



2022 LAMBORGHINI SUPER TROFEO

NORTH AMERICAN SPORTING REGULATIONS



Sporting Regulations of the
Lamborghini Super Trofeo 2022

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FOREWORD

Lamborghini organises the Lamborghini Super Trofeo 2022 (also indicated as the Series), reserved for the Lamborghini Super Trofeo Huracán EVO. Drivers will compete for the title of Lamborghini Super Trofeo 2022 Champion for each of the following categories:

- PRO drivers
- PRO-AM drivers
- AM drivers
- LBCup drivers

The cars which are admitted to participate in this 2022 International Series are compliant at least, with art. 277 (Group E – Category 2) of attachment J of the Code.

REGULATIONS

1. The final text of these Sporting Regulations shall be the English version, which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Sporting Regulations.
2. These Sporting Regulations will come into force on 1st February 2022 and will replace any and all previous Sporting Regulations of the Series. Lamborghini/IMSA reserves the right to make alterations and additions, at any time, to all points detailed within the Regulations. These alterations will be issued to the nominated Team Manager of each Entrant, as listed in the Lamborghini Super Trofeo registration documents. Lamborghini, as well as the Race Director take decisions which imply alterations and/or specifications to these Sporting Regulations and/or to the Technical Regulations; said decisions will be binding only if made in writing. Lamborghini reserves the right to issue sportive and technical bulletins that will be binding for all Drivers, Competitors, Entrants, Vehicle Owners, Keepers and Officials participating in the Series from the moment in which they are released.

GENERAL UNDERTAKING

3. All Drivers, Competitors, Entrants, Vehicle Owners, Keepers and Officials participating in the Series, by signing the 2022 Participation Agreement, agree on behalf of themselves, their employees and agents to fully comply with all the provisions as supplemented or amended of the Code, the IMSA Regulations, the Technical Regulations and the present Sporting Regulations.

GENERAL CONDITIONS



4. Without prejudice to the provisions of Art. 3 above, it is the Competitor's obligation to ensure that all persons concerned by his entry (including but not limited to the Owner and Keepers of the car with which he competes, his representative, if any, as defined below and any other person having charge of the Competitor's car at any time during an event) fully comply with all the requirements of the Code, the IMSA Regulations and the Sporting & Technical Regulations. Either the Competitor or a representative nominated in writing by the Competitor shall be present at each Event, it being understood that any such representative shall provide the Race Director with the documentation evidencing his nomination by the Competitor. The Competitor shall be jointly and severally liable with each person concerned by his entry for any violation by said person of the Code, the IMSA Regulations and/or the Sporting & Technical Regulations.
5. Competitors/Entrants must ensure that their cars comply with the conditions of eligibility and safety throughout the Event.
6. The presentation of a car and drivers for scrutineering will be deemed an implicit statement of conformity by the Competitor and the Entrant. The Race Director may permit a new Competition Car to be entered by an Entrant already registered for the Series, where it is deemed by the Lamborghini Technical Support Crew that the original Competition Car is no longer able to compete on technical or safety grounds. Any economic related issue shall be regulated by a separate agreement between the Entrant and Lamborghini. All registrations of new Competition Cars and Entrants (either Driver or Team) are at the sole discretion of the Race Director.
7. All persons concerned in any way with an entered car or present in any other capacity whatsoever in the paddock, pits, pit lane, or on the track must wear an appropriate credential at all times. Each Driver must use the driver timing transponder supplied by the Promoter and/or the Organiser throughout the Event.

LICENSES/MEDICAL CERTIFICATES

8. All Drivers, Competitors and Officials participating in the Series must be in possession of current and valid IMSA licences and, where applicable, valid licences and/or authorisations issued by their ASN. The Drivers must also be in possession of a current medical certificate of aptitude (see Art 1.7 of Appendix L, Chapter II of Code and Appendix A, FIA Antidoping Regulations of Code). No driver can compete under the age of 17. Drivers aged 16+ on the date of an event will be considered pending special dispensation by the IMSA Driver Evaluation Committee (IDEC). **For Round 6 and the World Finals all Drivers and Competitors participating in the event must be in possession of current and valid International Licences (minimum requirement: Grade C-C FIA International Driver's License) and, where applicable, the International Race Abroad endorsement issued by their ASN**

SERIES EVENTS



Events are exclusively reserved for Lamborghini Super Trofeo Huracán EVO race cars as defined by the applicable technical regulations and all relevant updates issued through official Competition Bulletins. In exceptional circumstances Lamborghini reserves the right to accept "Guest" cars. These cars and their Drivers will not be eligible to score points.

9. Save for exceptional circumstances (as well as in the case set out in Art. 82), all the Series Events will be made up of two free practice sessions of up to 60 minutes duration, two 15 minutes qualifying session each, two races with a duration of 50 minutes each, with one mandatory pit stop (which minimum duration will be calculated from the pit lane entry to its exit, and will be communicated at each Event) of which the entry must be made between the 20th and the 30th minutes (from start signal to chequered flag, excluding the formation lap).

The leader will be shown the chequered flag when he crosses the control line (the Line) at the end of the prescribed period. The Line is a single line which crosses both the track and the pit lane.

10. The maximum number of Events in the Series is set at six + the World Final.
11. The definitive list of Events is published by Lamborghini before 1st February each year. In case of 'force majeure' Lamborghini reserves the right to modify this date as well as the Event format.

11.1 The events will take place in accordance with the calendar below:

EVENT 1:	Laguna Seca	April 29-May 1, 2022
EVENT 2:	Ozarks International	May 20-22, 2022
EVENT 3:	Watkins Glen	August 6-8, 2022
EVENT 4:	Road America	August 20-22, 2022
EVENT 5:	VIRginia International Raceway	September 10-12, 2022
EVENT 6:	Portimao, Portugal	November 3-4, 2022

- 11.2 World Final Portimao, Portugal November 5-6, 2022
Open to the participation of drivers from all the three different series (EU, ASIA, NORTH AMERICA).
12. An Event may be cancelled if fewer than 10 cars are entered. In this case, no reimbursement, even partial, of the fee paid shall be granted.

THE SERIES

13. The Lamborghini Super Trofeo winning titles will be awarded to the Driver/s and the Team/s and Dealers who have scored the highest number of points in their category, taking into consideration the results obtained during the Events which have taken place.



14. There will be four championship classifications. Per their position in the classification, Drivers of each category (PRO,PRO-AM, AM and Lamborghini Cup) will be awarded with the following points after each race:

1st: 15 points
2nd: 12 points
3rd: 10 points
4th: 8 points
5th: 6 points
6th: 5 points
7th: 4 points
8th: 3 points
9th: 2 points
10th: 1 point

Moreover for each Pole Position per category it will be awarded 1 (one) additional point

- If a car is shared by one PRO driver and one PRO-AM driver, they will be considered to be in the PRO category.
- If a car is shared by one PRO-AM driver and one AM driver, they will be considered to be in the PRO-AM category.
- AM driver as such, will be consider to be in the AM category if driving alone or with another AM driver.
- Any points scored in previous events shared with PRO-AM driver, cannot be carried out in the AM category and vice versa.
- Lamborghini Cup drivers cannot pair with drivers of a different category.
- No "Solo" Driver is allowed in the PRO-AM category

Lamborghini shall establish a 'Status' of drivers entered in the Lamborghini Super Trofeo. To make up this 'Status', the following criteria will be taken into account:
2022 FIA driver's categorization list Driver's records &/or Results obtained in the Lamborghini Super Trofeo Series

Based on the drivers status, and thus their possible combinations, the following classes are defined

PRO: Any possible combination including drivers with Gold or Silver status

PROAM: Any combination of drivers including mandatory one with Bronze status

AM: One OR Two drivers with Bronze status

LAMBORGHINI CUP: One OR Two only beginner drivers

If a car is shared by two Drivers during an Event, each Driver must participate in each of the two races. Both will score the points from the race.

If in event of 'force majeure', admitted as such by Lamborghini, one of the Drivers is unable to take part in one of the races, Lamborghini may decide to allocate him the points scored by the other Driver.



The Team and Dealership points are scored by taking the highest place TWO finishing cars in any class of each race entered and started that the Team or Dealership is represented in. A point is awarded to each Team and Dealership for every car that gains a Class Pole Position for each race. Each Team and Dealership is awarded 1 point for every car entered into that race regardless of number cars entered or class. Cars and their representing Teams and/or Dealerships may not be changed upon their first entry into the championship each year. Cars are allowed to move within classes throughout the season.

