



IMSA PENALTY NOTICE  
TP - 26 - 3



ENTRY

31  
GTP

**TYPE:** Technical

**EVENT:** The Rolex 24 at Daytona

**SERIES:** IWSC

**TEAM:** Cadillac Whelen

**ENTRANT** Robert Johnson  
**REPRESENTATIVE:**

**DRIVER:**

**AFFECTED PARTY:** N/A

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:** 1/22/2026 5:29:00 PM    **LOCATION:** Technical Inspection

**REGULATION:** 22.7 Technical Non-Compliance

**FACTS:** During post-Qualifying Technical Inspection, GTP Car #31 was found to have friction area of the rear skid block beyond the permitted tolerance per LMDh TR Appendices Appendix C Art. 3.5.9

PENALTY

**FINE:** N/A

**CHANGE:** Lap times are invalidated, Car is moved to the back of the Class.

**RETURN TROPHY** ☐

SIGNATURES

**Approved by:**

Matthew Kurdock

1/22/2026 7:12:11 PM

**Delivered by:**

Eric Haverson

1/22/2026 7:57:01 PM

**Received by:**

Robert Johnson  
Cadillac Whelen



## IMSA PENALTY NOTICE

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#### REGULATION # SR & SSR

3.5.9 Skid Block (applies to IMSA only) Scrutineering of Skid Blocks shall be performed as follows: The thickness of any point of the Skid Block within the Friction Area is defined by the distance from Z0 (ref. LMDh and LMH Technical Regulations 3.5.2 & 13.2). The minimum distance of any point within the Friction Area to Z0 is 20 mm. The Skid Block is measured while installed on the Car. Compliance is determined by comparison to Homologated CAD using metrology systems using the procedure defined in LMDh Appendix C.

SR 22.7.1. (SSR) Cars out of compliance with the Technical specifications and/or regulations may be penalized by being moved to the back of class, or up to and including Removal from the results, and/or any penalty available per Art. 57.