



**30**  
**YEARS**





Since 1994 the fastest race series in Europe and one of the most spectacular championships in the international motorsport world

## SPORTING AND TECHNICAL REGULATIONS 2024

**Name of the series:** BOSS GP  
The international racing series for Big Open Single Seater cars

**Status of the series:** International, registered in the FIA International Sporting Calendar  
*The status of the events will be specified in the corresponding Supplementary Event Regulations*

**AMF Visa Number:** SE 05/2024, Feb01st 2024, updated version (09 02 2024)



AUSTRIAN MOTORSPORT  
FEDERATION

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These regulations consist of 29 pages and no attachments.

## **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.

BOSS GP is organised in conformity with the provisions of the FIA International Sporting Code (ISC) and its appendices, the FIA General Prescriptions on circuits and the National Sporting Regulations of the relevant national sporting authority (ASN). It will be run in accordance with the series’ Sporting and Technical Regulations, which encompass the safety prescriptions of the FIA ISC Appendix J Article 277 – (Group E) Category II-SS.

In 2024 the championship will consist of 12 races, held at 6 events and organised as circuit races. The events will be organised in compliance with the Austrian Motorsport Federations’ 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**

BOSS GP GmbH, hereinafter referred to as series promoter, organises the BOSS GP, an international race series approved by the Austrian Motorsport Federation for the year 2024.

#### **2.2 NAME OF THE PARENT ASN**

Austrian Motorsport Federation (AMF)  
Baumgasse 129, A-1030 Wien  
Tel. +43 1 711 99 33000  
Email: [austria-motorsport@oeamtc.at](mailto:austria-motorsport@oeamtc.at)  
[www.austria-motorsport.at](http://www.austria-motorsport.at)

#### **2.3 ASN VISA/REGISTRATION NUMBER**

The series based on these Sporting and Technical Regulations has been approved by the Austrian Motorsport Federation.

#### **2.4 NAME OF THE SERIES ORGANISER, ADDRESS AND CONTACTS**

<b>Organiser:</b>	BOSS GP GmbH Filblingstrasse 1 AT-5330 Fuschl am See <a href="http://www.bossgp.com">www.bossgp.com</a>	<b>Contact person:</b>	Mr. Siegfried STIEGER +43 676 780 07 92 <a href="mailto:board@bossgp.com">board@bossgp.com</a>
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#### **2.5 COMPOSITION OF THE ORGANISING COMMITTEE**

Mr. Siegfried STIEGER, Mr. Keke PLATZER, Ms. Claudia AUER

#### **2.6 LIST OF OFFICIALS**

Permanent Technical Scrutineer: Mr. Harald MICHEL, DMSB license no. SPA1058335  
*Please also see the relevant Supplementary Event Regulations.*

The BOSS GP organisation can delegate an internationally accepted Race Director and/or a Race Steward for a single race event and/or for the complete season.

### **3. REGULATIONS AND LEGAL BASIS OF THE SERIES**

BOSS GP is governed by the following regulations:

- FIA International Sporting Code (ISC) and its appendices
- FIA General Prescriptions on circuits
- Sporting and Technical Regulations of this series and the AMF approved modifications and supplements (bulletins)
- AMF Event Regulations
- AMF Circuit Rules
- AMF Decisions and Provisions
- Anti-Doping Regulations of the National and International Anti-Doping Agency (NADA Codes and WADA Code) as well as the Anti-Doping Regulations of the FIA
- Supplementary Event Regulations including modifications and supplements issued by the AMF or the Stewards of the Event (bulletins)
- The “Application for Entry” signed by the Competitor/Driver

#### **3.1 OFFICIAL LANGUAGE**

For the present regulations of BOSS GP only the English text approved by the AMF is binding.

#### **3.2 RESPONSIBILITY, CHANGES OF THE REGULATIONS, CANCELLATION OF EVENTS**

The participants (=Competitors, Drivers, car owners, registered keepers, team members and team guests) attend and take part in the event at their own risk. They carry the exclusive responsibility under civil and criminal law for any and all damages caused by them or the car used by them unless 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.

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 if no liability renunciation is agreed upon in the regulations or the entry form. All changes will be published in the form of bulletins after approval of the hosted ASN of the series.

#### **3.3 BOSS GP CODE OF BEHAVIOUR**

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 the long term 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 BOSS GP and to comply with the rules of behaviour of the series.

Both on and off the racetrack, 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 behaviour;
- 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 on social media etc.;
- always behave in the interest 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 to further develop and improve the series and its status on a continuous basis.

Participants who are found to have committed one or more of the following may be excluded from the BOSS GP Organisation or may be suspended by the Stewards of the Meeting from taking part in one or more competitions:

- a) failed to comply with this "Code of Behaviour";
- b) failed to comply with the rules of conduct;
- c) breached any of the regulations;
- d) drew attention to themselves through unsporting behaviour on and off the track;
- e) expressed or conducted themselves in a disrespectful way towards other participants, officials, organisers etc.;
- f) 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;
- g) ignored agreements that have been reached (including between teams and Drivers) and do not meet obligations of performance;
- h) 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;
- i) brought the series into disrepute.

