

2026
LAMBORGHINI SUPER TROFEO
EUROPE
SPORTING REGULATION

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FOREWORD

Lamborghini promotes, with the approval of ACI SPORT, the Lamborghini Super Trofeo 2026 (also indicated as the Series), reserved for the Lamborghini Super Trofeo Huracán EVO2. Drivers will compete for the title of Lamborghini Super Trofeo 2026 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).

The Series, is governed by ACI National Sporting Regulations (RNS), the Circuit General Prescriptions, the Lamborghini Super Trofeo Technical Regulations, the present Sporting Regulations specific to the Series and the supplementary regulation issued from the ASN in which an event is taking place.

The FIA International Sporting Code and its Appendices (the Code) must be applied for anything not provided for by the aforementioned regulatory sources and never in conflict with them.

Except as otherwise expressly indicated herein, all defined terms shall have the meanings given to them in the Code. All the participating parties (FIA, the promoters and ACI SPORT, ASNs, organizers, competitors and circuit) agree to apply and observe the rules governing the Series.

The Lamborghini Super Trofeo is presented to the FIA by ACI (Automobile Club d'Italia).

The cars which are admitted to participate this 2026 International Series are compliant at least, with art. 277 (Group E – Category 2) of attachment J of the Code.

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.

1.1. The ACI VISA number is: ACI/VCMI/2025 - 4/II/2025

2. These Sporting Regulations will come into force on 1st January 2026 and will replace any and all previous Sporting Regulations of the Series. Subject to approval from ACI SPORT and the FIA, Lamborghini reserves the right to make modifications and additions, at any time, to all points detailed within the Technical Regulation and the Sporting Regulation. These modifications and additions will be issued by e-mail 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 the virtual notice board. Lamborghini, as well as the Race Director and the Stewards 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 Entry Form, agree on behalf of themselves, their employees and agents to fully comply with all of the provisions as supplemented or amended of the Code, the Circuit General Prescriptions, the ACI National Sporting Regulations (RSN), the Technical Regulations and the present Sporting Regulations.

3.1 Entry Procedure. The selection of the competitors is carried out by a Selection Committee composed by:

- Head of Motorsport
- Super Trofeo Series coordinator
- Lamborghini technical responsible

The Selection Committee, called upon to rule on applications, will meet at the latest on 15th February of the year concerned. The decisions taken by the Selection Committee are not subject to appeal.

Competitors will not be considered as definitively admitted to the Series, or to its Events, until payment of the entirety of the participation fees have been received by AL.

During a season, a competitor who does not honour his financial commitments towards AL may be denied participation in one or several events of The Super Trofeo Lamborghini.

- 3.2 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.
The total numbers of cars admitted will be 45 cars

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 Code, the Circuit General Prescriptions, the ACI National Sporting Regulations (RSN), 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 Code, the Circuit General Prescriptions, the ACI National Sporting Regulations (RSN), 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.
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 always wear an appropriate pass. Each Driver must use the driver timing transponder supplied by the Promoter and/or the Organizer throughout the Event.

LICENSES/MEDICAL CERTIFICATES

8. All officials participating in the Series must be in possession of current and valid licences. All Drivers and Competitors participating in the Series must be in possession of current and valid international licences (minimum requirement: Grade C-C FIA International Driver's Licence) and, where applicable, authorizations issued by their ASN. The Drivers must also be in possession of a current medical certificate of aptitude (see Art 1.8 of Appendix L, Chapter II of Code and Appendix A, FIA Antidoping Regulations of Code). No driver is allowed to compete under the age of 16. All series document for drivers aged 16 or 17 must be signed by the legal parents or guardian.

SERIES EVENTS

9. Each Event will have the status of an international event.
10. Events are exclusively reserved for Lamborghini Super Trofeo Huracán EVO2 race cars as defined by the 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 20 minutes 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 chequered flag, excluding the formation lap).
The leader will be shown the chequered flag when he crosses the control line (the Line) at the end of the prescribed period. The Line is a single line which crosses both the track and the pit lane.
In order to be classified, all cars must take the chequered flag on track and not the pit lane.
12. The minimum number of Events in the Series is set at three + the World Finals.
13. 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	Paul Ricard (FRA)	10 - 12 April
Round 2	Imola (ITA)	9 - 10 May

Round 3	Spa-Francorchamps (BEL)	25 – 27 June
Round 4	Nürburgring (DEU)	28 – 30 Agosto
Round 5	Barcelona (ESP)	2 – 4 October
Round 6	TBD	

13.2 World Finals TBD

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 and the Team/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 five championship classifications. According to their position in the classification, Drivers of each category (PRO, PRO-AM, AM and Lamborghini Cup, Teams) 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.

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.

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.

Only the points scored by the best PRO classified car per Team will be taken into account after each Race in order to compile the Best Team classification.

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

17. If a race is suspended under Art. 125 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.

THE ORGANIZER

19. An application to organize an Event must be made to the ASN of the country in which the Event is to take place, which will forward the application to the FIA.

