



**2024 LAMBORGHINI  
SUPER TROFEO**

**NORTH AMERICA  
SPORTING REGULATION**

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## FOREWORD

Lamborghini promotes the Lamborghini Super Trofeo 2024 (also indicated as the Series), reserved for the Lamborghini Super Trofeo Huracán EVO2. Drivers will compete for the title of Lamborghini Super Trofeo 2024 Champion for each of the following categories:

- AM Drivers
- PRO-AM Drivers
- PRO Drivers
- Lamborghini Cup (Lamborghini reserves the right to define which drivers will be allowed in this Cup among the AM drivers, as soon as their entry is received).

## REGULATION

1. The final text of these Sporting Regulation 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 this Sporting Regulation.

2. These Sporting Regulations will come into force on 1<sup>st</sup> February 2024 and will replace any and all previous Sporting Regulations of the Series. Lamborghini/IMSA reserves the right to make modifications and additions, at any time, to all points detailed within the Technical Regulation and the Sporting Regulation. These alterations will be issued to the nominated Team Manager of each Entrant, as listed in the Lamborghini Super Trofeo registration documents and are binding. At the beginning of the race weekend, copies of the above mentioned modifications and additions will be also published on the virtual notice board. Lamborghini, as well as the Race Director may 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- 2024 Participation Agreement, agree on behalf of themselves, their employees and agents to fully comply with all of the provisions as supplemented or amended of the IMSA Regulation, 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 its 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 in charge of the Competitor's car at any time during an event) fully comply with all the requirements of the IMSA Regulation and the Sporting Regulations & 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 appointment 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 IMSA Regulation and/or the Sporting Regulations & 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 Lamborghini in accordance with 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 Organizer 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

10. Events are exclusively reserved for Lamborghini Super Trofeo Huracán EVO2 race cars as defined by the applicable Technical Regulation 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.

11. Save for exceptional circumstances (as well as in the case set out in Art. 36), all the Series Events will be made up of two free practice sessions of maximum 60 minutes duration, maximum two 15minutes qualifying session each with a 10 minutes interval(no parc fermé, refuelling not allowed), two races with a duration of maximum 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 checkered flag, excluding the formation lap).

The leader will be shown the checkered 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.

In order to be classified, all cars must take the checkered flag on track and not the pit lane.

12. The minimum number of Events in the Series is set at three + the World Finals.<sup>13.</sup> The definitive list of Events is published by Lamborghini before 15th January each year. In case of 'force majeure' Lamborghini reserves the right to modify this date as well as the Event format, without the possibility for the Competitors/Entrants, Drivers and any other person and/or entity attending the Events to raise any complaint and/or to receive any refund.

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

Round 1	13 - 15 March	Sebring International Raceway (FL)
Round 2	10 - 12 May	Laguna Seca (CA)
Round 3	20 - 23 June	Watkins Glen International (NY)
Round 4	31 August - 1 September	Circuit of the Americas (TX)
Round 5	20 - 22 September	Indianapolis Motor Speedway (IN)
Round 6	13-15 November	Jerez de la Frontera (ES)

13.2 World Finals 16-17 November Jerez de la Frontera (ES)



Open to the participation of drivers from all the different series (EUROPE, NORTH AMERICA, ASIA).

14. 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

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

16. There will be six championship classifications. According to their position in the classification, Drivers of each category (PRO, PRO-AM, AM and Lamborghini Cup) Teams and Dealers 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 driver, they will be considered to be in the PRO category.

- If a car is shared by one PRO driver and one AM driver, they will be considered to be in the PRO-AM category.
- AM driver as such, will be considered 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: FIA drivers’ categorization list, drivers’ records and/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, aged 27 or older

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 will not 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.. With the approval of Lamborghini, Cars changing Teams and/or Dealerships will only be awarded points for the current event with no adjustments made to the previous events. 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.

The winners of the four categories (first classified) will enter the World Finals free of charge.

17. If a race is suspended under Art. 120 of the present regulation/SR 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

18. 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. 18 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 according to 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.

#### EVENT LOGISTICS:

22.1 Event logistics are under the exclusive direction of IMSA and no other entity may give contradictory direction. Transporter Load-In specifics are issued via the SR and/or as directed by the IMSA Sr. Manager of Logistics. Competitors must not open/unload transporters until instructed by an IMSA Official or as listed on the Official Schedule. Additionally, where applicable and after such permission is granted, pit equipment may be moved to pit lane but must remain 36" from the pit wall until scheduled or notified by an IMSA Official that pit equipment setup may commence.

22.1.1 (SSR) Teams not part of the WeatherTech Championship and/or Michelin Challenge must not set up any equipment in pit lane except during their designated sessions as permitted in their respective series.

22.2 Teams must not carry out vehicle repair validation testing on the grounds of an IMSA Event facility other than on-track during an Official Session. From Load-In to the conclusion of the Event, Cars must not be removed from the Event premises without the express permission of IMSA and is subject to penalty.

#### PADDOCK & PIT - EQUIPMENT AND ACTIVITY

##### 23.1 Pit and Paddock Layout:

23.1.1: The layout and requirements of the pits and Paddock are exclusively at the discretion of IMSA and no other entity may give contrary direction. Road cars are prohibited and must be parked only in the designated areas or may be towed at owner's expense. Inquiries or determinations regarding appropriate compliance should be referred to the IMSA Senior Director of Event Operations and Logistics for approval prior to commencement.

- a) (SSR) Pit Lane Assignments. The pit lane and garage (if applicable) assignments are made by IMSA at its sole discretion. Multi-Car Entries are placed in adjacent pit boxes in order as determined by IMSA. All Cars must use the pit box assigned to them. If such Cars prefer to be pitted separately, the respective Team Representative must inform IMSA no later than the entry deadline for the first Event of the season (or if a single Event entry, the entry deadline for the first Event for that



Team) and shall then be assigned pit boxes separately for the season. Reverting to adjacent assignment is prohibited.

- b) (SSR) All Cars must use the pit box assigned to them for the duration of the Event.

23.1.2 Business Transactions / Delivery: Unless specifically authorized by IMSA, only persons with Partner or Industry Representative Memberships are permitted to conduct business transactions within the Paddock. A business transaction includes, but is not limited to, unauthorized solicitation and/or the delivery of parts or services. Unauthorized third parties engaging in business transactions or solicitation within the Paddock shall be escorted from the Paddock area and Members so engaged with such parties may be subject to penalty. Food service at transporters to anyone other than direct personnel is prohibited. Providing catered meals, except through track-authorized vendors, is prohibited.

23.1.3 Appearance: The appearance of the Series and Competitors must always meet a professional standard. All transporters must be of tasteful design and kept clean and in good repair, in IMSA's sole opinion. Defacement, damage or theft of racing facility property is strictly prohibited. Competitors must leave their designated Paddock and pit lane work area clean and free of trash or debris.

23.1.4 Advertisement: Unless specifically authorized by IMSA in writing, advertising outside of the confines of Competitor's equipment, uniforms and permitted awning space, including but not limited to, direct sales and marketing efforts, sampling, exhibits and surveying are strictly prohibited.

## 23.2 Paddock Equipment:

23.2.1 (SSR) IMSA exclusively makes all Paddock assignments and no other party may give contrary direction. All Paddock arrangements, specific transporters/trailers and tow vehicles, as well as the construction and arrangement of any awning or canopy(ies) are subject to approval by IMSA. As a general policy, road automobiles, motorhomes, fifth-wheel and/or tag trailers are prohibited. Any Team receiving dispensation from IMSA for the inclusion of a fifthwheel and/or tag trailer must maintain such trailer at a high degree of preparation and presentation, professionally painted or wrapped and depicting the appropriate presentation as required for the Series.

- a) (SSR) Any Team testing at a track or working within a Paddock space immediately prior to an IMSA Event must not leave any trucks, awnings, Cars, vehicles, carts, toolboxes, or any other Team related equipment in the Paddock after the testing concludes. No allocation is made for any Team to remain set up within the Paddock and/or garages (where applicable) when parked prior to an IMSA sanctioned Event. All Teams must only enter the Paddock during the designated load-in time for that Series, unless otherwise assigned and/or permitted by IMSA Logistics.

23.2.2 (SSR) Each entered Car is assigned one (1) Paddock space which is no larger than required for their equipment, and which is a MAXIMUM of ninety feet (90') long and thirty feet (30') wide. This includes all transporters, liftgates, equipment, awnings, walkways, door openings, belly-box swings, slide-outs etc. Awnings must not extend



beyond the rear of the trailer with the liftgate in the closed position. All Team equipment must remain within the Team's allocated space, including tuggers, golf carts, toolboxes, and any other items. No allocation is made for automobile, motorhome or other vehicle parking.