15. If a race is suspended under Art. 114 and cannot be resumed, no points will be awarded to the Teams if the leader has completed less than two laps (case A), half points will be awarded to the Drivers if the leader has completed more than two laps but less than 75% of the original race distance (or time) (case B) and full points will be awarded to the Drivers if the leader has completed 75% or more of the original race distance (or time) (case C).

DEAD HEAT

16. If two or more drivers or teams finish the season with the same number of points, the higher place in the Series shall be awarded as per the principle of Art. 16 a), b), c), d) and e).

- a. The holder of the greatest number of first places;
- b. If the number of first places is the same, the holder of the greatest number of second places;
- c. If the number of second places is the same, the holder of the greatest number of third places and so on until a winner emerges;
- d. If this procedure fails to produce a result, Lamborghini will nominate the winner per such criteria, as it thinks fit;
- e. Special case: drivers of the same car who finish with the same number of points will share the same place in the Series.

OFFICIALS

17. For each Event Lamborghini will nominate the following officials:

- Technical Delegate

18. IMSA will appoint the following officials:

- Race Director
- Clerk of the Course and Deputy
- Chief Safety Officer and Deputy
- Race Secretary and Deputy
- Chief Scrutineer
- Chief Medical Officer



- Chief Timekeeper
 - Lead Car Driver
 - Safety Car Driver
 - Safety Car Co-Driver
19. The Clerk of the Course shall work in permanent consultation with the Race Director. The Race Director shall have overriding authority over the Clerk of the Course in the following matters:
- The control of practice and race in relation to the adherence of the timetable and, if he deems it necessary, the formulation of any proposal to the Stewards to modify the timetable or of the Supplementary Regulations
 - The issue of event bulletins
 - The infliction of classification penalties
 - The stopping or interruption of practice sessions or races for safety reasons
 - The use of the Safety Car
 - The stopping of a race car
 - The starting procedure
 - An eventual restart
 - Drivers' briefings
20. The role of the Lamborghini Technical Delegate is to help the officials of the Event in their duties, to see within their fields of competence that all the Technical Regulations governing the Series are respected, to make any comments they judge necessary and to draw up any necessary reports concerning the Event. The Technical Delegate nominated by Lamborghini will support the competent officials in charge of the scrutineering, who will maintain full authority in connection with the scrutineering activities.

DRIVERS/COMPETITORS APPLICATIONS

- 21) The Lamborghini Super Trofeo is intended primarily for private teams and nonprofessional Drivers. Gold Silver and Bronze categorization will be done only accordingly to the FIA decision and official release only. Therefore the request to the FIA is mandatory. Any Driver who enters the Lamborghini Super Trofeo without FIA categorization will be considered as Silver, saved the possibility for Lamborghini to change at any time this status in accordance to this art. 21 and art. 14.

Authorised driver pairings:

PRO CATEGORY	Driver categorizations will be applied and the following maximum pairings will be accepted : Gold/ Gold Gold / Silver Silver / Silver Gold Solo Driver
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	Silver Solo Driver
PRO-AM CATEGORY	Driver categorizations will be applied and the following maximum pairings will be accepted : Gold / Bronze Silver / Bronze
AM CATEGORY	Driver categorizations will be applied and the following maximum pairings will be accepted : Bronze / Bronze Bronze Solo Driver
LAMBORGHINI CUP	Lamborghini reserves the right to modify the Lamborghini Cup driver's categorization at any time, after a race week end probation. This will be done by a committee appointed by Lamborghini at the beginning of the season, with a Senior driver, the Race director of the Series and the Coordinator of the Series.

Lamborghini reserves the right to modify the driver's categorization at any time, after two sessions of free practice probation. This will be done by a committee appointed by Lamborghini at the beginning of the season, with a Senior driver, the Race director of the Series and the Coordinator of the Series. The driver does NOT transfer any points scored in the previous category.

Lamborghini reserve the right to provisionally categorize drivers who didn't receive the regular FIA categorization for cause of "force majeure".

Lamborghini will have faculty to decide whether to allow a competitor to participate exceptionally in a different championship during the same event.

For the World Final, Lamborghini will have the faculty to allow a competitor to participate alone to this final event in the Lamborghini Cup and Am classes, even if all along the season he drove the 6 rounds paired with a second driver. For the driver who decides to participate alone, it will be allowed to change driver's classification per his driving experience. To be eligible to run the World Final a driver must have participated in at least two rounds of the 2022 Championship. The two events must be part of the same regional Championship (for ex.: two events of the LST European Championship or two events of the LST North American Championship or two events of the Asian Championship, or two events of the LST Middle East Championship). NB No Solo driver lineups are allowed in the Pro-Am Category for the World Final event. Drivers wishing to be added to Pro or ProAm line-ups must have competed in Super Trofeo competition (in any region) in the previous 2 seasons (2020 and 2021).

22. Applications to compete in the Series must be submitted to Lamborghini via the Lamborghini Super Trofeo Participation Agreement (Season or race by race).



The application shall include:

- a) confirmation that the applicant has read and understood the Code, the Technical Regulations and the Sporting Regulations and agrees, on their own behalf and on behalf of everyone associated with their participation in the Super Trofeo, to observe them
 - b) the name of the Entrant (Competitor)
 - c) a photocopy of the Entrant's licence and driver's licence(s) issued by the respective ASNs
 - d) the name of the Driver(s) and his FIA categorization(s)
 - e) the name of the Team, the Principal and the Team Manager
23. A Competitor can enter as many cars as he wishes.
24. Entry to the Lamborghini Super Trofeo opens on the 1st February 2022.
Full season Entry forms must reach Lamborghini no later than 15 days prior the first Event
The items included in the entry fee will be indicated by Lamborghini with a separate Information Bulletin
25. Race by race Entry Forms must reach Lamborghini no later than 7 days prior to the Event.
26. Guest Drivers (driving one of the cars entered by Lamborghini) may enter at the sole discretion of Lamborghini, where their attendance does not preclude other Entrants' participation. Guest Drivers will forfeit points-scoring but will still participate in the presentation of awards and media activity surrounding the specific race. In the case where a Guest Driver finishes a race in a points-scoring position, the points will be 'invisible' with respect to points, which will pass down the standings.
27. If, in the opinion of Lamborghini, a Competitor fails to operate his Team in a manner compatible with the standards of the Super Trofeo or in any way brings the Super Trofeo into disrepute, Lamborghini may exclude such Competitor from the Super Trofeo forthwith (see art. 9.16 of Code). The same applies for the driver if his driving behaviour brings the Super Trofeo into disrepute (see Chapter IV, appendix L – driving conduct- of Code and appendix B – code of good standing- of Code).

CREDENTIALS

28. No credential may be issued unless agreed with and by IMSA. A credential may be used only by the person and for the purpose for which it was issued.
- Each entry will be limited to a maximum of 10 hard card/paper credentials per event per entry

INSTRUCTIONS AND COMMUNICATIONS TO DRIVERS/COMPETITORS

29. In exceptional circumstances, the Race Director may give instructions to Competitors or Drivers by means of special Bulletins in accordance with the Code. These Bulletins will be distributed to all the Competitors or Drivers, who must acknowledge receipt.



30. All classifications and results of practice and the race, as well as all decisions issued by the officials, will be posted on the official notice board.
31. Any decision or communication concerning a Competitor must be given to him within twenty-five minutes of such decision and receipt must be acknowledged.

INCIDENTS - PENALTIES

32. "Incident" means any occurrence or series of occurrences involving one or more Drivers, or any action by any Driver, which is reported to the Race Director.
33.
 - a) It shall be at the discretion of the Race Director to decide, if a Driver or Drivers involved in an Incident shall be penalised.
 - b) If an Incident is under investigation by the Race Director, a message informing all Teams the Driver or Drivers of which are involved will be displayed on the timing monitors (if the facilities on the circuit so permit).
 - c) If a Driver is involved in a collision or Incident (see Art. 33), and has been informed of this by the Race Director no later than 30 minutes after the race has finished, he must not leave the circuit without the consent of the Race Director.
34. The Race Director may impose any one of the following three penalties (in substitution or in addition to other available penalties) on any Driver involved in an Incident:
 - a) A drive-through penalty. The Driver must enter the pit lane and re-join the race without stopping;
 - b) A 10-second time penalty. The Driver must enter the pit lane, stop in the penalty zone for at least 10 seconds and re-join the race immediately;
 - c) A drop of ten grid positions at the Driver's next race.The Stop and Go Penalty and/or Drive Through Penalty may not be inflicted during the last 3 laps or, during last 5 minutes. Instead, a 30" time penalty shall be inflicted upon the driver. The decisions taken by the Stop and Go appointed Official are immediately enforceable and cannot be appealed. The Race Director may inflict a supplementary time penalty to the "stop and go", at the end of the race. The Race Director can modify the above penalties at their sole discretion.

