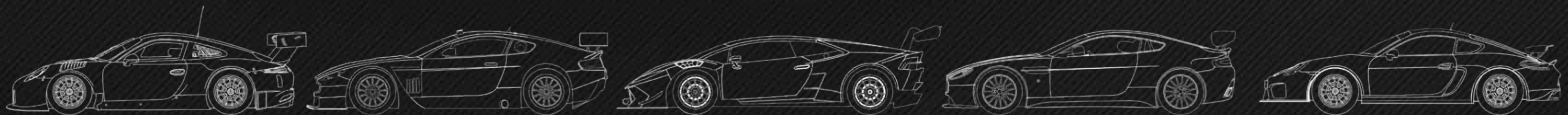


2017 DRIVING OPPORTUNITIES



PERFORMANCE | EXPERIENCE | **RESULTS**





MORE THAN 75 PROFESSIONAL VICTORIES & 175 PODIUM FINISHES IN 20 YEARS

5 Championships

24 Hours of Le Mans – GT Class winner (2002)

Rolex 24 at Daytona – Overall winner (2003); only time in history for a GT car

Rolex 24 at Daytona – GT Class winner (2002, 2003, 2009, 2011)

Rolex 24 at Daytona - 13 Podiums

Rolex 24 at Daytona – 1st and 2nd place (2009)

Porsche World Cup – 1st and 2nd place finishers (2002)

IMSA Tudor United SportsCar Challenge GTD Class – Championship Runner Up (2015)

IMSA TUDOR United Sports Car Challenge GTD Class – 5 podiums (2015)

Pirelli World Challenge GTA Class – Multiple race wins (2015)

Pirelli World Challenge in GTS Class – Multiple race wins (2015 and 2016)

Pirelli World Challenge SprintX GTS – Inaugural Team and Driver Champions (2016)

THE RACERS GROUP IS ONE OF THE MOST STORIED TEAMS IN NORTH AMERICAN SPORTS CAR RACING HISTORY, BUILT ON A TRADITION OF WINNING



THE RACERS 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) as well as the Pirelli World Challenge Series. It is the most successful independent GT team in North American Sportscar racing, consistently fielding multi-car efforts in multiple series and winning at all levels.

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.



WHY SPORTS CAR RACING?

With luxury VIP hospitality, full paddock and hot pits access, and exquisite wine dinners, sports car racing in the United States gathers the highest profile of individuals (usually C-level executives) to create fantastic B2B and networking opportunities in the paddock.

Deals are no longer made in the backroom but through luxury lifestyle experiences where the right audience is captive for a whole day or a whole weekend.

It has become the networking tool of choice for the business elite!



DRIVE WITH TRG

DRIVER DEVELOPMENT

The Racers 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 Racers 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.

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.



DRIVER SERVICES

"What a great weekend! Outstanding results....As always, the entire TRG team gave us the car and support to get the job done."

— Derek DeBoer, No 09

"I want to thank the TRG-AMR crew because the car has never felt better. The stability of the Aston Martin boosted my confidence on this demanding track."

— Jason Alexandridis, No 09

"I couldn't be happier with all of the guys at TRG-Aston Martin Racing, the car and crew is awesome. It's like a big family, and I have the best time here so I'm really happy."

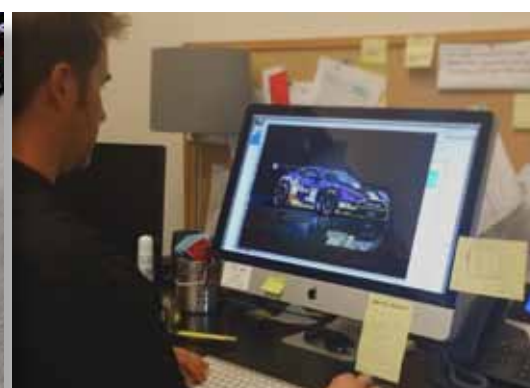
— Max Riddle, No 7

FULL-SERVICE DRIVER SUPPORT

- Full-time professional race crew
- Fleet of fully-equipped race transporters
- Full-service race shop, including parts, vinyl, travel logistics, hospitality, and design services
- Private track testing and simulator coaching days

TRACKSIDE SUPPORT

- One-on-one training from professional, championship-caliber drivers
- 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
- Onsite hospitality and catering





In addition to a long history of success on the track, TRG offers full in-house business services, a rare find in sportscar racing. Our full-time creative, marketing, business development and media staff will help you create your best image to attract both fans and sponsors.