23.2.3 (SSR) Each VP Challenge Team is permitted and expected to utilize one (1) tractor-trailer transporter plus an awning per entered Car in its assigned Paddock space, complying with the regulations for the assigned space except as otherwise permitted by IMSA. Unless otherwise required or permitted by IMSA, pop-up type, other temporary, or no awning is prohibited.

- a) (SSR) Two (2) Car Teams utilizing one (1) tractor-trailer and one (1) awning are permitted up to a MAXIMUM of ninety feet (90') long and thirty-five feet (35') wide. Two (2) Car Teams utilizing a permitted MAXIMUM of one (1) additional tractor-trailer are permitted an additional ten feet (10') width to forty-five feet (45') wide.
- b) (SSR) Three (3) Car Teams utilizing one (1) tractor-trailer and one (1) awning are permitted up to a MAXIMUM of ninety feet (90') long and thirty-five (35') wide. Three (3) Car Teams with a permitted MAXIMUM of two (2) additional tractor-trailers are permitted an additional twenty feet (20') width to fifty-five feet (55') wide.
- c) (SSR) If a Team desires to utilize a different arrangement of transporter(s) and/or awning(s) than permitted herein, the Team must submit the layout and presentation of the requested Paddock arrangement to IMSA Manager of Logistics, Cory Posocco at [cposocco@imsa.com](mailto:cposocco@imsa.com) for review and approval prior to use.
- d) (SSR) Additional Team Trailers; Teams with trailers outside their permitted Paddock allowance per IMSA regulations, (i.e., tag trailers, team support trailers, etc.) may be granted a short timeframe to enter the Paddock or adjacent area to offload equipment at Events where permitted. Specific Events and timing of at-track movements at such Events is listed in the respective Schedule/SR. Additional Team Trailers must park in an area designated by IMSA, likely outside the track itself. Additional Team Trailers must comply with all IMSA regulations, including adhering to published and/or stated trailer open times, load-in and load-out details, and other specifics as directed by IMSA officials.

23.2.4 (SSR) For Events as announced by IMSA and listed in the Schedule/SR, the above thirty feet (30') maximum dimension is smaller and Teams are limited to one (1) transporter per Entered Car, and limited accommodation for awnings. At Daytona, Teams are allocated space for one (1) transporter and designated work space per entered Car. Equipment otherwise not adhering to the appearance expectations of Paddock presentation are prohibited and may incur penalties. IMSA branding per Attachment 5 is required and conflicting marks are prohibited.



23.2.5 (SSR) A card, with minimum dimensions of 24 inches by 24 inches, depicting separately the width in feet of the trailer, the awning and any slide-outs, in front a minimum of 4 inches high, under the Team Name must be made visible in the windshield of the tractor during the load-in procedure.

23.2.6 (SSR) IMSA and/or the Promoter are not responsible to have or make available any ballast or other objects to which to tie down awnings and the responsibility to make appropriate arrangements rests solely with the participant.

23.2.7 (SSR) VP Challenge Teams that also compete in the WeatherTech Championship or other IMSA Series may receive additional consideration, where possible. However, this must be prearranged with the IMSA Logistics department and is exclusively at IMSA's discretion. For a WeatherTech Championship Team with a VP Challenge Series Car, IMSA will make every effort to combine the Team's transporters in the WeatherTech Championship Paddock when possible, however such Competitors must not remove any awnings or transporters until as specified for the WeatherTech Championship.

23.2.8 (SSR) Organization and/or accommodation of Team, Manufacturer, Constructor, Industry Partner or other entity areas may be established separately or as space permits at IMSA's discretion.

23.2.9 (SSR) Teams are responsible for completing the Paddock Equipment Form at **merg.imsa.com** no later than three (3) weeks prior to their first Event. The Paddock Equipment Form must represent the exact measurements of the transporters, awnings and any slide-outs of the trailers. Additional space must not be added or listed in the Paddock Equipment Form without prior written authorization of the IMSA Senior Director of Event Operations and Logistics. The Senior Director of Event Operations and Logistics and the Series-specific Manager will review requests. The deadline to complete or edit the Equipment Form is the Entries Closing deadline for the respective Event as listed in the Schedule/SR. Changes after the deadline must only be made by the IMSA Senior Director of Event Operations and Logistics.

23.2.10 (SSR) If the Team is still at the racetrack, the arrangement of the Team's equipment, awnings, hard-panels etc., must not block the view of their Car(s) from the public at any time during Event hours without the express permission of the IMSA Director of Logistics. Except during periods of extreme weather, or when permission of IMSA Officials is obtained, Competitors must not enclose their Paddock setups (including the use of clear panels) such as to obscure the view of fans of the majority of the activities including, at least, the preparation of one (1) Car. Teams are encouraged to be fan friendly. In case of extreme weather, the IMSA Director of Logistics may approve the temporary closure of awnings.

a) (SSR) Teams and suppliers must not begin to dismantle paddock installations, including: awnings, extensions, flooring, walls and cabinets, until as specified in the Schedule/SR, subject to penalty.

b) (SSR) Hard-panels and/or wallboards are prohibited when paddocked in permanent garages, except as specified by IMSA.



23.2.11 Awnings must not extend past the rear of the trailer (i.e. into the area of the lift gate) and must not extend past the nose of the tractor in its normal road-going configuration. IMSA may require removal of the tractor and then the awning is limited to the front of the trailer.

23.2.12 Every Car that Entrant is competing in the Series with, and/or any un-entered Car that may be displayed in the Paddock, at any Event, must be a Car that meets the Series Technical specifications for IMSA competition and correctly displays the required tires, decals, number panels and leader lights and complies with all other regulatory requirements. All Entrant's Cars that are entered or not entered in the Event must meet the following criteria:

- a) Must be transported in the Entrant's Race transporter. No allocation is made for load-in for separate transporters.
- b) Must not be placed on display unless permitted at the sole discretion of IMSA and must remain entirely within the Competitor's allocated Paddock space and not be displayed on or under the liftgate.
- c) Must not display commercial signage (for rent, etc.).

23.2.13 Any fitting-out requiring welding, painting or modification of pits, Paddock or racetrack property and/or drilling into walls, surfaces, paving, concrete or otherwise is prohibited and subject to penalty unless approved in writing by the Promoter and/or IMSA.

23.2.14 Participants must be familiar with the Safety Kleen waste disposal system at each facility and follow the specific procedures and policies. Questions or problems should be brought to the attention of facility personnel immediately. Entrants are responsible for conveying the required information to all Team members.

### 23.3 Vehicles in Paddock:

23.3.1 Motorhomes or Toterhomes not used to tow entered Cars are prohibited in the Paddock and Competitors must pre-arrange directly with the Promoter for parking outside the Paddock. Motorhomes/Toterhomes used to tow entered Cars must remain connected to and in line with the Car trailer and must not be moved or removed from the Paddock during the Event.

23.3.2 Driving in the Paddock deemed dangerous, erratic and/or of inappropriately excessive speed for the circumstances or established limits and/or in violation of the RULES is prohibited and subject to penalty.

23.3.3 Motorized pit support vehicles must have adequate lighting and must not be operated under influence of alcohol or prohibited substances, or carrying alcoholic beverages or prohibited substances on board. Vehicles must not be left unattended or



loaded/unloaded when running. Vehicles must carry no more than the number of passengers that the manufacturer originally designed seating to accommodate. All passengers must be seated and operators must yield right of way to pedestrians. Vehicles must be used for business purposes only. Pit carts and ATV's are intended only for legitimate purposes in the conduction of the Race Event and must not be used otherwise. Vehicles in the pits must be operated in a safe manner. When not in use, vehicles must be parked in an orderly manner, out of fire lanes and not blocking access to garages or transporters. Vehicle passes per the SR.

23.3.4 Motorcycles, drones, bicycles, skateboards, rollerblades and other non-motorized transportation, as well as motor scooters of one, two or three-wheels and/or designed to transport one or two persons, are prohibited in the garage, pit and/or Paddock areas with the exception of authorized power-driven mobility devices (ADA requirements - Americans with Disabilities Act), and accredited and vested media personnel. Pit vehicles must only be operated by an IMSA credential holder. Motorized carts and similar 3- or 4-wheeled conveyances must not be driven into pit lane except pit equipment approved for a Series or as specified in the SR. Such use in the Paddock must be for legitimate purposes only. Excessive speed and/or unsafe operation is prohibited. Participants must abide by state laws and Promoter restrictions regarding licensing, maximum speed, helmet requirement and use. Such conveyances may be prohibited at certain Events or in certain areas of each facility by local ordinance or Promoter limitation.