INSURANCE

20. Each Entrant must be in possession of an appropriate insurance coverage for medical expenses and death and injuries with premium insurance company for each Event. Each Entrant shall render said documentation available for inspection.
21. Ninety days before the Event, the Organizer must send Lamborghini, at least in English, details of the risks covered by the insurance of the Organizer (Third party insurance), which must comply with the national laws in force. This certificate, written in the language of the country of the Event as well as in English, shall be available to all Competitors.
22. Third party insurance of the Organizer shall be in addition and without prejudice to any personal insurance policy held by a Driver or Competitor or by any other person or legal entity taking part in the Event.
23. Drivers taking part in the Event are not third parties with respect to one another.

OFFICIALS

24. For each Event Lamborghini will nominate the following officials:
- Race Director
 - Race Technical Delegate
 - A Steward Chair of the panel of stewards of the panel of stewards
 - A Steward
 - Secretary of the stewards
 - Safety Car Driver
 - Lead Car Driver
25. The ASN will appoint the following officials:
- One Steward
 - Clerk of the Course and Deputy
 - Chief Safety Officer and Deputy
 - Race Secretary and Deputy
 - Chief Scrutineer
 - Chief Medical Officer
 - Chief Timekeeper
 -
26. The Clerk of the Course will constantly work in connection with the Race Director. The Race Director will have overriding authority in the subjects which are described below, from which the Clerk of the Course will order, providing that he has the express approval of the Race Director:
- a) To control the development of the practices and race, the fulfilment of the timetables and if he judges necessary the proposal to the Stewards of the modification of timetables according to the Code or to the Sporting regulations.
 - b) To stop any competitor (in compliance with the ISC and the Sporting Regulations)
 - c) To stop the practices or race if he considers that it could result dangerous its continuation, in conformity with the Sporting Regulations, and to ensure that the new start. is carried out according to the usual proceeding.
 - d) The starting procedure.
 - e) Use the Safety Car.
 - f) Suspending and resuming the race
- The Race Director or Clerk of the Course must keep themselves in the control area in constant contact by means of the radio between them and with all the marshal posts, during all the practice sessions and from the display of the 5 minutes' board until the last car crosses the line
- 26.1 The Stewards and the rest of the officials must keep localized at any moment by the Clerk of the Course.
- 26.2 The Stewards may use all available video or electronic equipment to assist them in reaching a decision. In such circumstances, the Stewards may overrule the Judges of Fact.
- 26.3 The Stewards may settle any matter which might arise during an Event, subject to the right of appeal provided for in the Code.

26.4 The role of the Technical Delegate is to help the officials of the Event in their duties, to see within their fields of competence that all the Technical Regulations governing the Series are respected, to make any comments they judge necessary and to draw up any necessary reports concerning the Event. The Technical Delegate nominated by Lamborghini will support the competent officials in charge of the scrutineering, who will maintain full authority in connection with the scrutineering activities.

26.5 The Stewards officiate as an independent body under the authority of a Chair of the panel of stewards. **The interpretation of the Regulations, Supplementary Regulations and bulletin issued shall be reserved to the panel of the Stewards.**

DRIVERS/COMPETITORS APPLICATIONS

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

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	The LC category is defined by the Committee, which determines driver eligibility based on sporting CV and age. The Commission reserves the right to assign or reassign drivers to the most appropriate category to maintain competitive balance and safety. Solo driver is allowed.

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

Lamborghini reserves the right to modify the drivers' categorization after two sessions of free practice probation. The request for change of categorization must be done by mail to coordinator.squadracorse@lamborghini.com before qualifying sessions of Round 3, **this will be done by a committee appointed by Lamborghini at the beginning of the season. The Composition of the Committee shall be communicated to all Competitors through an official bulletin.** The driver does not transfer the points scored in the previous category.

The stewards reserve the right to provisionally categorize drivers who did not receive the regular FIA categorization for cause of "force majeure".

In the event that one of the drivers is unable to continue or withdraws from participation, the remaining driver shall be classified and allocated to the category to which they are duly entitled

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

28. To be eligible to run the World Finals a driver must have participate 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 in only Round 5 and Round 6 will be considered as Guest Drivers.

29. Applications to compete in the Series must be submitted to Lamborghini via the Lamborghini Super Trofeo Entry Form and Entry Fee Form (Season or race by race). Lamborghini reserves the right to refuse the application of a Competitor at his sole discretion.

The application shall include:

- confirmation that the applicant has read and understood the Code, the Technical Regulations and the Sporting Regulations and agrees, on their own behalf and on behalf of everyone associated with their participation in the Super Trofeo, to observe them
- the name of the Entrant (Competitor)
- a copy 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 January 20th, 2026.

Full season Entry forms must reach Lamborghini no later than 15 days prior the first Event.

The items included in the entry fee will be indicated by Lamborghini with a separate Entry Fee form.

32. Race by race Entry Forms must reach Lamborghini no later than 7 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 (see Appendix L, chapter 4- Code of driving conduct on circuits - of the Code and Appendix B - code of good conduct - of the Code).

PASSES

35. No pass may be issued unless agreed with Lamborghini. A pass may be used only by the person and for the purpose for which it was issued. Lamborghini may deliver permanent passes which will be valid for all Events of the Series.