However, should either of the above penalties be imposed and notified in writing to the Team representative after the end of the race Art. 36b) below shall not apply and an additional time penalty of 30 seconds shall be added to the elapsed time of the car concerned.

35. Should the Race Director decide to impose one of the penalties provided for in Art. 35 a), b) and c), the following procedure shall be applied:
 - a) The Race Director shall give written notification of the penalty which has been imposed to an official of the Team concerned and shall make sure that this information is countersigned, with a note of the time, and that it is also displayed on the timing monitors. However, when necessary, such notification can be made verbally by an Official or a representative of Lamborghini to the Team concerned.



b) From the time the Race Director's decision is notified, the relevant Driver may cover no more than three complete laps before entering the pit lane and, in the case of a penalty under Art. 35 b), proceeding to the time penalty area where he shall remain for the period of the time penalty. However, unless the Driver was already in the pit entry for serving his penalty, he may not carry out the penalty after the Safety Car (see Art. 114 below) has been deployed. Any laps carried out behind the Safety Car will be added to the three laps maximum. Whilst a car is stationary as a result of incurring a time penalty, it may not be worked on. However, if the engine stops, it may be started after the penalty period has elapsed, possibly with the help of an external source of energy, respecting Art. 77. If the Driver is unable to start his car by himself, it may be evacuated to its pit by its mechanics.

c) When the time penalty period has elapsed the Driver must re-join the race.

PROTESTS AND APPEALS

36. Protests and Appeals shall be made in accordance with the IMSA Regulations.

CHANGES OF DRIVER

37. a) Throughout the Event, no more than two Drivers may drive one and the same car. In case of two drivers for the same car, each must take part in only one of the two qualifying sessions.

The First Session of the Qualifying shall set the Grid for the First Race: the Driver designated by the Competitor to take part in this session of the Qualifying shall be the first driver in the first race.

The Second Session of the Qualifying shall set the Grid for the Second Race: the Driver designated by the Competitor to take part in this session of the Qualifying shall be the first driver in the second race.

Admission to races, and to the related starting grids, shall be determined based on the results obtained by the Drivers, as shown by the rankings of the Qualifying. A Competitor may also request that a vehicle which has not run any trial laps and/or has not met the stipulated qualification times, for reasons beyond the control of the Drivers, be admitted to a race, on the condition that no other vehicle already qualified has to be eliminated. A vehicle admitted in this manner will start from the last position on the starting grid.

NOTE: Should one of the two Drivers belonging to a team that has passed inspection be rendered unavailable, prior to the Qualifying, by a circumstance of force majeure, then the other Driver may carry out only the session of Qualifying for which the other Driver was designated, and never more than one session.

The Driver who is available may request to be allowed to take part in both races, without the other Driver.



Any modification to the composition of the crew taking part in the Event must be requested to the Race Director before the start of qualifying. During the Event, a Driver may not change from one car to another. A Race Director decision will be applied in case of breach of art. 37 a).

b) For each Event a reference time for the obligatory pit stop/neutralisation will be established, taking into account the time driven with a maximum speed of 60 kph (or other speed as directed by the Race Director during the race weekend) in the pit lane from the entry timing loop to the exit timing loop and the stop (60 sec, 63 sec for a Solo Driver) or for the Driver change under the responsibility of the Sporting Director. This total time will be published in a Bulletin before the start of the Event or in the briefing notes of each Event. During the pit stop the engine must be switched off and restarted before re-joining the race.

Any additional operations and/or repairs performed on the vehicle may be carried out only once the 60/63 seconds have passed.

A speed limit of 60 kph during the whole Event will be enforced in the Pit Lane. (Unless otherwise notified by the Race Director)

Drivers are responsible for this limit to be observed. Officials will be appointed to control the speed at the Pit Lane and their decisions cannot be appealed.

Therefore, drivers must start slowly from their service area and keep a moderate pace along the pit lane, never exceeding the pit lane speed limit.

A car may only leave its working area when it is ready to rejoin the track, and must proceed down the pit lane respecting the pit lane speed limit, without slowing or stopping, except for force majeure.

Except for safety reasons, drivers may not stop in the fast lane, or proceed at low speed.

Any divergence from the prescribed speeds in pit lane will result in a penalty from the Stewards.

Failure to comply with these provisions will entail the following penalties:

1. During the races: time penalty - Drive Through

The pit stop must be carried out in front of the designated pit or area of each Team under the responsibility of the designated Team Manager. The pit stop must be carried out by passing the pit lane entry timing loop between the 20th and 30th minute respectively of the race (after 20m.00s.000 and before 29m.59s.999). These times will be counted from the start of the race (green flag or extinguishing of the red light). The following Penalties can be applied if there is a breach of Art. 37 b):

1. No respect of the time between the two pit lane timing loops under the published time (Art. 37 b): the Driver will receive a time penalty equal to three times the number of tenths of seconds of the required time period not respected. If the driver stays in the pitlane for a time that is more than 1 seconds less than the minimum time imposed, the driver will receive a Drive Through penalty.

2. All stopping or driving at an abnormally slow speed after the pit stop carried out at the designated Pit/Area: Drive-Through;



3. All speeding over the designated speed limit in the pit lane: Drive-Through;

4. Start of the obligatory pit stop outside the obligatory times (Art. 37 b): Drive-Through penalty.

However, should any of the penalties under 1) to 4) above be imposed and notified during the last part of the race, or after the end of the race, a 30-second time penalty shall be added to the elapsed time of the car concerned in cases 2) and 3) and a time penalty of 30 seconds plus the original Stop & Go Penalty in cases 1) and 4).

38. After the closing time for scrutineering, a Driver change may only take place with the consent of the Race Director. The Race Director may authorize the participation of single driver by assigning a penalty of 1 (one) minute.

DRIVING

39. The Driver must drive his car alone and unaided. This rule does not apply to disabled Drivers.

RACE NUMBERS AND NAME OF CAR

40. Each car will carry the race number allocated by Lamborghini. Race numbers and advertising on the cars must conform to the provisions of the Code. Its race numbers must be clearly visible from the front, rear and from each side of the car.
41. The name or the emblem of the make of the car must appear on the car in the original location. The names of the Drivers and their national flags must appear on each side of the bodywork (in accordance with the Article of the Code). The Competitor's nationality may be clearly displayed on the cars in the form of a 15 cm x 10 cm sticker of the national flag and code, affixed to the upper horizontal part of each door.

SPORTING CHECKS

42. Each Competitor must have all documents required by Art. 8, and the various documents relating to his car including, but not solely, the technical passport and certificates, available for inspection at any time during the Event.
43. Any Competitor, Driver or another person concerned with a car can be required to sign any waiver.

SCRUTINEERING

44. Initial scrutineering of the cars and of the Drivers' equipment (see Chapter III, appendix L of the Code) will take place in accordance with the timetable, specific to the Event. The list of cars allowed to take part in qualifying practice will be published after scrutineering.



45. No car and no Driver may take part in the Event until they have been authorized to do so by the Scrutineers.
46. The Scrutineers may:
- a) Check the eligibility of a car or of a Competitor at any time during an Event;
 - b) Require a car to be dismantled by the Competitor to make sure that the conditions of eligibility or conformity are fully satisfied;
 - c) Require a Competitor to pay the reasonable expenses which exercise of the powers mentioned in this Article may entail;
 - d) Require a Competitor to supply the Scrutineers with such parts or samples as the Scrutineers may deem necessary.
 - e) Check the installation of the mandatory on board camera. A competitor must fit at least one or more personal cameras in the car. The installation must be presented at the time of scrutineering. Any cameras considered unsafe will be removed. The weight of the complete equipment is not included in the minimum weight of the car. Cameras transmitting live video footage are not authorized. Cameras affixed to helmets are not authorized. The images on the cards are under embargo during the sessions and may not be examined by the teams. After qualifying and both races, the cards are under embargo until the results have been finalized. During this period, the Stewards of the Meeting may request to examine any cards they wish. After this period, teams may examine the files and must clean the cards before the next session. The card must have enough storage space to record qualifying sessions and both races.
Important: no team may request that the images of a specific car be examined without making a formal protest to the Stewards of the Meeting according to the International Sporting Code.
 - f) Require on behalf of Automobili Lamborghini the telemetry data of the poleman to be used for YDP training.

