

Name of the Series:

BOSS GP

AMF Visa Number:

SE .../2018

Status of the Event:

- International (registered in the FIA-Calendar)
- National A (incl. NEAFP)
- National A

The status of the event will be specified in the corresponding Supplementary Event Regulations.

Preface:

BOSS GP

The International race series for Big Open Single Seater cars

Promoter:

BOSS GP GmbH
Filblingstrasse 1
A-5330 Fuschl am See
Austria

www.bossgp.com

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Part 1 - Sporting Regulations

1. Introduction

BOSS GP is a “Gentleman series” for passionate Big Open Single Seater drivers who want to race together on Europe’s best circuits under safe and respectful circumstances.

The BOSS GP series is organised in conformity with the provisions of the International Sporting Code and its appendices (the Code), the FIA General Prescriptions on circuits and the National Sporting Regulations of the relevant ASN. It will be run in conformity with the series’ sporting and technical regulations, the latter being in conformity with the safety prescriptions of FIA Appendix J Article 277 - Category II-SS.

The events will be organised in compliance with the AMF general event and circuit regulations unless stated otherwise in the following or in the supplementary event regulations of the corresponding event.

2. Organisation

2.1 Details on titles and awards of the Series

The BOSS GP GmbH, hereinafter referred to as series promoter, organises the BOSS GP series for the year 2018.

An International Race Series approved by the AMF.

2.2 Name of the parent ASN

AMF - Austrian Motorsport Federation

2.3 ASN Visa/Registration Number

The series based on these Sporting and Technical Regulations has been approved by the Austrian Motorsport Federation (AMF) on ?? of February 2018 with visa number **SE ??/2018**.

2.4 Name of the Series organiser, address and contacts (permanent office)

Organiser: BOSS GP GmbH
Filblingstrasse 1
A-5330 Fuschl am See
Austria

www.bossgp.com

Contact person: Mr. Siegfried Stieger
Phone: +43 676 7800792
E-mail: board@bossgp.com

2.5 Composition of the organising committee

Mr. Siegfried Stieger

2.6 Names of the Permanent Stewards - ASN’s Delegates

Permanent Technical Scrutineer: Mr. Harald Michel (GER)
Licence: SPA1058335 International
ASN: DMSB

In case of an unplanned situation where a deputy technical scrutineer is needed they will be delegated by the parent ASN where the series is registered or by the BOSS GP's organising committee.

2.7 List of Officials

As mentioned in the event supplementary regulations.

3. Regulations and Legal Basis of the Series

This series is governed by the following regulations:

- FIA International Sporting Code (ISC) and its appendices
- AMF Event Regulations
- AMF Circuit Regulations
- AMF Legal System and Code of Procedure (RuVO)
- AMF Decisions and Provisions
- Anti-Doping Regulations of the national Anti-Doping Agency (NADA Code)
- Sporting and Technical Regulations of this Series and the AMF approved modifications and supplements (Bulletins)
- Supplementary Event Regulations including modifications and supplements

3.1 Official language

English; only the English and AMF approved text of the regulations will be binding.

3.2 Responsibility, modification of the regulations, cancellation of the event

(1) The participants (entrants, drivers, passengers, vehicle proprietors and registered keepers) take part in the event at their own risk. They carry the exclusive responsibility under civil and criminal law for all the damages caused by them or the car used by them as far as no exclusion of liability has been concluded.

By accepting the present regulations participants completely release BOSS GP GmbH, its organisation and AMF from any liability arising from and concerning the performance of these sporting events.

(2) The series organiser reserves the right to modify these Regulations if necessary for reasons of force majeure or for safety reasons or if requested by the administrative authorities and/or to cancel the event or single competitions if this is a consequence of extraordinary circumstances, without assuming any liability for damages, with the exception of purpose or gross negligence. Furthermore, the organiser is only liable as far as no liability renunciation is agreed upon in the Regulations or? on the entry form. All changes will be published in form of bulletins after approval of the hosted ASN of the series.

4. Entries

4.1 Registrations/entries, entry closing date and obligation to participate

The entrant and/or driver have to submit his application for the BOSS GP series until the 19th of March 2018 by using only the provided online form "BOSS GP - Registration Form 2018" on/from the official BOSS GP website. The registration- and/or entry form is also available on request. The application has to be approved by the BOSS GP organisation committee. The BOSS GP organising committee can refuse any application without specifying any reason.

After approving the application, a confirmation will be sent together with an invoice for the series entry fee. The fee has to be transferred within 7 days to the BOSS GP GmbH bank account which is specified on the invoice.

The annual series registration fee is 1.200 Euro including 20 % Austrian VAT (1.000 Euro excl. VAT).

With the registration, the entrant and/or the driver undertake to participate in all the qualifying events. The series organiser reserves the right to accept late application.

4.2 Entry fees for the season and per event

The following entry fees are payable by the participants as specified in the "BOSS GP - Registration 2018" and "BOSS GP - Entry Form 2018".

The annual fee is 15.840 euros including 20% Austrian VAT for 6 race weekends and is payable before the beginning of the season according to the "BOSS GP - Entry Form 2018". 4 hospitality-passes for each race-weekend are included in the annual fee.

For registered drivers who are paying "race by race", the entry fee per race weekend is 2.640 euros including 20% Austrian VAT (2.200 euros excl. VAT). 3 hospitality-passes are included in the "race by race" entry fee.

