

*Name of the Series:* **BOSS GP**

*AMF Visa Number:* **SE03/2018**

*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](http://www.bossgp.com)

*Contact person:* Mr. Siegfried Stieger  
Phone: +43 676 7800792  
E-mail: [board@bossgp.com](mailto:board@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 03 of April 2018 with visa number SE 03/2018.

#### **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  
Mr. Rainer Werner

#### **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.

### **2.7 List of Officials**

Race Director for all Events: Mr. Rainer Werner

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
- Sporting & Technical Regulations BOSS GP 2018
- 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**

German; only the German 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 must submit his application for the BOSS GP series until the 12<sup>th</sup> of March 2018 by using the provided on-line form "BOSS GP – Registration Form 2018" on the official BOSS GP website. The registration- and/or entry form is also available on request. The application will be approved by the BOSS GP organisation committee.

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

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 BOSS GP organising committee can refuse any application without specifying any reason. 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 (6 race weekends) for registered drivers is 15.840 euros including 20% Austrian VAT and is payable before the beginning of the season according to the "BOSS GP - Entry Form 2018".

4 hospitality-passes for each race-weekend in the value of 4.320 euros including Austrian VAT are included in the annual 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.

For registered drivers who are paying "race for race", the entry fee per race weekend is 2,640 euros including 20% Austrian VAT (2,200 euros excl. VAT). 3 hospitality-passes in the value of 540 Euros are included in the "race for race" entry fee.

#### **Guest driver**

A guest driver can submit his application also just for a specific event in the BOSS GP series 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 will be approved by the BOSS GP organisation committee.

The entry fee for one single 'one off' event is 3.240 Euro including 20 % Austrian VAT (2.700 Euro excl. VAT). In the paid 'one off' entry fee 3 hospitality-passes in the value of 540 Euro incl. Austrian VAT are included. 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**

The participants understand and know all risks and dangers of motorsport and accept them completely. If a participant is injured during an event, he / she expressly declares that he / she endorses any medical



treatment, salvage, transportation to the hospital or other emergency services by giving his entry to the event. All these measures are taken by the staff appointed by the organizer in the best of knowledge and in their estimation of the condition of the participant. Participants undertake to assume all associated costs, unless covered by the license accident insurance or other insurance contracts. Participants therefore waive any direct and indirect claims for damages against the AMF, its officials, the organizer or racetrack owner, and any other person or association for itself and its successors in title for any insurance company with which they may have concluded additional contracts related to the event (including all officials and authorities or organizations granting authorizations for the event) and other candidates and drivers, collectively known as "parties". Entrants declare by giving their entry to this event that they irrevocably and unconditionally waive all rights, remedies, claims, actions and / or procedures that could be used by them or on their behalf against the "parties". This relates to injury, loss, damage, costs and / or expenses (including attorney's fees) incurred by Participants as a result of an incident or accident arising out of this Event. The Participants irrevocably declare by giving their entry to this event that they at all times exempt, release, release, indemnify and indemnify the "parties" from liability for such losses. By submitting their entry to this event, Entrants declare that they understand the full meaning and impact of these statements and agreements, that they willingly enter into these commitments and thus irrevocably waive any right of action for damages to the "Parties", as far as they are Austrian law. The participants renounce for themselves and their legal successors in any case against the "parties", therefore in particular against the AMF, its officials, the organizer, organizer or racetrack operators, or to the issuing authority for this event authorities or organizations to all claims concerning damages of any kind whatever the typical sports risk, especially on all typical and predictable damage. This also in the case of slight negligence Bar Association Vienna to appoint. The assessors can replace the so-appointed chairman at any time amicably by another.

If a party does not appoint its associate within two weeks of receipt of the written request from the other party, or if several of the parties can not agree on an associate within this period, the assessor shall be appointed by the President of the Vienna Bar Association at the request of the other party. The same applies if an assessor resigns from office and within two weeks, the affected party determines no successor. If a referee does not accept the post, is denied the exercise, or is unduly delayed or incapacitated, the substitution will be analogous to what has been said. At the same time, the affected arbitrator is to be recalled.

The Arbitral Tribunal basically renders its proceedings free, taking into account the subsidiary legal provisions. The arbitral tribunal meets in Vienna. The arbitral tribunal may also determine the circumstances it deems necessary to clarify the facts without request and take evidence. The arbitration court decides by a simple majority. The award must be explained in detail. The Arbitral Tribunal also decides on the costs of both the costs of the arbitration and the legal representation. The referees are to be paid according to the provisions of the Austrian lawyer's tariff. The arbitral tribunal is also entitled, with the exception of the ordinary courts, to issue preliminary injunctions, provided the opponent has previously been given the opportunity to make a statement. A preliminary injunction may also be set aside upon request in the event of a material change in circumstances.

## **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.

### **Behavior in the pit lane**

During the free practice sessions / qualifying and races, the participants have to place themselves at a stop in the pit lane at a 45 degree angle to the pit exit. The placement in the box may be made only with the front of the vehicle. A stop in the pit lane is only allowed on the working line.

In the pit lane there is a speed limit of 60 km / h, overtaking in the pit lane is prohibited.

Driving on the pit lane on the working line is not permitted.

#### **a) Practice**

Two official 'Free Practice' sessions of 25 minutes are scheduled for each event, except for in Assen the 18-19<sup>th</sup> 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 can make a written request to the race director to start on the race. The decision is made by the stewards. The participant will be admitted to the ranked in last place on the grid. With several applications for the start permission the better achieved training time for the placement on the starting grid is drawn. For safety-related aspects, the Race Director, in coordination with the stewards, can make a grid position of BOSS GP Open vehicles (last grid position of the BOSS GP Open)

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

- **Qualifying procedure:**
- 1<sup>st</sup> Run: 8 min - 'Top 5' - The 5 fastest drivers from the Free Practice sessions (overall)
- Break 2 min
- 2<sup>nd</sup> Run: 20 min - All other drivers (except 'Top 5' from the 1<sup>st</sup> 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. 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.

### **Wet Practice and Wet Race**

In mixed weather conditions or rain, participants are informed via a scoreboard about a wet practice (training or qualifying) and wet race (race). From then on, participants are free to use rain tyres.

### **SAFETY CAR**

The Safety Car to neutralize the race is used on the instructions of the Race Director.

a) If the safety car is used, all flag posts will show the scoreboard "SC" with the yellow flag kept still, overtaking of cars is prohibited.

b) The Safety Car enters the racetrack with lights flashing amber and sets in front of the leading car.

c) All cars are positioned in their position behind the safety car. The distance is a maximum of 5 carriage lengths. Overtaking cars and overtaking the safety car is prohibited.

d) At the decision of the Race Director, the overtaking of the Safety Car for individual cars may be arranged, in particular if the Safety Car has not come on the track in front of the leading vehicle. In this case, the safety car shows this cars overtaking of the Safety Car by means of a green signal. A back rounding of vehicles during the safety car phase is not planned.

e) The safety car will normally be used at least until the safety on the racetrack is ensured again or all cars are lined up behind the safety car on the track. The maximum distance of the first car may not exceed 5 car lengths.

f) During the safety-car phase, the cars can visit the box. The exit from the pit lane is only permitted with a green light signal at the end of the pit lane. When passing the safety car, the pit exit is closed by means of a red light signal. Cars coming out of the box can then unlock at the appropriate speed towards the end of the field.

g) When the race director ends the safety car phase, the safety car will switch off the yellow light signals; to signal the cars that the safety car phase will be completed this lap. From then on, the leading vehicle can set the pace. Overtaking the safety car in front of SC line 1 is prohibited. The flag posts show the green flag as of leaving the safety car to also inform the rest of the field of participants about the end of the safety car phase.

h) Overtaking is permitted only after passing the finish line, unless a car has left the racing line at a greatly reduced speed and indicates a defect.

i) Every lap behind the safety car is considered a race lap.

In exceptional cases, the race may be started behind the Safety Car on the order of the Race Director (in accordance with Art. 2.9.18 Annex H-FIA). In this case, when the "one minute" signal is displayed, the rotating yellow light on the safety car is switched on and the participants are informed by means of the scoreboard "SC" and the yellow flag around the track. Overtaking is only allowed if a vehicle is late when leaving the grid and has not been overtaken by the last vehicle. Overtaking is only allowed if a vehicle is late when leaving the grid and has not been overtaken by the last vehicle. If the vehicle has been passed by the last participant, the participant must join the end of the field.

## **INTERRUPTION OF A RACE**

Should it become necessary to interrupt the race due to an accident or weather conditions, the Race Director will order that the race be stopped. The cancellation of the race is indicated by a red flag and red light. Overtaking is prohibited, the vehicles go with reduced speed in the pit lane. Work on the vehicle is permitted after reaching the engine's stance and stopping the engine, except for refueling or removing fuel. As soon as a resumption of the race is possible, the vehicles are lined up one behind the other due to their positions before the race break in the pit lane. The resumption of the race takes place behind the safety car from the pit lane.

### **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 is restarted. The restart of the race takes place after the original start grid. The position of participants who can no longer participate in the restart of the race remains empty and will not be filled up. The distance of the race can be determined by the Race Director, but will be cut by 3 minutes in any case.

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

The restart takes place from the pit lane behind the Safetycar after the result of the last complete Race lap before the race crash. The race duration may be determined by the Race Director, but under normal circumstances will be determined by the race distance minus the already driven distance.

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

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**

The race is restarted by displaying the 10 minute signal and the normal starting procedure is completed. The start of the race takes behind the safety car.

The resumption of the race takes place with indications of the 10 minutes signal. The starting grid takes place in the pit lane. The start of the race takes behind the safety car from the pit lane.

### **7.3. Entrance and exit from the pit lane**

Participants are not permitted to do starting or braking tests in the pit lane or pit exit or on the way to the track or to hinder or endanger other participants by slow driving.

#### **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 1<sup>st</sup>, then 2<sup>nd</sup> 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.

Participation in the drivers briefing is mandatory for drivers and team bosses.

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](mailto: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