## OFFICIALS

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

- Race Technical Delegate

25. IMSA will appoint the following officials:

A. RACE DIRECTOR

B. CLERK OF THE COURSE

C. SUPERVISORY OFFICIALS

D. SENIOR TECHNICAL DIRECTOR

E. DIRECTOR, TECHNICAL COMPLIANCE AND SCRUTINEERING

F. DIRECTOR, TECHNICAL REGULATIONS AND HOMOLOGATIONS

G. SENIOR DIRECTOR OF EVENT OPERATIONS AND LOGISTICS

H. SENIOR DIRECTOR OF MEMBER SERVICES

I. SERIES MANAGER



- J. DIRECTOR, SINGLE MAKE PLATFORMS
- K. DIRECTOR, TECHNOLOGY OPERATIONS
- L. MANAGER, TRACK SERVICES
- M. SENIOR MANAGER OF SECURITY AND HIGH VOLTAGE (HV) SAFETY OFFICER
- N. FIELD INVESTIGATOR
- O. MANAGER, MEDICAL LIAISON
- P. PIT LANE OFFICIALS
- Q. STARTER
- R. COMMUNICATION MARSHAL
- S. COURSE MARSHAL
- T. OTHER OFFICIALS

25.1 Except for the Supervisory Officials, the above Officials may delegate part of their duties to assistants. Individual Series may appoint Officials whose decisions are subject to ratification by the IMSA Supervisory Officials.

25.2 Supervision. In addition to these Officials, IMSA reserves the right to appoint a person to evaluate and report on the Event.

25.3 Appointment of Officials. The Race Director and Supervisory Officials are appointed by IMSA. Other Officials are appointed subject to approval of IMSA

25.4 Conduct. Officials are expected to conduct themselves in a manner reflecting credit on the sport of automobile racing and IMSA. IMSA may remove any Official's appointment or penalize them if they fail to conduct themselves appropriately.

25.5 Separation & Plurality of Duties. An Official must have no responsibility or authority beyond that attached to their appointment. However, except for the Race Director, a person may hold more than one Official position.

26 Officials:

26.1 RACE DIRECTOR:



The Race Director is the primary IMSA Official at an Event and is responsible directly to IMSA for the conduct of the Event. Accordingly, the Race Director has the duty and authority to:

- A. Keep order in cooperation with civil authorities responsible for public safety.
- B. Execute the program of Competitions and other activities punctually by directing the Drivers and their Cars, Officials and their assistants and other Competitors.
- C. Prevent ineligible Cars and Drivers from taking part in an Event.
- D. Order inspection of any Car in order to verify its eligibility.
- E. Refer disputes and protests to the Supervisory Officials.
- F. Determine, in consultation with the Supervisory Officials, whether conditions are safe to continue the Event, postpone a Competition, modify the SR or alter the schedule for reasons of safety or forces beyond their control.
- G. Assess penalties in accordance with the RULES.
- H. Replace an Official unable to perform their duties.
- I. Compile a report on all aspects of the Event as may be requested by IMSA.
- J. Assign certain responsibilities and/or authorities to other IMSA Officials.
- K. Also serve as Clerk of the Course in certain cases when the Senior Director of Racing Operations is not present.

#### 26.2 CLERK OF THE COURSE:

The Clerk of the Course (Senior Director of Racing Operations) is responsible for conducting the Event in accordance with the RULES.

#### 26.3 SUPERVISORY OFFICIALS:

The Supervisory Officials are named in Art. 1. Not every Supervisory Official may be present for every Event. At all Events, at least one (1) Supervisory Official is present to represent the Supervisory Officials. When required, others may be contacted telephonically.

The Supervisory Officials shall have oversight authority for the enforcement of the RULES.

The Supervisory Officials may overturn the decisions of the Race Director regarding the penalty(ies) assessed. In addition to the authority stipulated within the RULES, the Supervisory Officials may hear Protests and/or Appeals (Art. 59). The Supervisory Officials also have authority for the following:

- A. They may assess penalties or fines;





- B. They may pronounce Removals;
- C. They may amend the results;
- D. They may assist the Race Director in the investigation of possible RULES violations and other disputes;
- E. They may advise the Race Director on any matter that they feel may improve the conduct of the Event.

#### 26.3 SENIOR TECHNICAL DIRECTOR (CHIEF SCRUTINEER):

The Senior Technical Director (or designee) is responsible for checking all competing Cars for safety and eligibility. The Senior Technical Director and his staff conduct inspections and report any Cars found unsafe or ineligible. Where appropriate, references to "Senior Technical Director" shall include by extension, their designee. Where appropriate, references to "Senior Technical Director" shall also be interchangeable with "IMSA Technical Committee (ITC)" in such cases of technical oversight and/or submission of applications and/or where no acting Senior Technical Director is present.

#### 26.4 DIRECTOR, TECHNICAL COMPLIANCE AND SCRUTENEERING:

The Director, Technical Compliance & Scrutineering reports directly to the Senior Technical Director and checks all competing Cars for safety and eligibility. Where appropriate, references to "Director, Technical Compliance & Scrutineering" shall include by extension, their designee. The Director, Technical Compliance & Scrutineering and his staff conduct inspections and report to the Senior Technical Director any Cars found unsafe or ineligible.

#### 26.5 DIRECTOR, TECHNICAL COMPLIANCE AND SCRUTENEERING

#### 26.6 SENIOR DIRECTOR, EVENT OPERATIONS AND LOGISTICS:

The Senior Director of Event Operations and Logistics or their designee is responsible for all Paddock related activities.

#### 26.7 SENIOR DIRECTOR OF MEMBER SERVICES:

The Senior Director of Member Services is responsible for Entries, Licensing and Credentials.

#### 26.8 SERIES MANAGER



#### 26.9 DIRECTOR, SINGLE MAKE PLATFORMS:

The Director, Single Make Platforms is responsible for the management and oversight of the respective Single Make series participating at an Event.

#### 26.10 DIRECTOR, TECHNOLOGY OPERATIONS:

The Director, Technology Operations is responsible for oversight of the Timing & Scoring Department and all IT matters. The Director, Technology Operations and their staff are responsible for the accurate timing and scoring of the Event. They prepare the official results, maintain official qualifying times for competing Cars and furnish timing and scoring information.

#### 26.11 MANAGER, TRACK SERVICES:

The Manager, Track Services is responsible for organizing and directing the incident response activities of the racetrack and IMSA personnel and equipment.

#### 26.12 SENIOR MANAGER OF SECURITY AND HV SAFETY OFFICER:

The Senior Manager of Security is responsible for Event security and the investigation of and security of any impounded Car. The HV Safety Officer is responsible for implementation and enforcement of IMSA HV Safety regulations and other duties described in Att. 8.

#### 26.13 FIELD INVESTIGATOR:

Field Investigators are responsible for collecting and analyzing information postincident and have authority to impound any Car or component to aid in such responsibility. The Field Investigators work within the Series Technical Department on safety and technical inspections to determine proper installation, maintenance and use of such systems.

#### 26.14 MANAGER, MEDICAL LIAISON:

The Manager, Medical Liaison is responsible for organizing, coordinating, and directing offtrack medical response in close coordination with the Manager, Track Services, including but not limited to track medical center personnel. The Manager, Medical Liaison coordinates with Drivers who may require medical clearance in order to return to participation.

#### 26.15 PIT LANE OFFICIALS:

The Pit Lane Officials are the liaison between Competitors and Race Control.

#### 26.16 STARTER:

The Starter communicates the flag signals to the competing Drivers from the time the Cars take their starting positions until the Competition is ended and all Cars have left the racetrack.

#### 26.17 COMMUNICATIONS MARSHAL:

The Communications Marshal is responsible for the operation of the system used for transmitting and communicating information between Race Control and the marshal stations.



#### 26.18 COURSE MARSHAL:

Course Marshals are responsible for flagging and other related duties assigned by the Race Director.

#### 26.19 (SSR) OTHER OFFICIALS:

(SSR) IMSA may establish such other Officials as deemed appropriate.

### DRIVERS/COMPETITORS APPLICATIONS

27. The Lamborghini Super Trofeo is intended primarily for private teams and non-professional 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.

PRO CATEGORY	Driver categorizations will be applied and the following maximum pairings will be accepted: Gold/ Gold * Gold / Silver* Silver / Silver* Gold solo driver* 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 (bulletin will follow). Solo driver is allowed.

\* Gold/Silver driver with 5 or more years of experience in Super Trofeo Championships (all the regions) cannot compete in PRO category except those cases accepted by the Committee.

Lamborghini reserves the right to modify the drivers' categorization at any time, after two sessions of free practice probation. The driver does not transfer the points scored in the previous category.



Lamborghini reserve the right to provisionally categorize drivers who did not 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.