In case of an additional race event, the annual fee will increase with 2.640 euros including 20% Austrian VAT per additional race event.

Guest driver

A guest driver can submit his application also just for a specific event of the BOSS GP serie until three weeks prior to the date of the event by using the provided on-line form "BOSS GP - Entry Form 2018" on the official BOSS GP website. The application has to be approved by the BOSS GP organisation committee. The BOSS GP organising committee can refuse any application without specifying any reason.

The entry fee for one single 'one off' event is 3.240 Euro including 20 % Austrian VAT (2.700 Euro excl. VAT). 3 hospitality-passes are included in the paid 'one off' entry fee.

The single 'one off' entry fee contains the registration- and the entry fee for one specific race meeting.

The entry fee for a single 'one off' event has to be transferred to the BOSS GP GmbH bank account which is specified on the invoice no later than 10 days before the event starts.

Generally

Applications will only be processed after complete receipt of all documents listed above. No refunds of the entry fee will be made in the case of non-participation in an event without prior and timely cancellation at least 7 days before the events start. One time within the same season it is allowed to take over an entry fee to another BOSS GP event, but only by announcing this at least 7 days before the event starts.

Rental costs for garage/boxes are not included in any entry fee and will be charged separately.

The BOSS GP organising committee can refuse any registration- or entry application without specifying any reason.

BOSS GP can refuse any driver to take part in any session until registration- and entry fee is completely paid.

4.3 Competition-numbers

Each participant can choose a permanent competition-number for the whole season (depending on the availability, first come-first served principle). If a participant wants to enter in different classes he has to choose a number for each class.

Competition numbers:

BOSS GP 'OPEN': 1 - 99
BOSS GP 'FORMULA': 100 - 999

The numbers "1" and "100" are specifically reserved for the use of the series organising committee and may not be assigned without prior permission.

5. Licences

5.1 Required grade of licence

a) Drivers

International Race Series:

Drivers holding an International driver's and entrants (if applicable) licence issued by the AMF or by another ASN affiliated to the FIA Grade

A B C D H (historic)

must be valid for the year for which he registered for the BOSS GP series and must have paid the registration fee.

All eligible cars which have a weight-to-power ratio of more than 1 kg/hp can be driven with an International 'C' licence (e.g. GP2/F2, WS by Renault/Nissan, A1GP - Auto GP - FA1, Superleague Formula, F3000).

b) Entrants

Entrants wishing to register with the driver must be in possession of an *international* commercial or club licence issued by the AMF or by another ASN affiliated to the FIA and valid for the year 2018 and must have paid the registration fees.

c) Guest drivers

The BOSS GP series may admit guest drivers with a valid International entrant's and driver's licence, for its qualifying events.

The race entry fee for guest drivers may be higher than it is announced in the series regulations. Priority in the acceptance of entries will be first given to the registered participants.

d) Age regulations

The minimum age of a driver must be 16 (years).

Drivers under 18 can only participate if they are in possession of minimum International 'C' licence and with the written confirmation of their legal guardian(s).

5.2 Conditions for entrants outside their national territory

The permanent start permission for foreign events is printed on the back of the driver's/entrant's licence.

6. Insurance; Liability exclusion and disclaimer

6.1 *Organiser's/promoter's insurance*

Organiser's insurance according to the supplementary event regulations.

6.2 *Declaration by the entrant, driver and passenger on the exclusion of liability*

Participants take part in the event at their own risk. They bear the sole responsibility under civil and criminal law for any damage caused by them or the vehicle used, if no exclusion of liability is agreed.

By submitting their entries, entrants, drivers and passengers waive any claims or rights to pursue action for damages in connection with the event against:

- the FIA, the AMF, AMF affiliated and member organisations, their presidents, executive bodies, managing directors, secretaries general,
- the promoter/series organiser, BOSS GP GmbH and the BOSS GP series,
- the organiser, the officials and marshals, circuit owners, government agencies, racing services and all other persons involved in the organisation of the event.
- the organisation responsible for the construction and maintenance of racetrack, where damage is caused by the condition of the racetrack including accessories used during the event and
- any agents or other persons employed to perform an obligation on behalf of the persons and entities (e.g. scrutineer) mentioned above,

except for damage or harm to life, body or health resulting from the deliberate or grossly negligent breach of duty, including a legal representative or agent of the group of persons released from liability, and except for any other damage resulting from the deliberate or grossly negligent breach of duty, including a legal representative or agent of the group of persons released from liability.

The disclaimer does not apply to damages or harm to life, body or health or any other damage resulting from the deliberate or grossly negligent breach of duty, and not to any other damage resulting from the breach of a material contractual obligation committed by a person released from liability. In the case of damages resulting from a slightly negligent breach of a material contractual obligation, the liability for financial loss and for damage to property is limited to the typical foreseeable damage.

Against

- the other participants (entrants, drivers, passenger), their assistants, the owners or registered keepers of other vehicles,
- their own entrant, the own driver/s, the own passenger/s (barring any other special agreements between competitors and driver/s and/or passenger/s!) and their own assistants

they waive claims for any kind of damage originating in connection with the race competitions (untimed, timed practice, qualifying practice, warm-up, races), for slalom competitions in connection with practice and heat/s, for rally competitions in connection with special stage/s to achieve highest speeds or shortest driving times and including the associated tests and reconnaissance sessions,

except for damage or harm to life, body or health resulting from the deliberate or negligent breach of duty, including a legal representative or agents of the group of persons released from liability, and except for any other damage resulting from the deliberate or grossly negligent breach of duty, including a legal representative or agent of the group of persons released from liability.