INSTRUCTIONS AND COMMUNICATIONS TO DRIVERS/COMPETITORS

36. The Stewards and Race director may issue Bulletins. Bulletins will be published on virtual notice board and become an integral part of the regulations and are immediately enforceable.

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. The Virtual Notice board will be hosted on the Sportify application. The access password shall be communicated to all Competitors through an official bulletin.

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.

39. The official instructions will be transmitted to the drivers by means of the flags and signals foreseen in the code. The participants are not allowed to use flags similar to the official ones. Any signal given to the drivers by means of flags and signals of the Code and Appendixes must be immediately obeyed. The deployment of one or several yellow flags at the marshal posts means that there is a hazard beside or on the track. The drivers must, reduce the speed and be prepared to change direction or even to stop. Under these circumstances, overtaking or improving times remains strictly forbidden.

When a red flag is deployed, all drivers shall substantially and immediately reduce their speed and lead to the Pit Lane (or to the red line during the race) and be prepared to stop if it was necessary. Overtaking is forbidden.

On the other side, any driver called into the Pit Lane by means of a black flag must attend and perform this command before the driver has completed three passes by the Pit Entry after the flag has been presented. Any infringement of these rules, either during the official free practice, or qualifying sessions or the races will be penalized according to the provisions of the Code.

Should the Stewards decide to impose a time penalty during Qualifying or Race, this will be displayed on the time screens –if it is possible–, and it will be included in the provisional classification. Also, if it is possible, a written notification should be given to the competitor and published on the virtual official notice board.

39.1 The race director will provide short notice information and session details on the TEAM RADIO network with the teams. Teams can only receive. Each team must listen to the TEAM radio network (radio provided by Lamborghini) at least 20 minutes before the opening of the pit lane or the pre-grid. At the first radio check of the day each team must answer the radio check through the team App with the car number followed by OK”

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 Stewards by the Race Director (or noted by the Stewards and referred to the Race Director for investigation).
- It shall be at the discretion of the Stewards to decide, upon a report or a request by the Race Director, if a Driver or Drivers involved in an Incident shall be penalised.
 - If an Incident is under investigation by the Stewards, 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).
 - If a Driver is involved in a collision or Incident and has been informed of this by the Stewards no later than 30 minutes after the race has finished, he must not leave the circuit without the consent of the Stewards.
41. The Stewards or the Race Director may impose any one of the following penalties (in substitution or in addition to other available penalties as in art.12.3 of the Code) on any Driver involved in an Incident:
- Reprimand
 - Fine
 - Time penalty
 - Drive Through.
The Driver must enter the pit lane and re-join the race without stopping; Drive Through Penalty may not be inflicted during the last 3 laps or, during last 5 minutes, instead a time penalty set out in the bulletin shall be inflicted.
 - Stop & Go.
The Stop and Go Penalty and/or Drive Through Penalty may not be inflicted during the last 3 laps or, during last 5 minutes. Instead, a time penalty set out in the bulletin shall be inflicted.
 - Cancellation of lap time
 - Start from pit lane
 - Lost of positions on the starting grid
 - Disqualification.
 - Issuing of Behaviour Warning Points
- The penalty of Reprimand, time penalty, grid drop, Drive through, Stop & Go and the issuing of BWP Cannot be Appealed

42. Should the Stewards or the Race Director decide to impose one of the penalties provided for in Art. 40 a), b), c), and Art 41. The following procedure shall be applied:
- The Stewards 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 a Steward or a representative of Lamborghini to the Team concerned.
 - From the time the Stewards' decision is notified, the relevant Driver may cover no more than three complete laps before entering the pit lane (two passages on the line) and, in the case of a penalty under Art. 41 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 the purpose of serving his penalty, he may not carry out the penalty after the Full Course Yellow or Safety Car has been deployed. Any laps carried out behind the Safety Car will be added to the three laps maximum. Whilst a car is stationary as a result of incurring a time penalty, it may not be worked on. However, if the engine stops, it may be started after the penalty period has elapsed, possibly with the help of an external source of energy, respecting Art. 84. If the Driver is unable to start his car by himself, it may be evacuated to its pit by its mechanics.
 - 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 Code.
Protests shall be lodged in accordance with the Code and accompanied by a fee of € 3000,00.
The competent sporting tribunal for an appeal formulated within the framework of a Competition that is part of an international series shall be that of the ASN that requested approval of the series, save the right to appeal the decision of the National Court before the International Court of Appeal(ICA)that the participants accept as exclusive Court to decide about this topic in accordance with CODE article 15.2 and the FIA Judicial and Disciplinary Rules if applicable.
The national appeal fee is set at € 3.000,00; the FIA appeal fee is set at € 6.000,00.