## 4. ENTRIES

### 4.1 SEASON REGISTRATION

There is no registration fee for the season 2024.

### 4.2 ENTRIES, CLOSING DATES AND ENTRY FEES

Drivers can apply for participation in any race event. Application for entry to BOSS GP events in 2024 must be submitted by the Driver and the Competitor using the official *2024 BOSS GP Driver Application Form* until latest 3 weeks before the relevant event starts. The Driver must also pay the entry fee in accordance with the conditions stated in these regulations.

ENTRY FEE PER RACE EVENT	CLOSING DATE FOR ENTERING A RACE EVENT AND LATEST DATE FOR PAYMENT	ENTRY FEE EXCL. VAT IN EUR	VAT IN EUR	ENTRY FEE INCL. VAT IN EUR
BOSS GP F1 Class OPEN Class FORMULA Class	3 weeks before event starts, dates specified on the application form	3 200,00	640,00	3 840,00
BOSS GP SUPER LIGHTS Class	3 weeks before event starts, dates specified on the application form	2 200,00	440,00	2 640,00

See also *General Conditions under Sporting Regulations Art. 4.3 and Payment Conditions Art. 4.4*

Priority in the acceptance of entries will be first given to participants from the BOSS GP season 2023.

Rental costs for garages (boxes) are not included in the entry fee. A potential rental fee for garages will be charged separately. The fee must be paid in time in accordance with the offered payment terms to the BOSS GP GmbH bank account, which is specified on the invoices. Garages will be assigned according to the order in which applications for them are received and paid.

### 4.3 GENERAL CONDITIONS

All application forms are to be found under "FOR TEAMS" on the official BOSS GP website [www.bossgp.com](http://www.bossgp.com). The forms are also available upon request. Completely filled in and signed forms must be sent to the following email address: [office@bossgp.com](mailto:office@bossgp.com)

All applications will be approved by the BOSS GP Organisation after receiving the complete relevant fee in time. After the approval, the BOSS GP Organisation will send the invoice with payment confirmation.

The series organisation has the right to accept or reject any application or entry that arrives after the closing date. The series organisation can refuse any application in accordance with BOSS GP's Sporting and Technical Regulations 2024 or without specifying any reason. In case any registration is rejected by the series organisation, the paid fee will be returned to the same account which it was paid from.

If the Driver/Competitor fails to pass the Administrative Checks and/or Technical Scrutineering, the entrant has no right to any payback of neither the entry fee nor the garage rental costs.

Also, the series organisation has the right to exclude a Driver/Competitor or a team from an ongoing event or the season in case the entrant failed to comply with the "BOSS GP Code of Behaviour" (see *Sporting Regulations Art. 3.3*). In the event of exclusion, the entrant has no right to any payback of neither the entry fee nor the garage rental costs.



To be able to accept a nomination of a Driver and/or Competitor candidate for the races of BOSS GP, he/she must commit himself personally not to participate in any competing events of the same vehicle categories as in BOSS GP, which have not been organized or otherwise accredited by the BOSS GP Organisation, without the express permission of the BOSS GP GmbH.

The BOSS GP organisation can deny any Driver or team member access to the BOSS GP area, its pits, the paddock and participation in all sessions until the registration-, entry- and eventual garage fees have been paid in full.

Should one, several or all events be prohibited or wholly or partially banned due to public decrees to combat a pandemic or due to force majeure BOSS GP GmbH excludes all liability to the extent permitted by law. BOSS GP will make every effort to find alternative dates for cancelled events. If there are no alternative dates for individual events in 2024, the payments received for cancelled events will be refunded.

The organiser can cancel any event, if less than 13 participants are registered for the event.

#### **4.4 PAYMENT CONDITIONS AND ACCOUNT INFORMATION**

The fees including VAT are to be paid by all private persons and everyone who does not have a valid European Union VAT number. Only companies who have a valid European Union VAT number can pay the fees without the 20 % VAT.

The complete amount of the fee must be paid in time to the BOSS GP GmbH bank account below. Only when the complete fee is paid, the entry will be approved and proceeded by the series organisation. All potential bank or exchange rates/fees/billings must be paid by the Driver/Competitor.

Account for all entry fees and garage fees:

*Account holder:* BOSS GP GmbH  
*IBAN:* AT85 3400 0208 0440 5866  
*BIC/Swift code:* RZOOAT2L  
*Bank:* HYPO Salzburg, Petersbrunnstraße 1, 5020 Salzburg, Austria

In case any registration is rejected by the series organisation, the paid fee will be paid back to the same account which it was paid from.

#### **4.5 COMPETITION NUMBERS**

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

Competition numbers:

- BOSS GP F1 Class: 1–9
- BOSS GP OPEN Class: 10–19
- BOSS GP FORMULA Class: 20–99
- BOSS GP SUPER LIGHTS Class: 100–999

In exceptional cases and upon written request, the BOSS GP organisation can approve start numbers outside of the specified classes.

## **5. RACING LICENCES**

### **5.1 REQUIRED GRADE OF LICENCE**

#### **5.1.1 DRIVERS**

Drivers must be holding a valid International Driver's licence (and Competitor's Licence, if applicable) for 2024 issued by an ASN affiliated to the FIA, grade:

ITA       ITB       ITC-Circuit

All eligible cars which have a weight-to-power ratio of more than 1 kg/hp can be driven with an ITC-Circuit licence (e.g. F2/GP2, V8 World Series by Renault, Auto GP, Superleague Formula, Super Formula, A1GP, FA1, Rodin FZED, V6 World Series by Renault, World Series by Nissan, Formula Nippon and Formula 3000).

#### **5.1.2 COMPETITORS/ENTRANTS**

Competitors wishing to register with the Driver must be in possession of a valid International Competitor's licence for 2024 issued by an ASN affiliated to the FIA and must be valid for the year 2024.

#### **5.1.3 AGE REGULATIONS**

The minimum age of a Driver must be 16 years. Drivers under 18 can only participate if they are in possession of a minimum Grade FIA ITC-Circuit 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 is 65 years. 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**

Drivers and Competitors who wish to take part in a competition organised abroad can only do so with the prior approval of their own ASN. For every event, foreign Drivers/Competitors must present the written approval of their licensing ASN. Usually, the foreign starting permission is mentioned on the Driver licence, if it is not, the Driver/entrant needs an additional document which can be requested at the respective ASN.

## **6. INSURANCE, LIABILITY EXCLUSION AND DISCLAIMER**

### **6.1 ORGANISER'S/PROMOTER'S INSURANCE**

In accordance with AMF and the event's ASN Event Regulations and the Supplementary Event Regulations.

### **6.2 DECLARATION BY THE COMPETITOR AND DRIVER ON THE EXCLUSION OF LIABILITY, DISCLAIMER OF THE VEHICLE OWNER**

In accordance with AMF and the event's ASN event 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 organiser 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 organisations granting authorizations for the event) and other candidates and Drivers, collectively known as "parties".

By entering this event, entrants declare 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 entering this event that they at all times exempt, 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 all claims concerning damages of any kind whatever the typical sports risk, especially on all typical and predictable damage for themselves and their legal successors in any case against the "parties", therefore in particular against the AMF, its officials, the organiser or racetrack operators, or to the issuing authority for this event authorities or organisations. This also applies in the case of slight negligence of the parties.

### **6.3 ARBITRATION AGREEMENT**

In the case of disputes between the participants and the AMF or their officials, as well as the organizers or between the AMF and its officials with the organiser or if the organiser claims for damages (personal injury, damage to property or pecuniary loss) in connection with this motorsport event, the practice or race shall be finally settled by an arbitral tribunal, with the exception of ordinary courts. The arbitral tribunal consists of three arbitrators, namely the chairman and two assessors. The chairman must be a lawyer or former judge and experienced in liability issues in connection with motorsport. Each party appoints an associate within two weeks of announcing the intention to begin an arbitration dispute. If the dispute is brought by several plaintiffs or if it is directed against several defendants, the appointment of the referee will take place in agreement between the quarrels. The assessors elect the chairman. If they cannot agree on the person of the chairman within two weeks, then the chairman will be appointed at the request of an assessor, taking into account point b) of the President of the Vienna Bar Association. The assessors can amicably replace the so-appointed chairman at any time.

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 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 CHAMPIONSHIP CALENDAR OF THE BOSS GP RACING SERIES 2024

03–05 May	Hockenheimring	Hockenheim (GER)
24–26 May	Nürburgring	Nürburgring (GER)
07–09 June	Red Bull Ring	Spielberg (AUT)
02–04 August	TT Circuit Assen	Assen (NED)
11–13 October	Mugello Circuit	Mugello (ITA)
01–03 November	Misano World Circuit	Misano (ITA)

The BOSS GP Organisation can cancel or add events or change participation in individual events during the season. Changes will be announced in a Bulletin in advance authorized by the AMF. An event may be cancelled if fewer than 13 cars are registered or due to force majeure.

### 7.2 ELIGIBLE CARS AND MAXIMUM NUMBER OF CARS AUTHORISED

Only vehicles that belong to the car types of the FIA ISC Appendix J Article 277 – (Group E) Category II-SS cars or the mentioned below and therefore fully comply with the technical prescriptions of these regulations are eligible to participate in the BOSS GP.

Eligible cars and division into classes:

- **BOSS GP F1 Class:**  
Type F1 cars built from 1996
- **BOSS GP OPEN Class:**  
Type Rodin FZED, Lotus T125, Champ Car and IndyCar built from 2000
- **BOSS GP FORMULA Class:**  
Type F2/GP2, V8 World Series by Renault, Auto GP, Superleague Formula, Super Formula, A1GP and FA1
- **BOSS GP SUPER LIGHTS Class:**  
Type V6 World Series by Renault, World Series by Nissan, Formula Nippon and Formula 3000 build from 2002

The BOSS GP Organisation ...

- can permit the participation of any type of Big Open Single Seater cars which comply with the safety rules in FIA ISC Appendix J Article 277 – (Group E) Category II-SS;
- will decide the final class assignment of each car according to its performance data;
- has the right to cancel or add classes during the season, it will be announced by a Bulletin, authorised by the AMF.

Reserve vehicles may be registered during an event. If a reserve vehicle 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.

The maximum number of cars is defined in the circuit licence and listed in the Supplementary Event Regulations.

### 7.3 RUNNING OF THE EVENTS

The FIA Conduct of Driving must be permanently respected. BOSS GP's classification allows different types of cars, circulating faster and slower around the track at the same time. The Drivers are seriously requested to adapt the speed so that no unnecessary risks will merge. Sense, attention, respect and discipline are requested. Officials must be followed at all times.

All participating Drivers must, in all situations, be in such a physical and mental shape that he/she must under no circumstances risk endangering himself or any other Driver. The organiser can always require a sports doctor to confirm the health status of any Driver.

If a Driver shows an unsteady or very slow performance during any session (Free Practice, Qualifying or Race), which could become a safety risk for anyone in the field, the Race Director has the right to give him a verbal warning or to notify the Stewards in order to impose further sanctions in the discretion of the Stewards.

#### **7.4 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 "working lane".

The cars will only be allowed to drive the cars in the "fast line", except in situations of "race interruptions".

The speed limit in the "fast lane" is 60 km/h. Overtaking is prohibited 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", except in "race interruption" situations.

The cars are only allowed to be stopped/parked at a 45-degree angle, with the front direction "fast lane" and pit exit, in the pit "working lane", except in situations of "race interruptions". The "working lane" is the only area where any work can be carried out on a car, except during "race interruptions".

Definitions of special situations in "race interruptions" can be found under *Sporting Regulations Art. 7.14*

#### **7.5 PRACTICE AND QUALIFICATION**

##### **7.5.1 PRACTICE**

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

##### **7.5.2 QUALIFICATION/TIMED PRACTICE**

One official qualifying session of a total 30 minutes is scheduled for each event. The qualifying session will be carried out as a split session with a first and a second run.

##### **Qualifying procedure:**

- **Q1:** 10 minutes – The 5 fastest Drivers from the combined Free Practice sessions (overall)
- Break of 2 minutes
- **Q2:** 18 minutes – all other Drivers (except the 5 Drivers from Q1)

*The clock will not be stopped between the two runs.*

The BOSS GP Organisation and/or the Race Director of the event can change the qualifying procedure or the number of cars in the groups, e.g. for safety reasons or due to the length of the track, if they deem it necessary.

#### **7.6 RACE**

The first race will run over a maximum duration of 22 minutes and the second race over a maximum duration of 22 minutes. The finish line applies both to the track and to the pit lane.

## **7.7 STARTING GRID**

Each Driver must complete at least one timed lap in the official Qualifying session to be admitted to start the race. The starting grid positions for both race 1 and race 2 are based on the ranking of the fastest lap time of each Driver in the qualification. 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 completed timed laps in 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 the BOSS GP F1 Class and BOSS GP OPEN Class cars. Any BOSS GP F1 Class and BOSS GP OPEN Class car can be placed further at the front on the grid as long as it does not affect the order of the BOSS GP F1 and BOSS GP OPEN starting grid.

If any participant cannot take part in any of the races, he/she must inform the BOSS GP Organisation and the race event organisation at latest 75 minutes before the race starts in written form. The starting grid will be changed to avoid empty starting positions on the grid.

The race organisation will publish the final starting grid at least 1 hour before the start of the race. After this, no more filling of gaps in the grid will be authorized.

## **7.8 STARTING MODES AND STARTING PROCEDURE**

The races start as follows:

### **7.8.1 ROLLING START ("INDIANAPOLIS START")**

The grid will be a 2-by-2 formation (rolling start). An incorrect start by a Driver 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/Formation Lap.

*In exceptional circumstances a race may be started behind a Safety Car.*

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-minute board, 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 its appointed place on the grid must start the race from the back of the grid. When the 3-minute board is shown all cars must have their wheels fitted and working on the car is no longer allowed. Everybody, except Drivers, officials and team staff (a maximum of 6 people per car) in charge of the tyre warmers, engine coolers and the external starting device must leave the grid. The crew leader of each team is responsible for ensuring that the team members incl. their equipment leave the starting grid and the starting area quickly. Any car which does not have all its wheels fully fitted by the time the 3-minute signal is given or the work was not finished in time can 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. The team member in charge of the external starting device must be in their position.

If necessary, the team member/s with engine coolers can continue cooling the car until 15-seconds board is shown.

▪ **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. Team personnel from the left row of the grid have to wait on the left side of the track, those from the right row have to wait on the right side of the track. Crossing the racetrack is forbidden until all cars have cleared the grid. In the case where a car is not able to start the Formation Lap, team personnel have to wait for a signal from the marshals to leave the area.

If any Driver needs assistance after the 15 seconds signal has been given, the Driver must raise his/her arm. Marshals with yellow flags/yellow light signals 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 can restart the car immediately or whilst he will be pushed by the marshals, he may re-join the Formation Lap. If this happens before the driver has been overtaken by the last competing car, then the Driver is allowed to overtake other cars to re-establish the order of the starting grid. Otherwise, the Driver must stay in the back without overtaking any car. Then the Driver will take the last place on the grid formation at the end of the Formation Lap.

If more than one driver is affected, they must form up at the back of the field in the order in which they left the grid.

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 Driver is able to start the car in pit lane, the Driver can join the race from there by green light.

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 the whole Formation Lap be kept as tight as possible – in accordance with the FIA General Circuit Prescriptions.

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.

### **7.8.2 ALTERNATIVE: ROLLING START IN TWO GROUPS**

The BOSS GP organisation will announce in good time whether the race will start in one group or divided into two groups, at the latest through the Drivers' Briefing or with an additional briefing prior to the races at the respective racing event.

**Group 1:** BOSS GP F1 Class

**Group 2:** BOSS GP OPEN Class, BOSS GP FORMULA Class, BOSS GP SUPER LIGHTS Class

The start procedure of the BOSS GP follows the usual and planned procedure according to the schedule of the organiser. The changes to *Sporting Regulations Art. 7.8.1 Rolling Start* are as follows:

- 1) The line-up at the grid takes place in 2 groups, separated according to the rating classes. Group 1 for the BOSS GP F1 Class cars and group 2 for the cars of the other BOSS GP classes.
- 2) Leading Car 1 (pace car) is positioned in front of the respective groups.
- 3) 15 seconds before the start of the Formation Lap, the first leading car will start, followed by the first group of F1 cars once the start preparation time has expired.
- 4) Maximum 10 seconds later the Leading Car 2 starts and the second group follows with the cars of the other classification classes in the Formation Lap, so that there is a gap of maximum 15 seconds between the first and second group.
- 5) The distance between the two groups, depending on the respective circuit, should be around 10 to 15 seconds in the Formation Lap.
- 6) The Drivers of the Leading Cars are trained accordingly and have experience of the speed they need to drive in order to keep the right distance.
- 7) The first leading car enters the pit lane and the first group of F1 cars performs the rolling start.
- 8) After about a maximum of another 10 seconds, the second leading car turns into the pit lane and the second group of cars does the flying start.

### **7.8.3 ROLLING START**

The cars, with the car in pole position leading and the remainder of the cars following in order of their 2-by-2 formation, shall be led by the Leading Car during the Formation Lap. The Leading 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 100 km/h and no overtaking or breaking of the 2-by-2 formation shall be permitted until the red light is extinguished. Failure to comply with such requirements may directly result in a drive-through penalty.

For races with a rolling start, the cars will be preceded by a Leading Car and followed by an Intervention Vehicle. At the end of the Formation Lap (or, where applicable, at the end of the last Formation Lap), the Leading Car will withdraw in front of the start line and at that moment, the car which has obtained pole position must drive at the same speed and the other cars must maintain their position until the start signal is given. At the end of the Formation Lap, if the conditions require, the Clerk of the Course will order the Leading Car to carry out one or more additional Formation Laps. Should such an additional Formation Lap be carried out, the start of the race will have been acknowledged at the end of the first Formation Lap.

If the start signal is not shown when the Leading Car crosses the start 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.



#### **7.8.4 VARIATION IN THE START PROCEDURE**

In exceptional cases, the race may be started behind the Safety Car on the order of the Race Director (in accordance with FIA ISC Appendix H Article 2.10.1). 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 board “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 competing car, then the Driver is allowed to overtake other cars to re-establish the order of the starting grid. Otherwise, the Driver must stay in the back without overtaking any car. Then the Driver will take the last place on the formation behind the Safety Car.

If more than one driver is affected, they must form up at the back of the field in the order in which they left the grid.

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

- a) If it starts to rain after the ‘5 minute’ signal but before the race has started and, according to the Race Director, teams should be given the opportunity to change tyres, the ‘Start Delayed’ board will be shown on the Line and the starting procedure will begin again at the “10 minute” mark.
- b) If the start of the race is imminent and, the Race Director decides that the volume of water on the track makes the race unsafe despite using wet-weather tyres, he/she will have the possibility to delay the start of the race showing the “Start Delayed” board. Once the time for the new start is known, it will be communicated within at least a 10-minute notice.

#### **7.9 SPECIAL RACE DISTANCE FOR BOSS GP F1 CLASS**

The minimum race duration for the BOSS GP F1 Class at each race may be 15 minutes. The BOSS GP F1 Class starts in the same race as the BOSS GP OPEN, FORMULA and SUPER LIGHTS Classes, regardless of the fact, that the race distance for BOSS GP F1 Class is shorter than the distance of the other classes.

Upon reaching the race time limit for the BOSS GP F1 Class, a dedicated “F1 CLASS FINISH” sign will be displayed at the start/finish line. The placings and points for BOSS GP F1 Class will be listed after the minimum race distance. After this minimum race distance for BOSS GP F1 Class, Drivers in BOSS GP F1 Class cars can drive back to the pits with normal race speed (rather than slow speed) or, if they choose, they can drive the full distance with normal race speed, like the Drivers of the other classes.

After the BOSS GP F1 Class finish, the Drivers must particularly make sure not to stay in the way of the other cars still racing in the other classes. By not showing care and/or respect to the other classes Drivers, the Driver will be penalized by the Stewards of the event.

The announcement of the race duration for the BOSS GP F1 Class will be made in good time by the BOSS GP organisation, latest by the Drivers’ briefing at the specific race event.

#### **7.10 FLAGS**

▪ **Signals used at marshal posts:**

FIA ISC Appendix H to the International Sporting Code. All signals from the marshals must be obeyed.

▪ **Blue Flag:**

During a race, a blue flag waved on the track warns the Driver that he is about to be lapped by a faster car. He has to take evasive action in good time and clear the ideal line so that the faster car can pass unhindered. A Driver will be penalized if he ignores three consecutive blue flags. The blue flag can also be shown as a light signal with or without the respective number.

#### **7.11 WET PRACTICE AND WET RACE**

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

### **7.12 BOSS GP FULL-COURSE-YELLOW**

- 1) The Race Director may declare a Full-Course-Yellow period if the Race Director decides that this is necessary for safety reasons. This is possible in all the sessions.
- 2) All marshals will show "FCY" boards and yellow flags on track. Orange light is displayed at the start/finish straight. Double yellow flags will be waved in the area preceding the accident area.
- 3) Overtaking is forbidden on the entire track. All cars must reduce their speed significantly along the entire track. Extra caution is required in the accident area, Drivers must reduce their speed extremely in the area with double yellow flags.
- 4) The race leader is the Leading Car. The other Drivers must follow in single file formation. The Drivers are allowed to catch up with the car in front at reduced speed in order to close the gap in the formation.
- 5) Any car being driven unnecessarily slowly, erratically or in a manner deemed potentially dangerous to other Drivers or marshals 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.
- 6) The pit lane entry and exit remain open and cars are free to pit.
- 7) Once the problem(s) is/are solved, the race director of the event will re-open the track at the next lap.
- 8) At this point all marshals will remove the FCY boards, the yellow flags will still be displayed in the current lap around the whole track. In this phase, the speed limit is lifted. The race continues when the finish line is passed. Green lights are only shown at the start/finish straight, green flags are only shown on the finish line and overtaking is permitted from this line.
- 9) An FCY period may be followed by a Safety Car intervention if the problem remains unsolved and safety may be at risk.
- 10) Unless the Driver was already in the pit entry for the purpose of serving his drive-through and/or stop-and-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 finish line during the FCY procedure will be added to the maximum number of times he may cross the finish line on the track.

### **7.13 SAFETY CAR**

One of the two Leading Cars of the BOSS GP acts as a Safety Car after the regular start and drives to the space for Safety Cars assigned by the Race Control.

The Safety Car, which neutralizes the race, is used on the instructions of the Race Director of the event. Every lap behind the Safety Car is considered a race lap.

- 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) Behind the Safety Car, all cars must drive in their position (single line position). The distance between the vehicles is a maximum of 5 car lengths. Overtaking cars and overtaking the Safety Car is prohibited. Every lap behind the Safety Car is considered a race lap.
- d) At the decision of the race director of the event, overtaking 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 these cars a green signal. An unlapping 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) When passing the Safety Car, the pit exit is closed by means of a red-light signal. During the Safety Car period, the cars can drive to their pit garage. Exit from the pit lane is only permitted with a green light signal at the end of the pit lane. A car re-joining the track must proceed at reduced speed until it reaches the line of cars behind the Safety Car.
- g) When the Race Director of the event ends the Safety Car period, the Safety Car will switch off the yellow light signals; to signal the cars that the Safety Car period 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 when the Safety Car leaves to also inform the rest of the field of participants about the end of the Safety Car period.
- h) Overtaking is permitted only after passing the start/finish line unless a car has left the racing line at a greatly reduced speed and indicates a defect.

### **7.14 INTERRUPTION OF A RACE (RED FLAG)**

Should it become necessary to interrupt the race due to an accident or weather conditions, the Race Director will order the race to be stopped. The interruption of the race is indicated by red flags and red light. Overtaking is prohibited; the vehicles must go to the pitlane at a reduced speed. The first car which arrives in the pit lane stops in front of the pit exit light and the others should fill the fast lane in the order they arrive.

The resumption of the race takes place behind the Safety Car from the pit lane.

Before the race is resumed behind the Safety Car, any cars in front of the leader move to the side in the 'working lane' to let the complete field pass before starting from the back of the grid.

Any car that stops in its pits instead of its position in the fast lane must then line up behind the last car at the end of the new formation. If more than one car is in the pits, they must line up at the end of the cars in new formation. For these cars, the order in which they come from the pits back to the formation in the fast lane applies.

### **7.15 RESTART OF A RACE**

#### **Case A – Less than two full laps completed by race leader:**

- The original start shall be deemed null and void.
- The length of the restarted race will be the full scheduled race distance.
- The Drivers who are eligible to take part in the race shall be eligible for the restart either in their original cars or in a spare car provided it has been properly registered and approved for the race.
- After the signal to stop the race has been given, all cars able to do so will proceed directly but slowly to the pitlane or to her pit, as directed by the marshals.
- The cars may be worked on until the 5-minute board is shown.
- No refuelling or removal of fuel will be allowed.

#### **Case B – Two or more full laps of the scheduled race distance completed by race leader:**

- The race shall consist of two parts, the first of which finishes when the leading Driver crosses the finish line for the penultimate time before the race is stopped.
- The length of the second part will be three laps less than the scheduled race distance, minus the first part.
- The starting order for the second part is in the order in which the Drivers finish the first part.
- Only cars which take part in the first start will be eligible and then only if they return to the pit lane or her pit under their own power by an authorized route.
- No spare car or reserve will be eligible.
- Team members for cooling the cars are allowed. All other work on the cars is forbidden. Exceptions can only be given by Race Director depending on the situation.
- No refuelling or removal of fuel will be allowed.
- If the race is stopped because of rain, a "rain" sign must be displayed at the start line.

### **7.16 ENTRANCE AND EXIT FROM 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.

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

## **8. CLASSIFICATION**

### **8.1 SCALE OF POINTS**

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

To be classified, a Driver must have completed at least one full timing lap in the race.

When a Driver has raced at least 50 % of the race distance, he/she receives the full number of points. When a Driver has raced less than 50 % of the race distance, he/she gets half the number of points.

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

At least 50 % of the scheduled distance = full points  
Less than 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:

1 <sup>st</sup> place	25 points	6 <sup>th</sup> place	14 points	11 <sup>th</sup> place	5 points
2 <sup>nd</sup> place	22 points	7 <sup>th</sup> place	12 points	12 <sup>th</sup> place	4 points
3 <sup>rd</sup> place	20 points	8 <sup>th</sup> place	10 points	13 <sup>th</sup> place	3 points
4 <sup>th</sup> place	18 points	9 <sup>th</sup> place	8 points	14 <sup>th</sup> place	2 points
5 <sup>th</sup> place	16 points	10 <sup>th</sup> place	6 points	15 <sup>th</sup> place	1 point

Each Driver who completes the Administrative Checks and the Technical Scrutineering in an event receives 1 extra point per race for the championship standings. If the Driver, for any reason, cannot take part in the races at the event, the Driver will get the "Admin and Scrutineering" points as well.

After each race, each class will have a separate podium ceremony. The top 3 Drivers from every class have to participate at the winners' ceremony. A trophy will be given to 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> place Driver in each class.

Additionally, a special award will be given to the best classified ROOKIE and FEMALE Drivers in each class at the BOSS GP Prize Giving Ceremony (if it takes place) at the end of the season.

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 event of a tie at the end of the year, the 2<sup>nd</sup> 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/Competitor:

- FIA Driver's licence
- Medical certificate
- Authorisation to take part in events abroad
- ASN confirmation (if applicable)
- Competitor's licence (if applicable)

### **10.1 TIMETABLE ADMINISTRATIVE CHECKS**

The exact time frame will be announced with the team information for each event.

An established late participation without an apparent impediment can be attracting a fine of 250 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' BRIEFING**

The location and time of the meeting will be published in the Supplementary Event Regulations and will be announced with the team 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) per person.

## **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 logo stickers provided by the BOSS GP organisation) 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 rejection of the car for the relevant event. The final decision in such a case will be made by the Stewards of the meeting.

The following car documents must be submitted:

- **Technical Passport or FIA Historical Technical Passport (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 an ASN or 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 ISC 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 team information for each event.

All vehicles must be made available for inspection at all times during the event. The Competitor is obliged to give the Technical Delegate or his representative unrestricted access to all data recording and control devices installed in the vehicle. The Technical Delegate or his representative is authorised to view the data stored on the devices recorded during a BOSS GP event and to store it for further analyses.

The official series' scrutineering will take place in the assigned BOSS GP garages or the awnings of the teams. There will be no parc fermé after any sessions.

## **12. FUEL**

### **12.1 TYPE OF FUEL AND SINGLE FUEL**

See *Technical Regulations Art. 1.10 Fuel Type and Single Fuel*

### **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 Supplementary Event Regulations or final instructions issued for each event.

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 F1 Champion**” will be awarded to the Driver who has scored the highest number of points in the BOSS GP F1 class after all after all respective race events of the series took place in the 2024 season.
- The title “**BOSS GP OPEN Champion**” will be awarded to the Driver who has scored the highest number of points in the BOSS GP OPEN class after all respective race events of the series took place in the 2024 season.
- The title “**BOSS GP FORMULA Champion**” will be awarded to the Driver who has scored the highest number of points in the BOSS GP FORMULA class after all respective race events of the series took place in the 2024 season.
- The title “**BOSS GP SUPER LIGHTS Champion**” will be awarded to the Driver who has scored the highest number of points in the BOSS GP SUPER LIGHTS class after all after all respective race events of the series took place in the 2024 season.