This disclaimer shall become effective for all parties concerned upon submission of the entry form.

The disclaimer applies to claims for any legal reason whatsoever, including claims for damages based on contractual and non-contractual liability and to claims from tortuous acts. Implied exclusions from liability shall remain unaffected by the non-liability clause from above.

With the submission of the entry form, the entrant/driver/passengers note that there is no insurance coverage within the framework of the motor traffic insurance (automobile liability, physical damage insurance, car occupant accident insurance) for any damages sustained during the event. He/she undertakes to also inform the car owner hereof.

If an injury occurs or is detected during an event or in the case of health detriment which could temporarily or permanently call into question the fitness to participate in motor sport events, the undersigned - under consideration of the possible safety risk which might result not only for him/her but also for third parties - releases all treating doctors from their duty to treat medical record confidentially amongst each other and with regard to the clerk of the course, the stewards, the chief medical officer, the AMF doctors and co-ordination automobile sport.

Herewith I confirm that I fully accept the AMF licence prescriptions.

I agree to the storage, transmission and administration of my personal data in accordance with the AMF Data Protection Provisions, under consideration of the Austrian Data Protection Act. I have at all times the possibility to request information from the Austrian Data Protection Officer on these data and/or to make use of my right of objection.

6.3 Disclaimer of the vehicle owner

(Only required, if entrant, driver is not the owner of the entered car, see specifications above)

The car owner agrees with the participation of the vehicle specified on the entry form in the event and confirms to waive any claims or rights to pursue action for damages in connection with the event against

- the FIA, the AMF, the AMF affiliated and member organisations, their presidents, executive bodies, managing directors, secretaries general,
- the promoter/series organiser, BOSS GP GmbH and the BOSS GP series,
- the organiser, the officials and marshals, circuit owners, government agencies, racing services and all other persons involved in the organisation of the event.
- the organisation responsible for the construction and maintenance of racetracks, where damage is caused by the condition of the racetracks including accessories used during the event and
- any agents or other persons employed to perform an obligation on behalf of the persons and entities (e.g. scrutineer) mentioned above.,

except for damage or harm to life, body or health resulting from the deliberate or grossly negligent breach of duty, including a legal representative or agent of the group of persons released from liability, and except for any other damage resulting from the deliberate or grossly negligent breach of duty, including a legal representative or agent of the group of persons released from liability.

The disclaimer does not apply to damages or harm to life, body or health or any other damage resulting from the deliberate or grossly negligent breach of duty, and not to any other damage resulting from the breach of a material contractual obligation committed by a person released from liability. In the case of damages resulting from a slightly negligent breach of a material contractual obligation, the liability for financial loss and for damage to property is limited to the typical foreseeable damage.

Against

- the entrants, drivers, passengers, owners, registered keepers of the other entered cars, the assistant/s of the participant/s specified on the entry form and the other participants as well as against the entrant, driver,

passenger of the car provided by me (barring any other special agreements between owners, entrants, driver/s, passenger/s!), the car owner waives claims for any kind of damage originating in connection with the race competitions (untimed, timed practice, qualifying practice, warm-up, races), for slalom competitions in connection with practice and heat/s, for rally competitions in connection with special stage/s to achieve highest speeds or shortest driving times and including the associated tests and reconnaissance sessions, except for damage or harm to life, body or health resulting from the deliberate or grossly negligent breach of duty, including a legal representative or agents of the group of persons released from liability, and except for any other damage resulting from the deliberate or grossly negligent breach of duty, including a legal representative or agent of the group of persons released from liability. The disclaimer applies to claims for any legal reason whatsoever, including claims for damages based on contractual and non-contractual liabilities and to claims from tortuous acts. Implied exclusions from liability shall remain unaffected by the non-liability clause from above.

7. Events

7.1 Calendar of events (subject to change)

| | | | |
|----------------|---------------|----|---------------------|
| 20-22 April | Hockenheim | DE | Hockenheim Historic |
| 18-20 May | Red Bull Ring | AT | Rundstreckentrophy |
| 29 June-1 July | Monza | IT | Coppa Italia |
| 18-19 August | Assen | NL | GAMMA Racing Day |
| 7-9 September | Brno | CZ | Masaryk Racing Day |
| 12-14 October | Paul Ricard | FR | French GT Finale |

7.2 Eligible cars and maximum number of cars authorised

Only vehicles that belong to the car types mentioned below and therefore fully comply with the technical prescriptions of these regulations are eligible to participate in the BOSS GP series.

Eligible cars and division into classes:

FIA Appendix J Article 277 - Category II-SS and

➤ **BOSS GP Open Class:**

Type F1 car built from 1997, Champ Car and IndyCar built from 1997

➤ **BOSS GP Formula Class:**

Type GP2/F2, GP3 (13/16), Auto GP, A1GP, FA1, Superleague Formula, World Series by Renault, World Series by Nissan, F3000 build from 2002

Any other types of Big Open Single Seater cars which comply with this regulation and Appendix J Article 277 Category II-SS can participate in the BOSS GP series with the permission of the BOSS GP Organising committee. The final classification of the car will be determined by the BOSS GP Organising committee, according to the performance data of the car.

