



POST-EVENT REPORT

INDY NXT by Firestone Music City Grand Prix at Nashville Superspeedway

Officiating Summary — Sporting, Technical, and Engine (Round 13)

This Post-Event Report summarizes officiating activity from the INDY NXT by Firestone Music City Grand Prix at Nashville Superspeedway, including penalties imposed under the INDY NXT by Firestone Rulebook and findings from technical inspection.

FIELD	DETAIL
Event	INDY NXT by Firestone Music City Grand Prix at Nashville Superspeedway (Round 13)
Track	Nashville Superspeedway, Lebanon, Tennessee — 1.33-mile oval
Race Date	19 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 INDY NXT by Firestone Music City Grand Prix at Nashville Superspeedway.

1.1 Practice

1.1.1 Practice — Penalties Imposed

Car / Entrant	9 — Chip Ganassi Racing
Driver	Bryce Aron
Session	Practice
Infraction	Pit Lane Speed Violation
Rule Reference	7.10.7
Penalty	Drive-Through Penalty
Determination	Car 9 exceeded the pit-lane speed limit during practice.

Car / Entrant	14 — A.J. Foyt Racing
Driver	Alessandro de Tullio
Session	Practice
Infraction	Blocking (Car 17)
Rule Reference	9.3.2
Penalty	Drive-Through Penalty
Determination	Car 14 was judged to have moved in reaction to Car 17.

Car / Entrant	20 — Cape Motorsports (Powered by ECR)
Driver	Matteo Nannini
Session	Practice
Infraction	Pit Lane Speed Violation
Rule Reference	7.10.7
Penalty	Drive-Through Penalty
Determination	Car 20 exceeded the pit-lane speed limit during practice.

1.2 Qualifying

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

1.3 Race

No incidents were announced under review, and no penalties were imposed during the race.

2. Technical

This section summarizes the technical inspection conducted in connection with the INDY NXT by Firestone Music City Grand Prix at Nashville Superspeedway.

2.1 Qualifying — Pre-Qualifying Inspection

Pre-qualifying technical inspection was conducted on all cars. Inspection covered the following items:

INSPECTION ITEM	RULEBOOK REFERENCE
Underwing Heights	Rule 14.7.1 (underwing height, maximum 1.400 in. and minimum 1.250 in.)
Rear Wing Mainplane Angle	Rule 14.6.6 (rear wing mainplane angle)
Diffuser Heights (Underwing Tunnel Exit)	Rule 14.7.3 (underwing tunnel exit height)

Findings: All cars passed pre-qualifying inspection. No infractions were identified, and no technical penalties were issued.

2.2 Qualifying — Post-Qualifying Inspection

Post-qualifying technical inspection was conducted on Cars 21, 20, 67, 10, 99, 12, 57 and 14. Inspection covered the following items:

INSPECTION ITEM	RULEBOOK REFERENCE
Front Wing	Rule 14.5.1 (wings run in the location and configuration determined by Dallara) and Rules 14.6.2–14.6.3 (front wing mainplane angle and minimum height)
Rear Wing	Rule 14.5.1 (wings used as supplied / configured by Dallara) and Rules 14.6.6–14.6.7 (rear wing mainplane angle and height)
Underwing Heights	Rule 14.7.1 (underwing height, maximum 1.400 in. and minimum 1.250 in.)
Weight	Rule 14.30.1 (minimum weight in ready-to-compete condition, excluding Driver and Driver Equivalency Weight)
Diffuser Exit Width	Rule 14.7 (underwing tunnel exit geometry used as supplied per Rule 14.7.4)
Diffuser Height (Underwing Tunnel Exit)	Rule 14.7.3 (underwing tunnel exit height)

Findings: All inspected cars were found to be in compliance. No infractions were identified, and no technical penalties were issued.

2.3 Race — Post-Race Inspection

Post-race technical inspection was conducted on Cars 20, 21, 99, 12, 28 and 29. 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)
Front Wing	Rule 14.5.1 (wings run as configured by Dallara) and Rules 14.6.2–14.6.3 (front wing mainplane angle and minimum height)
Rear Wing	Rule 14.5.1 (wings used as supplied / configured by Dallara) and Rules 14.6.6–14.6.7 (rear wing mainplane angle and height)
Underwing Heights	Rule 14.7.1 (underwing height, maximum 1.400 in. and minimum 1.250 in.)
Diffuser Height (Underwing Tunnel Exit)	Rule 14.7.3 (underwing tunnel exit height)

Findings: All inspected cars were found to be in compliance. No infractions were identified, and no technical penalties were issued.

2.4 Race — Post-Race Gearbox Inspection

A post-race gearbox inspection was conducted on the Wednesday following the Event on Cars 9, 99, 28, 20 and 14. Inspection covered the following item:

INSPECTION ITEM	RULEBOOK REFERENCE
Gearbox Gear Ratios	Rule 14.35.1 (mandatory use of the Xtrac gearbox system as supplied by Dallara; gear ratios verified against the specified set)

Findings: The inspected gearbox gear ratios were found to be in compliance. No infractions were identified, and no technical penalties were issued.

2.5 Cars Inspected

INSPECTION	CARS INSPECTED
Pre-Qualifying	All cars
Post-Qualifying	21, 20, 67, 10, 99, 12, 57, 14
Post-Race	20, 21, 99, 12, 28, 29
Post-Race Gearbox (Wednesday)	9, 99, 28, 20, 14

3. Engine

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