- 43.1 If, in a Round forming part of the Championship, a significant and relevant new element is discovered which was unavailable to the parties seeking the review at the time of the decision concerned, the Stewards may decide to re-examine their decision following a petition of review by either one of the parties concerned. The petition of review must be lodged in accordance with art. 14 of FIA International Sporting Code.
- 43.2 A review has no suspensive effect on the execution of the original decision of the Stewards.
- 43.3 The Stewards shall have the sole discretion to determine if a significant and relevant new element exists. The decision of the Stewards as to whether or not such an element exists is not subject to appeal.
- 43.4 The period during which a petition of review may be brought expires after 96 hours from the end of the competition concerned.
- 43.5 The petition for review must be made in writing and must specify the elements as determined by article 14.1.1 of FIA Code. It must be accompanied by a deposit of € 500.00. The deposit may only be returned if the right of review is upheld, unless fairness requires otherwise.
- 43.6 The right of appeal against this new decision is confined to the party or parties concerned

SANCTIONS

44. The Race Director, to align the penalties under the same criteria in all the events, must inflict preferably the penalties specifically set out in these Sporting Regulations. For any cases not covered by these Sporting Regulations he will liaise with the panel of the Stewards who will apply the rules of the Code (Aci Sport RSN art. 216 bis)

BEHAVIOUR WARNING POINTS

- 44.1 Drivers involved in Incidents of any kind, or who have been reported for unsportsmanlike behavior or driving standards, may, in addition to their penalty, be awarded Behaviour Warning Points (BWP) by the Stewards of the Meeting. Behaviour Warning Points will only be awarded to drivers for their own actions, not those of the Team or Team-mates (e.g. pit stop infringements, track limits).
If a driver accrues 5 BWP will be penalized with a 5 place grid position in the next race. After the penalty has been issued, the 5 BWP will be removed. Behaviour Warning Points will remain on a driver's record until the end of the season after which they will be removed.
The Behavior Warning Points updated list will be posted on the notice board at the beginning of each meeting.

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 the Stewards of the Meeting/Race Director the name of the Starting Drivers before the Briefing Session. Should be any delay in presenting the Drivers Nomination form, the Starting Drivers will be chosen by the Selection Committee.

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.

Competitor may also request in writing that a vehicle, which has not run any trial laps and/or has not obtained a time in one or both the qualifying sessions, be admitted, with decision of the Stewards, to start the respective race(s) from the last position on the Starting grid, behind all cars having obtained regular times, Should they be more than one request, the order will be determined based on the times set during the relevant Free Practice Session.

- 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 50 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 50 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 50 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: fine of 100 euros every 5 km/h over the limit

2. During the races: drive through penalty

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 20th and 30th minute respectively of the race (after 20m.00s.000 and before 29m.59s.999). These times will be counted from the start of the race (green light or extinguishing of the red light). The pit window opening is automatic after 20 minutes of race, except if ordered differently by the race director for safety reason, i.e. in case of incident on track

In the World finals the following penalties shall be enforced:

1. During Practices: fine of 100 euros every 5 km/h over the limit

2. During the races: fine of 100 euros every 5 km/h over the limit

45.2 The following penalties will be enforced in case of infringements related to the mandatory pit stop:

1. No respect of the time between the two pit lane timing loops under the published time

If the mandatory pit stop time is 1 second less than the minimum time imposed, the driver will receive a time penalty of 1" second to be added to the total race time. If the mandatory pit stop time is more than 1" second less than the minimum time imposed, the driver will receive a time penalty of 20" seconds to be added to the total race time. These penalties will automatically appear on the provisional classification of the race concerned

2. stopping, driving erratically, driving at an abnormally slow speed in the pit lane during the mandatory pit stop will be penalized with a 10-second time penalty. At the discretion of the Stewards, should the 10-second time penalty be deemed insufficient in relation to the advantage gained or the severity of the infringement, a more severe penalty may be imposed

3. Start of the obligatory pit stop outside the obligatory times : time penalty of 5" seconds. 20

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 for cause of "force majeure", the Stewards may authorize the participation of a single driver, who will take part in both qualifying and races. The driver must perform a Drive through penalty, to be served within the first 3 laps of the race, in the first race he will participate in.

RACE NUMBERS AND NAME OF CAR

47. Each car will carry the race number allocated by Lamborghini (from #2 to #99). Race Car Numbers will be allocated on the priority of 2025 year's full season entries and then the order with which entries were received for the 2026 season.

Race numbers and advertising on the cars must conform to the provisions of the Code. Its race numbers must be clearly visible from the front and from each side of the car.

SPONSOR POSITIONING

48. Teams and Drivers may display the logos of their sponsors and/or personal partners on race cars, support vehicles, team uniforms, racing suit, press releases, and dedicated web pages, provided that:

a) They are not in conflict with Appendix 3 of the present Regulation

b) They are not in conflict with Lamborghini sponsors and/or partners

c) They have been submitted for prior approval by Lamborghini

Approval must be requested via email to coordinator.squadracorse@lamborghini.com using the official Sponsor Positioning Approval Form.

Only sponsor placements that have received written confirmation from Lamborghini Squadra Corse will be considered compliant with the present Regulation.

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 16.4 of the Code). The Competitor's nationality

may be clearly displayed on the cars in the form of a 15 cm x 10 cm sticker of the national flag and code, affixed to the upper horizontal part of each door.