Only gasoline-powered engines are allowed. The use of methanol/ethanol fuel is strictly prohibited.

The maximum number of cars is defined in the circuit licence and listed in the supplementary event regulations.

7.3 Running of the events

BOSS GP's classification allows different types of cars, slower ones and quicker ones, on the circuits at the same time. The drivers appeal to adapt the speed so that no unnecessary risks will merge. Sense, attention, respect and discipline are requested! Also, with your closed visor!

All participating drivers must, in all situations, be in such a physical and mental shape that he under no circumstances risk to endanger himself or any other drivers. The organiser can always require a sport doctor to confirm the health status of any driver.

If a driver shows an unsteady or very slow performance during any sessions (free practice, qualifying or race), which could become a safety risk for anyone in the field, the BOSS GP organising committee and/or the race director has the rights to give him a verbal warning or even to preclude him from taking part in any sessions or race.

a) Practice

Two official 'Free Practice' sessions of 25 minutes are scheduled for each event, except for in Assen the 18-19th of August 2018 where it is only one 'Free Practice' session.

b) Qualification

One official 'Qualifying' sessions of 30 minutes are scheduled for each event.

Each driver must complete at least one timed lap in the official 'Qualifying' session.

Any driver failing to comply with these criteria may result in the non-admission to start in the race. The final decision shall be taken by the sporting stewards on a proposal by/from the clerk of the course.

Starting positions on the grid for race 1 & 2 are based on the recorded overall qualifying times.

➤ **Qualifying procedure:**

- 1st Run: 8 min - 'Top 5' - The 5 fastest drivers from the Free Practice sessions (overall)
- Break 2 min
- 2nd Run: 20 min - All other drivers (except 'Top 5' from the 1st qualifying run)

The clock will not be stopped between both runs.

If the full grid of the series will be less than 15 cars, the qualifying will be held in one group and within 30 min.

c) Race - Starting modes and starting procedure

The races will be started as follows:

➤ ***'Rolling Start'***

In exceptional circumstances a race may be started behind a safety car.

The grid will be a 2-by-2 formation (rolling start).

An incorrect start by a competitor may be punished with a drive-through penalty.

All race starts countdowns have a minimum elapsed period of 10 minutes from the time that all cars are released to form up on the grid to the start of the green flag lap.

The approach of the start will be announced by signals and/or boards shown:

'10 minutes', '5 minutes', '3 minutes', '1 minute', '30 seconds' before the start of the formation lap.

Countdown procedures/audible warnings sequence shall be:

➤ ***10 minutes to start of Green Flag Lap --> Pitlane Exit Opens ('Green')***

10 minutes before the start of the formation lap, cars will leave the pit lane and they will stop on the grid in starting order with their engines off. From this moment to the showing of the '3 minutes' panel, it will be

allowed to work on the car. Before taking position on the grid it will be allowed to do one lap through the pit lane within the 5 minutes in which it will be opened,

- **5 minutes to start of Green Flag Lap --> Pitlane Exit Closes ('Red')**

5 minutes before the start of the formation lap, the end of the pit lane will be closed, by showing red light.

Any car which is still in the pit lane may start from the end of the pit lane, provided that it can reach it with its own means. If this happens to two or more cars, they will line up in the order they reached the pit lane exit.

- **3 minutes to start of Green Flag Lap --> Grid Closed / Clear Grid**

3 minutes before the start of the formation lap, the access to the grid will be closed and any car not on his appointed place on the grid must start the race from the back of the grid. Everybody, except drivers, officials and team staff in charge of the tyre warmers and the external starting device must leave the grid. When the 3 minutes signal is shown all cars must have their wheels fitted and working on the car is no longer allowed. Any car which does not have all its wheels fully fitted by the time the three-minute signal is given or the work was not finished in time shall be penalized by the race direction with a drive-through penalty during the race or a time penalty afterwards.

- **1 minute to start of Green Flag Lap --> Ready to start**

1 minute before the start of the formation lap, tyre warmers have to be uncovered and cars must be on the ground and ready to start. Team staff in charge of the external starting device must be in their position.

- **30 seconds to start of Green Flag Lap --> Start engines**

30 seconds before the start of the formation lap, engines should be started and all team personnel must leave the grid immediately and stay on the left- or right side of the track.

If any driver needs assistance after the 30 seconds signal has been given he must raise his arm and, marshals will be instructed to push the car into the pit lane while the remainder of the cars have to leave the grid if they are able to do so. In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind.

If the driver is able to restart the car whilst it is pushed by the marshals he may re-join the formation lap. In case he is able to catch the remainder of the cars, he will stay in the back without overtaking any car. Then he will take the last place on the grid at the end of the formation lap. 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 the grid. If more than one driver is affected, they must form up at the back of the grid in the order they left to complete the formation lap.

When the green lights are illuminated or a green flag will be waved before the grid, cars will begin the formation lap with the pole position driver leading and setting the pace.

When leaving the grid all drivers must proceed at a greatly reduced speed until clear of any team personnel standing beside the track. During the formation 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 the field. In this case, drivers may only overtake to re-establish the original starting order.