28. 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

Lamborghini reserves the right to review, and if deemed appropriate, recategorize driver(s) based on the driver rating received by the FIA for World Finals.

To be eligible to run the World Finals a driver must have participated in at least two Events of the running 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).

Those drivers who will participate only in the two last events to take part in the World Finals, will be considered transparent in the Classification and will not score points.

Those drivers who will participate only in Round 5 and Round 6 will be considered as Guest Drivers<sup>29</sup>.

Applications to compete in the Series must be submitted to Lamborghini via the Lamborghini Super Trofeo Participation Agreement (Season or race by race). Lamborghini reserves the right to refuse the application of a Competitor at their sole discretion.

The application shall include:

- a) confirmation that the applicant has read and understood 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

30. A Competitor can enter as many cars as he wishes.

31. Entry to the Lamborghini Super Trofeo opens on February 5<sup>th</sup>, 2024

Full season Entry forms must reach Lamborghini by March 1<sup>st</sup>, 2024.

The items included in the entry fee will be indicated by Lamborghini in the Participation Agreement.



32. Race by race Entry Forms must reach Lamborghini no later than 14 days prior the Event.

33. Guest Drivers 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 considered to be 'invisible' with respect to points, which will pass down the standings.

34. If, in the opinion of Lamborghini, a Competitor fails to operate his Team in a manner compatible with the standards of the Lamborghini Super Trofeo or in any way brings the Super Trofeo into disrepute, Lamborghini may exclude such Competitor from the Super Trofeo forthwith. The same applies for the driver if his driving behaviour brings the Super Trofeo into disrepute.

#### CREDENTIALS

35. 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

36. In exceptional circumstances, the Race Director may give instructions to Competitors or Drivers by means of special Bulletins in accordance with the Regulations. These Bulletins will be distributed (first by hand, subsequently by e-mail, in the drivers meeting or published on virtual official notice board) to all the Competitors or Drivers, who must acknowledge receipt.

37. 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 as well as on the virtual one.

38. Any decision or communication concerning a particular Competitor must be given to him immediately of such decision and receipt must be acknowledged. Receipt can be acknowledged electronically by the competitor.



## INCIDENTS - PENALTIES

40. "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.

- a) It shall be at the discretion of the Race Director to decide if a Driver or Drivers involved in an Incident shall be penalized.
- 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 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.

41. 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:

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 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 grid position 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 the 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.

42. Should the Race Director decide to impose one of the penalties provided for in Art 41. 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, according to 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

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

## PENALTIES

44.1 VIOLATIONS & PENALTIES. Any IMSA Member who, a.) Violates the RULES, b.) Attempts to bribe anyone connected with an IMSA Event or activity, or c.) Is party to a fraud or other act prejudicial to IMSA or to the interests of any Competitor or to the interests of motor sports generally may be penalized according to the nature of the offense by IMSA, the Supervisory Officials or the Race Director. Drivers and/or their Cars may be penalized for technical and other violations committed by their Team and/or Crew, including any manufacturer, constructor or technical consultants and/or their Entrant

44.1.1 IMSA Officials may impose the penalties specifically set out in these RULES in addition to/instead of any other penalties available to them under the RULES. The authority to assess penalties is not limited to violations occurring during an Event.

44.2 PUBLICATION. IMSA shall have the right to publish notice that it has imposed a penalty and the reasons therefore, and a person or body referred to in such notice shall have no right to act against IMSA or the person publishing the notice. Penalties are posted on the notice board at [results.imsa.com](http://results.imsa.com)



44.3 RANGE OF PENALTIES. Penalties that may be imposed, in order of their severity, include:

44.3.1 WARNING: IMSA may determine that a Competitor's actions warrant the issuance of a warning prior to imposing a penalty.

44.3.2 REPRIMAND (blame): IMSA may assign blame/fault and issue a reprimand.

44.3.3 PROBATION: IMSA may impose a definite or indefinite period of probation.

44.3.4 FINE: A fine may be imposed. A Member's Competition privileges are automatically under suspension until the fine is paid. Remit fines to: International Motor Sports Association, One Daytona Boulevard, Daytona Beach, Florida 32114. Fines must be paid within one (1) week of penalty notice/invoice. Entrant must not participate in an Event until fines are paid in full.

44.3.5 TIME and/or LAP: A time and/or lap penalty may be imposed during a Competition as the Race Director may deem appropriate by calling a Car into the pits and/or by holding a Car already in the pits, or by requiring a Car to execute a lap or laps at a reduced pace or other on-track penalty. A time and/or lap penalty may be imposed during and/or after a Competition by adding to a Car's finishing time and/or lap count. Lap times may be invalidated for a Car found to be in Technical Non-Compliance.

44.3.6 POSITION: A position penalty may be imposed during a Competition by changing the in-Race, finishing result or starting grid position of a Car.

44.3.7 LOSS OF CHAMPIONSHIP POINTS: Loss of championship Driver, Team, Manufacturer, Tire Partner and/or other championship points may be imposed.

44.3.8 REMOVAL: A Driver, an Entrant and/or Car may be removed from Competition, in which case their rights to any championship points and/or Point Fund / Prize Money in the Competition are forfeited and the official results shall advance the next Competitors accordingly.

44.3.9 SUSPENSION and/or REVOCATION of CREDENTIALS: A Member's privilege to take part at Events may be suspended for a definite or indefinite period. Credentials and/or parking privileges may be revoked for a definite or indefinite period of time.

44.3.10 DISQUALIFICATION/LOSS of ACCRUED POINTS: Loss of accrued points earned by a Driver, Team and/or Manufacturer may be imposed.

44.3.11 EXPULSION: IMSA or a court appointed by IMSA may expel a Member for serious offense(s).

44.3.12 AUTHORITY: This article shall in no way be construed to limit the authority or discretion of IMSA or the Race Director/Supervisory Officials to assess additional, different, or no penalties for these or other violations of the IMSA RULES.





44.3.13 PLURALITY: More than one penalty may be imposed for the same offense.

44.4 Post-Race Penalty Application. Penalties for on-track incidents occurring in the closing stages of a Race, or where circumstances prevent their being served prior to the conclusion of a Race, may include any of the above and may be equal to or greater than the commensurate penalty applied and served during a Race, at the discretion of the Race Director and/or the Supervisory Officials. As with penalties imposed during a Race, penalties for on-track incidents assessed after the Race finish are Conclusive.

44.4.1 Post-Race penalties may be applied for circumstances not directly resulting from on-track incidents.

#### CHANGES OF DRIVER

45. 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 Driver must take part in only one of the two qualifying sessions. The Competitor must present to Race Director the name of the Starting Drivers before the Briefing Session.

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 on the basis of 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. The Competitor must present this request only in writing.

45.1 For each Event a reference time for the obligatory pit stop/neutralization will be established, taking into account the time driven with a maximum speed of 60 kph 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. In case of failure to comply with these provisions, it is up to the Stewards to decide which sanction to apply.



Change of tyres can be performed during pit stop in a time specified by a bulletin at the beginning of each event.

A speed limit of 60 kph during the whole Event will be enforced in the Pit Lane. 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 60 kph.

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 preferably penalties to align the penalties under the same criteria in all the events:

1. During Practices: Drive Through
2. During the races: Drive Through.
3. 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 20<sup>th</sup> and 30<sup>th</sup> 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 light or extinguishing of the red light).

45.2 The following Penalties can be applied if there is a breach of Art. 41:

1. No respect of the time between the two pit lane timing loops under the published time (Art. 41). If the driver stays in the pitlane for a time that is less than (or equal to) 1 "seconds respect to the minimum time imposed, the driver will receive a time penalty equal to three times 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 penalty equal to Drive Through.
2. All stopping or driving at an abnormally slow speed, lower than 55 kph after the pit stop carried out at the designated Pit/Area: Drive-Through;
3. All speeding over the limit of 60 kph in the pit lane: Drive-Through;
4. Start of the obligatory pit stop outside the obligatory times (Art. 41): Drive- Through penalty.

However, should any of the penalties under 1) to 4) above be imposed and notified during the last 5 minutes or the 3 last laps, 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).

46. After the closing time for scrutineering, if one of the Drivers is unable to take part in one of the qualifying and/or races (in the event of "force majeure"), the Stewards can authorize the participation of a single driver, who will take part in both qualifying and races, assigning a penalty of a Drive Through.



## NUMBER OF CARS ALLOWED TO PARTICIPATE

47. The number of cars allowed to practice and to start the race is as calculated using supplement n°2 of Appendix O to the Code.

## RACE NUMBERS AND NAME OF CAR

48. Each car will carry the race number allocated by Lamborghini (from #2 to #99). Race Car Numbers will be allocated on the priority of 2023, year's full season entries, and then the order with which entries were received for the 2024 season.