SPORTING CHECKS

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.

54. 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 designate a single onboard camera as the official one for the stewards, which shall be marked with the car's race number. The installation must be presented at the time of scrutineering. Any cameras considered unsafe will be removed. The weight of the complete equipment is not included in the minimum weight of the car. Cameras transmitting live video footage are not authorized. Cameras affixed to helmets are not authorized. The images on the cards are under embargo during the sessions and may not be examined by the teams. After qualifying and both races, the cards are under embargo until the results have been finalized. 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 3 lt of fuel for the taking of samples.

The 3 lt 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 Technical Delegate for scrutineering approval. The Stewards 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.

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.

A change of car is permitted up to the end of scrutineering. After scrutineering, if a Competition Car is no longer able to compete on technical or safety grounds, the Stewards, after consultation with the Technical Delegate, may permit a new car to be entered. The new car, once approved by the Technical Delegate, will start from the back of the grid.

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 regulations will be penalized.

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 change is allowed only for a dry-weather to rain tires or vice-versa. Races that begin with a dry track will not be interrupted in the event of rain, and the drivers will be allowed to use rain tires.

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

a. For the free practice session, any tires from the previous Events can be used, as well as new tires in conformity with Lamborghini specifications. For the first event of the current season, only carryover tires of specification L63H used in previous Official collective tests are permitted during free practice.

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 Stewards for exceptional reasons presented in writing to the 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 authorized 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 a used tire obtained from previous official events or during 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 authorized by the Technical Delegate.

iv. Marking of "Joker" tires: The "Joker" tires must be designated after FP2 and marked by the technical delegate

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 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 Technical Delegate.

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

GENERAL CAR REQUIREMENTS

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.

MARSHALLING SYSTEM

63.1 The installation of a specific marshalling system selected by the Promoter is mandatory for all the cars which taking part to Super Trofeo events.

Its components shall be installed accordingly to the instruction provided and must not be tampered with at any time, disconnected or removed from the car without prior approval from the Promoter.

Should the marshalling system not be operational during the sessions, the Stewards can apply a penalty. Malfunctions or damage to the system must be reported immediately to Super Trofeo Technical Delegate or to the Technical Scrutineers.

Data collected and managed by the system will be available for the Race Officials, the Promoter and authorized third parties (e.g. Tyre manufacturers' technicians).

Race Control and Stewards may use any data provided by the marshalling system means to assist them in detecting facts and reaching decisions regarding breach of regulations.

The components rented from the Promoter fully always remain the property of Squadra Corse and must be returned to the Promoter in proper order after using. Entrant is in charge for any damage to the marshalling system.

GENERAL SAFETY

64. Official instructions will be given to Drivers by means of the signals set out in the Code (see appendix H). Competitors must not use flags similar in any way whatsoever to these.

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 behavior 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 the Code or these Sporting Regulations, no one except the Driver may touch a stopped car unless it is in the Team's designated space, the pit lane or on the starting Grid.
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:
- Marshals or other authorised personnel in the execution of their duty;
 - Drivers when driving or under the direction of the marshals;
 - 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 must always wear the clothes, underwear, helmets, and the FIA-approved head restraint specified in Appendix L to the Code.

HELMETS HOMOLOGATED ACCORDING TO THE FIA STANDARD - TECHNICAL LIST NO. 25	
FIA 8860/2010	Technical list no. 33
FIA 8859-2015	Technical list no. 49 complete with Presentation Forms
FIA 8860-2018	Technical list no. 69 complete with Presentation Forms
FIA 8859/2024	Technical list no. 107 complete with Presentation Forms
LIST OF APPROVED FRONTAL HEAD RESTRAINT (FHR) SYSTEM ACCORDING TO FIA STANDARD - TECHNICAL LIST NO. 29 https://www.fia.com/sites/default/files/regulation/file/L36_Frontal_Head_Restraint_4.pdf	

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 FIA for use by security services, are forbidden in the pit area and on the track and in any spectator area.
81. The Race Director, the Stewards 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 the Code or these Sporting Regulations may result in the exclusion of the Competition Car and Driver concerned from the Event. When an accident occurs, the procedure is settled by art. II, appendix O of Code (accident reporting).

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;
- b) Unless a car is pushed from the Grid at any time during the start procedure, cars may only be driven from the Team's designated space to the end of the pit lane; penalty may be a drive through
- c) Any Driver intending to start the race from the pit lane may not drive his car from his Team's designated space until the pit exit is closed and must stop in a line in the fast lane;
- d) Competitors must not paint lines on any part of the pit lane;
- e) No equipment may be left in the fast lane. A car may enter or remain in the fast lane only with the Driver sitting in the car behind the steering wheel in his normal position, and under its own power;
- f) 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;
- g) It is the responsibility of the Competitor to release his car after a pit stop only when it is safe to do so. Cars in the fast lane have priority over those leaving the working lane;
- h) Lamborghini staff members are allowed free access to the boxes at any time during the event and Competitors and Drivers must provide full cooperation. Failure to observe the rules is sanctioned by the appointed Officials up to the exclusion from the race.