At the end of qualifying session and of the race, the car must contain at least 2 kg of fuel for the taking of samples.

The 2 kg of fuel may be taken in the Impound through an FIA-approved self-sealing connector, fitted immediately before the injectors (see technical list n°5).
The sample-taking must be done prior to any check requiring the engine to be started.

At the end of qualifying practice and after the finish of the race, all classified cars must make their way directly from the track, under their own power, to the Impound for checking. The presence of an official representative of the Competitor is mandatory.

47. Any car which, after being authorized by the Scrutineers to take part in an Event, is dismantled or modified in a way which might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented to the Lamborghini Technical Delegate for scrutineering approval. This is valid in



case the complete car is replaced with another one. In case this is done after qualifying the car will start from the back of the grid.

48. The Race Director may require that any car involved in an accident be stopped and checked.
49. Checks and scrutineering shall be carried out by duly appointed officials who shall also be responsible for the operation of the Impound and who alone are authorised to give instructions to the Competitors.
50. The Race Director may publish the Scrutineers' findings each time cars are checked during the Event. These results will not include any specific figures except when a car is found to be in breach of the Technical Regulations.

TIRE LIMITATION DURING THE EVENT

51. Only the Lamborghini-selected specification and make of tires, available during an Event, must be used for the entire Series season.

There will be a single tire supplier.

The specifications and dimensions are set out in the Technical Regulations. The hand cutting of tires is forbidden.

Wet-weather tires can be used after the track has been declared wet by the Race Director for the session (qualifying and race start). These wet-weather tires will not be marked. During the race tire change is allowed only for a dry-weather to rain tires or vice-versa. Races that begin with a dry track will not be interrupted in the event of rain, and the drivers will be allowed to use rain tires.

The times for marking will be posted on the official notice board, as well as in the detailed timetables appended to the Supplementary Regulations of the Event.

- a) For the free practice session, any tires from the previous Events can be used, as well as new tires in conformity with Lamborghini specifications. For the first Event of the current season only new tires can be used.
- b) Starting with the qualifying session and the 2 races, no more than 12 new dry-weather tires per car entered will be marked.
- c) Before the start of qualifying session, each Competitor must allow to be marked his dry-weather tires (as defined by Lamborghini).
- d) For the event the 12 marked tires will be distributed to all the teams as follows:
 - One set for both the qualifying session
 - One set for Race 1
 - One set for Race 2
- e) The control of the tires will be carried out per a process defined by the Lamborghini Technical Department.



- f) No unmarking of a tire and no replacement of a marked tire will be permitted unless accepted by the Stewards for exceptional reasons presented in writing to the Lamborghini Technical Delegate.
- g) The use of tire heating systems is forbidden during the whole Event.
- h) Besides the twelve dry-weather new tires authorised for each Event (one qualifying session, as defined in Art. 84 below and 2 Races) each Competitor can use no more than one (1) "Joker" tires only under the following conditions:
 - Definition of "Joker" tires: A "Joker" tire is an extra tire additional to a Competitor's permitted number of tires, used during a previous meeting or during the free practice. These "Joker" tires are to be used only as a replacement for a damaged tire after a Race or qualifying session Incident
 - Condition for use: The use of a "Joker" tire must be authorised by the Lamborghini Technical Delegate.
 - Marking of "Joker" tires: The "Joker" tires are marked by the Lamborghini Technical Delegate in a specific way.
- i) If, during the race, a defective tire must be changed, this can be done outside the restriction set out in Art. 51 b), but Art. 75 must be respected. This change must be notified to the Technical Delegate or the Race Director, under penalty of a sanction that may go as far as exclusion.
- j) The use of tires without appropriate identification is forbidden. During the qualifying session, the Drivers may be required to stop their cars to have their markings checked at the end of the pit lane before taking to the track.

WEIGHT

- 52. The weight of any car may be checked at any time during the Event.
 - a) After the qualifying practice sessions and the races, the Lamborghini Technical Delegate may weigh certain cars among those classified.
 - b) Should the weight of a car be less than that specified in the Technical Regulations, the Competitor concerned may be given one of the penalties set out in Art. 34 , save where the deficiency in weight results from the accidental loss of a component of the car.
 - c) No substance may be added to, placed on, or removed from a car after it has been selected for weighing or has finished a race or during the weighing procedure (except by a Scrutineer when acting in his official capacity and in accordance with the Series Technical Regulations).
 - d) No one other than Scrutineers and officials may enter or remain in the technical area without the specific permission of the Lamborghini Technical Delegate.
 - e) In the event of any breach of these provisions for the weighting of cars, the Stewards may drop the Competitor as many grid positions as they consider appropriate or exclude him from the race.

GENERAL CAR REQUIREMENTS

- 53. No signal of any kind may pass between a moving car and anyone connected with the car's Entrant or Driver save for the following:



- a) Legible messages on a pit board;
- b) Body movement by the Driver;
- c) Lap trigger signals from the pits to the car.

Lap marker transmitters shall be battery powered and once operating must be free-standing (not attached to any other pit equipment by means of wires or optical fibres) and incapable of receiving external information.

Such lap triggers shall use a transmitter operating with a carrier frequency above 10GHz (radio or optical) and a beam half angle of no more than 36° when measured at the 3dB point, and shall not be used for the transmission of any data from pit to car other than the lap mark. Lap mark data must be transmitted repeatedly and must be demonstrably consistent:

- d) Verbal communication between a Driver and his team by radio;
- e) Electromagnetic radiation between 2.0 and 2.7GHz is forbidden;
- f) Each car must be equipped with a radio system to provide verbal communication between the driver and his team.

GENERAL SAFETY

- 54. Official instructions will be given to Drivers by means of the signals set out in the Code (see appendix H). Competitors must not use flags similar in any way whatsoever to these.
- 55. Drivers are strictly forbidden to drive their car in the opposite direction to the race unless this is absolutely necessary to move the car from a dangerous position. A car may only be pushed to remove it from a dangerous position as directed by the marshals.
- 56. Any Driver intending to leave the track or to go to his pit or the paddock area must signal his intention to do so in good time making sure that he can do this without danger.
- 57. During each session, Drivers must obey the track limits and must at all times observe the provisions of the Code relating to driving behaviour on circuits.
- 58. A Driver who abandons a car must leave it in neutral or with the clutch disengaged and with the steering wheel in place.
- 59. Repairs to a car may only be carried out outside the pits on the working lane, the starting grid or as provided for in Art. 114.
- 60. The Team must make at least one fire extinguisher of 6 kg capacity available at each such pit and ensure that they work properly.
- 61. Save as specifically authorised by the Code or these Sporting Regulations, no one except the Driver may touch a stopped car unless it is in the Team's designated space, the pit lane or on the starting grid.



62. At no time, may a car be reversed in the pit lane under its own power.
63. During the periods commencing 15 minutes prior to and ending 5 minutes after every practice session and the period between the commencement of the formation lap which immediately precedes the race and the time when the last car enters the Impound, no one is allowed on the track except for:
 - a) Marshals or other authorised personnel in the execution of their duty;
 - b) Drivers when driving or under the direction of the marshals;
 - c) Team personnel when either pushing a car or clearing equipment from the grid after all cars able to do so have left the grid on the formation lap.
64. During an Event, the engine may only be started with the starter, except in the pit lane or on the grid where the use of an external source of energy is allowed, causing a Stop and Go penalty, under the conditions set out in Art. 76.
65. Drivers taking part in practice, qualifying sessions and the races must always wear the clothes, underwear, helmets, and the FIA-approved head restraint specified in Appendix L to the Code unmodified and per the manufacturer's instructions for use. However, for the helmet the new FIA 8860-2004, 8860-2010 or 8860-2018 standard is mandatory. It is expressly forbidden to use sponsor logo that are in competition with the official one approved by Lamborghini.
66. In order to confirm that appropriate access to the airway of an injured Driver is possible, the following test may be carried out during the season:

One of the Drivers in the Crew is to be seated in his car, with helmet and FIA-approved head restraint in place and attached and safety harness buckled.