49. 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 Regulations). 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 affixed to the upper horizontal part of each door.

## SPORTING CHECKS

50. 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.

51. At each Event, Lamborghini will ensure that it has in its possession a copy of all the licenses of the Drivers and Competitors taking part in the Event. The list of Competitors and Drivers must be signed and published by the Race Director before scrutineering begins.

52. Any Competitor, Driver or other person concerned with a car can be required to sign any waiver.

## SCRUTINEERING

53. 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 competitors, cars and drivers allowed to take part in the event (see Art 91) will be published after scrutineering.

No car and no Driver may take part in the Event until they have been authorized to do so by the Scrutineers. Late scrutineering of Drivers or not respecting of the schedule for both Technical and Administrative checks could be allowed by the Race Director and subject to a penalty by the Stewards.

55. 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, which will have the car number printed on. 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 authorised. Cameras affixed to helmets are not authorised. 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. Any infraction will be penalized accordingly.

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 are 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 Parc Fermé through an FIA-approved self-sealing connector, fitted immediately before the injectors (see FIA technical list).

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 Parc Fermé for checking. The presence of an official representative of the Competitor is mandatory.

56. 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.

During each Round the drivers will be allowed to run only with the car associated to their names during the scrutineering. This rule can be amended only in case of accident, upon authorization of the Stewards with approval of the Race Director and the Technical Delegate.

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.



56.1 A Change of engine is permitted. Each Competitor is allowed to use no more than one "Joker" engine under the following conditions:

- i. Definition of "Joker" engine: A "Joker" engine is an extra engine additional to a Competitor's permitted number of engine, used during a previous event.
- ii. These "Joker" engine is to be used only as a replacement for a damaged one.
- iii. Condition for use : The use of a "joker" engine must be authorized by the Lamborghini Technical Delegate.
- iv. Marking of "Joker" engine: The "Joker " engine are marked by the Technical Delegate in a specific way.

56.2 Any additional change of engine, besides the "Joker" one, will be penalized by the Stewards with a 10 grid drop positions.

57. The Race Director may require that any car involved in an accident be stopped and checked.

58. Checks and scrutineering shall be carried out by duly appointed officials who shall also be responsible for the operation of the Parc Fermé and who alone are authorized to give instructions to the Competitors.

59. The Stewards 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.

60. Any car found not in compliance with the technical regulations will be subject to penalty and/or loss of results and points scored during the race.

#### TIRE LIMITATION DURING THE EVENT

61. 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 changes are 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 marking of tires will be performed upon distribution and checked before each official track session.,

- 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 must 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:
  - i. One set for both the qualifying session
  - ii. One set for Race 1
  - iii. One set for Race 2
- e. The control of the tires will be carried out according to 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 Race Director 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. FOR EUROPE ONLY:  
Besides the twelve dry-weather new tires authorised for each Event (two qualifying session, as defined in Art. 93 below and 2 Races) each Competitor is allowed to use no more than one (1) "Joker" tires only under the following conditions:
  - i. 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 sessions.
  - ii. These "Joker" tires are to be used only as a replacement for a damaged tire after a Race or qualifying session Incident.
  - iii. Condition for use: The use of a "Joker" tire must be authorised by the Lamborghini Technical Delegate.
  - iv. Marking of "Joker" tires: The "Joker" tires are marked by the Technical Delegate in a specific way.
- i. If, during the race, a defective tire has to be changed, this can be done outside the restriction set out in Art. 61 b).  
  
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.

#### WEIGHTING

- 62. 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 weight 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 a penalty, 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 weighting or has finished a race or during the weighting 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.

In the event of any breach of these provisions for the weighting of cars, the Race Director may drop the Competitor as many Grid positions as they consider appropriate or exclude him from the race.

## GENERAL CAR REQUIREMENTS

63. 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:

- Legible messages on a pit board;
- Body movement by the Driver;
- 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:

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

## GENERAL SAFETY

64. Official instructions will be given to Drivers by means of the signals set out in the Regulations. Competitors must not use flags similar in any way whatsoever to these.

65. Drivers are strictly forbidden to drive their car in the opposite direction to the race unless this is absolutely necessary in order 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.



66. 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.

67. 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.

68. A Driver who abandons a car must leave it in neutral or with the clutch disengaged and with the steering wheel in place.

69. 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. 45, 84, 86, 123.

70. The Team must make at least one fire extinguisher of 6 kg capacity available at each such pit and ensure that they work properly.

71. Save as specifically authorised by 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.

72. At no time may a car be reversed in the pit lane under its own power.

73. 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 Parc Fermé, no one is allowed on the track with the exception of:

- 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.

74. 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. 83.

75. Drivers taking part in practice, qualifying sessions and the races in North America must always wear the clothes, underwear, helmets, and the FIA-approved head restraint specified below 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



## ARTICLE 21 – DRIVER & CREW SAFETY EQUIPMENT & UNIFORMS

### 21. DRIVER & CREW ATTIRE, COMPETITOR UNIFORMS

#### 21.1. HELMET AND ATTIRE TABLE (Equipment From Each Column Per Position):

Protective Equipment for Driver & Crew Members						
Position	Fire Suit	Underwear	Accessories: Balaclava, Gloves, Socks, Shoes	Helmet	Helmet Removal Device	FHR
Driver	FIA 8856-2000 FIA 8856-2018 SFI 3.2A/5 SFI 3.4/5	FIA 8856-2000 FIA 8856-2018 SFI 3.3	FIA 8856-2000 FIA 8856-2018 SFI 3.3	Art 21.1.1 FIA 8860-2010 FIA 8860-2018	Art 21.1.2 Eject Stand21 Lid Lifter	Art 21.1.3 FIA 8858-2002 FIA 8858-2010 SFI 38.1
Refueler Vent Operator Fire Bottle	FIA 8856-2000 FIA 8856-2018 SFI 3.2A/5 SFI 3.4/5	FIA 8856-2000 FIA 8856-2018 SFI 3.3	FIA 8856-2000 FIA 8856-2018 SFI 3.3	Art 21.1.5 Fire Rated: FIA SFI SNELL (SA)	Not Applicable	Not Applicable
Over the Wall Crew	FIA 8856-2000 FIA 8856-2018 SFI 3.2A/5 SFI 3.4/5	FIA 8856-2000 FIA 8856-2018 SFI 3.3 Optional	FIA 8856-2000 FIA 8856-2018 SFI 3.3	Art 21.1.6	Not Applicable	Not Applicable
	SFI 3.2A/3 SFI 3.4/3 SFI 3.2A/1 SFI 3.4/1	FIA 8856-2000 FIA 8856-2018 SFI 3.3 <b>Mandatory</b>				
Paddock Refueling Transfer of Fuel "Deadman" Valve	FIA 8856-2000 FIA 8856-2018 SFI 3.2A/5 SFI 3.4/5	FIA 8856-2000 FIA 8856-2018 SFI 3.3 Optional	FIA 8856-2000 FIA 8856-2018 SFI 3.3	Art 21.1.7 Optional	Not Applicable	Not Applicable
	SFI 3.2A/3 SFI 3.4/3 SFI 3.2A/1 SFI 3.4/1	FIA 8856-2000 FIA 8856-2018 SFI 3.3 <b>Mandatory</b>				

21.1.1. Modification (drilling of holes, etc.) is prohibited.

21.1.2. Drivers must have the "Eject Helmet Removal" kit or the Stand 21 "Lid Lifter Balaclava" installed in their helmets.

21.1.3. FIA homologated items shall no longer be valid for use in IMSA after December 31 of the calendar year ten (10) years after the manufacture date shown on the FIA label; or after December 31 of the year of expiration shown on the FIA label. Any manufacturer's items may fail inspection due to condition at any time. FIA 8860-2010 helmets without a date of manufacture (pre-2013) are prohibited.

21.1.4. Evaporative-loss Freon cool suits are prohibited.

21.2. Inspection. All Driver helmets must be inspected by IMSA at Safety Inspection, Scrutineering and/or Technical Inspection prior to first use in the season. Helmets must display the required IMSA inspection sticker. IMSA may spot check or re-inspect Driver and/or Crew equipment at any time.

21.3. Competitor Uniforms: Crew must wear clean uniforms and other appropriate and safe attire at all times in order to present the best possible appearance to the public. Tank tops, shorts, open-toed shoes and similar attire prohibited in the pit box area. Industry support technicians must be clearly identified as non-Team members. Inappropriate attire prohibited. Shorts prohibited on the hot side of pit wall.

76. In order to confirm that appropriate access to the airway of an injured Driver is possible, the following test will be carried out at least once per season with each participant who wears a full-face helmet in the Lamborghini Super Trofeo:

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.

