



POST-EVENT REPORT

INDY NXT by Firestone Grand Prix at Mid-Ohio

Officiating Summary — Sporting, Technical, and Engine (Doubleheader, Rounds 11 & 12)

This Post-Event Report summarizes officiating activity from the INDY NXT by Firestone Grand Prix at Mid-Ohio doubleheader (Rounds 11 and 12), including penalties imposed under the INDY NXT by Firestone Rulebook and findings from technical inspection.

FIELD	DETAIL
Event	INDY NXT by Firestone Grand Prix at Mid-Ohio (Rounds 11 & 12)
Track	Mid-Ohio Sports Car Course — 2.258 miles
Race Dates	Race 1: 4 July 2026 · Race 2: 5 July 2026
Report Date	8 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 across the Mid-Ohio doubleheader.

1.1 Practice

1.1.1 Practice — Penalties Imposed

Car / Entrant	20 — Cape Motorsports (Powered by ECR)
Driver	Matteo Nannini
Session	Practice
Infraction	Late to Driver Weigh-In (carryover from Road America)
Rule Reference	14.30.4.8.1
Penalty	Loss of Track Time (5 minutes)
Determination	Penalty carried over from Road America for late arrival to the mandatory driver weigh-in; served at Mid-Ohio during Practice.

1.2 Qualifying

1.2.1 Qualifying — Penalties Imposed

Car / Entrant	99 — Abel Motorsports with Force Indy
Driver	Myles Rowe
Session	Qualifying
Infraction	Causing a Local Yellow That Affects Another Competitor
Rule Reference	8.3.3
Penalty	Loss of Best Lap to This Point (with ability to advance)
Determination	Car 99 caused a local yellow during the qualifying session that affected another competitor.

1.3 Race 1 (Round 11)

1.3.1 Race 1 — Reviews — No Further Action

The following matter was referred for Stewards' review during Race 1 and announced as under review; the in-race review concluded with no further action at the time.

Incident	Incident Between Cars 4 and 8
Session	Race 1
Lap	16
Location	Turn 2
Description	Contact between Cars 4 and 8 at Turn 2 was referred to the Stewards during the race and announced as under review.
Reason	Following an in-race review of the available video, the incident between Cars 4 and 8 was determined to be inconclusive owing to insufficient camera angles; no further action was taken at the time.
Note	This Turn 2 contact was subsequently reviewed post-race as one of three incidents involving Cars 4 and 8 — see Section 1.3.2.
Review Outcome	Reviewed In-Race — No Further Action

1.3.2 Race 1 — Post-Event Penalties Imposed

Following the race, the Stewards reviewed three separate incidents involving Cars 4 and 8 — the in-race Turn 2 contact (reviewed in-race; see Section 1.3.1) and the subsequent post-checked interactions — and determined that both Drivers were responsible. The penalties below were applied to each Driver.

Car / Entrant	8 — Chip Ganassi Racing
Driver	James Roe
Session	Race 1
Infraction	Unsportsmanlike Conduct
Rule Reference	9.3.1 (fine); 9.2.3.3 (probation)

Car / Entrant	8 — Chip Ganassi Racing
Penalty	Post-Event Monetary Fine — \$2,500; and Probation for the next three (3) Race Events in which the Driver participates
Determination	The Stewards determined that both Drivers were responsible for the incidents reviewed.

Car / Entrant	4 — A.J. Foyt Racing
Driver	Nicholas Monteiro
Session	Race 1
Infraction	Unsportsmanlike Conduct
Rule Reference	9.3.1 (fine); 9.2.3.3 (probation)
Penalty	Post-Event Monetary Fine — \$2,500; and Probation for the next three (3) Race Events in which the Driver participates
Determination	The Stewards determined that both Drivers were responsible for the incidents reviewed.

1.4 Race 2 (Round 12)

No incidents were announced under review during Race 2, and no penalties were imposed.

1.5 Other Sporting Matters

The following matters arose during the Event and are recorded for completeness.