THE ROLLING START WILL TAKE PLACE AS FOLLOWS:

(a) The cars, with the car in pole position leading and the remainder of the cars following in order of their 2 x 2 formation, shall be led by the pace car during the formation lap. The pace car will pull off the track into the pit lane at the end of the formation lap. The red light being shown at the start line will then be extinguished to indicate the start of the race (or the red light will turn to green, which will be announced by the race director during the drivers briefing). All cars must keep in formation at around 100km/h and no overtaking or breaking of the 2 x 2 formation shall be permitted until the red light is extinguished.

Failure to comply with such requirement may directly result in a drive-through penalty.

(b) If the start signal is not shown, the pace car shall remain on the track and complete another formation lap followed by the cars which shall maintain their grid position order.

The pace car will pull off the track at the end of the second formation lap. The red light being shown at the start line will then be extinguished to indicate the start of the race.

(c) If the start signal is not shown when the leading car crosses the line after the second formation lap, a further formation lap shall take place and the provisions as already discussed above shall be repeated until the race is considered to be able to start, unless otherwise directed by the clerk of the course and the race director.

(d) The race will be deemed to have commenced at the time of the first aborted start.

Only in the following cases will any variation in the start procedure be allowed:

1) If it starts to rain after the '5 minute' signal but before the race is started and, in the opinion of the race director, teams should be given the opportunity to change tyres, the 'Start Delayed' panel will be shown on the Line and the starting procedure will begin again at the "10 minute" point.

2) If the start of the race is imminent and, in the opinion of the race director, the volume of water on the track makes the race unsafe despite using wet-weather tyres, the race director will have the possibility to delay the start of the race showing the "Start Delayed" panel. Once the time for the new start is known, it will be communicated with at least a 10-minute notice.

SAFETY CAR

The safety car may be brought into operation to neutralize a race upon the decision of the clerk of the course. It will be used only if competitors or officials are in immediate physical danger but the circumstances do not require stopping the race:

a) When the order is given to deploy the safety car during the race, all observers' posts will display fixed yellow flags and a board "SC" which shall be maintained until the intervention of the safety car on the track is over.

b) During the race, the safety car with its revolving lights on, will start from the pit lane and will join the track regardless of where the race leader is.

c) All the competing cars will form up in line behind the safety car no more than 5 car lengths apart. All overtaking on the track is strictly forbidden, unless a car is signalled to do so from the safety car.

d) When ordered to do so by the clerk of the course, the observer on the safety car will use a green light to signal to any car between the safety car and the race leader that it should pass. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the safety car.

e) The safety car shall usually be used at least until the leader is behind it and all remaining cars are lined up behind the leader. Once behind the safety car, the leader must keep within 5 car lengths of the safety car and all remaining cars must keep the formation as tight as possible.

f) While the safety car is in operation, competing cars may stop at their pit, but may only re-join the track when the green light at the end of the pit lane is on. It will be on at all times except when the safety car and the line of cars following it are about to pass or are passing the pit lane exit. A car re-joining the track must proceed at reduced speed until it reaches the end of the line of cars behind the safety car.

g) When the clerk of the course calls the safety car in, it will extinguish the revolving lights to inform the drivers that it will enter the pit lane at the end of that lap. 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. As the safety car is approaching the pit entry, the yellow flags and SC boards at the observer's posts will be withdrawn and waved green flags will be displayed for one lap.

h) Green flags and lights will be shown when the safety car has pulled off the circuit and the cars will be approaching the starting line. Overtaking remains strictly forbidden until the cars cross the green light at the starting line or the safety car line (when it's different). However, any car which slows with an obvious problem may be overtaken.

i) Each lap completed while the safety car is deployed will be counted as a race lap.

In exceptional circumstances the race may be started behind the safety car (in compliance with Art. 2.9.18 Appendix H-FIA). In this case, at any time before the "one minute" signal its revolving yellow lights will be turned on.

This is the signal for 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 race will start when the leader crosses the starting line for the first time. Overtaking during the first lap is permitted if a car is delayed when leaving the grid 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 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 starting 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 they left the grid. A time penalty will be imposed on any driver who, in the opinion of the stewards, unnecessarily overtook a car in the first lap.

INTERRUPTION OF A RACE

Should it become necessary to suspend the race because of an accident or weather conditions, the race director will order to deploy the red flags and the abort lights are shown at the line. When the signal is given, overtaking is forbidden, the pit exit will be closed and all cars must proceed slowly to the red flag line where they must stop in staggered formation. Should the leading car not be the frontrunner at the moment of stopping in front of the line, the cars between it and the red flag line will be asked to complete another lap before the race is resumed. If any cars are unable to return to the grid as a result of the track being blocked, they will be brought back when the track is cleared and will be arranged in the order they occupied before the race was suspended. The order of the cars will be determined according to the positions they occupied at the end of the circuit section covered before the decision to suspend the race was taken.

The safety car will then be driven ahead of the cars behind the red flag line. Whilst the race is suspended: neither the race nor the timekeeping system will stop; Working on the cars will be allowed 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 of fuel is forbidden. 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 in any penalty. All cars in the pit lane will be allowed to leave the pits once the race has been resumed, but any which were in the pit entry or pit lane when the race was suspended will be released before any others.

d) Races

The races will run over a maximum distance of 1x 20 minutes and 1x 25 minutes.
The finish line applies both to the track and to the pit lane.

e) Race Stops

Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the start line and RED FLAGS will be displayed at the start line and at all marshal signalling points around the circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and return to the starting grid area. Cars may not enter the pits unless directed to do so.