77. 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.

78. 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.

79. Only Team members (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.

80. 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.

81. The Race Director or the Medical Delegate can require a Driver to undergo a medical examination at any time during an Event.

82. Failure to comply with the general safety requirements of these Sporting Regulations may result in the exclusion of the Competition Car and Driver concerned from the Event.

83. Drivers must use the track at all times. For the avoidance of any doubt:

The white lines defining the track edges are considered to be part of the track but the kerbs are not.

A driver will be judged to have left the track if no part of the car remains in contact with the track.

Should a car leave the track for any reason, and without prejudice to paragraph below, the driver may rejoin. However, this may only be done when it is safe to do so and without gaining any advantage.

#### PIT LANE AND PITS

84. 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", and 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;

a) 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;



- b) Competitors must not paint lines on any part of the pit lane;
- c) 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;
- d) Team personnel are allowed in the pit lane if they are required to work on a car and must withdraw as soon as the work is complete;
- e) 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;
- f) 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. Work done in pit lane to damaged car no penalty sanction.
- g) Allow the change of puncture in pit lane during qualifying. An IMSA pit lane official must be made aware and supervise the work performed.

## FUEL

85. Throughout the duration of the Championship, all Competitors must use the fuel designated by Lamborghini for use in the Lamborghini Super Trofeo. This will be communicated through a dedicated Bulletin.

The use of a fuel different from 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

86. Refueling is not allowed during free practice, qualifying and the races.

During the pit stop:

During the stops at the pits to replace the Driver, a maximum of three people excluding the driver (who must wear appropriate technical apparel - helmet, gloves are mandatory; short pants, short sleeves or flip flops are not allowed) are authorized to carry out the operations listed under points a), b), c) d), 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 WheelNuts using a manual Torque Wrench



Any additional operation and/or repair performed on the vehicle, apart from those stipulated above, may be carried out only once the 60/63 sec. have passed. During the 60/63 sec. it is forbidden to tight wheels nuts and use blowers. In case of modification, a specific bulletin will be released.

One Team manager oversees the operations;

A maximum of two pneumatic or battery electric wheel guns for the wheel nuts may be used only when changing one or more tires only once the 60/63 seconds have passed Except when work is carried out on a car, all personnel must remain inside the pit and/or on the pit wall for authorized Team personnel.

All other Team members standing in the working area ("working lane", Art. 84) 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 in excess of the three persons authorized.

86.1 During the stops at the pits, the three people excluding the drivers must wear the orange armband and the team manager must wear the grey armband supplied by Lamborghini.

The armbands will be delivered to the teams at the Administrative checks.

87. 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.

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

89. Any breach of the provisions of these Sporting Regulations relating to pit lane assistance and refueling may result in the exclusion of the car and Driver(s) concerned from the Event. The Organiser and/or the Promoter must ensure that a sufficient number of marshals have been designated to carry out all the work and controls necessary in the pit lane.

#### PRIVATE TEST, FREE PRACTICE, QUALIFYING

90. 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; any modification to this article will be promptly communicated by specific bulletin issued by Lamborghini.



The use on these tests of the official tires and fuel will be compulsory. The number of tires is free unless they are limited by a previous notification.

In case of a breach of the above article, the Race Director will have faculty to penalize the Team.

91. 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 recognized as such by the Race Director.

92. There will be free practice sessions of up to a maximum of 90min. There will be no Parc Fermé after the Free Practice sessions unless requested by the Race Director.

93. 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.

It is forbidden to carry out zigzag maneuvers to warm up tires during the practices and qualifying. Any infringement by a driver or entrant during the practice sessions will be penalized by the Stewards according to their own criteria

94. In case of red flag, the time of the session will not be stopped. During Qualifying the race director may decide to extend the session by a few minutes.

95. Qualifying will take place in two sessions of maximum 15 (fifteen) minutes each with a 10 (ten minutes) interval, no parc fermé, refuelling not allowed. 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).

For the start of 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.

96. 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. 40 will also be taken into account.

- 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.

97. 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 Race Director, 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.

98. 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.

99. 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.

100. All laps covered during the qualifying session will be timed to determine the car's position at the start for the race.

With the exception of 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 SESSION

101. 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 is allowed.

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

102. At the end of qualifying session, the fastest time achieved by each Driver will be published officially.

103. The Grid will be determined by the order of the fastest time achieved by each driver during the qualifying session. 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.

104. 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. Any Driver whose best qualifying lap time exceeds 115% 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

105. 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 up accordingly.

106. The Grid will be in a Side by Side formation for the race start as instructed by the Race Director.

107. Any car which has not taken up its position on the grid by the time false grid closes will not be permitted to do so and must start from the pits.

## BRIEFING

108. 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; any absence or late arrival will be subject to an €260,00 fine. If the Race Director considers that another briefing is necessary, it will be held at a time and place agreed with the Competitors' representatives.



## 109 (SSR) Pit Lane Start / Late Start

109.1 (SSR) Any Car unable to achieve the starting grid, or in the pit lane after the pit exit is closed for the Formation Lap(s), must start from the pit lane.

a) (SSR) Penalty: Drive Through (under green flag but not required to pass the start line).

109.2 (SSR) A Car starting from the pit lane must join the Race only at the IMSA Official's instruction (obey light/flag at pit exit) after all able Cars (subject to the judgment of the Race Director) have passed the pit exit following the start of the first Race lap.

109.3 (SSR) A Car not starting the Race on time, and first driven to the pit exit after one (1) or more laps have been completed after the start of the Race by the overall leader, may join without penalty.

## 110 (SSR) Drivers Start Your Engines (countdown)

110.1 (SSR) 5-Minute Notification: Clear Grid of all personnel except Officials and required Team personnel

110.2 (SSR) 1-Minute Notification: Clear Grid of all personnel except Officials.

## 111 Formation Lap(s):

During the formation lap(s), the Cars are preceded by the Safety Car and may be followed by a Track Services Intervention Vehicle.

111.1 (SSR) The Safety Car departs the starting grid and leads the formation lap(s) of the racetrack at moderate speed. Unless otherwise instructed by the Race Director, Cars initially take their assigned grid order positions in Single File behind the Safety Car.

111.2 (SSR) A Car falling back on the formation lap(s) must not regain its starting position if all other Cars have overtaken such Car.

111.3 (SSR) Prior to the Race start, a Car is only permitted to enter pit lane for "emergency service" or if disabled, and must not rejoin until instructed by the IMSA Official at pit exit. In such case there is no additional emergency service obligation or penalty for pit lane start. Refueling is prohibited. Penalty for Cars taking more than emergency service: Stop plus sixty (60) seconds.

111.4 (SSR) On the final formation lap, at a point designated by the Race Director, the Cars must pair up into two (2) columns in their assigned grid positions to form the starting field. In exceptional conditions, the Race Director may require a single-file start.

111.5 (SSR) At the time that the Cars are directed to pair up for the start, the pole sitter must take their position on the correct side of the racetrack and each successive Car must take up their appropriate starting position, alternating each side of the racetrack to create two (2) starting columns and to fill any open grid positions left by Cars changed from the official starting grid or falling out during the formation lap(s). Drivers should take the position that is the opposite of the Car preceding them. After the Cars have paired up, the grid positions of any Cars falling out are filled by the Car directly behind in the column, with successive Cars in the same column moving up also and a Car must no longer attempt to regain its position, and must start from the back of the entire grid.





111.6 (SSR) A Car unable to stay in front of an Intervention Vehicle during the formation lap(s) must return to the pits at reduced speed and is then permitted to start from the pit exit according to Art.109.

111.7 (SSR) If conditions so require, the Race Director may order the Safety Car to carry out one (or more) additional formation lap(s). Should this occur, the start of the Race (Race time) begins at the end of the originally scheduled formation lap(s).

111.8 (SSR) The pit entrance and exit are closed from the Race Control command to 'pair up' for Races with a single formation lap and at the Safety Car arriving at the pit entry on the first formation lap for Races with more than one (1) scheduled formation lap. The pit entrance and exit remain closed until after all able Cars (subject to the judgment of the Race Director) have passed the pit exit following the start of the first Race lap.

#### 112 (SSR) Unable to Start Formation Lap(s):

112.1 (SSR) A Driver unable to start the formation lap(s) must raise their arm or open a door. When all other Cars have gone, the marshals and/or Officials may attempt to push start the Car, which is an exception to the prohibition on push-starting.

a) (SSR) Should the pit exit remain open, the Driver may then complete the formation lap(s) but must not overtake a moving Car except if the latter is disabled.

b) (SSR) Should the Car not start after being pushed, the responders shall 41us hit to the pit lane, where its three (3) persons maximum are permitted to intervene.

