



Name of the Series:

BOSS GP

AMF Visa Number:

SE 09/2019

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

Contact person:

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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 – (Group E) 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 2019.

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 12th of February 2019 with visa number SE 09/2019.

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. Harald SCHWARZ

2.6 List of Officials (Permanent Stewards)

(See also relevant Supplementary Event Regulations)

Permanent Technical Scrutineer: Mr. Harald Michel (GER), DMSB

The BOSS GP organisation can, if it is necessary, delegate an international accepted race director and/or race steward for a single race event and/or for the complete season.

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 Decisions and Provisions
- Anti-Doping Regulations of the national and international Anti-Doping Agency (WADA/NADA Code) as well as the Anti-Doping Regulation of the FIA
- 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, 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 the entry form. All changes will be published in form of bulletins after approval of the hosted ASN of the series.

3.3 General Definitions

BOSS GP Code of Behaviour

The BOSS GP is a Series characterised by equality of opportunity and fairness in both technical and sporting terms. All those involved in the Series, i.e. participants, officials and organisation, make a significant contribution to how the Series is perceived, both internally and by the general public and to the atmosphere in the Series through their conduct and their communication.

All those involved are responsible for conducting themselves in such a way as to uphold and safeguard in the long term the professionalism that prevails in the Series, as well as the esteem in which the Series and its participants are held by the general public. Moreover, fair and sporting competition represents an important safety aspect for all participants, and is intended to avoid risk factors.

For this reason, all those involved agree to acknowledge the philosophy of the BOSS GP and to comply with the rules of conduct of the Series.

Both on and off the race track, all those involved will:

- treat the other participants, officials and organisers respectfully;
- follow the laws and the rules of the sport, exemplify and promote fairness together with the rules of conduct;

- neither express themselves or behave in an insulting, offensive or abusive way, nor tolerate such expressions or modes of conduct, either in direct conversations, interviews, etc. or in other communication, e. g. press releases, posts in social media, etc.;
- always behave in the interests of safety and permanently cooperate in efforts to reduce risks;
- use resources in a sustainable way, giving priority to the well-being, safety and satisfaction of others before their own personal goal;
- always comply with the purpose of the sport;
- inform those involved if their conduct is not characterised by fairness, sportsmanship, respect and tolerance;
- cooperate with all other persons involved so as to develop and improve the Series and its status further on a continuous basis.

Participants who are found to have committed one or more of the following may be excluded from the Series:

- failed to comply with these “Code of Behaviour”;
- failed to comply with the rules of conduct;
- breached any of the regulations;
- drawn attention to themselves through unsporting behaviour on and off the track;
- expressed or conducted themselves in a disrespectful way towards other participants, officials, organisers, etc.;
- ignored the specifications, instructions, meetings of the Series Organisation and/or other official bodies in the context of the Organisation and holding of an event;
- ignored agreements that have been reached (including between teams and drivers) and do not meet obligations of performance;
- did not act in the interests of the sport and/or the recognisable objective of undertaking the activities seriously in accordance with the rules that have been acknowledged;
- brought the Series into disrepute.

4. Entries

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

The entrant and/or driver must submit his application to be admitted to BOSS GP series 2019 until the 29th of March 2019 by using the provided form “BOSS GP 2019 – Application for registration” under “FOR TEAMS” on the official BOSS GP website; www.bossgp.com. The application form is also available on request. The application will be approved by the BOSS GP organisation committee.

If entered for the complete season until latest the 17th of February and entry fee paid until latest the 29th of February the entrant will become a “Early booking discount” of € 1.500 + VAT.

The completely filled in and signed application must be sent to the following address:

BOSS GP GmbH, Filblingstrasse 1, A-5330 Fuschl am See, Austria or e-mail to race@bossgp.com or fax to +43 662 626639.

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.

Latest four weeks before each race event begins, the participant has to fill in and send the relevant signed “BOSS GP 2019 - Entry Form” to the BOSS GP organisation e-mail address: race@bossgp.com or fax: +43 662 622239.

The series organiser reserves the right to accept late application.

The series organiser can refuse any application without specifying any reason.

Also the series organiser has the right to exclude a driver/entrant (driver/team), under ongoing event or under the season, in case the entrant failed to comply with the "BOSS GP Code of Behaviour". In the event of exclusion, the entrant can request a payback of the entry fee for remaining coming events.

The organiser has the right to cancel the entire series BOSS GP, if less than 15 participants are registered for the series by the date of the 30th of March 2019.

4.2 Entry fees for the season and per event

The following entry fees are payable by the participants as specified on the "BOSS GP 2019 – Application for registration" and "BOSS GP – Entry Form 2019":

The annual series entry fee for the entire season (6 race weekends) is:

17.500 Euro + 20 % VAT if paid until 05.04.2019

16.000 Euro + 20 % VAT if paid until 28.02.2019

or a

3 Race Event Package - It is also possible to enter/pay for 3 race events in advance – the price is:

10.500 Euro + 20 % VAT if paid until 05.04.2019

3 team-hospitality-passes for each race event are included in the paid entry fees.

In case of additional race events, the annual fee for registered drivers will increase with 2.600 euros + 20 % VAT per additional race event.

Entry of Guest driver

Guest drivers can apply for participation in single events no later than 4 weeks prior to the first day of the relevant event using the relevant "BOSS GP Guest-Driver-Application 2019". The Series Organiser has the right to accept or reject a "BOSS GP 2019 - Guest-Driver-Application" that arrives after this time limit.

The "BOSS GP 2019 - Guest-Driver-Application" forms will be published under "FOR TEAMS" on the official BOSS GP website www.bossgp.com.

The application will be approved by the BOSS GP organisation.

After approving the Guest-Driver-Application, a confirmation will be sent together with an invoice for the "one off" 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 entry fee for one-single-event (one off) is 4.000 euro + 20 % VAT.

3 team-hospitality-passes for actual weekend are included in the paid "one off" entry fee.

The series organiser has the right to accept late application.

The series organiser can refuse any application without specifying any reason.

Also, the series organiser has the right to exclude a driver/entrant (driver/team), under ongoing event, if the entrant failed to comply with the "BOSS GP Code of Behaviour".

In event of exclusion the entrant has no right to claim for damages or compensation for an ongoing event.

Generally

Applications will only be processed after complete receipt of all documents listed above. No refunds of the entry fee will be made in case of non-participation in an event.

Within the same season, it is allowed to "take over" an entry fee to another BOSS GP event – but, only if the entrant announce this at least 7 days before the event starts.

Rental costs for garage/boxes are not included in the entry fee and will be charged separately. The rental fee for garage/boxes must be paid in advance via bank transfer.

The BOSS GP organisation can refuse any driver the access to the BOSS GP boxes and to take part in any session until registration-, entry-, and box fee is completely paid.

4.3 Competition numbers

Each entered participant will get a permanent competition number for the whole season. If a participant enters in different classes he will get different competition numbers for each class.

Competition numbers:

BOSS GP Open Class: 1 - 9 (*In case 9 numbers are not enough for the season; the reserve numbers "10-19" can be used*)
BOSS GP Formula Class: 20 - 99
BOSS GP Prestige Class: 100-990

5. Licences

5.1 Required grade of licence

a) Drivers - International Race Series:

Drivers holding an International entrant's and driver's licence issued by the AMF or by another ASN affiliated to the FIA Grade

A, B, C, D C/H-historic

and valid for the year 2019 who are registered for the BOSS GP series and have paid the registration fee are eligible.

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, Auto GP, A1GP, FA1, Superleague Formula, World Series by Renault V6/V8, World Series by Nissan, F3000).

b) Entrants

Entrants wishing to register with the driver must be in possession of an international team-, commercial- or club licence issued by the AMF or by another ASN affiliated to the FIA and valid for the year 2019.

c) Guest drivers

The BOSS GP series may admit guest drivers with a valid International entrant's and driver's licence in accordance with Article 5.1, for its qualifying events.

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).

The maximum age of a driver applying for an entry to the BOSS GP Series is 65 years old. However, competitors aged over 65 years may be accepted at the discretion of the BOSS GP organisation.

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*

In accordance with AMF Event Regulations and the supplementary event regulations.

6.2 *Declaration by the competitor, driver and passenger (=participant) on the exclusion of liability, Disclaimer of the vehicle owner*

In accordance with AMF Event Regulations and the supplementary event regulations.

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 series 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, 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, which 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 cannot 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

26-28 April 2019	Hockenheimring	DE
23-25 May 2019	Red Bull Ring	AT
14-16 June 2019	Autodromo Nazionale Monza	IT
19-21 July 2019	TT Circuit Assen	NL
6-8 September 2019	Automotodrom Brno	CZ
11-13 October 2019	Autodromo Enzo e Dino Ferrari - Imola	IT

An Event may be cancelled if fewer than 13 cars are registered.

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 – (Group E) Category II-SS and

- BOSS GP Open Class:
Type F1 car built from 1996, Lotus T125, FZED, Champ Car and IndyCar built from 2008
- BOSS GP Formula Class:
Type GP2/F2, Auto GP, A1GP, FA1, Superleague Formula, World Series by Renault V8
- BOSS GP Prestige Class:
World Series by Renault V6, World Series by Nissan, F3000 build from 2002

The BOSS GP organisation can permit the participation of any type of Big Open Single Seater cars which comply with this regulation and FIA Appendix J Article 277 – (Group E) Category II-SS. The final classification of the car will be determined by the BOSS GP Organisation, according to the performance data of the car.

The BOSS GP organisation has the right to cancel the “BOSS GP Prestige Class”, if less than 5 participants registered for the entire season. In occasion of a cancellation of the “BOSS GP Prestige Class” the competitors will be included in the “BOSS GP Formula Class”.

If the “BOSS GP Open Class” has less than 5 participants registered for the season, the BOSS GP organisation can change the class to be a “BOSS GP Over-All Class”. The points will be awarded in the order the participators are finishing the race, no matter in which class the car is classified.

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

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 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 driver. 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 organisation and/or the race director has the right to give him a verbal warning or even to preclude him from taking part in any session or race.

Pit lane

The pit lane is divided into two lanes; the lane closest to the pit wall will be designated the "fast lane" and the lane closest to the garages will be designated the "inner lane".

The cars will only be allowed to drive the cars in the "fast line".

The speed limit in the "fast lane" is 60 km/h.

It is prohibited to overtake in the pit lane.

It is not allowed to stop any car in the "fast lane" and personnel are not allowed in the "fast lane".

The cars are only allowed to be stopped/parked in a 45 degree angle, with the front direction "fast lane" and pit exit, in the pit "inner lane".

The "inner lane" is the only area where any work can be carried out on a car.

a) Practice

For each event two official "Free Practice" sessions of 25 minutes are scheduled.

b) Qualification - Timed practice

One official "Qualifying" session of totally 30 minutes are scheduled for each event.

➤ **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.

The race director of the event can change the Qualifying procedure or the number of cars in the groups if the full grid for a qualifying session will not be more than 13 cars or more than 20 cars.

➤ **Starting grid:**

Each driver must complete at least one timed lap in the official 'Qualifying' session to be admitted to start the race.

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

Any driver failing to comply with these criteria will generally not be admitted to the start of the race.

The clerk of the course can make exceptions from this rule if the driver has timing laps from free practice.

A participant without a "qualifying lap time" will be ranked in last position on the grid. With several drivers without "qualifying lap time", the better achieved free practice time for the position on the starting grid will be counted.

For safety reasons, the clerk of the course can change the grid position for "open class cars". Any "open class car" can be placed further front on the grid as long as it doesn't affect the order of the "Open Class" starting grid.

If any participator cannot take part in any of the races, he must inform the race organisation latest 75 minutes before the race starts. The starting grid will be changed to avoid empty starting positions on the grid.

The race organisation will inform participator and public the final starting grid 1 hour before start of the race.

c) Race - Starting modes and starting procedure

The races will be started as follows:

➤ ***'Rolling Start' (Indianapolis 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 --> Pit lane 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 turned 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 --> Pit lane 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, engine coolers 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.

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

15 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 necessary, the team member/s with engine coolers are allowed to continue cooling the car until 15 seconds sign is shown.

If any driver needs assistance after the 15 seconds signal has been given he must raise his arm. Marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind.

By failure in starting the formation lap, it is not allowed for any team member/s to restart the car until the last running car has left the grid. If the driver is able to restart the car immediately or whilst he will be pushed by the marshals he may re-join the formation lap.

If it is not possible to re-start the car immediately and start the formation lap, the marshals will push the car into the pit lane. If the car is able to start the car in pit lane he can join the race from there by green light.

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 tires.

Full Course Yellow "FCY"

a) The Race Director may declare a Full Course Yellow period if he decides that this is necessary for safety reasons.

Once under FCY, cars will slow down to a speed average of 100 kph, in single file, and maintain their distance to the car in front and the car behind. Overtaking is strictly prohibited under the FCY.

All marshal posts will display a waved yellow flag and a board with the indication FCY.

Any car being driven unnecessarily slowly, erratically or in a manner deemed potentially dangerous to other drivers at any time whilst the FCY is in use, will be reported to the stewards. This will apply whether any such car is being driven on the track, the pit entry or the pit lane exit road.

b) The pit lane entry and exit remain open and cars are free to pit.

c) Once the problem(s) is/are solved, the race director of the event will return the track to green;

At this stage, all marshal posts will replace the yellow flags and FCY boards with waved green flags. Racing and overtaking will normally resume without restrictions, regardless of the positions of the cars relative to one another and to the line.

d) An FCY period may be followed by a Safety Car intervention if the problem remains unsolved and safety may be at risk.

e) Unless the driver was already in the pit entry for the purpose of serving his drive through and/or Stop & Go penalty when the FCY procedure was deployed, he may not serve the penalty after the FCY procedure has been deployed. The number of times the driver crosses the Line during the FCY procedure will be added to the maximum number of times he may cross the Line on the track.

Safety Car

The Safety Car to neutralize the race is used on the instructions of the race director of the event.

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 of the event, 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 of the event 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 of the event (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 of the event will order the race to be stopped. The interruption of the race is indicated by a red flag and red light. Overtaking is prohibited; the vehicles must go with reduced speed in the pit lane. Work on the vehicle is permitted after reaching the pit lane and stopping the engine. 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 first race will run over a maximum distance of 20 minutes and the second race over a maximum distance of 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/finish 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 of the event, 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 of the event, 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.

7.3.1 Entrance and exit from the pit lane

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

7.3.2 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
Less than 50% of the scheduled distance	=	0 points

All drivers will be receiving points according to their class result.
The following points will be awarded for the races:

Place 1: 25 Points	Place 7: 12 Points	Place 13: 5 Points
Place 2: 22 Points	Place 8: 10 Points	Place 14: 4 Points
Place 3: 20 Points	Place 9: 9 Points	Place 15: 3 Points
Place 4: 18 Points	Place 10: 8 Points	Place 16: 2 Points
Place 5: 16 Points	Place 11: 7 Points	Place 17: 1 Points
Place 6: 14 Points	Place 12: 6 Points	

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

Reserve vehicles may be registered during an event. If a reserve vehicles registered in the same class will be used in a race, the starting position will be the same as for the qualified car. If the reserve vehicle is classified in another class, the vehicle may start from the last place on the grid.

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

Will be announced with the driver information for each event.

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 will be published in the supplementary event regulations and will be announced with the driver information for each event.

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

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 FIA homologated 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 FIA. The Technical passport has to be shown at the beginning of the scrutineering process. Alternative the participator must bring documentation where the company who made the change (e.g. adopted the engine) confirms and proves that the safety structures still follows the FIA Appendix J Article 277 – (Group E) Category II-SS and/or the F1 crash and static specifications/regulation (an evidence that the modification has no impact on the crash- and static structure of the car). The final classification of the car will be determined by the BOSS GP Organisation, according to the performance data of the car.

11.1 Timetable Scrutineering / Technical checks

The time for the scrutineering will be published in the supplementary event regulations and will be announced with the driver information for each event.