Case A - Less than 2 laps completed by race leader

The race will be null and void. The race will restart from the original grid positions. Competitors unable to take the restart will be replaced by reserves which will start from the back in reserve order. Gaps on the grid should not be closed up.

The length of the restarted race shall be determined by the race director but under normal circumstances the race distance will be reduced by at least two laps.

Case B - More than 2 laps completed by the race leader but less than 75% of the total distance

The race will restart from a grid set out by the finishing order of part 1.

The result of the race will be the finishing order of part 2. The final result will not be aggregated.

The length of the restarted race will be determined by the race director but under normal circumstances the remaining race distance will be the original distance, less the first part, less at least two laps. If the race cannot be restarted half points will be awarded in each class.

If the race leader has completed more than 75% of the race distance or duration at the time of the stoppage, the race shall not be restarted and the results will be declared as if the race had run its complete distance, full points will be awarded in each class.

RESTART OF A RACE

As soon as a resumption time is known, teams will be informed via the timing monitors; in all cases, at least a ten-minute warning will be given. Signals will be shown ten minutes, five minutes, three minutes, one minute, and thirty seconds before the resumption, and each of these will be accompanied by an audible warning. When the three-minute signal is shown, all cars must have their wheels fitted; after this signal, wheels may only be removed in the pit lane.

At some point after the three-minute signal, which will be dependent 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. The race will be resumed behind the safety car. The safety car will

enter the pits after one lap. 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.

7.3.1 Signals used at marshal posts (Flags)

FIA Appendix H to the International Sporting Code

8. Classification

8.1 Scale of points

The car placed first will be the one having covered the scheduled distance with his car in the shortest time, including all eventual penalties.

In order to be classified a driver who has taken the start must have completed at least 75% of the winner's race distance.

The following points will be awarded if a race is shortened or stopped and not resumed:

At least 75% of the scheduled distance = Full points
 At least 50% of the scheduled distance = Half points

All drivers will be receiving points according to their class result.

The following points will be awarded for the races:

| <u>Position</u> | <u>Points</u> | <u>Position</u> | <u>Points</u> | <u>Position</u> | <u>Points</u> |
|-----------------|---------------|-----------------|---------------|-----------------|---------------|
| P1 | 25 | P7 | 12 | P13 | 5 |
| P2 | 22 | P8 | 10 | P14 | 4 |
| P3 | 20 | P9 | 9 | P15 | 3 |
| P4 | 18 | P10 | 8 | P16 | 2 |
| P5 | 16 | P11 | 7 | P17 | 1 |
| P6 | 14 | P12 | 6 | | |

After each race each class will have a separate podium ceremony.
 A trophy will be given to 1st, 2nd and 3rd in 'Open' and 'Formula' class.

If a driver wants to change the class during the season, the points will only count for the respective class and cannot be transferred.

8.2 Equality of points

By equality of points in the final evaluation between several participants the number of 1st, then 2nd and further results is crucial.

In the situation of a tie at the end of the year, the position 2 places etc. will be added.

9. Private practice and testing

9.1 General conditions

Private practice and testing sessions are allowed without any restrictions.

10. Administrative checks

The following documents must be presented by the driver/entrant:

- > Driver's licence
- > ASN confirmation (if applicable)
- > Entrant's/sponsor's licence (if applicable)

10.1 Timetable administrative checks

See relevant Supplementary Event Regulations or official notice board.

An established late-participation without an apparent impediment can be attracting a fine of 200 Euro (without any particular penalty-procedure). An established absence can result in a non-accepting of the race entry. The final decision in such case will be made by the stewards of the meeting.

10.2 Drivers meeting/briefing

The location and time of the briefing for the drivers will be published in the supplementary event regulations.

It is highly recommended that every participating team also sends its team manager or crew chief to attend the drivers briefing.

An established non-participation or incomplete participation, according to the list of signatures, can be attracting a fine of 250 Euro (without any particular penalty-procedure).

11. Scrutineering/Technical checks

The drivers or their representatives must present their race car and the compulsory driver's safety equipment at scrutineering. The car must be presented in the configuration in which it will be used in the competition (incl. competition-numbers) and it must comply with the applicable technical regulations.

An established late-participation without an apparent impediment can attract a fine of 250 Euro (without any particular penalty-procedure). An established absence can result in a non-accepting of the car for the relevant event. The final decision in such case will be made by the stewards of the meeting.

The following car documents must be submitted:

- > Technical passport or FIA HTP (if available/applicable)

Each car with any major changes compared to how it was originally built (change of engine model, power train, etc.) must have an updated FIA Technical Passport with the change approved, assigned and documented by the relevant FIA ASN. The Technical passport has to be shown at the beginning of the scrutineering process.

11.2 Scrutineering before the start and final scrutineering: Place and timetable

The time for the scrutineering will be announced at the circuit or (as) published in the supplementary regulations or the event schedule.

The official series scrutineering will take place in the assigned BOSS GP boxes or the awnings of the teams. Unless stated otherwise there will be no final scrutineering after the races.

11.3 Parc Fermé

There will be no parc fermé rules applied after any of the sessions.

12. Fuel**12.1 Type of fuel and single fuel**

See Technical Regulations Art. 1.10

12.2 Fuel controls

Fuel samples may be taken by the scrutineers at any time during an event. The relevant ASN guidelines are applicable for taking fuel samples.

13. Refuelling**13.1 Refuelling installations and control**

Refuelling may not be carried out during the race. At other times drivers and associated personnel must observe any circuit management regulations and the SR's or final instructions issued for each circuit/meeting.

A general refuelling may only be carried out in a pit garage or in the paddock, while the car engine has to be stopped and the driver has to be out of the cockpit.

Each team must have at least one serviceable fire extinguisher available whilst any refuelling operation takes place.

14. Practice sessions

See Art. 7.3a) and event timetable

15. Free practice

See Art. 7.3 a)

16. Qualifying practice/Timed practice

See Art. 7.3 b)

17. Race

See Art. 7.3 c)

17.1 Use of wet-weather tyres

The use of wet-weather tyres is allowed.
The quantity of wet-weather tyres is unlimited.

18. Title, prize money and trophies

18.1 Title overall winner

The title *"BOSS GP 'OPEN' Champion"* will be awarded to the driver who has scored the highest number of points in the 'OPEN' class after all the qualifying events of the BOSS GP series took place.

The title *"BOSS GP 'FORMULA' Champion"* will be awarded to the driver who has scored the highest number of points in the 'FORMULA' class after all the qualifying events of the BOSS GP series took place.

18.2 Prize money and trophies

Currently there is no claim of prize money provided.

The drivers and team managers finishing first, second and third of all the classes must be present at the BOSS GP Prize Giving ceremony (if takes place).

19. Advertising

19.1 Advertising on the driver's equipment

A "BOSS GP" logo badge shall be put on the driver's race suit.

A "PIRELLI" logo badge shall be put on the driver's race suit.

19.2 Advertising and start number on the race car

See Technical Regulations Art. 1.8

19.3 Other Advertising

All drivers and teams must accept a roll up stand and/or flag branded with BOSS GP series and its partner's logos in front of or in the box/garage or tent.

20. Protests and appeals

Protests: The protest fee follows the regulations of the ASN hosting the event in question.

Appeals: Appeals must be brought before the National Court for Appeals of the Austrian ASN and must always be regarded as international appeals. The fee for an international appeal before this court is € 3.000. The relevant procedures are laid down in the National Sporting Code of the AMF.

An appeal against a decision of this court must follow the rules of the ICA of the FIA. This procedure remains open only for licence-holders other than those of the AMF. The fee for an international appeal before this court is € 6.000. The relevant procedures are laid down in the International Sporting Code of the FIA and its appendices.

21. Exclusion of jurisdiction of a court and limitation of liability

(1) The jurisdiction of a court is excluded for decisions of the FIA, the AMF, their jurisdictions, the stewards, the series promoter/organiser or the organiser as judge in terms of the Austrian Civil Code.

- (2) No claim for compensation of whatever kind may be derived from actions and decisions of the AMF or its jurisdiction as well as of AMF representatives or the series organiser, except in the case of a damage caused on purpose or by gross negligence.

22. Acceptance of the regulations

With the mandatory personal signature on the provided "BOSS GP - Registration 2018" form, each entrant and driver of the BOSS GP series confirms the acceptance of these regulations as a whole, including the AMF provisions and the FIA International Sporting Code and its appendices.

All drivers, entrants, teams and officials participating in this series undertake on behalf of themselves, their employees, their representatives and their agents to observe all the provisions of the sporting and technical regulations and to promote the highest ideals of motorsport in general.

It is the specific responsibility of the competitor/driver to ensure that all persons concerned by his entry observe these requirements.

Any person connected with a team or entry in 'BOSS GP' who has shown certain behaviour and is therefore deemed to have brought the series or its partners into disrepute may cause appropriate disciplinary actions for the liable competitor/driver/team member

The basic idea in this series is to keep the costs at a reasonable level.

Therefore, the series organizers reserve the rights, in this sense, to have the possibility for short-term changes on the regulations and adapt on the current conditions, if participants departing from the spirit of the series regulations.

23. Place of jurisdiction

Under exclusion of all sports law provisions related to the protest and appeal rights against the BOSS GP GmbH, the commercial register kept by the regional court in Salzburg, Austria, is herewith agreed as place of jurisdiction.

24. TV rights/ Advertising and television rights

All copyright and picture rights lie by the respective authors including the pictures which are adopted by television broadcasts (unless otherwise agreed by contract).

25. Specific regulations

There are no additional Specific Series Regulations.

Part 2 - Technical Regulations

1 Technical Series Regulations

1.1 Summary of the eligible groups/ classes

FIA Appendix J Article 277 - Category II-SS

➤ **BOSS GP Open Class:**

Type F1 car built from 1997, Champ Car and IndyCar built from 1997

➤ **BOSS GP Formula Class:**

Type GP2/F2, GP3 (13/16), Auto GP, A1GP, FA1, Superleague Formula, World Series by Renault, World Series by Nissan, F3000 build from 2002

Any other types of Big Open Single Seater cars which comply with this regulation and Appendix J Article 277 Category II-SS can participate in the BOSS GP series with the permission of the BOSS GP Organising committee. The final classification of the car will be determined by the BOSS GP Organising committee, according to the performance data of the car.

Only gasoline-powered engines are allowed. The use of methanol/ethanol fuel is strictly prohibited.

1.2 Principles of the Technical Regulations in conformity with:

- > FIA Appendix J Art. 277 Category II-SS (FIA ISC)
- > These Technical Regulations

1.3 General/Preamble

Anything which is not specifically allowed by the present regulations is prohibited.
Permitted modifications must not result in any illegal modifications or infringements of the regulations.

1.4 Driver's equipment

Wearing overalls homologated to the FIA 8856-2000 standard as well as underwear (with long sleeves and legs), balaclava, socks, shoes and gloves in compliance with the FIA prescriptions is compulsory.

Furthermore, wearing a helmet in compliance with the FIA regulations is compulsory.

Furthermore, the use of the head restraint (e.g. HANS) is mandatory for all drivers in circuit races and performance tests (*exclusive of Appendix K*).

1.5 General, Permitted modifications and installations

The only work which may be carried out on the cars is anything that is necessary for its normal servicing, or for the replacements of parts worn through use or accident.

The limits of the modifications and installations allowed are specified hereinafter. Any part worn through use or accident may only be replaced by an original part identical to the damaged one.

Throughout the car, the attachment standard parts such as: nuts, bolts, washers, lock washers, spring washer, splint pins may be replaced by comparable standard parts complying with the original shape. Screw threads, thread type, size and pitch (e.g. M8 x 1.25) must be retained.

1.6 Exhaust prescriptions

The use of a catalytic converter is not mandatory.

1.7 Noise regulations

The maximum permitted noise limits as announced in the event supplementary regulations must be respected at all time.

1.8 Advertising prescriptions and start numbers on the vehicles

The current FIA/AMF prescriptions for start numbers and for advertising on the vehicles must be respected.

Under consideration of the FIA/AMF prescriptions for start numbers and advertising on the vehicles, the following advertising is compulsory for the race car:

- > One "BOSS GP" series logo stickers on each side of the car (left & right)
- > Two "PIRELLI" logos on each side of the car (left & right side of the tires)
- > Maximum two BOSS GP partner logo stickers on each side of the car (left & right), maximum size 30x15 cm

The logo stickers will be provided by BOSS GP.

1.9 Safety equipment

The vehicles must comply with the following safety equipment.

The article numbers refer to the current Appendix J -> Article 277 ISC, unless stated otherwise.

1.10 Fuel and single fuel, if applicable

Permitted fuel is unleaded fuel in compliance with Art. 252.9 of the Appendix J (ISC) which must comply with DIN EN 228.

Only gasoline-powered engines are allowed. The use of methanol/ethanol fuel is strictly prohibited.

1.11 Technical definitions

The definitions according to Article 251 of the Appendix J (ISC) are applicable.

2. Specific technical regulations**2.1 General**

In addition to the Technical Regulations according Part 2 in these Regulations, the following specific technical regulations are applicable.

Anything which is not specifically allowed by the present regulations is prohibited.

Permitted modifications must not result in any illegal modifications or infringements of the regulations.

2.2 Engine

BOSS GP 'OPEN' Class --> free

BOSS GP 'FORMULA' Class --> only with 'original' engine

The BOSS GP organisation committee can make any exception in the classification of a car according to the performance data of the car/engine.

2.2.1 Exhaust system

Free

2.3 Transmission

Free, all cars must have an operational reverse gear

2.4 Suspension

Free

2.5 Wheels (Flange + rim) and tyres

Only PIRELLI racing tyres are permitted. The official tyre supplier will supply and serve BOSS GP's cars at each race event. Only tyres delivered by the official tyre supplier are permitted.

For each driver and team it is compulsory to read and follow Pirelli's actual P-Book „TYRE DATA BOOKLET – BOSS GP“.

Pirelli technical personal has the right to check the pressure, temperature and condition of the tires at any time. The Pirelli technician has the right to prohibit a driver to take part in any session or race if he evaluates any tire to be a safety risk.

| | | |
|-------------------------|---|--|
| Official tyre supplier: | Reifen Hollerweger GesmbH Attersee Strasse 115 A-4850 Timelkam Austria | E-mail: order@reifen-hollerweger.com Phone: +43 7627 94800 Fax: +43 7672 9480015 |
|-------------------------|---|--|

If the official tyre supplier cannot provide a specific type of tyre (size) for an eligible car by any reason, the used tyre will be free until their availability.

Must respect at all time the safety rules for II-SS cars.

2.6 Bodywork and dimensions

a) External bodywork (including windows)

Free, but must respect at all time the safety rules for II-SS cars.

2.7 Aerodynamic devices

Free, but must respect at all time the safety rules for II-SS cars.

The use of a drag reduction system (DRS) or any similar working systems is prohibited.

A 'flat bottom/floor' modification is prohibited, unless it was used in the original race period of this specific car.

2.8 Electrical equipment

Free

2.9 Fuel circuit

Fuel tank type in conformity with Art. 277 Category II-SS of Appendix J (FIA ISC)

Fuel tank location as original, capacity free.

Fuel: Pump Fuel (Gasoline)

2.10 *Lubrication system*

Free

2.11 *Data transmission*

Free

2.12 *Minimum weight*

Free