- Support from in-house marketing and creative departments
- Access to team travel and logistics coordinator
- Hospitality management for event planning and coordination
- Utilization of full service in-house vinyl department
- Media outreach and PR development
- Collaboration with multi-lingual business development team
- Integration with TRG social media and websites
- Access to professional content: video and photo
- In market event development and coordination
- Access to our powerful Business Partner Network (B2B)
- Integration with luxury auto dealership networks



DIGITAL CONTENT PRODUCTION

Our in-house creative department provides you with the tools to excel as both a racecar driver and a businessperson. A clean, well-presented image will set you apart from your competitors and catch the eye of potential sponsors. Our team helps you create the following:

- Sponsor pitch decks
- Driver promotional collateral: hero cards, social media images, series representation
- Professional racing photography and documentary videography
- Team/driver interviews and reality video shots
- Social media campaigns
- Digital ad reel, content for social posts, etc.

WEB, SOCIAL MEDIA & PUBLIC RELATIONS

Beyond creating content, we help you distribute that content to engage prospects: website, video, social media, and public relations channels. Our team of experts will help you or your marketing team develop and execute the right strategy.



EXCEPTIONAL ENHANCEMENTS WITH



ADOBE ROAD WINERY

SMALL LOT *Handcrafted* WINES



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 Racers 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 Racers 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 Racers Group and Adobe Road have special access at the finest restaurants and event venues on the North American racing circuit, like quiet bistros in Carmel, brash steakhouses in Austin and glamorous seafood restaurants in South Beach. The Racers 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.



PORSCHE 911 GT3 R (991)

CONCEPT: SINGLE-SEAT CUSTOMER RACECAR

BASIS: 991 GT3 RS

ENGINE:

- Water cooled six-cylinder Boxer engine (rear mounted)
- 4,000 cm3; stroke 81.5 mm; bore 102 mm
- Power: Subject to FIA BoP classification (air restrictor)
- Single mass flywheel
- Four-valve technology
- Fuel quality: Super Plus lead free to E20 (minimum 98 octane)
- Dry sump lubrication
- Engine control unit (ECU) BOSCH MS 6.4 with integrated data acquisition
- (basic memory 1GB, max. 100 freely selectable channels, sample rate 50hz)
- Race exhaust system (motorsport catalyst and country-specific pre-silencer optionally available)

TRANSMISSION:

- Porsche six-speed constant-mesh gearbox (sequential)
- Gear ratios (FIA homologated, other ratios available on request):
- Internal pressurized oil lubrication with active oil cooling by oil/water heat exchanger
- Mechanical limited slip differential
- Motorsport clutch (carbon)
- Pneumatic gear shift activation (paddle shift)

REAR WING

- CFRP front extended wheel arches and louvres
- CFRP rear fairing with integrated rain light in accordance with FIA regulations
- Polycarbonate front, rear and side screens
- Rear underfloor with air ducting for brake and driveshaft cooling

SUSPENSION:

FRONT AXLE:

- McPherson strut, adjustable in height (ride-height), camber and toe
- High-performance spherical bearings
- Wheel hubs with center lock wheel nuts
- Adjustable motorsport dampers
- Machined aluminum top mount with camber adjustment
- Adjustable anti-roll bar blades (left & right)
- Power assisted steering with electrohydraulic pressure feed

REAR AXLE:

- Multilink independent rear suspension, adjustable in height (ride-height), camber, toe
- Machined aluminum control arms:
- High-performance spherical bearings
- Wheel hubs with center lock wheel nuts
- Adjustable motorsport dampers
- Machined aluminum mounts
- Adjustable anti-roll bar blades (left & right)

BRAKE SYSTEM:

- Two separate brake-circuits for front and rear axles. Adjustable by driver via brake balance bar system

FRONT AXLE:

- Six-piston aluminum-monobloc racing brake caliper with Pad retraction system
- Ventilated and grooved steel brake disc D = 380 mm, aluminum disc bell
- Motorsport brake pads
- Optimized brake cooling ducts

REAR AXLE:

- Four-piston aluminum-monobloc racing brake caliper with Pad retraction system
- Ventilated and grooved steel brake disc D = 372 mm, aluminum disc bell
- Motorsport brake pads
- Optimized brake cooling ducts

WHEELS/TIRES:

FRONT AXLE:

- One piece BBS alloy wheels according to Porsche specification and design,
- 12.0 x 18 offset 17

REAR AXLE:

- One piece BBS alloy wheels according to Porsche specification and design,
- 13.0 x 18 offset 37.5

WEIGHT/DIMENSIONS:

- Total weight: approx. 1,220 kg (subject to BoP)
- Overall length: 4,604 mm
- Wheelbase: 2,458 mm

PORSCHE 911 GT3 R

The Porsche 911 GT3 R is ready for competition in the WeatherTech United SportsCar Championship's GTD class. This 500hp car has a sequential six-speed constant-mesh gearbox and a four-liter flat-six engine with an improved, lightweight and balanced design. Evolution in design and engineering derived from other Porsche street cars and racecars gives this model increased fuel and aerodynamic efficiency, stiffness, and more precise control of the ABS, perfect for endurance racing. The radiator is now placed in the center of the car, improving the center of gravity, aerodynamics, damage prevention from collisions, and more effectively cool the car. Further upgrades from previous generations include a lengthened wheelbase to create more predictable handling of the car, specifically in fast corners. The construction of the car is focused on lightweight body design formed with an aluminum-steel composite. The roof, front cover and fairing, rear cover, wheel arches, doors, side and tail sections are made of carbon fiber composite material. All of the windows, including the windscreen, are polycarbonate.

The Porsche 911 GT3 R is meant to be driver-friendly in all ways, including in repair and maintenance. The parts have been designed to be cost-effective and easier to replace compared to previous models. Plus, Porsche customers gain access to consistent, on-site race support, parts trucks, and Porsche factory representatives, making the entire racing experience a pleasurable one for team and driver.

ELIGIBLE FOR



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

- 110l 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.

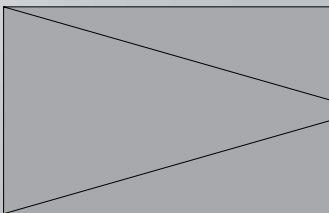


ELIGIBLE FOR



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
BRAKES
DISCS FRONT
SUSPENSION
FUEL CAPACITY
CALIPERS FRONT
DRIVER CONTROLS
DATA SYSTEM

Complete aero kit with quick fixing (DZUST)
Brembo / PFC
Steel 380x35 mm / Rear: Steel 355x32 mm
Double wishbones with rigid bushing
118 l (31.2 gal.)
6 pot monoblock, Rear: 4 pot monoblock
Racing ABS (12 position) / TC (9 position) / Brake bias
MOTEC Pro

ENGINE

Type V10 IDS (NO MPI), Air Intake by BMC
Displacement 5,204 cm³ (317.6 cu.in.)
Max. Power 620 CV (456 kW) @ 8,250 RPM
Max. Torque 570 Nm (419 lbft) @ 6,500 RPM
Engine Mgmt System MOTEC M182 (9 position Traction Control)

DIMENSIONS

Wheelbase 2,620 mm (103.15 in)
Front Track 1,695 mm (66.73 in)
Rear Track 1,660 mm (65.35 in)
Dry Weight 1,270 kg (2,800 lb)
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



LAMBORGHINI 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 making this car one of the fastest GT cars on the track today.



ELIGIBLE FOR



ASTON MARTIN V8 VANTAGE GT4

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 fascia, 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

The Vantage GT4's foundation is the acclaimed Vantage road car and it carries over the same chassis, V8 powertrain and drivetrain, including the semi automatic sports shift system. The Aston Martin Vantage GT4 is one of the most popular GT4 cars in the world. With nearly 300 kg shaved off the weight of the car and with more than 400 bhp available, the Vantage GT4 is the perfect entry to GT racing.