The official series scrutineering will take place in the assigned BOSS GP boxes or the awnings of the teams. There will be no final scrutineering (parc fermé) after any 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

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. Use of wet-weather tyres

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

15. Title, prize money and trophies

15.1 Title winners

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.

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

15.2 Prize money and trophies championship

Prize money is not envisioned at present.

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).

16. Advertising

16.1 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.

16.2 Advertising and start number on the race car

See Technical Regulations Art. 1.8

16.3 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.

17. 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.

18. 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.

19. 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.

20. 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.

21. 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).

Supplementary event regulation and event contracts.

22. 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 – (Group E) Category II-SS cars and;

- BOSS GP Open Class:
Type F1 car built from 1996, Lotus T125, FZED, Champ Car and IndyCar built from 2008
- BOSS GP Formula Class:
Type GP2/F2, Auto GP, A1GP, FA1, Superleague Formula, V8 World Series by Renault
- BOSS GP Prestige Class:
V6 World Series by Renault, World Series by Nissan, F3000 build from 2002

The BOSS GP organisation can permit the participation of any type of Big Open Single Seater cars which comply with this regulation and FIA Appendix J Article 277 – (Group E) Category II-SS. The final classification of the car will be determined by the BOSS GP Organisation, according to the performance data of the car.

Each FIA homologated car with any major changes compared to how it was originally built (change of engine model, power train, etc.) will be classified as a “FIA Appendix J Article 277 – (Group E) Category II-SS car” and the final classification of the car will be determined by the BOSS GP Organisation, according to the performance data of the car.

The BOSS GP organisation has the right to cancel the “BOSS GP Prestige Class”, if less than 5 participants registered for the entire season. In occasion of a cancellation of the “BOSS GP Prestige Class” the competitors will be included in the “BOSS GP Formula Class”.

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

1.2 Principles of the Technical Regulations in conformity with:

- > FIA Appendix J Article 277 – (Group E) Category II-SS
- > 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 (Appendix L of the ISC) is compulsory.

Furthermore, the use of the head restraint (e.g. HANS) is compulsory.

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 on the vehicles must be respected.

Under consideration of the FIA/AMF prescriptions for start numbers and advertising on the vehicles, the following advertisement 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)
- > Three BOSS GP partner logo stickers on each side of the car (left & right), maximum size 30x15 cm
- > Three BOSS GP partner logo stickers on each side of the car (left & right), maximum size 15x10 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 FIA 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

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

Each FIA homologated car with an engine changed compared to how it was originally built must have an updated FIA Technical Passport with the change approved, assigned and documented by FIA. The Technical passport has to be shown at the beginning of the scrutineering process. Alternatively the participator must bring documentation where the company who made the change (adopted the engine) confirms and proves that the safety structures still follow the FIA Appendix J Article 277 – (Group E) Category II-SS and/or the F1 crash and static specifications/regulation (an evidence that the modification has no impact on the crash- and static structure of the car). The final classification of the car will be determined by the BOSS GP Organisation, according to the performance data of the car.

The BOSS GP organisation 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
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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 (Group E) Category II-SS cars.

2.6 Bodywork and dimensions

a) External bodywork

Free, but must respect at all time the safety rules for (Group E) Category II-SS cars.

2.7 Aerodynamic devices

Free but must respect at all time the safety rules for Appendix J Article 277 (Group E) Category II-SS cars. The use of a drag reduction system (DRS) or any similar working systems is prohibited.

2.8 Electrical equipment

Free

2.9 Fuel circuit

Fuel tank type in conformity with Appendix J Article 277 (Group E) Category II-SS of (FIA ISC)

Fuel tank location as original, capacity free.

Fuel in conformity with Appendix J Article 277 (Group E) Category II-SS.

2.10 Lubrication system

Free

2.11 Data transmission

Free

2.12 Minimum weight

Free

Genehmigt

In Verbindung mit dem AMF-Schreiben vom 12.02.2019

Unter der Eintrags-Nr. SE 09/2019

Österreichischer Automobil-, Motorrad- und Touring Club
Austria Motorsport

Der Präsident

Univ.-Prof. Dr. Harald Hertz