FUEL

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.

ASSISTANCE IN THE PIT LANE

86. Refuelling 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) 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

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 air guns for the wheel nuts may be used.

Except when work is carried out on a car, all personnel must remain inside the pit and/or on the pit wall for authorised Team personnel. All other Team members standing in the working area ("working lane", Art. 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 authorised.

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 the Code or these Sporting Regulations relating to pit lane assistance and refueling may result in the disqualification 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 Stewards 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 Stewards.

92. There will be two free practice sessions of maximum 60-minutes. 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 tyres 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 Practices will take place in two sessions of maximum 20 (twenty) minutes each with a 10 (ten minutes) interval, no parc fermé, refuelling not allowed. In case of two drivers for the same car, each must take part in only one of the two qualifying sessions.

96. In the event of a driving infringement during any session, the panel of the Stewards may penalise the driver accordingly. Unless it is absolutely clear that a Driver committed a driving infringement, any Incident will normally be investigated after the relevant session.

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 with the agreement of the Stewards.

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

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 to start.

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. If there are no qualifying sessions as a result of force majeure, the position on the starting grid will be determined according 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.

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 2 x 2 formation and the rows on the Grid will be separated by at least 8 metres.

107. Any car which has not taken up its position on the grid by the time the 5-minute signal is shown will not be permitted to do so and must start from the pits.

BRIEFING

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 Stewards. The Competitors' representatives will be informed accordingly. The Briefing Notes will be binding to this Sporting Regulation.

STARTING PROCEDURE

109. Fifteen minutes before the time for the start of the formation laps, the cars will leave the pit lane to cover one reconnaissance lap. Pit Lane will be divided into two lanes defined in the following way. The lane closest to the Pit wall is designated as the "fast lane", and the lane closest to the garages is called the "working lane/inner lane" and is the only area where any work can be carried out on a car. Any vehicle that is in the "Fast Lane" at any time, must be with the driver on board and with the engine on, even if it is being pushed.

A maximum of five minutes before the start of any practice session or qualifying session, cars may be allowed to drive from their allocated working area to queue in the fast lane. Cars may only leave their working area to queue after an instruction of 'FAST LANE OPEN' has been given on the timing monitors and/or the Team radio. Should it not be possible to give this instruction, cars must not move until the light at pit lane exit is green. Cars moving from their working area before they have received either the 'FAST LANE OPEN' instruction or a green light at pit exit may be reported to the Stewards. This also applies after a red-flag interruption to a practice or qualifying session. The cars will not be allowed to be on the fast lane prior the FAST LANE MESSAGE is displayed on the timing monitors. The signal may be given from two minutes before the start of the session.

Those vehicles placed on the fast lane will not be able to turn off the engine nor obstruct the Pit Lane Exit. They must leave enough space to be able to leave the Pit Lane in case of emergency.

At no time a vehicle can go backwards on its own power through the Pit Lane (it must always be pushed).

At the end of this lap they will stop on the grid in starting order with their engines stopped. Should they wish to cover more than one reconnaissance lap, this must be done by driving down the pit lane at greatly reduced speed between each of the laps and before the pit lane is closed as per instructions of the Race Director.

A breach of the provisions of the FIA International Sporting Code or these Sporting Regulations, relating the starting procedure, may result up to the disqualification of the car and driver concerned from the race.

110. Any car which is still in the pits/pre-start when the pit exit is closed can start from the pits, but only under the direction of the marshals. It may be moved to the pit exit only with the Driver in position.

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

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

111. Wheel changes on the starting grid may only be allowed prior to the 5-minute signal.

112. The approach of the start will be announced by signals shown ten minutes, five minutes, three minutes, one minute and fifteen seconds before the start of the formation lap, each of which will be accompanied by an audible warning.

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

When the five-minute signal is shown, all cars must have their wheels fitted. After this signal, wheels may only be removed in the pits, except under Art. 122. Any car which does not have all its wheels fitted at the five-minute signal must start the race from the back of the grid or the pit lane.

Under these circumstances a marshal holding a yellow flag will prevent the car (or cars) from leaving the grid until all cars able to do so have left to start the formation lap.

When the three-minutes signal is shown the car must be resting on its complete wheels.

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

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

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

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

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

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

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

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

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

115. There will be a rolling start. The starting signal will be given by means of green starting lights activated under the control of the starter. When all cars are lined up side-by-side for the start, the Official Leading Car will reduce the speed of the field to 50 km/h

before pulling off the track into the pit lane. From that moment, the car on pole position will be in charge of the speed. The leader must then slowly increase his speed to a maximum of 110 Km/h by the moment of the start. During the briefing the Race Director may define a 'Starting Zone' from which point the start can be given. In this case, the cars will only be authorised to race and overtake once they have entered the zone.

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

The starting signal will be given by means of green starting lights activated under the control of the starter.

116. During the start of a race, the pit wall must be kept free of all persons with the exception of properly authorised officials and fire marshals, all of whom shall have been issued with and shall be wearing the appropriate pass.

b) If a problem arises when the cars reach the Line at the end of the formation lap of the grid, the red light will stay on. Waved yellow flags will be displayed at all observation posts. The leading car will remain in front of the cars. If it is not possible the leader will be in charge of the speed and will continue for a second formation lap.