ELIGIBLE FOR



PORSCHE CAYMAN GT4 CLUBSPORT

Like no other Porsche ever created - the Cayman GT4 Clubsport is a perfect, track-ready machine. The PDK transmission, 3.8-litre mid-mounted flat engine, suspension, roll cage, are all primed for the racetrack without any of the unnecessary components that are required for street-legal cars. This model, brand new for 2016, is both a logical step up on the ladder towards pro racing as well as a low-maintenance Club racing machine.

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

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)

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

CONCEPT

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

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

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

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 position
- 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)



ELIGIBLE FOR





IMSA'S WEATHERTECH SPORTSCAR CHAMPIONSHIP

IMSA'S WEATHERTECH SPORTSCAR CHAMPIONSHIP IS THE PREMIER SPORTS CAR RACING PLATFORM IN NORTH AMERICA

Features the most technologically advanced and consumer relevant race cars in North America. 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. More official partnerships with premium automobile and tire manufacturers than any other major auto racing platform in the world. As a driver, align yourself with the world's most revered and sophisticated manufacturers. We're capable of supporting any GTD program.



2017 SEASON SCHEDULE

Jan 06 to Jan 08 - The Roar Before The Rolex 24 - Daytona Beach, FL

Jan 26 to Jan 29 - Rolex 24 At Daytona - Daytona Beach, FL

Mar 15 to Mar 18 - Mobil 1 Twelve Hours Of Sebring - Sebring, FL

Apr 07 to Apr 08 - Grand Prix At Long Beach - Long Beach, CA

May 04 to May 06 - Lone Star Le Mans - Austin, TX

Jun 02 to Jun 03 - Chevrolet Sports Car Classic - Detroit, MI

Jun 29 to Jul 02 - Sahlen's Six Hours Of The Glen - Watkins Glen, NY

Jul 07 to Jul 09 - Canadian Tire Motorsport Park - Clarington, ON

Jul 21 to Jul 22 - Lime Rock Park - Lakeville, CT

Aug 03 to Aug 06 - Continental Tire Road Race Showcase - Elkhart Lake, WI

Aug 25 to Aug 27 - Michelin GT Challenge At VIR - Alton, VA

Sep 22 to Sep 24 - Continental Tire Monterey Grand Prix - Monterey, CA

Oct 04 to Oct 07 - Petit Le Mans - Atlanta, GA

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.

Lamborghini Super Trofeo North America is entering its fifth season as one of the most exciting race series, joining Lamborghini Super Trofeo Europe and Asia. In North America Super Trofeo races alongside what is known as some of the premier sportscar racing including the IMSA series. 25-plus car grids compete on some of the most iconic circuits including Watkins Glen International and Laguna Seca, ensuring thrilling action. Race with our car or yours.



2017 SEASON SCHEDULE

- May 04 to May 06 - Lone Star Le Mans - Austin, TX
- Jun 29 to Jul 02 - Sahlen's Six Hours Of The Glen - Watkins Glen, NY
- Aug 03 to Aug 06 - Continental Tire Road Race Showcase - Elkhart Lake, WI
- Aug 25 to Aug 27 - Michelin GT Challenge At VIR - Alton, VA
- Sep 22 to Sep 24 - Continental Tire Monterey Grand Prix - Monterey, CA
- Nov 16 - Nov 17 - Europe - TBD





CONTINENTAL TIRE SPORTSCAR CHALLENGE

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

In 2017, race cars from mainstream automotive manufacturers homologated as GT4 cars by the Stephane Ratel Organization (SRO) can compete in the series' top Grand Sport (GS) class.

RACE WITH TRG IN THE GS CLASS WITH OUR CAR OR YOURS:

- Over 40 teams across the GS and ST classes featuring a variety of makes and models, including BMW, McLaren, Aston Martin and many more.
- Various rental & sponsorship opportunities available.
- Race against the best drivers in sports car racing.
- Showcase yourself on an international stage.
- As a driver, align yourself with one of the world's most revered and sophisticated manufacturers.



2017 SEASON SCHEDULE

Jan 06 to Jan 08 - The Roar Before The Rolex 24 - Daytona Beach, FL
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Sep 22 to Sep 24 - Continental Tire Monterey Grand Prix - Monterey, CA
Oct 04 to Oct 07 - Petit Le Mans - Atlanta, GA

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 tracks.