MATTER	SUMMARY
Automatic Lap Deletions (Local Yellow)	Under Rule 7.1.3.2, any Driver passing through a Local Yellow Condition in Practice or Qualifying has that lap time automatically invalidated. Following Car 99's local yellow at Turn 3 during qualifying, the following lap times were invalidated (no fault attributed): Car 57 (Colin Kaminsky) — Lap 6; Car 12 (Max Garcia) — Lap 6.
Pit-Lane Speed — Car 15 (Race 1)	Car 15 (Nicolas Stati, Cusick Morgan Motorsports) exceeded the 35 mph pit-lane speed limit on entry (37.539 mph; Rule 7.10.7) as a direct result of a mechanical failure, having already fallen to the rear of the field. Race Control determined that the standard penalty would be disproportionate in these circumstances and exercised its discretion accordingly.

2. Technical

This section summarizes the technical inspection conducted across the Mid-Ohio doubleheader.

2.1 Qualifying — Post-Qualifying Inspection

Post-qualifying technical inspection was conducted on Cars 14, 17, 71, 67, 45 and 21. Inspection covered the following items:

INSPECTION ITEM	RULEBOOK REFERENCE
Weight	Rule 14.30.1 (minimum weight in ready-to-compete condition, excluding Driver and Driver Equivalency Weight)
Floor / Underwing	Rule 14.7 (underwing heights and deflection; strakes used as supplied) and Rule 14.8 (skids)
Rear Wing	Rule 14.5.1 (wings used as supplied / configured by Dallara) and Rules 14.5.10 and 14.6 (rear wing wickers and wing dimension tolerances)

2.2 Race 1 — Post-Race Inspection & Impound

Following Race 1, Cars 67, 71, 45, 26, 12 and 21 were held in impound. A full inspection was conducted, together with a visual inspection of cooling ducts, suspension geometry, brake ducts, and the cooling system. Inspection covered the following items:

INSPECTION ITEM	RULEBOOK REFERENCE
Cooling Ducts / Cooling System	Rule 14.14.1 (radiators and intercoolers used as supplied by Dallara) and Rule 14.14.3 (water, oil, and intercooler pipes as supplied), with inlet shutters and exit panels per Rule 14.13
Suspension Geometry	Rule 14.24.1 (suspension components used as supplied), Rule 14.24.2 (toe, camber, and castor within Dallara specifications) and Rule 14.24.4 (anti-roll bars used as supplied)
Brake Ducts	Rule 14.25.6 (brake ducts used as supplied without modification; tape or a flat panel the only approved airflow regulation)

Findings: No infractions were identified. All inspected components were found to be in compliance.

2.3 Race 2 — Post-Race Inspection

Following Race 2, technical inspection was conducted on Cars 67, 45, 21, 68, 71 and 29. Inspection covered the following items:

INSPECTION ITEM	RULEBOOK REFERENCE
Dampers	Rule 14.26.1 (approved damper is the Dynamic DSSV 1435 EVO, run without modification as supplied) and Rule 14.26.2 (dampers sealed; rebuilt only by the Manufacturer)
Roll Bars (Anti-Roll Bars)	Rule 14.24.4 (anti-roll bars used as supplied by Dallara; cockpit roll-bar adjusters may not be moved)
Underwing Tunnels	Rule 14.7.3 (underwing tunnel exit height) with underwing geometry used as supplied per Rule 14.7
Front Wing	Rule 14.5.1 (wings run in the location and configuration determined by Dallara) and Rules 14.6.2–14.6.4 (front wing mainplane angle and minimum height tolerances)

INSPECTION ITEM	RULEBOOK REFERENCE
Rear Wing	Rule 14.5.1 (wings used as supplied / configured by Dallara) and Rules 14.5.10 and 14.6 (rear wing wickers and wing dimension tolerances)
Weight	Rule 14.30.1 (minimum weight in ready-to-compete condition, excluding Driver and Driver Equivalency Weight)
Floor Height	Rule 14.7.1 (underwing height 1.250–1.400 in.)

2.4 Findings

All inspected components on all examined cars, across post-qualifying, Race 1 (post-race and impound), and Race 2 inspection, were found to be in compliance. No technical infractions were identified, and no technical penalties were issued.

2.5 Cars Inspected

INSPECTION	CARS INSPECTED
Post-Qualifying	14, 17, 71, 67, 45, 21
Race 1 — Post-Race & Impound	67, 71, 45, 26, 12, 21
Race 2 — Post-Race	67, 45, 21, 68, 71, 29

3. Engine

For this Event, engine inspection detail is not included in this report. This section will be provided in future Event reports.