#### 113 Start is a Rolling Start:

113.1 For a rolling start, the Cars are moving at the moment the starting signal is given, in which case a Safety Car (pace car) may be used to lead the field to the starting line. The rolling start is used unless otherwise stated in the SSR for a Series or announced for the Race.

113.2 The Safety Car departs the starting grid and makes at least one (1) formation (pace) lap of the racetrack at moderate speed.

#### 114 (SSR) Race Start:

Track-specific instructions are given by the Race Director at the Driver briefing. Cars must not overtake the Safety Car until it has exited the racetrack. After the Safety Car has exited the racetrack, Drivers must maintain their pace and positions as on the formation lap or as instructed, and must remain in formation until the display of the green flag by the Starter.

114.1 (SSR) The pole sitter has earned the right to start the Race and to cross the starting line even or ahead of the other Cars within the limitations below.

a) (SSR) Cars must maintain the speed of the Safety Car or as instructed until the pole sitter reaches the "start zone". The "start zone" is indicated by cones, stripes, and/or as instructed by the Race Director. The pole sitter must accelerate upon reaching the "start zone" and the green flag shall be displayed while the pole sitter is within the "start zone". The Car in the second starting position must maintain position alongside the pole sitter until accelerating when or after the pole sitter accelerates.

b) (SSR) Respecting the above instructions, if the Car in the second starting position reaches the starting line ahead of the pole sitter, it shall not be considered a false start.

c) (SSR) Cars must not overtake within their starting column until they individually cross the starting line after display of the green flag.



#### 115 (SSR) No Start / Wave Off:

If the Starter waves off the scheduled start of a Race, no flag may be displayed at the starter stand. The Starter shall also call "no start" on the radio and may shake their head indicating "no" and all flag stations shall display a motionless yellow flag. Cars must continue at a reduced pace, reform into the side by side, two-column formation per their original grid positions as directed and anticipate a start on the next crossing of the starting line as described in Art. 44.6 or as instructed by Race Control.

#### 116 (SSR) False Start:

A false start occurs when a Driver deviates from the instructions given at the Driver briefing, the Race Start regulations and/or the position assigned to them before the starting (or restart) signal is given. Gamesmanship, brake checking or manipulation of the pace or procedure is prohibited. A missed shift, wheel spin or another unavoidable situation on the start may be determined by the Race Director and is Conclusive. The Race Director may assess a penalty for a false start.

#### 117 (SSR) Starters:

The Race officially begins and all Cars (and their Driver(s)) that have departed the starting grid become eligible for championship points when the first Car crosses the starting line on the Race track after completion of the scheduled formation lap(s) regardless of whether or not the Starter has displayed the green flag.

117.1 (SSR) A Car (and its Driver(s)) starting from the pit lane becomes eligible for championship points if they start from the pit lane after the Race officially begins in accordance with these RULES.

### SAFETY CAR

118.1 The Safety Car is identified as such and fitted with an augmented flashing light system and may be dispatched to neutralize the Race at the discretion of the Race Director.

118.2 The primary purpose of the Safety Car is to create a traffic interval on the racetrack so that responders may handle situations more safely and quickly; therefore, it is essential that all Cars catch up with the field as quickly as possible consistent with safety and observing extreme caution at any incident site.

118.3 Special Safety Car procedures may be discussed at a Team Manager and/or Driver briefing and/or communicated to Competitors by Race Control.

118.4 The Safety Car may be dispatched at any time during a Race in order to correct a hazardous situation. Drivers are warned that a Safety Car will be used when all corner stations display two (2) motionless yellow flags. Additionally, a SC board may be displayed. When the IMSA FCY Light System is in use, Drivers may also be warned by the in-Car FCY Light System dash lights and/or by yellow flashing or motionless lights around the racetrack. Overtaking is prohibited anywhere on the racetrack and Drivers must observe extreme caution at any incident site. When possible, the Safety Car (with its lights on) enters the racetrack ahead of the overall leader, who must slow to safety car speed to facilitate this or may be subject to penalty. All Competitors must then follow the Safety Car in Single File. A Driver must not overtake the Safety Car unless specifically instructed to do so.



118.4.1 This procedure may be modified at the Race Director's discretion, including not picking up the overall Race leader at the start of the intervention if immediate dispatching is deemed critical.

118.5 If the Safety Car is required to first pick up a Car that is not the overall leader, when deemed appropriate, the Race Director will instruct an Initial Wave-By (IWB) of all Cars between the Safety Car and the overall leader. Such Cars must overtake the Safety Car on the right, and remaining in order in Single File, proceed around the racetrack as quickly as possible consistent with safety and Race Control messaging to rejoin the field at the rear of the Car(s) remaining behind the Safety Car. Overtaking the Safety Car must be done only on the right, unless otherwise instructed by Race Control.

118.6 The Safety Car may be used to lead formation lap(s) prior to the start of a Race.

118.7 (SSR) Pit Exit Closure. A red light (or flag) indicates the pit exit is closed. Cars may enter the pits while the Safety Car is on course but must not exit the pit lane until directed by an IMSA Official. They must fall into line at the rear of the main field after it has passed the pit exit. Penalty: Stop plus sixty (60) seconds.

118.8 TRACK SERVICES / INCIDENT RESPONDERS / INTERVENTION VEHICLE. Track Services, Incident Responders and/or Intervention Vehicle(s) may be dispatched on the racetrack at any time and Competitors must respect the responders and vehicles intervening and leave them room to work. Tire scrubbing is prohibited in any response area.

#### 119 NEUTRALIZATION OF THE RACE: "FULL COURSE YELLOW"

119.1 (SSR) The pits remain open at all times during a Full Course Yellow (FCY) unless directed otherwise by Race Control. The racetrack is deemed to be under FCY conditions at the time of the announcement by Race Control, regardless of the function of the IMSA FCY Light System, any ontrack light system, or display of flag(s).

119.1.1 (SSR) The pit exit closes from the time that the Safety Car (or the overall leader acting as the Safety Car) is perpendicular to the last working Pit Box (unless otherwise specified in the Schedule/SR and/or the Race Director briefing) until the main field has passed the pit exit and Cars can be released to join the back of the line behind the Safety Car at the sole discretion of the IMSA Officials. For a restart, the pit exit closes from the time that the Safety Car enters the pit lane until the main field has passed the pit exit and Cars can be released to join the back of the main field at the sole discretion of the IMSA Officials. The pit exit may close momentarily to facilitate dispatch of the Safety Car if necessary.

#### 119.2 End of Neutralization & Restart:

119.2.1 (SSR) When the Race Director has determined that the racetrack is clear and acceptable for the continuation of Competition, the Safety Car is instructed to extinguish its flashing lights and where in use, the IMSA Safety Light System or any on-track lights are also extinguished and yellow flags withdrawn, indicating that this is the final lap of this Safety Car intervention.

119.2.2 (SSR) The Safety Car may accelerate away and exits the racetrack at the location specified by the Race Director.

119.2.3 (SSR) The Car immediately behind the Safety Car prior to the restart must maintain the previous slow speed of the Safety Car, or as instructed by the Race Director, until the designated restart location. All Cars must remain packed up, in the proper order, until the restart leader initiates acceleration and the green flag is displayed. Once the green flag is displayed, the Race resumes and overtaking is



permitted. Any manipulation of this pace or procedure may be penalized for False Start (Art. 116).

119.3 (SSR) Race Control may at any time direct that Cars may overtake other Car(s) failing to achieve and/or maintain a pace commensurate with any aspect of the FCY process, as determined by the Race Director. Such determination is Conclusive.

119.4 (SSR) This procedure may be modified at the Race Director's discretion or if a Race does not include all classes of Cars.

## 120 RACE STOPPAGE & RESTARTS:

### 120.1

Stoppage. Upon display of the red flag during a Race, scoring stops and Competitors must follow the Red Flag procedure and any applicable SSR. Overtaking is prohibited.

120.1.1 The pit lane entrance and exit are closed. Race Control may order Cars to enter the pit lane. If so directed, Cars that enter pit lane must proceed as directed by Race Control or IMSA Officials. Cars in their Pit Box at the time of the stoppage must remain in their Pit Box until released by Race Control. Cars in the pits at the time of the stoppage may have their lap count adjusted so as to not unfairly advantage or disadvantage them based on their position relative to the control line. Drivers must remain in the Cars unless otherwise instructed by Race Control. In the case of severe weather, Team instructions are communicated by Race Control.

120.2 Service/Replenishment. Unless specifically authorized by the Race Director and announced to all Competitors, service or replenishment of any kind on any Cars is prohibited from the time the red flag is displayed until scoring resumes. This includes Cars already in the pit lane or Paddock. Permission to restart engines to maintain temperature may be announced and permitted by Race Control.