With the help of two additional rescuers, the medical delegate, or, at his request, the chief Medical Officer of the Event, must be able to remove the helmet with the Driver's head maintained in neutral position at all times.
67. If a Driver experiences serious mechanical difficulties during practice or the race, he must leave the track or return to his pit as soon as it is safe to do so.
68. The car's white headlights, red rear lights and the rain light must be illuminated at all times when it is running on a track that has been declared a "wet track". It shall be at the discretion of the Race Director to decide if a Driver should be stopped because his rear light is not working. Should a car be stopped in this way, it may re-join when the fault has been remedied.
69. Only two Team members per participating Team (all of whom shall have been issued with and be wearing special identification) are allowed in the signalling area during practice and the race. People under 16 years of age are not allowed in the pit area.
70. Animals, except those which may have been expressly authorised by IMSA for use by security services, are forbidden in the pit area and on the track and in any spectator area.



71. The Race Director or the Medical Delegate can require a Driver to undergo a medical examination at any time during an Event.
72. Failure to comply with the general safety requirements of the Code or these Sporting Regulations may result in the exclusion of the car and Driver concerned from the Event. When an accident occurs, the procedure is settled by art. 11, appendix O of Code (accident reporting).

PIT LANE AND PITS

73.
 - a) For the avoidance of doubt and for description purposes, the pit lane shall be divided into two lanes. The lane closest to the pit wall is designated the "fast lane" which is exclusively for the use of race vehicles doing the pit lane speed limit entering or exiting the pit lane; slowing down, manipulating or stopping the speed limit in the "fast lane" is not permitted. The lane closest to the garages is designated the "working lane", and is the only area where any work may be carried out on a car;
 - b) Unless a car is pushed from the grid at any time during the start procedure, cars may only be driven from the Team's designated space to the end of the pit lane;
 - c) Any Driver intending to start the race from the pit lane may not drive his car from his Team's designated space until the pit exit is closed and must stop in a line in the fast lane;
 - d) Competitors must not paint lines on any part of the pit lane;
 - e) No equipment may be left in the fast lane. A car may enter or remain in the fast lane only with the Driver sitting in the car behind the steering wheel in his normal position, and under its own power;
 - f) No Team personnel are allowed in the pit lane until the car has come to a complete stop and must withdraw as soon as the work is complete (at the latest 1 lap after);
 - g) It is the responsibility of the Competitor to release his car after a pit stop only when it is safe to do so. Cars in the fast lane have priority over those leaving the working lane.
 - h) Lamborghini staff members are allowed free access to the boxes at any time during the event and Competitors and Drivers must provide full cooperation. Failure to observe the rules is sanctioned by the appointed Officials up to the exclusion from the race.

FUEL

74. Throughout the duration of each Event, all Competitors must use the fuel designated by Lamborghini for use in the Lamborghini Super Trofeo. The use of a fuel different of the official will provoke the cancellation of all times of the qualifying session or the exclusion of the race in which this infraction has been committed. The use of any or all Fuel Additives is strictly prohibited.

ASSISTANCE IN THE PIT LANE

75. Refuelling is not allowed during qualifying and the races.

During the pit stop:



- During the stops at the pits to replace the Driver, a maximum of three people (who must wear appropriate technical apparel – Helmets and Gloves are mandatory. Shorts and “Open Toe” Footware are prohibited) are authorized to carry out the operations listed under points a), b), c), d) and e) below:

- a) Assist the Drivers in arranging themselves inside the cockpit
- b) Control the pressure of the tires using a pressure gauge
- c) Clean the windshield and the back window.
- d) Clear external air ducts/vents of track debris
- e) Checking the tightness of Wheel Nuts using a manual Torque Wrench

- One Team manager oversees the operations;

- A maximum of two air guns for the wheel nuts may be used only when changing one or more tires only once the 60/63 seconds have passed (See Article 37 b).

Except when work is carried out on a car, all personnel must remain inside the pit and/or on the pit wall for authorised Team personnel.

All other Team members standing in the working area ("working lane", Art. 73 a)) delimited by a white or yellow strip separating the pit from the "working lane", will be considered as working on the car, as will a Driver if he performs any work on the car, and counted as a mechanic. A penalty may be imposed on a Team for any additional Team member more than the three persons authorised.

During the stops at the pits to replace the Driver, the three people excluding the driver and the team manager must wear the yellow armband supplied by Lamborghini.

76. During any pit stop, the Driver is obliged to turn off his engine.

For any tuning or regulating, the engine may be started with the help of an auxiliary source of energy. However, when the car goes to re-join the race, the Driver must start the engine from his seat, using only those means available on board.

The car's engine may be restarted only when the car is about to join the race and is in contact with the ground on its complete wheels. The driver must have his safety apparel in place and his safety belts fastened.

77. Replenishment of lubricant and various fluids, with the exclusion of fuel, is allowed during the race.

78. Any breach of the provisions of the Code or these Sporting Regulations relating to pit lane assistance and refuelling may result in the exclusion of the car and Driver(s) concerned from the Event. The Organiser must ensure that enough marshals have been designated to carry out all the work and controls necessary in the pit lane.

PRIVATE TEST, FREE PRACTICE, QUALIFYING



79. Saved where these Sporting Regulations require otherwise, pit and track discipline and safety measures will be the same for all practice sessions as for the race. Private testing is free. However, it is strictly forbidden to carry out any type of private test in the track where the meeting is being held during the seven days prior to the beginning of administrative checks and/or scrutineering. In case of a breach of the above article, the Race Director will have faculty to penalize the Team.
80. The list of Competitors, cars and Drivers allowed to take part in the Event must be published after the close of the sporting checks and scrutineering. No Driver may start the race without taking part in Qualifying, except in a case of "force majeure" duly recognised as such by the Stewards.
81. During Qualifying, controls on the tire markings will be carried out before the cars take to the track under the orders of the marshals, and there will be a green light and a red light at the pit lane exit. Cars may only leave the pit lane when the green light is on. Additionally, a blue flag or a blue flashing light will be shown at the pit lane exit to warn Drivers leaving the pit lane if cars are approaching on the track.
82. There will be two free practice sessions of up to 60-minutes maximum. There will be no Impound after the Free Practice sessions unless requested by the Race Director.
- a) For the start of free practice cars may line up at pit exit or go to their pit boxes. Following the release of cars at pit exit a radio command will then allow the release of those cars in their pit boxes. These cars may not depart until this command.
83. Official Practices will take place in two sessions of max 15' (fifteen) minutes each with up to a max 10' (ten minutes) interval (also referred to as Qualifying Session). In some cases it may be necessary to organize 2 separate 15' (fifteen) minute qualifying sessions on separate days of the event. In case of two drivers for the same car, each must take part in only one of the two qualifying sessions.
- If two separate Qualifying Sessions cannot be organized, one single Qualifying Session of 30 minutes will take place. The times and driver of the laps completed in the first 15 minutes will be used for the grid of Race 1. The times and driver of the laps completed in the second 15 minutes will be used for the grid of Race 2.
All this in respect of art. 37 a).
- a) For the start of Official Practices (qualifying) all cars must go to their pit box and will be released from there by a radio command. Following qualifying session one, all cars will return to their pit box and remain there until a radio command releases them for the second qualifying session.
84. a) In the event of a driving infringement during any session, the Race Director may drop the Driver as many grid positions as they consider appropriate.

Unless it is absolutely clear that a Driver committed a driving infringement, any Incident will normally be investigated after the relevant session; any penalty imposed shall not be subject to appeal. Where appropriate, the provisions of Art. 34 will also be considered.



b) If a car stops during a session, it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other Competitors. If the Driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to assist him.

Any Driver taking part in any session who, in the opinion of the Race Director, stops unnecessarily on the circuit or unnecessarily impedes another Driver, shall be subject to the penalties referred to in Art. 85.

85. The Race Director may interrupt a session as often and for as long as he thinks necessary to clear the track or to allow the recovery of a car. In the case of free practice only, the Race Director may decline to prolong the session period after an interruption of this kind.

Furthermore, if, in the opinion of the Stewards, a stoppage is caused deliberately, the Driver concerned may have his times from that session cancelled (in substitution or in addition to other available penalties) and may not be permitted to take part in any other practice session that day.

86. All cars abandoned on the circuit during the first free practice session and/or the qualifying sessions will be brought back to the pits as soon as possible and may participate in the subsequent session.
87. Should one or more sessions be interrupted; no protest can be made as to the possible effects of the interruption on the qualification of Drivers admitted to start.
88. All laps covered during the qualifying session will be timed to determine the car's position at the start for the race, in accordance with the prescriptions of Art. 91.