SPRINTX, a new 60-minute race format and standalone championship launched in 2016, features a mandatory driver change midway through the race. This format allows for two drivers to share the race weekend with pro- and am- pairings. TRG-AMR won both the Team and Driver (Max Riddle) inaugural GTS Championship and has had the most drivers of any GTS team in this new format.

2017 SEASON SCHEDULE

Mar. 10-12 - St. Petersburg (Sprint)
 Apr. 07-09 - Long Beach (Sprint)
 Apr. 28-30 - Virginia International Raceway (SprintX)
 May 19-21 - Canadian Tire Motorsport Park (SprintX)
 May 26-27 - Lime Rock Park (SprintX)
 June 23-25 - Road America (Sprint)
 July 28-30 - Mid Ohio (Sprint)
 Aug. 11-13 - Utah Motorsports Campus (SprintX)
 Sept. 01-03 - Circuit of The Americas (SprintX)
 Sept. 15-17 - Sonoma Raceway (Sprint)
 Oct. 13-15 - Mazda Raceway Laguna Seca (Intercontinental GT Challenge)



GT/GTA CLASS

Cars permitted are typically sold in the market as "sports" cars, "sport touring" cars, or performance versions of "luxury" cars.

- Class allows FIA GT3 homologated cars.
- Power output ranges from 425 - 525 hp.
- Weight varies depending on power output and tire size.
- All of the vehicles in GT are rear-wheel drive or all-wheel drive.
- GTA driver classification part of GT class for professional drivers that do not make their primarily living from racing.
- Hood, trunk/deck-lid and doors may be aftermarket composite components. Each car is permitted to run an approved rear wing.

GTS CLASS

Cars permitted in GTS are typically marketed as "sports cars," "sport-touring cars" or performance versions of "luxury" cars but at a lower permissible preparation level than GT. Cars eligible in GTS are prepared to a level much closer to that of a stock vehicle. Additionally, many FIA GT4 class cars are eligible. Body panels are generally stock. Aftermarket wings and splitters are permitted.



PORSCHE

PIRELLI
GT3 CUP
TROPHY
USA

PORSCHE CLUB RACING SERIES



Race with the iconic Porsche marque in multiple series - our Cayman GT4 Clubsport cars are track-ready and compatible with many levels of racing. From gentleman drivers' pursuits in single-make series like PCA and the Pirelli Porsche GT3 Cup, to competing with the pros in Continental Tire SportsCar Championship or the Pirelli World Challenge, Porsche is a versatile, competitive option.

All of the series The Racers Group competes in feature top-level tracks, either localized on the West Coast or as part of a nationwide schedule. Your choices are wide open with TRG Porsche.