120.3 Restarting. Once appropriate, the Race Director orders the pit exit opened and Cars that were in the pits shall join the field at the back of the pack in the order they left the pits.

120.3.1 The Race Director restarts the Competition with Cars:

- a) In their original starting positions, unless the entire running field has completed one (1) lap, or the overall leader has completed two (2) laps;
- b) Otherwise, the Race Director lines up the Cars with the normally running Cars in Single File, in the order according to Timing and Scoring, of their last verified crossing of the control line at start/finish prior to the time the red flag was displayed, starting with the Car with the oldest crossing time.

120.4 Lap Count. In order to establish a uniform lap count, once the Cars are circulating prior to the restart, the Race Director may order a wave-by, until the overall leader, or leading Car circulating, is immediately behind the Safety Car. Once this wave-by is initiated, if that leading Car enters the pits or stops, the next Car circulating behind the Safety Car is selected.

120.4.1 IMSA may review and change the lap count of Cars to ensure that they did not gain an unfair advantage as a result of the stoppage. IMSA may require Cars that: were not normally running; impaired at the time of the stoppage; or caused the stoppage, to enter the pits to be reviewed by the Officials. Once cleared, they may then join for the restart at the back of the field in the order they exited the pits.

120.5 Race Time. Overall Race time, but not Race laps, continues to be counted during the stoppage unless otherwise announced by the Race Director.



120.6 Scoring. Recommences upon the order of the Race Director to restart the Cars, and any formation lap(s) to the restart are scored.

120.7 (SSR) If listed in the SR, IMSA may elect to resume a stopped Competition on an alternate day.

120.8 A Race that is red flagged after completion of 50% or more of the Race and is not restarted under green flag conditions shall be scored as of the last completed green flag lap as though the checkered flag was displayed to the overall leader and the remaining cars at the conclusion of that lap.

120.8.1 Outstanding penalties from the last green flag lap and prior are applied post-race.

#### 121 MINIMUM DURATION:

A Race stopped with less than 50% of its originally scheduled time or distance elapsed and not restarted is considered incomplete and IMSA is not obligated to distribute championship points and/or Point Fund / Prize Money. IMSA, at its sole discretion, may award partial championship points for Races less than 50% of its originally scheduled time or distance complete and not restarted on evaluation of circumstances surrounding such stoppage. If 50% or more of its originally scheduled time or distance has elapsed, IMSA may call the Race complete and direct the distribution of championship points and/or Point Fund / Prize Money.

#### 122 CONCLUSION OF RACE:

122.1 Once the duration of the Race expires or when the distance to cover is achieved, the pit exit is closed and the checkered flag is displayed to the Car running first in the overall scoring order as it crosses the finish line on the racetrack. If the Car shown first in the overall scoring order has not crossed the finish line on the racetrack once the duration of the Race expires or when the distance to cover has been achieved, the checkered flag is displayed when the next highest placed Car crosses the finish line on the racetrack.

122.1.1 In Races of a given distance, the checkered flag is given first to the leading Car, then to the other finishers as they cross the finish line.

122.1.2 In Races of a timed length, the checkered flag is given first to the leading Car as it crosses the finish line at or after the expiration of the specified duration, then to the other finishers as they cross the finish line.

a) If the leading Car is not running at the expiration of the time limit, the checkered flag is displayed to the next highest running Car (not necessarily the winner) in the same manner. If the leading Car is disabled at the expiration of the time limit, the Race Director shall determine the time permitted for such Car to complete the final lap prior to the display of the checkered flag.

122.1.3 Should the checkered flag be inadvertently or otherwise displayed before the leading Car completes the scheduled number of laps or before the prescribed time has been completed, the Race is nevertheless deemed ended when the flag is displayed.

122.1.4 Should the checkered flag be inadvertently delayed, the results are based on the positions at the moment provided for in the scheduled Race length or distance. If the delayed checkered flag is inadvertently or otherwise displayed to a Car other than the leader, it is considered a delayed finish as though the flag had been given to the leader.



122.1.5 The checkered flag is displayed for a maximum of five (5) minutes.

122.1.6 It is not required to take the checkered flag on the racetrack to be eligible for a finishing position, championship points and/or Point Fund / Prize Money.

122.1.7 To be listed as "running" in the results, the Car must cross the finish line on the racetrack when the checkered flag is displayed.

122.1.8 Cars are ordered in the results according to the number of whole laps completed during the Race subject to any penalties applied. For Cars completing the same number of laps, the time when the Cars cross the finish line determines the order.

### 123 IMPOUND:

123.1 (SSR) When the Checkered Flag is displayed, all Cars, as directed by the IMSA Officials, must proceed to Impound directly, together with a Team representative if so directed, and under the supervision of the IMSA Officials. A Car not driven directly and immediately to Impound is subject to penalty.

123.2 (SSR) A Team representative must be present at Impound to be informed of any decisions taken regarding possible technical checks. Team representatives are prohibited to enter Impound unless instructed by an IMSA Official, and Drivers must depart directly after delivering the Car. If permitted, three (3) Team representatives maximum per Car are permitted at any time unless otherwise instructed by an IMSA Official.

123.3 (SSR) Team representatives in Impound (Post Qualifying or Race) must be attired consistent with Art. 21.3 (Competitor Uniforms) with a minimum of one (1) Team Member attired per Art. 21.1 (SSR) REFUELING & OVER THE WALL SAFETY EQUIPMENT).

123.4 (SSR) Team equipment is prohibited in Impound unless otherwise instructed by an IMSA Official.

123.5 (SSR) Computers and/or electronic equipment are prohibited in Impound unless otherwise instructed by an IMSA Official.

### CLASSIFICATION

133. 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 taking into account 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.

134. 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 taken into account when calculating the total distance covered by that car.

135. Cars having covered less than 75% of the number of laps covered by the winner (rounded down to the nearest whole number of laps) will not be classified.



136. 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 these Sporting Regulations.

#### PODIUM CEREMONY

137. The Lamborghini Super Trofeo Drivers finishing the race in first, second and third positions on the LAMBORGHINI CUP, AM, PrO-AM, PROcategory 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

138. 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. It is expressly forbidden to use sponsor logo that are in competition with the official ones approved by Lamborghini. In case of failure to comply with these provisions is up to the Race Director to decide which sanction to apply.

139. 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;
- g. the use of all images in all social media

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 Lamborghini 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 Lamborghini 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 images of their own Team, with exclusion of images of other Entrants, Teams and Drivers, and image of the Lamborghini 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 Lamborghini 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 Lamborghini Super Trofeo or Lamborghini 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 Lamborghini Super Trofeo.

## DEFINITIONS

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

**Bulletin:** the advisory notification or instruction documents issued by the Coordination Team.

**Circuit:** the circuit providing the racetrack for each of the races of the Lamborghini Super Trofeo.

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

**Competition Car:** automobile registered to participate in the Series.

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

**Crew:** 2 Drivers who drive the same Competition Car during an Event.

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





**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.

**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 Regulations.

**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.

**Organiser:** the national automobile club holder of the sporting power or any other automobile club which organises one or more Events.

**Promoter:** the subject which promotes, each Event pursuant to the applicable agreements with Lamborghini (e.g., Stephane Ratel Organisation, ADAC Master, GT Sport).

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

**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.

**Steward/s, or Steward/s of the Meeting:** the person/s, appointed in accordance with Art. 11.9.1 of the Code, who shall have authority for the enforcement of the Code, of the Sporting and Technical Regulations, of the Circuit General Prescriptions and of any other prescriptions applicable during the Event.

**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.

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



## APPENDIX 1

### ORGANIZATION 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:
  - Stewards' office
  - Race Director's office
  - Lamborghini office
  - Sporting checks
  - Scrutineering, flat area and weighing
  - Parc Fermé
  - 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 the ASN:
  - Two Stewards of the meeting
  - 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 the ASN
- 12) National noise limitations

#### PART B

- 1) Lamborghini Super Trofeo Race Director
- 2) Lamborghini Super Trofeo Technical Delegate
- 3) Lamborghini Super Trofeo Steward Delegate
- 4) Lamborghini Super Trofeo Secretary of the Steward
- 5) Lamborghini Super Trofeo Safety Car Driver 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 (EUROPEAN SERIES ONLY)

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 (EUROPEAN SERIES ONLY)

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



## PRO PODIUM

- Lamborghini Super Trofeo PRO winning Driver(s)
- Lamborghini Super Trofeo PRO second Driver(s)
- Lamborghini Super Trofeo PRO 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.
- First winning PRO Team will be awarded with an Hankook trophy.

## 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

### SPONSOR POSITIONING

#### Appendix 4

Paddock Space Limitations used by IMSA  
Specifics to come shortly