IMSA PENALTY NOTICE

TP - 25 - 26

ENTRY

60
GTP

TYPE: Technical
EVENT: Battle on the Bricks
SERIES: IWSC
TEAM: Acura Meyer Shank Racing w/Curb Agajanian
ENTRANT REPRESENTATIVE: Jason Givens
DRIVER:
AFFECTED PARTY:

INFRACTION

OFFICIAL: Eric Haverson
The Official listed above has reviewed the following matter and determined it to be a breach of the IMSA RULES committed by the Team and imposes the penalty(ies) listed below.

DATE & TIME:
LOCATION: Technical Inspection

REGULATION: 22.7.1 Cars out of compliance with the Technical specifications and/or regulations may be penalized by being moved to the back of the class or up to and including removal from the results.

FACTS: GTP car #60 failed to comply with the bodywork tolerances as defined in LMDh technical regulation 3.11.2.

PENALTY

FINE:

CHANGE: Car #60 lap times will be invalidated and moved to the back of the class.

RETURN TROPHY ☐

SIGNATURES

Approved by:	Delivered by:	Received by:
Matthew Kurdock	Eric Haverson	Jason Givens
Managing Director, Engineering	Director, Technical Compliance and Scrutineering	Acura Meyer Shank Racing wCurb Agajanian
9/20/2025 7:26:19 PM	9/20/2025 7:39:23 PM	9/20/2025 7:46:40 PM

REGULATION # SR & SSR

3.11.2 Tolerances
To help overcome any possible manufacturing problems, and precluding any design which may contravene any part of these regulations, the following tolerances to homologated geometry and regulations are permitted on bodywork:
• General bodywork: +/-3 mm
• Floor, Splitter and diffuser height: +/-2 mm
• Slot gap, diffuser strake height: +/-1 mm
• Gurney height: +/- 0.5 mm
• Wing profile angle: +/- 0.2°
• Other tolerances can be specified in homologation document.

Bodywork tolerances and wheel positioning:
1. The bodywork must fulfil the technical regulations requirements with a tolerance described above (i.e. +/- 3 mm and +/- 2 mm for the underbody surfaces).
2. By design, the front axle centreline is aligned with the leading edge of the front skid block and the rear axle centreline is aligned with the beginning of the rear chamfer of the rear skid block when new – theoretical axle centrelines.
3. The front and rear overhangs will be defined as per the above definition and must respect the technical regulations requirements.
4.The front and rear wheel can move when adjusting their geometries. The tolerance for the front and rear wheel positioning will be +/- 5 mm and must respect the technical regulations requirements.