2017 SEASON SCHEDULE

April 14-16 - Thunderhill Raceway Park

May 19-21 - Sonoma Raceway

June 2-4 - Utah Motorsports Campus

June 28-30 - Laguna Seca Raceway

Aug 10 - Promoter Test Day

Aug 11-13 - Utah Motorsports Campus

Sept 1-3 - Circuit of the Americas

Sept 22-24 - Road America

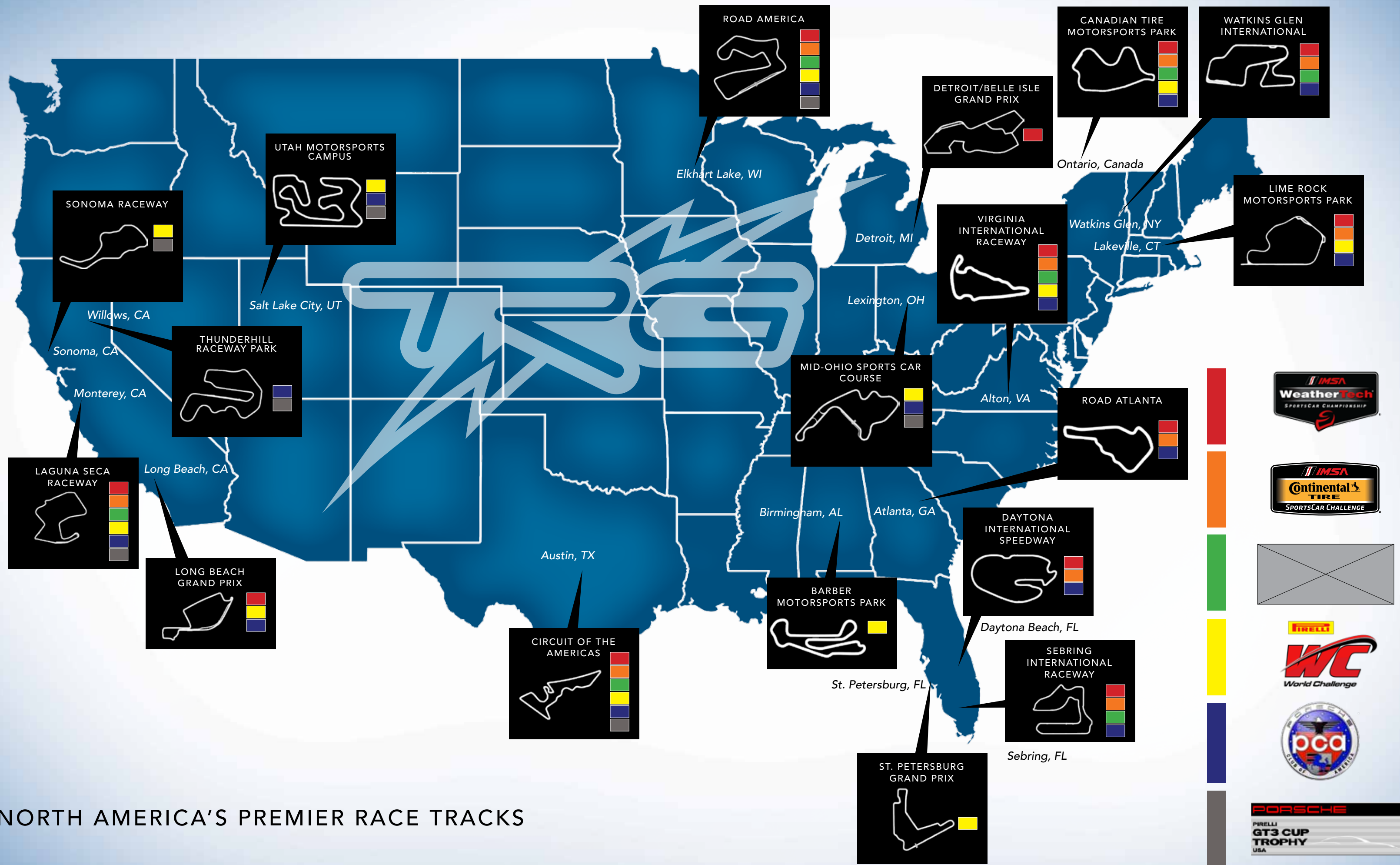
Oct 13-15 - Laguna Seca Raceway



2016 SAMPLE SCHEDULE

Feb 4 - 7	Sebring International Raceway
Mar. 4 - 6	Texas World Speedway
Mar 12 - 13	Thunderhill
Apr 1 - 3	Road Atlanta
Apr 8 - 10	Auto Club Speedway
Apr 15 - 17	NOLA
Apr 22 - 23	Lime Rock
Apr 23 - 24	Gateway Motorsport Park
Apr 30 - May 1	Willow Springs
May 6 - 8	Circuit of the Americas
May 13 - 15	Mid Ohio
May 14-15	Buttonwillow
Jun 4 - 5	Motorsports Park Hastings
Jun 3 - 5	Watkins Glen
Jun 24 - 26	VIR
Jul 8 - 10	Monticello Motor Club
Jul 22 - 24	Laguna Raceway
Jul 23 - 24	Brainerd International
Aug 5 - 7	Canadian Tire Motorsports Park
Aug. 19-21	NJMP Thunderbolt Raceway
Sep 3 - 4	Thunderhill
Sep 3 - 5	Road America
Sep 10 - 11	High Plains Raceway
Sep 17 - 18	Utah Motorsports Campus
Sep 23 - 25	Summit Point
Oct 1 - 2	Hallett Motor Racing Circuit
Oct 21 - 23	Daytona International Speedway
Nov 12 - 13	Motorsport Ranch
Nov 12 - 13	Buttonwillow





NORTH AMERICA'S PREMIER RACE TRACKS

SPONSOR ACQUISITION AND RETENTION CAPABILITIES

ARRIVE & DRIVE EXPERIENCE



Bring your best prospects, partners, or clients to some of the most exhilarating road race tracks in North America. Spend a full day of instruction with TRG's expert staff and drivers – complete with technical data, photos, and videos for each participant. It's an experience you and your guests will never forget.

SHOWCAR PROGRAM



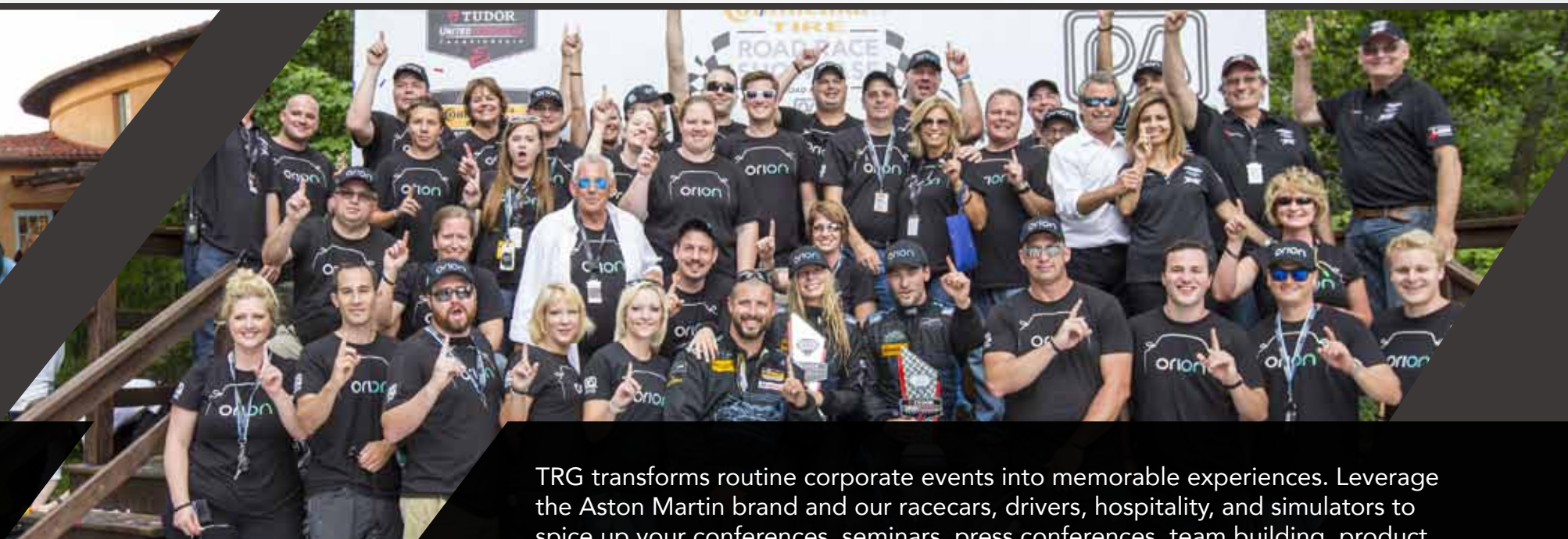
Bring the impact of sportscar racing and your company-branded Aston Martin racecar directly to your sponsors, customers, prospects, employees, and corporate events. On-site corporate driving events, autocross, or simulators.

VIP HOSPITALITY



TRG's commitment to executive level VIP hospitality is second to none. With an experienced hospitality staff, we deliver the best experience possible for you and your guests. TRG will help you coordinate your corporate guests' experience from end to end.

CORPORATE EVENTS



TRG transforms routine corporate events into memorable experiences. Leverage the Aston Martin brand and our racecars, drivers, hospitality, and simulators to spice up your conferences, seminars, press conferences, team building, product launches, award ceremonies, and executive retreats to name a few.



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