Except for a lap in which a red flag is shown, each time a car crosses the Line it will be deemed to have completed one lap.

STOPPING THE SESSION

89. Should it become necessary to stop the session because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Race Director shall order a red flag and the abort lights to be shown at the line.

Simultaneously, red flags will be shown at all marshals' posts. When the signal is given to stop, all cars shall immediately reduce speed and proceed slowly back to their respective pits, no overtaking.

All cars abandoned on the track will be removed to a safe place; stopping in the fast lane is prohibited. At the end of the session all Drivers may cross the Line only once.

THE GRID



90. At the end of qualifying session, the fastest time achieved by each Driver will be published officially.
91. The grid will be determined by the order of the fastest time achieved by each car during the qualifying session and according to the prescriptions of Art. 84 a). Should two or more cars have set identical times, priority will be given to the one which set it first.

The Grid for the second Race will be determined by the order of the second qualifying session.

In case a car cannot obtain a time in one or both the Qualifying Sessions, its position on the grid of the relative race(s) will be, pending the approval of the Race Director, behind all the cars having obtained regular times and, if necessary, in the order of the times obtained in the Free Practice Session. If there are no qualifying sessions as a result of force majeure, the position on the starting grid will be determined accordingly to the final results of free practice 1 or 2. (As determined by the Race Director)

92. The fastest car will start the race from the position on the grid which was the pole position in the previous year or, on a new circuit, has been designated as such by the FIA or the ASN.
93. Any Driver whose best qualifying lap time exceeds 130% of the fastest time in the relevant session may be allowed to take part in the race. The Race Director may also allow a Driver who has set a lap time exceeding this limit in a previous free practice session to take the start.

Should more than one Driver be accepted in this manner, the Race Director will determine their order. In neither case, may a team appeal against the Race Director's decision.

94. The final starting grid of each race will be published at least one hour before each race. Any Competitor whose car(s) is/are unable to start for any reason whatsoever (or who has good reason to believe that their car(s) will not be ready to start) must inform the Race Director accordingly at the earliest opportunity and, in any case, no later than 1 hour before the start of each race.

If one or more cars are withdrawn the grid will be closed accordingly.

95. The grid will be in a 1 x 1 formation and the rows on the grid will be separated by at least 8 metres.
96. Any car which has not taken up its position on the grid by the time the 5-minute signal is shown will not be permitted to do so and must start from the pits.

BRIEFING

97. A briefing by the Race Director will take place on the day of the first free practice at the latest.
All Drivers entered in the Event, and their Competitors' appointed representatives must be present throughout the briefing. If the Race Director considers that another briefing is



necessary, it will be held at a time and place will be accordingly communicated to the Competitors' representatives.

STARTING PROCEDURE

98. Fifteen minutes before the time for the start of the formation laps, the cars will leave the pit lane to cover one reconnaissance lap. At the end of this lap they will stop on the grid in starting order with their engines stopped. Should they wish to cover more than one reconnaissance lap, this must be done by driving down the pit lane at greatly reduced speed between each of the laps and before the pit lane is closed as per instructions of the Race Director.
99. Any car which is still in the pits/pre-start when the pit exit is closed can start from the pits, but only under the direction of the marshals. It may be moved to the pit exit only with the Driver in position.

Where the pit exit is immediately after the Line, cars will join the race when the whole field of their respective grid has passed the pit exit on its first racing lap.

Where the pit exit is immediately before the Line, cars will join the race as soon as the whole field of their respective grid has crossed the Line after the start.

100. Wheel changes on the starting grid may only be allowed prior to the 5-minute signal.
101. The approach of the start will be announced by signals shown 10 minutes, five minutes, three minutes, one minute and fifteen seconds before the start of the formation lap, each of which will be accompanied by an audible warning.

When the ten-minute signal is shown, the pit lane will be closed and everybody except Drivers, Officials and team technical staff must leave the grid.

When the five-minute signal is shown, all cars must have their wheels fitted. After this signal, wheels may only be removed in the pits, except under Art. 115 and 116. Any car which does not have all its wheels fitted at the five-minute signal must start the race from the back of the grid or the pit lane.

Under these circumstances a marshal holding a yellow flag will prevent the car (or cars) from leaving the grid until all cars able to do so have left to start the formation lap. When the three-minute signal is shown, the car must be resting completely on its wheels.

When the one-minute signal is shown, engines will be started and all team technical staff must leave the grid.

102. Fifteen-second signal: 15 seconds after this signal, a green flag will be shown at the front of the grid whereupon the cars will begin a formation lap with Lamborghini's official car leading, maintaining their starting order. During this lap, practice starts are forbidden and the formation must be kept as tight as possible.



Overtaking during the formation lap is only permitted if a car is delayed when leaving its grid position and cars behind cannot avoid passing it without unduly delaying the remainder of their respective field. In this case, Drivers may only overtake to re-establish the original starting order.

Any Driver who is delayed leaving the grid may not overtake another moving car if he was stationary after the remainder of the cars had crossed the Line, and must start the race from the back of his grid. If more than one Driver is affected, they must form up at the back of the grid in the order in which they left to complete the formation lap. If the Line is not situated in front of the pole position, for the purposes of this Article only, it will be deemed to be a white line one metre in front of pole position.

A time penalty will be imposed on any Driver who, in the opinion of the Race Director, unnecessarily overtook another car during the formation lap.

Yellow flags will be displayed at all observation posts. The speed of Lamborghini's official car must be around 80 kph during the formation lap.

103. Any Driver who is unable to start the formation lap must indicate this to the marshals.

When leaving their grid, all Drivers must proceed at a greatly reduced speed until clear of any Team personnel standing beside the track.

Marshals will be instructed to push any car (or cars) remaining on its grid into the pit lane by the shortest route as soon as all cars able to leave the grid have done so.

Any Driver being pushed from his grid may not attempt to start the car and must follow the instructions of the marshals.

104. Lamborghini's official leading car will pull off at the end of the formation lap of the grid. The cars will continue on their own with the pole position leading at a minimum speed of 70 kph and a maximum of 90 kph. A judge of fact will monitor the speed of the car in pole position by radar. Any divergence between the prescribed speeds (70/90 kph) before the start is given will result in a Drive-through penalty.

During the formation lap the red light will be on. No car may overtake another one before the starting signal is given.

105. a) There will be a rolling start. The starting signal will be given by means of green flag under the control of the starter.
During the start of a race, the pit wall must be kept free of all persons except for properly authorised officials and fire marshals, all of whom shall have been issued with and shall be wearing the appropriate credentials.

b) If a problem arises when the cars reach the Line at the end of the formation lap of the grid, yellow flags will be displayed at all observation posts. The cars, with the pole position of the grid leading, will complete a new formation lap. They will be joined and led (if possible) by the official leading car and will continue for another formation lap.



c) Should the Starter deem the formation irregular, he may order one or more additional formation laps. If additional formation lap will be carried out, the start of the race will be considered to have been given at the end of the first formation lap.

106. All cars starting from the pit lane must be stopped by the marshals at the pit lane exit. These cars are considered to have started as soon as released by the marshals. The lights at the pit lane exit must be strictly observed. Cars starting from the pit lane will have completed their first lap as soon as they cross the start/finish line for the first time.
107. A penalty will be imposed for a false start if so reported by start line judges or judges of fact.
108. Only in the following cases will any variation in the starting procedure be allowed:
- a) If it starts to rain after the five-minute signal but before the race is started and, in the opinion of the Race Director, Teams should be given the opportunity to change tires, the starting procedure will begin again at the 10-minute point. If necessary, the procedure set out in Art. 105 will be followed
 - b) If the start of the race is imminent and, in the opinion of the Race Director, the volume of water on the track is such that it cannot be negotiated safely even on wet-weather tires, the abort lights will be shown on the Line and information concerning the likely delay will be displayed on the timing monitors. Once the start time is known, at least ten minutes' warning will be given.
 - c) If the race is started behind the Safety Car, the IMSA Regulations will apply.
109. The Race Director may use any video or electronic means to assist them in reaching a decision. The Race Director may overrule judges of fact. A breach of the provisions of the Code or these Sporting Regulations relating to starting procedure may result in the exclusion of the cars and Drivers concerned from the Event.

THE RACE

110. A race will not be stopped in the Event of rain unless the circuit is blocked or it is dangerous to continue (see Art. 114).
111. If a car stops during the race, it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other Competitors. If the Driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to assist him. He may also be moved with help other than that of the marshals (i.e. any equipment, e.g. tractor, etc.) and re-join the race. If any such assistance results in the engine starting and the Driver re-joining the race, the car will be excluded from the results of the race.



