scope indicated, covering the items that follow.

INSPECTION	CARS INSPECTED
Post-Qualifying — Front / Rear Wing, Underwing Heights, Weight, Front Strake Template (L / R)	27, 9, 10, 2, 3
Post-Qualifying — Track & Offset (Front / Rear)	2, 10, 27

INSPECTION ITEM	RULEBOOK REFERENCE
Front Wing	Rule 14.7.6.1 and Rule 14.7.6.6 (complete front wing assembly used as supplied; Road / Street & Short Oval front wing Technical Inspection dimensions)
Rear Wing	Rule 14.7.7.1 and Rule 14.7.7.8 (complete rear wing assembly used as supplied; Road / Street & Short Oval rear wing Technical Inspection dimensions)
Underwing Heights	Rule 14.7.10.1 (underwing step plane heights; tolerance ± 0.100 in.), inspected to the Road / Street & Nashville Oval configuration per Rule 14.7.10.7
Weight	Rule 14.4.1.1 (Car Weight; minimum weight in ready-to-compete condition, excluding Driver, Driver Equivalency Weight, and fuel)
Front Strake Template (L / R)	Rule 14.7.8.1 (complete bodywork, underwing and underwing stays used as supplied without modification)
Track & Offset (Front / Rear)	Rule 14.6.2.2 (Oval Events front and rear track width, measured at axle centerline) and Rule 14.6.3.1 (Oval Events track width offset; 0.150 in. left / 0.600 in. right of center)

2.1.4 Findings

All inspected components on all examined cars were found to be in compliance. No technical infractions were identified, and no technical penalties were issued.

2.2 Race — Technical Inspection

2.2.1 Post-Race Inspection

Post-race technical inspection was conducted on the cars listed below, to the scope indicated, covering the items that follow.

INSPECTION	CARS INSPECTED
Post-Race — Front / Rear Wing, Weight, Underwing Heights, Diffuser Exit	10, 12, 2, 3, 5, 60
Post-Race — Weight	28

INSPECTION ITEM	RULEBOOK REFERENCE
Front Wing	Rule 14.7.6.1 and Rule 14.7.6.6 (complete front wing assembly used as supplied; Road / Street & Short Oval front wing Technical Inspection dimensions)
Rear Wing	Rule 14.7.7.1 and Rule 14.7.7.8 (complete rear wing assembly used as supplied; Road / Street & Short Oval rear wing Technical Inspection dimensions)
Weight	Rule 14.4.1.1 (Car Weight; minimum weight in ready-to-compete condition, excluding Driver, Driver Equivalency Weight, and fuel)
Underwing Heights	Rule 14.7.10.1 (underwing step plane heights; tolerance ± 0.100 in.), inspected to the Road / Street & Nashville Oval configuration per Rule 14.7.10.7
Diffuser Exit Height and Widths	Rule 14.7.10.2 (underwing tunnel / diffuser exit height; tolerance ± 0.050 in.) and Rule 14.7.10.6 (underwing left-to-right offset not exceeding 0.050 in.), inspected to the Road / Street & Nashville Oval configuration per Rule 14.7.10.7

2.2.2 Findings

All inspected components on all examined cars were found to be in compliance. No technical infractions were identified, and no technical penalties were issued.

3. Engine

This section summarizes the engine inspection conducted at the Borchetta Bourbon Music City Grand Prix at Nashville Superspeedway, including post-qualifying and post-race inspection.

3.1 Qualifying — Engine Inspection

3.1.1 Post-Qualifying Engine Inspection

Following qualifying, engine data inspection was conducted on the cars listed below and covered the items that follow.

INSPECTION	CARS INSPECTED
Post-Qualifying Engine Data	2, 27

INSPECTION ITEM	RULEBOOK REFERENCE
System Voltage	Rule 14.19.1.4 (minimum 13 V while the car is running on-track) and Engine Regulation 12.22 (alternator must maintain 13 V on-track)
ECU Software Version & Calibration	Rule 14.20.2 (locked INDYCAR calibration per the pre-Event bulletin)
Hybrid Deployment Energy Limit	Rule 14.23.1.1 (per the NICS-Hybrid Operations Manual)
Hybrid Energy Counter	Rules 14.23.1.3 and 14.23.1.4 (counter resets at the Alt Start/Finish; no unauthorized reset)

INSPECTION ITEM	RULEBOOK REFERENCE
Torque Shaft Temperature	Rule 16.1.1.9 (INDYCAR-supplied torque shaft maintained below 125 °C)
Boost Pressure	Engine Regulation 3.3 (maximum absolute plenum pressure per Table A; Oval limit of 1300 mbar) and Engine Regulation 12.13 (INDYCAR-controlled monitoring)
Torque Sensor	Engine Regulation 4.6 (standard INDYCAR torque sensor fitted for monitoring)
Torque Control — Pedal	Engine Regulations 11.4 and 11.4.1 (single Driver-operated foot pedal / fuel-mixture switch; throttle-to-pedal mapping requirements)
Throttle Angle Variation	Engine Regulation 11.5 (no more than 2% bank-to-bank variation)
ECU	Engine Regulation 12.3 (standard INDYCAR TAG-400i ECU only)
Standard Hardware	Engine Regulation 12.4 (no tampering with the ECU, boost sensor, or torque sensor)
Software	Engine Regulation 12.5 (control software as supplied; unauthorized software not permitted on an INDYCAR ECU)
Firmware	Engine Regulation 12.7 (locked low-level firmware; modification not permitted)
Pit Lane Speed Control	Engine Regulation 12.12 (Driver-initiated only)
Engine Speed Limiter	Engine Regulation 12.14 (ECU-imposed crankshaft rotational speed limit)
Fuel Mixture Switch	Engine Regulation 12.16 (single cockpit rotary switch, maximum twelve positions)
Diagnostic Switch	Engine Regulation 12.17 (single cockpit rotary switch, maximum twelve positions)
Gearshift Control	Engine Regulation 13.2 (Driver paddle-initiated via the INDYCAR ECU)

3.1.2 Post-Qualifying Additional Data Inspection

The following Cosworth / chassis-logger data items were inspected on the cars listed below.

INSPECTION	CARS INSPECTED
Post-Qualifying Additional Data (Cosworth / Chassis Logger)	27

INSPECTION ITEM	RULEBOOK REFERENCE
INDYCAR Data Configuration	Rule 14.20.4 (1, 2, 3) (teams must incorporate, maintain, and log all specified channels and configurations as prescribed)
Weight Jacker Functionality	Rule 14.19.9.2 (only the Cosworth Weight Jacker node within the CLU Setup is permitted to control the weight jacker) — Oval Events

3.1.3 Findings

All inspected engine systems, together with the additional Cosworth / chassis-logger data items, were found to be in compliance. No engine-related infractions were identified in inspection.

3.2 Race — Engine Inspection

3.2.1 Post-Race Engine Inspection

Following the race, engine data inspection was conducted on the cars listed below and covered the items that follow.

INSPECTION	CARS INSPECTED
Post-Race Engine Data	2, 10

INSPECTION ITEM	RULEBOOK REFERENCE
System Voltage	Rule 14.19.1.4 (minimum 13 V while the car is running on-track) and Engine Regulation 12.22 (alternator must maintain 13 V on-track)
ECU Software Version & Calibration	Rule 14.20.2 (locked INDYCAR calibration per the pre-Event bulletin)
Hybrid Deployment Energy Limit	Rule 14.23.1.1 (per the NICS-Hybrid Operations Manual)
Hybrid Energy Counter	Rules 14.23.1.3 and 14.23.1.4 (counter resets at the Alt Start/Finish; no unauthorized reset)
Torque Shaft Temperature	Rule 16.1.1.9 (INDYCAR-supplied torque shaft maintained below 125 °C)
Boost Pressure	Engine Regulation 3.3 (maximum absolute plenum pressure per Table A; Oval limit of 1300 mbar) and Engine Regulation 12.13 (INDYCAR-controlled monitoring)
Torque Sensor	Engine Regulation 4.6 (standard INDYCAR torque sensor fitted for monitoring)
Torque Control — Pedal	Engine Regulations 11.4 and 11.4.1 (single Driver-operated foot pedal / fuel-mixture switch; throttle-to-pedal mapping requirements)
Throttle Angle Variation	Engine Regulation 11.5 (no more than 2% bank-to-bank variation)
ECU	Engine Regulation 12.3 (standard INDYCAR TAG-400i ECU only)
Standard Hardware	Engine Regulation 12.4 (no tampering with the ECU, boost sensor, or torque sensor)
Software	Engine Regulation 12.5 (control software as supplied; unauthorized software not permitted on an INDYCAR ECU)
Firmware	Engine Regulation 12.7 (locked low-level firmware; modification not permitted)
Pit Lane Speed Control	Engine Regulation 12.12 (Driver-initiated only)
Engine Speed Limiter	Engine Regulation 12.14 (ECU-imposed crankshaft rotational speed limit)

INSPECTION ITEM	RULEBOOK REFERENCE
Fuel Mixture Switch	Engine Regulation 12.16 (single cockpit rotary switch, maximum twelve positions)
Diagnostic Switch	Engine Regulation 12.17 (single cockpit rotary switch, maximum twelve positions)
Gearshift Control	Engine Regulation 13.2 (Driver paddle-initiated via the INDYCAR ECU)

3.2.2 Post-Race Additional Data Inspection

The following Cosworth / chassis-logger data items were inspected on the cars listed below.

INSPECTION	CARS INSPECTED
Post-Race Additional Data (Cosworth / Chassis Logger)	10

INSPECTION ITEM	RULEBOOK REFERENCE
INDYCAR Data Configuration	Rule 14.20.4 (1, 2, 3) (teams must incorporate, maintain, and log all specified channels and configurations as prescribed)
Weight Jacker Functionality	Rule 14.19.9.2 (only the Cosworth Weight Jacker node within the CLU Setup is permitted to control the weight jacker) — Oval Events

3.2.3 Findings

All inspected engine systems, together with the additional Cosworth / chassis-logger data items, were found to be in compliance. No engine-related infractions were identified in inspection.

3.2.4 Post-Race Engine Penalty

One engine penalty was assessed following the race.

Car / Entrant	9 — Chip Ganassi Racing
Driver	Scott Dixon
Session	Race
Lap	123
Infraction	Hybrid Engine Start on Track (Oval Event)
Rule Reference	14.23.2.3
Penalty	Post-Event Monetary Fine — \$10,000
Reason	Post-race data confirmed that Car 9 engaged the hybrid engine start on track, at a location prior to the Pit Lane Speed Limit (PLSL) zone, following its incident with Car 20.