



RACING, RESULTS AND RELATIONSHIPS THROUGH MOTORSPORTS



The Racer's Group is a professional motorsports business, adept at successfully managing teams at unprecedented competitive levels. This vast knowledge of Sportscar Racing aids in the development and execution of visionary programs, catering to all levels of driver. From humble roots as a Porsche club-racing business, The Racer's Group, now known as TRG, first tackled the world of international sportscar racing in 1995 when Kevin Buckler, driving the TRG Porsche 911, won his first ever professional race. From 1995 through 2002, Kevin and his team competed in a wide variety of racing forums while continuing to focus on the development and growth of its multifaceted racing business.



MORE THAN RACING

UNIQUE DRIVING EXPERIENCES

This is not your standard exotic car Arrive and Drive. Between races, TRG hosts select driving days where guests can not only try out our race cars, but can gain valuable seat time and receive tactical lessons from our pro drivers.

RACE WEEKEND HOSPITALITY

Full access to the sights, smells, sounds, and incredible experiences that can only be found in Sportscar racing are invited to be a part of TRG's hospitality program. Groups or individuals are TRG team members for the weekend, spending time being as close to an active race as possible or relaxing in our private paddock.

BENEFICIAL PARTNERSHIPS

TRG's assets include on- and off-the-racetrack experiences with high-end luxury race cars. Over 20 years of building relationships with business partners have yielded dozens of valuable alliances formed from connections made at a TRG event.



THE RACER’S GROUP: A LEGACY OF SUCCESS

TRG has a long history of success in the GRAND-AM and American Le Mans Series (both now combined to form IMSA United Sportscar Racing Series). It is one of the most storied teams in North American Sportscar racing, consistently fielding multi-car efforts in multiple series.

Garnering numerous race victories in both major North American Sportscar series, TRG is built on a tradition of winning. The team has an extensive number of notable Sportscar accolades including victory at the 24 Hours of Le Mans, four wins at the Rolex 24 at Daytona, multiple team and drivers’ championships, as well as the record for the most wins and podiums of any independent GT team in North American Sportscar racing history.



2002 ROLEX 24 HOURS OF DAYTONA - GT CHAMPION

2002 24 HOURS OF LE MANS - GT CHAMPION

2002 PORSCHE WORLD CUP CHAMPION - KEVIN BUCKLER

2003 ROLEX 24 HOURS OF DAYTONA - OVERALL CHAMPION

2005 ROLEX GT TEAM CHAMPION

2006 ROLEX GT TEAM CHAMPION

2006 ROLEX GT DRIVERS CHAMPIONSHIP

2006 ROLEX GT MANUFACTURERS CHAMPIONSHIP

2009 ROLEX 24 HOURS OF DAYTONA - GT CHAMPION (1-2 FINISH)

2010 ALMS PETIT LE MANS - GTC CHAMPION

2011 ROLEX 24 HOURS OF DAYTONA - GT CHAMPION

2015 TUDOR UNITED SPORTSCAR CHAMPIONSHIP: GTD CLASS RUNNER-UP





ARRIVE & DRIVE: TRACK DAY EVENTS, AND MORE...

The Racer's Group offers unparalleled Arrive-and-Drive programs designed to be user-friendly and cost effective. Whether you are interested in a professional driving career in sportscars or if you are simply looking to experience the thrill of a real race track, The Racer's Group can customize a program for your specific needs. We manage all of the logistics so you can concentrate on racing and developing your skills as a driver. We offer unrestricted access to the latest in racing technology and driver instruction. The combination of our data acquisition matched with our professional instruction allows you to make measurable performance gains. By using the same tools as top professional drivers, you will have the opportunity to improve your race craft at every event.

RACE WEEKEND EXPERIENCE

Racetrack hospitality at a world-class sportscar race is a great alternative to golf outings and stadium tickets for building relationships with prospects, customers or employees. We can customize an experience where you and your guests become a member of the TRG Race team for the weekend including access to team, drivers, private hospitality, VIP networking, and more.