112. During the race, Drivers leaving the pit lane will do so only when the light at the pit lane exit is green and under their own responsibility. A marshal with a blue flag, or a blue flashing light, will also warn the Driver if cars are approaching on the track.

SAFETY CAR

113. Refer to the IMSA Regulations.

In the event of a Full Course Yellow, the pits will be closed and remain closed as per the "Pit Closed" light and as announced by Race Control and remain closed for the duration of the FCY. Cars may only enter the pit lane for Emergency Service to address a mechanical condition that prohibits them from maintaining the pace of the Safety Car. If pits are closed during the Mandatory Pit Window, the time of the closure will be added on to extend the time of the Mandatory Pit Window. After a FCY "Pit Closed" condition, cars may only enter pit lane once they take the green flag on course.

SUSPENDING THE RACE

114. Should it become necessary to suspend the race due to the circuit being blocked by an accident or because weather or other conditions make it dangerous to continue, the Race Director will order red flags to be shown at all marshals' posts and at the Line.

When the signal is given, overtaking is forbidden, the pit exit will be closed and all cars must proceed slowly to the red flag line where they must stop in staggered formation.

If the leading car on the track is not at the front of the line, any cars between it and the red flag line will be waved off to complete another lap after the 3-minute signal before the race is resumed.

If any cars are unable to return to the grid because of the track being blocked, they will be brought back when the track is cleared and will be arranged in the order they occupied before the race was suspended.

Any such cars will then be permitted to resume the race.

The Safety Car will then be driven to the front of the line of cars behind the red flag line.

Whilst the race is suspended:

- Neither the race nor the timekeeping system will stop
- Cars may be worked on once they have stopped behind the red flag line or entered the pits, but any such work must not impede the resumption of the race
- Refuelling and/or removing fuel is forbidden even if a car was already in the pit entry or pit lane when the signal to suspend the race was given
- Only Team members and officials will be permitted on the grid

Cars may enter the pit lane when the race is suspended, but a drive-through penalty (see Art. 34) will be imposed on any Driver who enters the pit lane or whose car is pushed from the grid to the pit lane after the race has been suspended.



Any car which was in the pit entry or pit lane when the race was suspended will not incur a penalty.

All cars in the pit lane will be permitted to leave the pits once the race has been resumed, but any cars which were in the pit entry or pit lane when the race was suspended will be released before any others.

Subject to the above, any car intending to resume the race from the pit exit may do so in the order in which it got there under its own power, unless another car was unduly delayed.

At all times Drivers must follow the directions of the marshals.

RESUMING A RACE

115. The delay will be kept as short as possible and as soon as a resumption time is known, Teams will be informed via the timing monitors; in all cases, at least ten minutes' warning will be given.

Signals will be shown ten minutes, five minutes, three minutes, one minute and fifteen seconds before the resumption, and each of these will be accompanied by an audible warning.

When the five-minute signal is shown, all cars must have their wheels fitted. After this signal, wheels may only be removed in the pit lane or on the grid during a further suspension of the race.

Any car which does not have all its wheels fully fitted at the five-minute signal must start the race from the back of the grid or the pit lane. Under these circumstances, a marshal holding a yellow flag will prevent the car (or cars) from leaving the grid until all cars able to do so have crossed the red flag line.

When the three-minute signal is shown, the cars must be resting on its complete wheels. At some point after the three-minute signal, which will depend on the expected lap time, any cars between the red flag line and the leader will be waved off to complete a further lap, without overtaking, and join the line of cars behind the Safety Car.

When the one minute signal is shown, engines will be started and all Team personnel must leave the grid by the time the 15-second signal is given, taking all equipment with them. If any Driver needs assistance after the 15-second signal, he must indicate this to the marshals and, when the remainder of the cars able to do so have left the grid, marshals will be instructed to push the car into the pit lane. In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn Drivers behind.

The race will be resumed behind the Safety Car. The Safety Car will enter the pits after one lap unless:

- All the cars are not yet lined up behind the Safety Car;



- Team personnel are still clearing the grid;
- Or a further incident occurs necessitating another intervention.

The Safety Car will leave the grid with all cars following, in the order in which they stopped behind the red flag line, no more than five car lengths apart. Soon after the last car in line behind the Safety Car passes the end of the pit lane, the pit exit will be open; any car in the pit lane may then enter the track and join the line of cars behind the Safety Car.

Overtaking during this lap is permitted only if a car is delayed when leaving the red flag line and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, Drivers may only overtake to re-establish the order before the race was suspended.

Any Driver who is delayed leaving the red flag line may not overtake another moving car if he was stationary after the remainder of the cars had crossed the red flag Line, and must form up at the back of the line of cars behind the Safety Car. If more than one Driver is affected, they must form up at the back of the field in the order in which they left the grid.

Either of the penalties under Art. 34 a) or b) will be imposed on any Driver who, in the opinion of the Race Director or the Stewards, unnecessarily overtook another car during the lap.

During this lap Art. 2.9 of the Appendix H of the Code will apply.

If the race cannot be resumed, the results will be taken at the end of the penultimate lap before the lap during which the signal to suspend the race was given.

FINISH

116 A white flag will be displayed to the race leader from the starters stand signifying the start of the last lap of the race. The end-of-race signal will be given at the Line as soon as the leading car crosses it after the scheduled time has elapsed.

117 Should for any reason (other than under Art. 110) the end-of-race signal be given before the scheduled time has elapsed, the race will be deemed to have finished when the leading car last crossed the Line before the signal was given.

Should the end-of-race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.

118 After receiving the end-of-race signal, all cars must proceed directly to the Impound without any unnecessary delay, without receiving any object whatsoever and without any assistance (except that of the marshals if necessary).

Any classified car which cannot reach the Impound under its own power will be placed under the exclusive control of the marshals, who will take the car to the Impound.



IMPOUND

119. Only those officials responsible for supervision may enter the Impound. No intervention of any kind is allowed there unless authorised by such officials.

All the cars will be kept in the Impound until the expiry of the latest protest time limit set out in the Code.

120. When the Impound is in use, Impound Regulations will apply in the area between the Line and the Impound entrance.
121. The Impound shall be sufficiently large and secure that no unauthorised persons can gain access to it.

CLASSIFICATION

122. The car placed first will be the one having covered the greatest distance in the scheduled time or its equivalent in laps.

All cars will be classified considering the number of complete laps they have covered and, for those which have completed the same number of laps, the order in which they crossed the Line.

123. If a car takes more than twice the time of the winner's fastest lap to cover its last lap, this last lap will not be considered when calculating the total distance covered by that car.
124. All starting Cars are credited with a finishing position whether or not they are running when the checkered flag is displayed.
125. The official overall classifications will be published after the race. These will be the only valid results, subject to any amendments which may be made under the Code and these Sporting Regulations.

PODIUM CEREMONY

126. The Lamborghini Super Trofeo Drivers finishing the race in first, second and third positions on the LAMBORGHINI CUP, AM, PRO-AM and OVERALL classification finishing the race in first, second and third positions in their category must attend the prize-giving ceremony on the podium as specified in the detailed timetable of the Event and abide by the podium procedure set out in Appendix 2, and immediately thereafter make themselves available for a period of 90-minutes for the purpose of unilateral television interviews and the press conference in the media centre.

USE OF TRADEMARK, IMAGE AND PROMOTIONAL ACTIVITIES



127. The Lamborghini Super Trofeo (Super Trofeo) name and trademark are and remain the sole and exclusively property of Automobili Lamborghini (Lamborghini), which may use them at its own discretion.

The following rights, by way of example and without limitation, are the sole and exclusive property of Lamborghini, which is entitled to use them without any time limit and worldwide:

- a) the rights to the radio-television and cinema production and broadcasting;
- b) the use of Internet and related broadcasting;
- c) the right to wireless transmission in general and associated technologies;
- d) home-video;
- e) broadcasting with any other media (e.g. cell phone);
- f) any further rights to use said images using any remote broadcasting means or system, whether existing or invented in the future, or using any technical terrestrial or satellite broadcasting or reception equipment current or future.

Lamborghini has the right to use, inter alia, the images and the names of the Entrants, the Teams and the Drivers for promotional advertising purpose of the Super Trofeo, in addition to all the rights mentioned above.