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

117. All cars starting from the pit lane must be stopped by the marshals at the pit lane exit. These cars are considered to have started as soon as released by the marshals. The lights at the pit lane exit must be strictly observed. Cars starting from the pit lane will have completed their first lap as soon as they cross the start/finish line for the first time.

118. A penalty will be imposed for a false start if so reported by start line judges or judges of fact.

119. Only in the following cases will any variation in the starting procedure be allowed:

a. If it starts to rain after the five-minute signal but before the race is started and, in the opinion of the Race Director, Teams should be given the opportunity to change tires, the abort lights will be shown on the Line and the starting procedure will begin again at the 10-minute point. If necessary, the procedure set out in Art. 115 will be followed.

b. If the start of the race is imminent and, in the opinion of the Race Director, the volume of water on the track is such that it cannot be handled safely even on wet-weather tires, the abort lights will be shown on the Line and information concerning the likely delay will be displayed on the timing monitors. Once the start time is known, at least ten minutes' warning will be given.

c. The Safety Car, under the decision of the Race Director/Clerk of the Course, may be brought into operation to:

- Neutralize a race if competitors or officials are in immediate physical danger but the circumstances are not such as to necessitate stopping the race
- Start a race in exceptional conditions (e.g. poor weather)
- Pace a rolling start.
- Resume a suspended race

At circuits where Safety Car procedures are to be used, two continuous, 20 cm wide "Safety Car Lines" should be marked with non-skid paint, crossing the track and the Pit entry and Pit exit from side to side, at right angles to the track centreline, at the following places:

Safety Car Line 1: at the point at which it is deemed reasonable to allow a car entering the Pits to overtake the Safety Car or another competing car remaining on the track. It is also the point at which competing cars can pass the Safety Car as it enters the Pits at the end of the intervention.

Safety Car Line 2: at the point at which cars leaving the Pits are likely to be travelling at a similar speed to competing cars on the track. A car on the track may therefore overtake another leaving the Pits before reaching this line but no overtaking may take place after it.

When the five-minute signal is given the Safety Car will take up its position

In exceptional circumstances, the race may be started behind the Safety Car. In this case, at any time before the one-minute signal, its orange lights will be turned on. This is the signal to the drivers that the race will be started behind the Safety Car. When the green lights are illuminated, the Safety Car will leave the grid with all cars following in grid order no more than 5 car lengths apart.

There will be no formation lap and the race will start. when the green lights are illuminated.

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

Any driver who is unable to re-establish the original starting order before he reaches the end of sector 2, must enter the Pit Lane and may only join (or rejoin) the race once the whole field has passed the end of the Pit Lane

As soon as after the last car in line behind the Safety Car passes the end of the Pit Lane, the Pit exit light will turn green; any car in the Pit Lane may then enter the track and join the line of cars behind the Safety Car.

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

A penalty will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the first lap, except in cases of force majeure.

120. The Race Director and Stewards may use any video or electronic means to assist them in reaching a decision. The Stewards may overrule judges of fact. A breach of the provisions of the Code or these Sporting Regulations may result in the penalties of the cars and drivers concerned.

THE RACE

121. A race will not be stopped in the Event of rain unless the circuit is blocked or it is dangerous to continue (see Art. 125).

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

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

FULL COURSE YELLOW (FCY) and SAFETY CAR (SC) PROCEDURES

124 a) FULL COURSE YELLOW

Should it be necessary for safety reasons, whenever a car is stopped in a dangerous location, whenever track vehicles are working near the track, marshals are working close to the track or other similar situations, the Race Director will declare a Full Course Yellow period.

A Full Course Yellow period will be deemed to be in operation from the moment a Full Course Yellow countdown is declared on the Team radio or on the timing screen.

The message 'FCY' will be displayed on the monitors and the instruction 'Full Course Yellow' will be given on the Team radio after a countdown as detailed in the driver's briefing

Waved yellow flags and 'FCY' boards will be shown at all marshal posts, at the Line and at pit exit. At this point, all cars must immediately slow down to 80 km/h. Overtaking, except for safety reasons accepted as such by the Race Director or Stewards, is forbidden. Cars must proceed at a constant speed in single file and keep the gap with the car in front.

Speeds will be monitored and any car exceeding the given speed will be reported to the Stewards and a penalty may be imposed.

The pit lane entry and exit will remain open. Cars entering the pit lane may overtake cars that are on the track once they cross Safety Car Line 1. Cars exiting the pit lane may overtake other cars on track until they reach Safety Car Line 2.

Once the problem is resolved, the track will return to Green and the information will be given on the monitors and Team radio. Alternatively, should the problem not be resolved, the Safety Car may be deployed.

b) SAFETY CAR INTERVENTION AFTER FULL COURSE YELLOW

At the start of any Incident which may need the Safety Car to be deployed, a Full Course Yellow period may be declared before the Safety Car is deployed. In this case, the Safety Car will join the track, with its lights off, and will overtake the cars on track until it reaches the leader. It will then switch on its lights, and the SC boards will be shown. From this point onwards it will proceed according to Article 124 c.

c) SAFETY CAR PROCEDURE

In accordance with Appendix H of the ISC, Article 2.10, varied only in respect of the flag signals shown at the end of the intervention period which will be as detailed below.)

When the order is given to deploy the Safety Car, all marshal posts will display waved yellow flags and "SC" boards and the orange lights at the Line will be illuminated, for the duration of the intervention.

When the order is given to deploy the Safety Car, all marshal posts will display waved yellow flags and "SC" boards and the orange lights at the Line will be illuminated, for the duration of the intervention.

The Safety Car will start from its designated location with its orange lights illuminated and will join the track regardless of where the race leader is.

All the competing cars must then form up in line behind the Safety Car no more than five car lengths apart, and overtaking, with the following exceptions, is forbidden until the cars reach the Line after the Safety Car has returned to the pits.

Overtaking will be permitted in accordance with the the Appendix H of the ISC.

When the Race Director calls in the Safety Car, its orange lights will be extinguished; this will be the signal that it will be entering the pit lane at the end of that lap. At the moment the Safety Car switches off its lights, the yellow flags and SC boards (lights) at the marshal posts will be withdrawn. At this point, the first car in line behind the Safety Car may dictate the pace and, if necessary, fall more than five car lengths behind it. In order to avoid the likelihood of accidents before the Safety Car returns to the pits, from the point at which the lights on the car are extinguished, drivers must proceed at a pace which involves no erratic acceleration, braking, or any other maneuver which

is likely to endanger other drivers or impede the restart. As the Safety Car is approaching the pit entry, a waved green flag or/and green lights will be shown at the Line only. These will be displayed until the last car crosses the line.

SUSPENDING A RACE

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

When the red flag signal is given, overtaking is forbidden, the pit exit will be closed and all cars must proceed slowly (80 kph maximum) in to the pits, where the cars will line up in the fast lane at the pit exit.

If the leading car on the track is not at the front of the line, any cars between it and the pit exit will be waved past the safety car when the race is resumed.

If the red flag signal is shown prior to the completion of the first two racing laps of the races, all the cars must proceed single file to the Start Line where the race will be restarted using the original starting grid position. Marshalls will assist the teams to place the cars in the correct starting position prior to the resumption of the race.

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

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

Whilst the race is suspended:

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

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

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

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

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

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

RESUMING A RACE

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

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

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

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

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

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

The race will be resumed behind the Safety Car when the green lights are illuminated. The Safety Car will enter the pits after one lap unless:

- All the cars are not yet lined up behind the Safety Car;
- Team personnel are still clearing the grid;
- Or a further incident occurs necessitating another intervention.

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

Overtaking during this lap is permitted only if a car is delayed when leaving the red flag line and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, Drivers may only overtake to re-establish the order before the race was suspended. Any Driver who is delayed leaving the red flag line may not overtake another moving car if he was stationary after the remainder of the cars had crossed the red flag line and must form up at the back of the line of cars behind the SafetyCar. If more than one Driver is affected, they must form up at the back of the field in the order in which they left the grid.

Either of the penalties under Art. 40 a) or b) or c) or d) will be imposed on any Driver who, in the opinion of the Race Director or the Stewards, unnecessarily overtook another car during the lap.

During this lap Art. 2.10 of the Appendix H of the Code will apply.

If the race cannot be resumed, the results will be taken at the end of the penultimate lap before the lap during which the signal to suspend the race was given. The cars that stopped from that moment until the red flag will not be classified.

FINISH

127. The end-of-race signal will be given at the Line as soon as the leading car crosses it after the scheduled time has elapsed.

128. Should for any reason the end-of-race signal be given before the scheduled time has elapsed, the race will be deemed to have finished when the leading car last crossed the Line before the signal was given.

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

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

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

PARC FERME

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

Unless otherwise specified, the Parc Fermé will normally last for a maximum of 30 minutes from the posting of the provisional results for any qualifying session or the race(s). After this time, any cars which have not been selected for further examination by the Technical Delegate or ordered by the Stewards will be released by way of an official communication from the Race Director or Stewards via the Team Radio and/or the Team Messaging application.

131. When the Parc Fermé is in use, Parc Fermé Regulations will apply in the area between the Line and the Parc Fermé entrance.

132. The Parc Fermé shall be sufficiently large and secure that no unauthorized persons can gain access to it.

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 the Code and these Sporting Regulations.

PODIUM CEREMONY

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

USE OF TRADEMARK, IMAGE AND PROMOTIONAL ACTIVITIES

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 Stewards 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, as defined in Art. 20 of the Code, 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, the Stewards 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 Code.

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 pursuant to Art. 2.1.2 of the Code.

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 Code and 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 I

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

A second 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)

A third 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 fourth podium ceremony will follow and 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)

The trophies which will be provided by Lamborghini must show:

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

5. PRESS ROOM

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

APPENDIX 3



SPONSOR POSITIONING