This rare behind-the-scenes experience totally immerses you within the team: hot pit access, radio scanner, pit box seats next to the team owner, and exclusive access to the team drivers. Maybe even the chance to do a pit stop as an honorary crew member. See the inner workings of one of the world's most successful professional sportscar teams.



TRADE SHOW SUPPORT

TRG transforms routine corporate events into memorable experiences. Leverage the exclusive brands of our racecar fleet, professional driver appearances, high-end hospitality, and interactive displays to spice up your conferences, seminars, team building, product launches, award ceremonies, and executive retreats, just to name a few.

Increase attendance and engagement at trade shows and corporate gatherings. Integrate TRG event enhancements and in-market VIP experiences to increase buyer engagement with sales teams. Customize events to provide in-market opportunities such as private team wine dinners with your key prospects/customers, race car rides for potential new clients, or “Top Gear” style autocross competitions for employee/client relationship building.

TRG’S COMMITMENT TO EXECUTIVE LEVEL HOSPITALITY

With a full-time hospitality and corporate partnership staff making sure your engagement is flawless, we deliver the best experience possible for you and your guests. From exclusive winemaker’s dinners at spectacular dining establishments, unique and exciting events around the country or a team building pit stop crew experience, TRG will take care of everything at the track and elsewhere.

BUSINESS CAPABILITIES

BUSINESS TO BUSINESS CONNECTIONS

The opportunity to meet your next business client in a unique B2B setting is unparalleled outside of the paddock. Described by one high ranking international executive as “An incredibly effective and targeted environment unlike any to which I’ve ever been accustomed.”



SALES INCENTIVE

Whether monthly, quarterly or annually, devise an internal promotion that sends your top performers to a race weekend complete with a “Backstage Pass” featuring one of the world’s top sportscar teams, potentially with his or her top customer/client. Not only have you created a reward for those who perform above and beyond, but you’ve created a bond to the brand.



MARKETING & BRAND AFFILIATION

Use the success of TRG’s team and its internationally televised race series as part of your company’s marketing program. Create overlays and campaigns that result in return on investment, brand awareness, customer entertainment and valuable business-to-business relationships

Become an insider. Create marketing and branding overlays with one of the most renowned and recognized automotive marques in the world through brand affiliation.



EXCEPTIONAL ENHANCEMENTS WITH ADOBE ROAD WINERY

Adobe Road Winery is a small, boutique winery based in Sonoma County, California, and owned by Kevin and Debra Buckler. Since its commercial launch in 2000, Adobe Road has played an integral role in the marketing and promotion of The Racer’s Group’s racing teams, relationship building and hospitality events. Similar to a world-class racing team, operating an award winning winery requires preparation, passion and a dedicated, knowledgeable staff. Using the same operating principles that have helped The Racer’s Group ascend to the pinnacle of international motorsports, Adobe Road focuses its staff and resources on exceptional quality through proper connections, hard work and building the right team.

At most races, Adobe Road hosts tastings, winemaker dinners and tours in conjunction with race events. From years of relationship building, The Racer’s Group and Adobe Road have special access at the finest restaurants and event venues on the North American racing circuit – from quiet bistros in Carmel and brash steakhouses in Austin to glamorous seafood restaurants in South Beach. The Racer’s Group’s partners receive the benefit of these relationships, gaining access to some of the most unique venues in the country while creating excellent memories for their guests.



DRIVE WITH TRG



DRIVER DEVELOPMENT

The Racer's Group runs a number of programs in a variety of series that are perfect for any level of driver. With a successful history of driver development, we know best how to position drivers to excel so they have the opportunity to learn and grow. The Racer's Group has proven success with hundreds of drivers at all levels of sportscar racing – from SCCA club racing to the biggest races in the world, such as the Rolex 24 Hours at Daytona.

DRIVER PREPARATION ELEMENTS

- One on one training from professional, championship-caliber drivers
- Private track testing and simulator coaching days
- Detailed pre-race packets including track notes, videos and data analysis
- On-board camera and data acquisition with post-race comparative analysis
- Pre and post race engineering services

ASSOCIATE WITH THE MOST SOPHISTICATED AND HIGHLY ESTEEMED MOTORSPORT BRANDS IN THE WORLD.

Take control of a race spec. Aston Martin, Porsche, or Lamborghini - with the reassurance that your skill and speed will be enhanced with the expert tutelage and support TRG provides.

PORSCHE CAYMAN GT4 CLUBSPORT

CONCEPT

- Single-seat, production-based race car
- Based on: Porsche Cayman GT4 (981)

ENGINE

- Aluminum six-cylinder rear-mounted boxer engine, rigid mounting
- 3,800 cc; stroke 76.4 mm; bore 102.7 mm
- Max. power: 283 kW (385 hp) at 7,400 rpm
- Max. rpm: 7,800 rpm
- Max. torque: 420 Nm at 4,750 – 6,000 rpm
- Compression ratio: 12.5 : 1
- Water cooling with heat exchanger for engine and gearbox
- Four valves per cylinder, adjustable camshaft phasing and variable valve timing VarioCam Plus
- Sequential multi-point fuel injection
- Fuel quality: minimum 98 octane, unleaded
- Dry-sump lubrication
- Electronic engine management (Continental SDI 9)
- 100-cell metal catalytic converter complying with DMSB specifications
- Rear muffler with central tailpipes
- Variable intake system with adjustable resonance butterflies
- Twin pipe sport exhaust system featuring two central tailpipes
- Transmission:
- Rear wheel drive
- Rigidly mounted six-speed PDK-gearbox (DCT, dual clutch transmission)
- Limited slip differential optimized for racing
- Dual mass flywheel

SUSPENSION

FRONT AXLE

- McPherson suspension strut
- Forged suspension links:
- Optimized stiffness
- Double shear mounting
- High-performance spherical bearings
- 5 lug wheel hubs
- Motorsport dampers, adjustable ride height (rebound/compression characteristics fixed)
- Reinforced track rods
- Electrohydraulic power steering with variable steering ratio and steering impulse
- Modified anti-roll bar

REAR AXLE

- McPherson suspension strut
- Forged suspension links:
- Optimized stiffness
- Double shear mounting
- High-performance spherical bearings
- 5 lug wheel hubs
- Motorsport dampers, adjustable ride height (rebound/compression characteristics fixed)

BODYWORK

- Lightweight bodywork with intelligent aluminum-steel composite construction
- Fully integrated roll-cage complying with FIA Homologation Regulations for safety cages
- Front bonnet with quick release fasteners
- Rear deck with quick release fasteners
- Fixed carbon rear wing with side plates, black aluminum wing support with integrated Gurney flap
- Modified Cayman GT4 cockpit:
- Porsche motorsport steering wheel, Alcantara covered, integrated shift paddles
- Motorsport center console with typical Porsche switch layout
- Crash protected, lightweight battery and optimized ECU positon
- OMP race bucket seat with longitudinal adjustment (in accordance with FIA requirements)
- Six-point safety harness
- FIA certified towing loops at front and rear
- Central fire extinguisher system
- 70 liter FT3 safety fuel cell with ‘Fuel Cut Off’ safety valve according to FIA regulations
- Pre-installed mounting points for on-board three-piston air jack
- Optional: 100 liter FT3 safety fuel cell with ‘Fuel Cut Off’ safety valve according to FIA regulations
- Optional: Recaro race bucket seat with longitudinal adjustment and individual padding system
- (in accordance with FIA standard 8862/2009 – latest FIA requirements)

BRAKE SYSTEM

- Front axle:
- Aluminum, mono-bloc six-piston racing calipers with ‘Anti knock back’ piston springs
- Ventilated and grooved 380 mm brake rotors mounted on aluminum rotor hat
- Motorsport brake pads
- Optimized brake cooling duct layout
- Rear axle:
- Aluminum, mono-bloc four-piston racing calipers with ‘Anti knock back’ piston springs
- Ventilated and grooved 380 mm brake discs rotors on aluminum rotor hat
- Motorsport brake pads
- Optimized brake cooling duct layout
- Rims/Tires:
- Front axle:
- One piece forged alloy rims, 9J x 18, offset 28 mm, 5 lug mounting
- Michelin transportation tires; dimensions: 25/64-18
- Rear axle:
- One piece forged alloy rims, 10.5J x 18, offset 53, 5 lug mounting
- Michelin transportation tires; dimensions: 27/68-18

ELECTRICS

- Porsche GT4 instrument cluster including typical motorsport display elements
- Porsche Track Precision Race App with provision for a lap trigger
- Electronic throttle system
- Battery 12 V, 70 Ah (AGM), leak-proof, mounted in passenger footwell
- Electric windows
- Emergency switch in cockpit and exterior emergency switch at lower left of windscreen frame
- Lighting system:
- Main headlights with H7 technology
- LED rear lighting system
- Electronic dynamic stability system PSM (Porsche Stability Management) with ABS,
- traction control and electronic stability control can be deactivated.
- Tire pressure monitoring system (TPMS)
- Optional: Air conditioning



Total weight:	approx. 1.300 kg
Total length:	4.438 mm
Total width:	1.817 mm
Total height:	1.266 mm
Aerodynamic drag coefficient:	cw=0.32
Wheelbase:	2.484 mm

ASTON MARTIN V8 VANTAGE GT4

ENGINE & TRANSMISSION

- ASTON MARTIN RACING 4.7 liter V8 GT4 engine
- 450 horse power
- Weight reduced rear silencer or straight through tailpipes (optional)
- FIA-approved bag type fuel tank: 100 liter capacity
- 115 liter centrally mounted fuel tank, single or twin fill optional
- Six-speed manual transmission or Sportshift (ASM) transmission
- Twin-plate cera-metallic clutch with lightweight flywheel

CHASSIS

- FIA approved full roll cage in 15CDV6 high-strength steel
- Integral Air Jacks (optional)
- Poly carbonate side and rear windows
- Side sills with exposed carbon fiber rib
- Quick-release bonnet and tailgate with safety latches
- Carbon fiber side strakes
- Reduced weight wiring harness
- Lightweight battery

SUSPENSION

- Double wishbone suspension adjustable for toe and camber
- 2-way adjustable shock absorbers stiffened front and rear anti-roll bars
- Front suspension modified for extra camber and castor
- Rose-jointed suspension upgrade package (optional)

INTERIOR

- Recaro competition seat embroidered with ASTON MARTIN RACING logo
- Recaro HANS compatible seat (optional)
- Sabelt six-point safety harness
- FIA compliant Lifeline plumbed-in extinguisher system
- Lightweight door casings
- Weight-reduced facia, trimmed in Alcantara
- Quick-release steering wheel

BRAKES

- Four-piston monoblock calipers fitted with high-performance Pagid RS 29 Race pads
- Uprated two-piece front brake discs
- Twin front brake cooling ducts
- Endurance brake package (optional)
- Bosch race-developed ABS and Traction control system (optional)

DATA SYSTEM

- GT4 electrical diagnostic system (optional)
- Cosworth data logging system (optional)

WHEELS

- Magnesium 5 stud wheel
- Front - 10" x 18"
- Rear - 11" x 18"

AERODYNAMICS

- Adjustable carbon-fiber rear wing
- Increased protrusion front splitter
- Carbon-fiber front dive planes

Vantage GT4

The Aston Martin V8 Vantage is the most popular GT4 car in the world. Over 100 cars have been hand-built at the Aston Martin Racing/Prodrive factory in Banbury, England. These venerable racing machines are competing around the world and are built on the Vantage road car platform, sharing 80% of the parts with their streetcar brethren, though more than 650 lbs of excess weight has been removed.

The V8 Vantage GT4 features a hand-built 4.7 liter V8 engine that produces approximately 450 bhp in base trim. Engines are available in multiple upgrade stages up to 600 bhp and are connected to the ground through a six-speed manual or seven-speed ASM II paddle-shifted semi-automatic gearbox.



ASTON MARTIN V12 VANTAGE GT3

ENGINE

- Lightweight V12
- Dry sump oil system
- Engine repositioned to optimize weight distribution
- 720 maximum unrestricted horse power
- Target torque > 700 Nm

TRANSMISSION

- Xtrac six speed sequential transmission
- Racing clutch
- Limited slip ramp/plate differential
- Easily accessible drop gears
- Semi-automatic paddle shift gear change
- Carbon fiber propshaft

CHASSIS

- Lightweight aluminum chassis
- Steel roll cage to FIA safety standards
- High speed pneumatic jack system

SUSPENSION

- Double wishbone suspension type with uniball bearings
- Two-way adjustable dampers front and rear
- Optimized geometry for lower race ride height

STEERING

- Hydraulic power assisted steering
- Quick release steering wheel

FUEL SYSTEM

- 110I Fuel cell to FIA safety standards
- Twin quick release couplings

WHEELS

- Front 12.5" x 18"
- Rear 13" x 18"

BRAKES

- Six pot front calipers
- Ventilated front brake disc
- Four pot rear caliper
- Ventilated rear brake disc
- Floor mounted pedal box
- Manually adjustable front/rear brake bias
- Adjustable motorsport ABS and traction control

COCKPIT

- Six-point safety harness
- Adjustable seat position
- Adjustable pedal box position
- Lightweight battery
- Carbon fiber dash
- Fire extinguisher system
- Driver display and shift lights

AERODYNAMICS

- Front splitter
- Adjustable full width carbon fiber rear wing
- Aerodynamically optimized bumpers, side sills and rear fenders

BODY

- Removable carbon-fiber body panels
- Aluminium Roof
- Painted in Aston Martin Solid White as standard

WEIGHT

- Target dry weight 1250kg

Vantage GT3

The Aston Martin V12 Vantage GT3 was developed from the ground up leveraging the rich racing heritage of both Aston Martin Racing and Prodrive, as well as cutting-edge technologies developed in F1, WRC, and others. The Le Mans winning DBR9 laid the groundwork for the modern day GT3 and GTE models, including the 6.0 liter V12 engine that produces well in excess of 700 bhp and 700 Nm of torque when run without restriction. The engine sits low and to rear of the engine bay, drastically reducing the center of gravity and improving handling performance along with the race suspension setups.

A carbon fiber driveshaft connects the V12 monster to the six-speed Xtrac gearbox, which is pneumatically shifted and controlled through carbon fiber steering wheel mounted paddle shifters. Keeping in line with the light weight of the car, the aluminum chassis from the Vantage is used as the building block for the GT3 model, offering an incredibly light, strong, and stiff structure.



Safety is paramount across the entire Aston Martin Racing line with FIA-approved roll cages, centrally-mounted quick fill bagged fuel cells, and FIA approved fire suppression systems standard in every model, including the V12 Vantage GT3. F1 developed traction control and ABS are available, furthering the capabilities and stretching the performance ever further for drivers both pro and am.

The striking lines of the GT3 are not just for looks, but contribute substantially to the handling and performance of the V12 Vantage GT3 on track. The V12 Vantage GT3 is eligible for racing series across the globe, including IMSA United Sportscar Challenge, Pirelli World Challenge, the Blancpain Endurance Series, and others.



LAMBORGHINI HURACÁN LP620-2 SUPER TROFEO

CHASSIS / BODY	Complete aero kit with quick fixing (DZUST)
BRAKES	Brembo / PFC
DISCS FRONT	Steel 380x35 mm / Rear: Steel 355x32 mm
SUSPENSION	Double wishbones with rigid bushing
FUEL CAPACITY	118 l (31.2 gal.)
CALIPERS FRONT	6 pot monoblock, Rear: 4 pot monoblock
DRIVER CONTROLS	Racing ABS (12 position) / TC (9 position) / Brake bias
DATA SYSTEM	MOTEC Pro

ENGINE		DIMENSIONS
Type	V10 IDS (NO MPI), Air Intake by BMC	Wheelbase 2,620 mm (103.15 in)
Displacement	5,204 cm³ (317.6 cu.in.)	Front Track 1,695 mm (66.73 in)
Max. Power	620 CV (456 kW) @ 8,250 RPM	Rear Track 1,660 mm (65.35 in)
Max. Torque	570 Nm (419 lbft) @ 6,500 RPM	Dry Weight 1,270 kg (2,800 lb)
Engine Mgmt System	MOTEC M182 (9 position Traction Control)	Weight/Power Ratio 2.05 kg/CV (4.52 lb/CV)

TIRES & WHEELS	
Front Tires	Pirelli 305/660-18 DH
Rear Tires	Pirelli 315/680-18 DH
Front Wheels	11x18" ET 28.8
Rear Wheels	12x18" ET 32

DRIVETRAIN	
Transmission Type	Rear Wheel Drive
Gearbox	6-speed sequential gearbox electrically actuated by Marelli
Clutch	3 discs racing clutch , Light weight flywheel

ROLL CAGE	
New Fully integrated Roll Cage (in compliance with FIA specs)	
Roll Cage weight: 95 lbs	



HURACÁN

The Huracán LP620-2 Super Trofeo is based on the Lamborghini Huracán LP610-4. Even though it bares the same iconic silhouette as the street-legal version, this car is a precision instrument built specifically for the track. Weighing 335 pounds less and boasting 620 horsepower from its naturally-aspirated 5.2L V10 engine makes this car one of the fastest GT cars on the track today.



SERIES OVERVIEW



IMSA's WeatherTech Sportscar Championship is the premier sportscar racing platform in North America, featuring the most technologically advanced and consumer relevant race cars in the world.

The series unites North America's greatest endurance races, the Rolex 24 At Daytona and the Mobil 1 Twelve Hours of Sebring, with a direct connection to the 24 Hours of Le Mans.

The platform provides more partnerships with premium automobile and tire manufacturers than any other major auto racing platform in the world.

Under the TRG brand you will align yourself with one of the world's most revered and sophisticated privateer teams in this arena.



The Super Trofeo series provides the perfect first race experience for young and gentleman drivers, with the Lamborghini GT3 providing an outlet for more experienced racers wanting to compete with the Lamborghini marque in the IMSA or PWC GT programs.

In 2016 Lamborghini Super Trofeo North America entered its fourth season as one of the most exciting race series available, joining Lamborghini Super Trofeo Europe and Asia. In North America, Super Trofeo races alongside other IMSA series such as the WeatherTech Sportscar Championship. 25-plus car grids compete on some of the most iconic circuits including Watkins Glen International and Laguna Seca, ensuring thrilling action and powerful exposure.



Pirelli World Challenge features fifty minute, all-out, door-to-door sprints to the checkered flag. Multi-class racing featuring some of today's top drivers piloting the hottest production-based race cars at North America's top race tracks.

Cars permitted for this series are typically sold in the market as "sports" cars, "sport touring" cars, or performance versions of "luxury" cars. Classes allow for FIA GT3 homologated cars. Power output for these vehicles range from 425 – 525 hp, with weight varying depending on power output and tire size.

All vehicles in the GT class are rear-wheel drive or all-wheel drive. The GTA driver classification is part of GT class specifically grouped for professional drivers that do not make their primary living from racing. The series allows for hoods, trunk/deck-lid and doors to be aftermarket composite components. Each car is permitted to run an approved rear wing.



The IMSA Continental Tire Sportscar Challenge features some of the best racing in North America with sportscars from worldwide manufacturers, straight from the showroom floor, raced side-by-side with only minor modifications.

TRG supports racers in the GS Class, which showcases engines tuned to produce between 350 and 405 horsepower. Speeds on track are in excess of 160 mph and competition is equalized by a variety of fuel-tank capacities. This competitive class includes Aston Martin Vantage GT4s against BMW M3s, Chevy Camaros, Ford Mustang GTs, Nissan 370Zs and Porsche 911s.



The Pirelli GT3 Cup Trophy USA series has been created and established as the premier focal point for post Porsche Club racing in the United States. Initially, the series commitment was to be the organizer of the Drivers Cup USA racing series, featuring Porsche 996 and 997 GT3 Cup Cars. In 2012, organizers aligned with Porsche Motorsports North America to become the 22nd one make platform series in the world for Porsche.

In 2016, the series featured three Porsche GT3 Cup car Classes: The Diamond Class (991 GT3 Cup- 2014-2016), the Platinum Class (997.2 GT3 Cup- 2010-2013), and the Silver Class (Cayman GT4 Cup – 2016).

The charter of this club level competition is to create an environment for all drivers to compete on a balanced skill level frame work. The events include driver coaching, practice sessions, and sprint races. The objective is to create "competitive" seat time to further educate and develop the Driver's Race Craft.



The Porsche GT3 Cup Challenge USA by Yokohama entered its 11th season in 2015 as one of the largest of Porsche's 22 single-make Cup Challenge series in the world. The series produces intense, exciting competition for semi-professional and aspiring professional drivers in the world's most produced and iconic race car, the Porsche 911 GT3 Cup.

Racing is divided into two classes – Platinum Cup, featuring the 2014 and 2015 Porsche 911 GT3 Cup car, which is based on the seventh (current) generation of the street car; and Gold Cup, which is for the previous iteration (model years 2010-2013) of the race car. A Masters Championship also is conducted in Platinum and Gold classes. Each class is awarded with its own podium at the end of every race and individual champion at the end of every season. Points are awarded by finish in class.

The series is sanctioned by the International Motor Sports Association, and is a support series to the United Sportscar Championship.

Contact TRG to learn more about any of these supported race series, or to build a custom program that caters to your skill level and desired results. Many of our professional drivers have built their careers working with TRG in club level events, building their notoriety and developing their craft as race car drivers. Our decades of race experience has repeatedly put our drivers on the podium, and gained us accolades as one of the world's most successful privateer teams.



WHAT IT TAKES TO WIN

HOW THE RACER’S GROUP CAN EXCEED YOUR EXPECTATIONS

TRG’S ability to optimize marketing endeavours and activation campaigns far exceeds what takes place on the race track. Our fleet of branded transporters and race ready Sportscars are prepared for on-site events across the country.

Enhance your corporate presence at upcoming trade show events with a branded Aston Martin showcar, organize professional driver meet and greets with your staff, coordinate an at track driving event for your leadership team, or allow us to custom build a high-end hospitality event for your current and potential clients. As a team we create results, as a business we deliver success.

SAMPLE OPTIONS MENU

SPONSORSHIP OPPORTUNITIES

Lamborghini Super Trofeo Series
Pirelli World Challenge
IMSA WeatherTech Sportscar Championship

SPONSORSHIP LEVELS

Primary
Associate
Supporting

AT-TRACK EXPERIENCES

VIP Race Hospitality
Race Track Hot laps (right seat)
Team Wine Dinner & Presentation

IN-CAR EXPERIENCES

Drive/Right Seat - Track Day Experience (shared)
Drive/Right Seat - Track Day Experience (exclusive)

IN-MARKET EXPERIENCES

On-site Autocross
Car/Driver/Team Appearance
Driver Appearance
Corporate events (trade shows, product launches, etc.) designed & quoted upon request

Show Car Appearance
Team Wine Dinner

PLEASE SUBMIT A REQUEST FOR MORE INFORMATION SUCH AS SCHEDULES AND PRICING

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