Therefore, all Entrants, Teams and Drivers acknowledge and accept that Lamborghini reserves the right to:

- a) use directly or indirectly, worldwide, for commercial, promotional and/or advertising purpose, without prior notice and without any compensation, the names, images and results of the Entrants, the Teams and the Drivers competing in the Super Trofeo;
- b) authorize its sponsors and the Super Trofeo main sponsor to use names and images of the Entrants, the Teams and the Drivers for similar purpose and activities, including the right to produce or have produced merchandising items and communicational materials.

Lamborghini reserves the right to use the images of the cars, Drivers' overalls and helmets and related equipment and of all other elements used by the Entrants, the Teams and the Drivers in the context of their participation to the Super Trofeo, for any commercial use, including the creation of video games and scale models of cars and for communicational purpose.

Any use of the trademark "Lamborghini" and/or the bull in the shield by the Entrants, the Teams and the Drivers on or in their apparel, merchandising and/or equipment is subject to Lamborghini's prior written approval.

The Entrants, the Teams and the Drivers are entitled to use still images of their own Team, with exclusion of images of other Entrants, Teams and Drivers, and image of the Super Trofeo only to promote their Entrant, Team and Driver. Any other use is strictly forbidden. The Entrants', the Teams' and/or Drivers' Sponsors are entitled to use the still image of the Entrant, the Team and the Driver in question provided that the sponsor logo appears on that image with the exclusion of any other Lamborghini or Super Trofeo-related image, logo and trademark. That use is allowed only for promotional and communication activities and only during the year in which such images have been taken.



With the exception for the rights granted under this article, the Entrant, the Team, the Driver and their sponsor are not allowed to use: a) images, drawings and other representations of Lamborghini, of Super Trofeo or Super Trofeo vehicles, equipment, facilities, race tracks, personnel, consultants, managers; b) any name, logo, trade/service mark, identification, designation or other elements owned by, pertaining to directly or indirectly referred or referable to Lamborghini; c) items subject to Lamborghini intellectual property rights.

Failure to comply with any of these provisions may result in the exclusion from classification as well as in the suspension and/or termination of any activities in the Super Trofeo.

DEFINITIONS

128. The terms used in this Sporting Regulation will have the meanings defined below, unless the context unequivocally gives to understand otherwise:

Entrant: the person or entity which signs the Entry Form and holds an Entrant's competition licence, and is thus responsible, jointly and severally with the Competitor, for ensuring that any and all person and/or entity concerned by his entry comply with all the applicable prescriptions as indicated in these Sporting Regulations and in the Technical Regulations.

Competitor: Any person or body accepted for any competition whatsoever, and necessarily holding a competitor's licence issued by their parent ASN.

Driver: Person driving an automobile in any competition whatsoever and necessarily holding a current IMSA license or FIA driver's licence issued by their parent ASN.

Event: each meeting which is part of the Series, starting from the beginning of administrative checking and/or scrutineering, including any and all activities which are preliminary and functional to each and all race/s of the Series, and ending with one or other of the following time limits, whichever is the later (i) the expiry of the time limit for protests or appeals or the end of any hearings; or (ii) the end of administrative checking and post-event scrutineering carried out in accordance with the Code.

Circuit: the circuit, as defined in Art. 20 of the Code, providing the racetrack for each of the races of the Lamborghini Super Trofeo.

Promoter: the subject which promotes, pursuant to art. 20 of the Sporting Regulations, each Event pursuant to the applicable agreements with Lamborghini (e.g., IMSA, Stephane Ratel Organisation, ADAC Master, GT Sport).

Organiser: the national automobile club holder of the sporting power or any other automobile club which organises one or more Events pursuant to Art. 2.1.2 of the Code.

Technical Support Crew: the technical specialists present at each Event supplied by Lamborghini to offer assistance to all Teams should technical issues arise.



Technical Delegate: a permanent delegate supplied by Lamborghini present at all Events to work closely with the local Technical Stewards and Scrutineers of the meeting. For the purpose of the scrutineering activity.

Race Director: the person who shall have overriding authority in the control of practice, qualifying and the race in accordance with the Code and Sporting & Technical Regulations.

Competition Bulletin: the advisory notification or instruction documents issued by the Race Director, the Stewards or the Technical Delegate to the Competitors.

Competition Car: automobile registered to participate in the Series.

Keeper (of the vehicle): any person who is in the (also temporary) possession of a Competition Car

Medical Delegate/Medical Officer: the person who is appointed by the FIA and/or by the Organiser and/or by the Circuit in order to take care of any relevant medical aspect during an Event.

Safety Officer: the person who is appointed by the FIA and/or by the Organiser and/or by the Circuit in order to take care of any relevant safety aspect during an Event.

APPENDIX 1

ORGANISATION OF EVENTS

PART A

1. Name and address of the National Sporting Authority (ASN)
2. Name and address of the Promoter
3. Date and place of the Event
4. Start of the sporting checks and scrutineering on (date) at (time)
5. Start time of the two races
6. Postal and e-mail addresses and telephone and fax numbers to which enquiries can be addressed
7. Details of the circuit, which must include:
 - Location and how to gain access
 - Length of one lap



- Number of laps in each race
- Direction (clockwise or anti-clockwise)
- Location of pit exit in relation to Line

8. Precise location at the circuit of:

- Race Director's office
- Lamborghini office
- Sporting checks
- Scrutineering, flat area and weighing
- Impound
- Drivers' and Competitors' briefing
- Official notice board
- Winner's press conference, should this be confirmed in the Event Timetable

9. List of trophies and special awards

10. The names of the following officials of the Event appointed by IMSA:

- Race Director
- Clerk of the Course and Deputy
- Chief Safety Officer and Deputy
- Secretary of the meeting and Deputy
- Chief National Scrutineer
- Chief National Medical Officer
- Chief Timekeeper
- Lead car Driver
- Safety car Co-Driver

11. Amount of the protest fee, set by IMSA

12. National noise limitations

PART B

Lamborghini Super Trofeo Technical Delegate

PART C - TIMETABLE



APPENDIX 2 - PODIUM CEREMONY

At the end of each race a ceremony must be provided for the three first Drivers or Crews of each Lamborghini Super Trofeo categories in accordance with the conditions set out below.

1. MASTER OF CEREMONIES

A master of ceremonies will be appointed by the Series Promoter to conduct the entire podium ceremony

2. PODIUM

a) ROSTRUM AND DAIS

The dimensions of the dais must follow those found in the FIA graphic design manual. Trophies must be laid out on a table on one side of the podium. The champagne must be on the table

b) FLAGS (If Applicable)

Olympic Games style "flat flags" should be used. There must be a minimum space of 50cm behind the podium structure for the flag men

3. ANTHEMS

a) A suitable sound system should be installed to ensure that national anthems (If used),

(initiated by the master of ceremonies) are clearly heard with an audio link to the TV broadcast

b) The champagne shower must not start until the presenter has left the podium

c) A commentary of the podium ceremony should be broadcast to the public from the platform on the podium

4. TROPHIES

During the first Podium Ceremony, the following Trophies will be awarded:

- Lamborghini Super Trofeo LAMBORGHINI CUP winning Driver(s)
- Lamborghini Super Trofeo LAMBORGHINI CUP second Driver(s)
- Lamborghini Super Trofeo LAMBORGHINI CUP third Driver(s)

A second podium ceremony will follow and the following Trophies will be awarded:

- Lamborghini Super Trofeo AM winning Driver(s)
- Lamborghini Super Trofeo AM second Driver(s)
- Lamborghini Super Trofeo AM third Driver(s)

A third podium ceremony will follow and the following Trophies will be awarded

- Lamborghini Super Trofeo PRO-AM winning Driver(s)
- Lamborghini Super Trofeo PRO-AM second Driver(s)
- Lamborghini Super Trofeo PRO-AM third Driver(s)



OVERALL PODIUM

- Lamborghini Super Trofeo OVERALL winning Driver(s)
- Lamborghini Super Trofeo OVERALL second Driver(s)
- Lamborghini Super Trofeo OVERALL third Driver(s)

The trophies which will be provided by Lamborghini must show:

- the Lamborghini Super Trofeo Series official logo
- the name of the circuit
- the date of the race
- the position of the driver and/or the Crew.

5. PRESS ROOM

Immediately after the Podium ceremony, the Drivers/Crew that has won must go to the press room for interviews, should this be confirmed in the Event timetable.



APPENDIX 3: OFFICIAL SPONSORSHIP SITES
Please see following pages:

