

PRESS PACK 2012

WELCOME TO THE 2012 LAMBORGHINI BLANCPAIN SUPER TROFEO

After three successful years the Lamborghini Blancpain Super Trofeo returns to the race track for a fourth season, kicking off at Monza, Italy on April 14th and 15th.

Following up on the excitement of the 2011 season where the Swiss Driver Cedric Leimar was crowned champion in the Pro-Am class, having fought until the final 18th race of the series, 2012 looks set to be even more thrilling with new teams and the launch of a brand new series of competitions in Asia. The Asian Championship Lamborghini Blancpain Super Trofeo will debut in Sepang, Malaysia in May 2012 and continues with five other weekends of racing in Japan, China and Taiwan.

The Lamborghini Blancpain Super Trofeo takes the world's most extreme super sports car brand to the race track, combining the team ethic of motorsport with the style, quality and power of Lamborghini.

Throughout the past three years, the series has seen both professional and 'gentlemen' drivers battle it out for the top honours, Changes for the 2012 season allow only gentleman drivers (Rookies, Bronze and Silver level), within the classification to participate in the FIA championship, competing individually or with a co-pilot.

We once again welcome new teams joining those already established within the series.

If you have any questions, please do not hesitate to contact a member of the PR team, based in the Lamborghini Blancpain Super Trofeo Village. We look forward to seeing you at the track.

Kind regards

*Maurizio Reggiani
Automobili Lamborghini
Director of Research and Development and Head of Motorsport*



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THE SERIES

Series overview

Launched at Hockenheim on Saturday 25 October 2008, the Lamborghini Blancpain Super Trofeo series made its debut in 2009.

In its inaugural year it supported FIA GT, the world's leading sportscar championship, and DTM, the most popular touring car series in Europe, visiting such iconic European circuits as Spa-Francorchamps and Monza. Competition was close, with 24 drivers of seven different nationalities securing a podium finish over the course of the season.

The series returned in 2010, with 51 drivers of 11 different nationalities taking part. Again the competition was tough, with five different teams claiming pole positions during the year. The highlight of the season was a close finish at Spa-Francorchamps, where Mirko Venturi crossed the finish line just 0.526 seconds ahead of Fabio Babini.

The third Lamborghini Blancpain Super Trofeo season concluded at the end of October in Barcelona, Spain, where Swiss pilot Cédric Leimer was crowned 2011 Pro-Am Drivers' Champion in a gentleman drivers' title fight that went right to the wire in the highly competitive 18-race series. Italian Fabio Babini celebrated a double victory that weekend: although already declared Pro Drivers' Champion at the Hockenheim race weekend earlier in October, his team Autocarrozzeria Imperiale S.R.L. also claimed the 2011 Teams' Championship in Barcelona.

The 2012 series features:

- Gallardo LP 560-4 bespoke race cars, promoting the four-wheel drive concept
- Only Gentlemen' drivers (Rookies, Bronze and Silver level)
- New race format offering greater familiarity with the circuits.
- Lamborghini support across all elements of race organisation: administration, technical and engineering, spare parts, hospitality, merchandise etc.
- Exclusive and stylish hospitality presence: The Lamborghini Blancpain Super Trofeo Village
- TV Coverage with a new two year agreement with prestigious broadcaster Eurosport , reaching 59 countries.

Calendar 2012

The European calendar is matched to the European Championship and Blancpain Endurance Series:

- Event 1: April 14 to 15 Monza, Italy
- Event 2: June 2 to 3 Silverstone, UK
- Event 3: June 30 to July 1 HTTT Paul Ricard, France
- Event 4: July 26 to 28 Spa-Francorchamps, Belgium
- Event 5: September 22 to 23 Nürburgring, Germany
- Event 6: October 13 to 14 Navarra, Spain

The schedule for the inaugural Asia Series will take place as follows:

- Official test: April 28 to 29 Sepang, Malaysia
- Event 1: May 26 to 27 Sepang, Malaysia
- Event 2: July 14 to 15 Fuji, Japan
- Event 3: August 18 to 19 Ordos, China
- Event 4: September 15 to 16 Zhuhai, China
- Event 5: Oct. 6 to 7 Pan Bay, Taiwan
- Event 6: November 10 to 11 Shanghai, China

New drivers categories and new race format

Changes for the 2012 season allow only gentleman drivers (Rookies, Bronze and Silver level), within the classification to participate in the championship, competing individually or with a co-pilot.

In order to offer greater familiarity with the circuits, the new race format allows gentlemen drivers to spend more time on the track at the wheel of the Lamborghini Gallardo Super Trofeo. The race weekend will be divided into two practice sessions of 60 minutes, (in past seasons only 1 session of 50 minutes was provided) together with a session of 40 minutes for qualifying (previously only 30 minutes) and two races of 50 minutes each, (previously 3 races of 40 minutes). A similar format is also being implemented in Asia, with slight modifications in accordance with local needs.

The technical specifications of the Super Trofeo race car will be the same for both Europe and Asia. Although a tyre change is not allowed in the Lamborghini Blancpain Super Trofeo competition, the car will be equipped with Monodado wheels, to enable the fastest pit stop possible during the endurance races for the team who intends to differentiate their entry in other championship events where the Gallardo Super Trofeo is accepted.

Improved cost management over the past season has led to a better entry package this year. The entry fee of € 25,000 to € 30,000 +VAT includes the cost of supplying three sets of tyres per race weekend. In recent seasons the costs of

providing these were not included and this will ensure a considerable reduction of operating costs for the teams.

Teams confirmed

Bonaldi	2 cars
Autovitesse Garage Affolter	2 cars
Autocarrozzeria Imperiale	4 cars
Gravity-Charouz	4 cars
Mik Corse	1 car
Lamborghini Paris-Ouest	1 car
Team from UK	1 car
Team from Germany	1 car
VIP-Lamborghini Super Trofeo	1 car

TV coverage

Lamborghini has signed a two-year agreement with the prestigious pan-European broadcaster Eurosport for 2012-2013. This agreement allows the series to reach all 59 European countries, including Italy, covered by Eurosport, with its reach of 129 million households.

A 1 minute teaser shown on the Sunday of each race weekend on "Motorsports Weekend" magazine on Eurosport, followed by a 26-minute summary, highlights and interviews aired on the following Tuesday evening, also on Eurosport. Repeat is shown on Eurosport 2 within the week after the race weekend. All the coverage broadcast on Eurosport will be on-air in simulcast on Eurosport HD and will be streamed on Eurosport Player, the web-tv available to subscribers on PC and on iPhone and iPad devices through the dedicated applications.

The event coverage will be promoted on-air on Eurosport channels with a 30 seconds spots campaign and online with a display advertising campaign on Eurosport network of websites, Europe's n°1 online sports destination.

Lamborghini considers this a highly strategic agreement with the aim of further strengthening the visibility of the series in Europe.

The asian series

Lamborghini have announced the launch of a new series of competitions in Asia for 2012. 18 cars have been confirmed. The series consists of 6 races + 1 official Test with 2 drivers sharing one team. The race format consists of a 35 minute qualifier on the Saturday and two races of 50 min each on the Sunday with a change of driver. 9 Teams have been confirmed from Japan, Taiwan, Singapore, Malaysia, and Hong Kong with a further 9 Teams from China.

The Asian Super Trofeo Series will take place alongside other major racing events throughout Asia such as Formula Nippon in Japan, and Audi Pandelta Race in Zhuhai, China culminating in a big season finale in Shanghai in November with a Group final (Lamborghini ST, Audi R8 LMS Cup, VW Scirocco Cup Asia and Porsche Cup Asia).

Ideal platform for hospitality

The Lamborghini Blancpain Super Trofeo race weekends are an ideal platform for customers and fans to experience the excitement and innovation of the brand.

This season, Lamborghini guests can continue to live and breathe the experience by participating in an exciting weekend. The Lamborghini Blancpain Super Trofeo Village provides the ultimate venue where they can admire one of the latest models of the road car; configure your Lamborghini using the driver's car configurator or improvise the thrill of driving a Lamborghini Super Trofeo using the driving simulator, on the side of which the main sponsor Blancpain will display watches in its dedicated corner, where the guests can discover the 2012 Blancpain details and the different Blancpain collections. A watchmaker will be working on a bench showing the movements in detail and explaining the universe of Haute Horlogerie. There is also a store where guests can purchase items from the Collezione Automobili Lamborghini.

2012 also offers customers the ability to further enjoy driving their Lamborghini through specialized sessions on the track during the race weekends at Monza and Nürburgring.

THE GALLARDO SUPER TROFEO

The Car

A lightweight version of the road-going Gallardo LP 560-4, the Super Trofeo race car comes complete with a reworked chassis and a power output of 419 kW from its V10 engine.

The race car features Lamborghini's permanent four-wheel drive, making the Super Trofeo the fastest one-make, all-wheel-drive motorsport series.

With a top speed of 325km/h from its direct fuel injection system (Iniezione Diretta Stratificata), the road-going LP 560-4 features the 5.2-litre V10 engine with an output of 560hp, an increase of 40hp and weight reduction of approximately 20kg from the previous Gallardo.

The Super Trofeo also comes equipped with leading safety features, including an FIA FT-3 fuel cell, a full roll cage, a new Brembo Racing brake system and compatibility with HANS safety devices.

The most popular model in Lamborghini's rich history, over 12,000 Gallardo models have left the Sant'Agata Bolognese production plant since its launch in 2003. The success of the original model has seen such derivatives as the Spyder, and

Superleggera developed, as well as the LP 560-4, LP 560-4 Spyder, the 2wheel drive versions and the lighter version LP 570-4 Superleggera, Spyder Performante and the Super Trofeo Stradale.

Engine

The Super Trofeo's newly developed V10 engine is, as with every Lamborghini, mounted longitudinally. At 6,500rpm it generates 540Nm of torque at the crankshaft and, at 8,000rpm, a breathtaking 419kW (570hp). The car has dry the same sump lubrication as the LP 560-4, which lowers the centre of gravity and guarantees oil supply even under the most extreme lateral acceleration.

Featuring 'Iniezione Diretta Stratificata', direct injection, the V10 fires the fuel through laterally-positioned injectors into the combustion chambers at pressures of up to 100 bar. Reducing knock sensitivity and providing a degree of internal cooling, direct injection enables a higher compression ratio of 12.5:1.

With all four camshafts including variable adjustment, a wide spectrum of valve control times improve charge characteristics throughout the entire rev. As the race car only weighs in at 1,300kg dry range, each hp on the LP 560-4 has to move no more than 2.28 kilograms.

Gearbox

The electronic gearbox management on the Super Trofeo is controlled by a shift paddle system behind the steering wheel, optimising shift times for the driver and allowing the highest engine speed possible. The power created by the Super Trofeo flows through an e.gear six-speed gearbox to the permanent all-wheel drive with viscous traction.

Functioning without electronic control, the viscous coupling in the driveline distributes the driving force at a ratio of 30:70 under normal operating conditions. When necessary, within milliseconds it adjusts to specific requirements and driving conditions, and optimised grip at the rear axle provides up to 45 per cent limited slip via a mechanical differential.

Bodyshell

The Super Trofeo is built using the space frame method, where cast nodes and extruded profiles create a frame into which aluminium panels are friction locked and form fitted. With a bodyshell 4.34m long, 1.90m wide and only 1.16m high, the Super Trofeo is ultra-light at only 1,300kg (dry weight). Typical of Lamborghini, the bodyshell is not only extremely light but also exceptionally safe. Boasting tremendous torsional stiffness, the Super Trofeo maintains outstanding handling.

Carbon-fibre composite features heavily in the bodyshell's construction, forming the front skirt, splitter, rear bonnet, front compartment cover, side skirts, diffuser, rear

skirt and large rear wing. The rear wing can also be repositioned to suit the requirements of different race tracks and environments, while all the race car's windscreens and windows are made from Makrolon lightweight hi-tech polycarbonate.



Interior

Complementing its carbon-fibre black Alcantara panels, the Super Trofeo comes equipped with one low-mounted racing bucket seat, produced in light and stiff Kevlar carbon-fibre composite, providing perfect ergonomic support to the driver, who is then secured into position by a six-point racing harness.

The race car's integrated data display retains all key information relating to the Super Trofeo's function and status, while lap times are shown on an additional display. Lights in the instrument panel indicate when a rev limit has been reached.

HISTORY

Motorsport

When Georges-Henri Rossetti took over management from Ferruccio Lamborghini in 1972, he would oversee the launch of the company's involvement in motorsport.

Lamborghini engines were represented at the highest level from 1989-1993 when they featured in Formula One, the pinnacle of motorsport. When legendary driver Ayrton Senna tested it towards the end of the 1993 season, he was quick to praise the Lamborghini engine.

Lamborghini cars have since competed in the Diablo Supertrophy, from 1996-1999, using the Diablo SVR and Diablo 6.0 GTR. Moving on to develop the Murciélago R-GT, Lamborghini achieved both race and class victories in the FIA GT Championship, Super GT Championship and the American Le Mans Series.

Launching its new motorsport initiative with the Lamborghini Blancpain Super Trofeo in 2009, Lamborghini utilised the performance of the bespoke Gallardo LP 560-4 race car in its one-make series. All aspects of the Super Trofeo programme, from the precision engineering to the fascinating design, demonstrated Lamborghini's committed and uncompromising approach while creating an exciting new racing series.

Designed to create a further brand extension for Lamborghini, the Super Trofeo allows owners, drivers and sports car enthusiasts to enjoy the performance of Lamborghini in the most extreme of environments, while fans and those yet to experience Lamborghini can create an emotional tie to the brand.

After a successful first season, the series continued in 2010, with new drivers and teams joining the grid. The Super Trofeo TOOK to the track again in 2011. As part of Lamborghini's wider motorsport involvement this season Lamborghini race cars raced in 14 other series around the world, including the FIA GT1 World Championship, Blancpain Endurance Series and FIA GT3 European Championship.



Automobili Lamborghini

With its DNA written by its birthplace, Sant'Agata Bolognese, a Lamborghini sports car is unmistakably Italian: sensual, exclusive and provocative. No other region in the world is as intensely passionate about the sound of high-performance engines as the Emilia Romagna region of northern Italy.

While an average of 250 cars per annum were sold between 1963 and 2002, the extremely successful addition of the Gallardo to the product range saw the number of units sold increase nine-fold by 2008.

Lamborghini's range of sports cars is again expanding with the launch of the new Lamborghini Aventador LP 700-4. Powered by a 700hp V12 engine, the Aventador LP 700-4 has a top speed of 350km/h and will continue the fine Lamborghini tradition of producing the very best sports cars.

More than just an unsurpassed manufacturer, Lamborghini maintains its place as an icon among luxury brands. Connoisseurs all over the world have recognized Lamborghini as a part of their lifestyle, ever since Ferruccio Lamborghini revealed the first car with his name on it in 1963. From the very first 350 GTV to the latest Aventador, some of the most desired sports cars in history belong to the Italian Marque's rich history.

The Founder: Ferruccio Lamborghini

A car enthusiast, Ferruccio Lamborghini was both a businessman and a visionary. Regarded as one of the 20th century's great Italian entrepreneurs, Lamborghini loved fast cars.

Lamborghini already had a keen interest in all mechanical objects as a boy. Graduating with an engineering degree from the technical university in Bologna, Lamborghini founded an agricultural machinery company in 1946. Producing tractors with two, three and four-cylinder diesel engines, Lamborghini achieved an output of 400 vehicles per month, developing the company into one of the largest agricultural manufacturers in Italy in the late 1960s.

A keen collector of powerful cars, Lamborghini had a private collection of Jaguars, Mercedes, Ferraris and Maseratis. Growing dissatisfied with their quality, Lamborghini established his own motor car company in 1963, Automobili Ferruccio Lamborghini S.p.A. He would stay with the company until the financial crisis of the seventies, when he sold 51 per cent of the company's shares to Georges-Henri Rossetti, before selling the remaining 49 per cent to Rossetti's colleague René Leimer. Lamborghini would then return to his country roots, producing award-winning wine.

On 20 February 1993, Ferruccio Lamborghini died of a heart attack. At his funeral, the carriage containing his coffin was pulled by a Lamborghini tractor.



SPONSORS

Blancpain

A Tradition of Innovation Since 1735

There is no contradiction in using the words tradition and innovation together to describe Blancpain. Both are woven together to form the fabric of Blancpain's philosophy. In a spirit far removed from production lines, the movement parts are patiently finished, decorated and assembled by hand in keeping with the noblest horological traditions. Never veering from its Vallée de Joux heritage, Blancpain has taken the designs, complications and methods of the last centuries and brought them into our modern era through its relentless drive to conquer new horizons and to take the watch-making art to places where it has never been before.

Just like Lamborghini, Blancpain is on a continuous quest for performance and perfection, mixing tradition, creativity and beauty in a finely-honed package. In the same way that Lamborghini reigns supreme in the automotive world, Blancpain sets the standard against which all others are measured. Shunning compromise and unreservedly committed to excellence, its convictions are as relevant as ever. Through its prestigious association with the Lamborghini Super Trofeo, Blancpain aims to showcase the duo's mutual values of quality, performance and cutting-edge precision.

Few years after its first implication in motorsports and the launch of its partnership with Lamborghini, Blancpain is not only active as title sponsor of the "Lamborghini Blancpain Super Trofeo", but also as the official timekeeper of the FIA GT1 World Championship. In 2011 Blancpain further reinforced its presence in the world of motorsport with the launch of the "Blancpain Endurance Series", a new international series for the GT3 and GT4 categories, organised by the SRO Motorsports Group. Thrilled by the interest shown in this new series, and the enthusiasm it has engendered, Blancpain is looking forward to an exciting new racing season.

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Pirelli

One of the world's largest tyre manufacturers and sole OEM supplier to Automobili Lamborghini, Pirelli partners the Lamborghini Blancpain Super Trofeo series. With a successful motorsport heritage across rally, sports cars and Formula One, Pirelli will be for the strategic partner to the series for the third season in succession. With a history built on high performance tyres, Pirelli is a world leader in both original equipment and the aftermarket, with 24 factories in 12 countries around the world.

www.pirelli.com

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