## **15.2 PRIZE MONEY AND CHAMPIONSHIP TROPHIES**

Prize money is not envisioned at present. The Drivers and team manager's finishing first, second and third as well as the award winners of all the classes must be present at the BOSS GP Prize Giving Ceremony (if takes place) at the end of the season.

## **16. ADVERTISING**

### **16.1 ADVERTISING ON THE DRIVER'S EQUIPMENT**

- One "BOSS GP" logo badge shall be put on the Driver's race suit
- One "PIRELLI" logo badge shall be put on the Driver's race suit

The logo badges will be provided by the BOSS GP organisation.

Sponsor logos displayed on the Driver's equipment must not conflict with the series' sponsors. If this is the case, they must be removed or taped on the Driver's equipment.

### **16.2 ADVERTISING AND START NUMBER ON THE RACE CAR**

See *Technical Regulations Art. 1.8 Advertising Prescriptions and Start Numbers on the Vehicles*

### **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 the garage or tent.

## **17. PROTESTS AND APPEALS**

### **17.1 PROTESTS**

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

### **17.2 APPEALS**

Appeals must be brought before the National Court for Appeals of the AMF and must always be regarded as international appeals. The fee for an international appeal before this court is 3 000 Euro. 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 FIA International Court of Appeal. 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 Euro. 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**

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.

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 Application Form, each Driver and Competitor of the BOSS GP Racing 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, Competitors, teams and officials participating in this series promise to observe all the provisions of the Sporting and Technical Regulations and to promote the highest ideals of motorsport in general on behalf of themselves, their employees, their representatives and their agents.

It is the specific responsibility of the Driver/Competitor 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 Driver/Competitor/team member.

The basic idea in this series is to keep the costs at a reasonable level. Therefore, the series organisers 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. TELEVISION AND ADVERTISING 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). With the mandatory personal signature on the provided BOSS GP Application Form, each Driver and Competitor confirms their own, their employees' and team members' acceptance that BOSS GP GmbH is the exclusive, worldwide, content- and time-unlimited owner of all event and media exploitation and that marketing and other related ancillary copyright and other rights – in any media form – belong to BOSS GP. In particular the organisation, execution and complete, including commercial, use and exploitation.

## **22. SPECIFIC REGULATIONS**

There are no additional specific series regulations.

Genehmigt in Verbindung mit dem AMF-Schreiben vom 01. Februar 2024  
vorbehaltlich behördlicher Genehmigungen und Auflagen unter Eintragungs-Nr. SE 05/2024

Österreichischer Automobil-, Motorrad- und Touring Club  
Austria Motorsport

Der Präsident  
Univ.-Prof. Dr. Harald Hertz

## ***PART 2 – TECHNICAL REGULATIONS***

### **1. TECHNICAL SERIES REGULATIONS**

#### **1.1 SUMMARY OF THE ELIGIBLE CLASSES**

FIA ISC Appendix J Article 277 – (Group E) Category II-SS cars and following race cars division into classes:

- **BOSS GP F1 Class:**  
Type F1 cars built from 1996
- **BOSS GP OPEN Class:**  
Type Rodin FZED, Lotus T125, Champ Car and IndyCar built from 2000
- **BOSS GP FORMULA Class:**  
Type F2/GP2, V8 World Series by Renault, Auto GP, Superleague Formula, Super Formula, A1GP and FA1
- **BOSS GP SUPER LIGHTS Class:**  
Type V6 World Series by Renault, World Series by Nissan, Formula Nippon and Formula 3000 build from 2002

The BOSS GP organisation can permit the participation of any type of Big Open Single Seater cars which comply with the safety rules in FIA ISC 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 ISC 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.

#### **1.2 PRINCIPLES OF THE TECHNICAL REGULATIONS**

In conformity with:

- FIA ISC Appendix J Article 277 – (Group E) Category II-SS or the cars own FIA homologation,
- and this Technical Regulations

#### **1.3 GENERAL**

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 EQUIPMENT**

Driver equipment must be worn at all times whilst the Driver is seated in the car in the pit lane and on the track. All Drivers must wear overalls as well as gloves, long underwear, a balaclava, socks and shoes homologated to the FIA ISC Appendix L 8856-2000 standard (Technical List N°27) or 8856-2018 standard (Technical List N°74).

Furthermore, it is mandatory to wear a crash helmet homologated to one of the following FIA ISC Appendix L standards:

- 8859 (Technical List N°49)
- 8860-2010 (Technical List N°33)
- 8860-2018 or 8860-2018-ABP (Technical List. N°69)

Furthermore, the use of a FIA ISC Appendix L Homologated Frontal Head Restraint (e.g. HANS) is compulsory (Technical List N°29).

### **1.5 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 times.

### **1.8 ADVERTISING PRESCRIPTIONS AND START NUMBERS ON THE VEHICLES**

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

Under consideration of the FIA and 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 and right)
- Two "PIRELLI" logos on each side of the car (left and right side of the tyres)
- Three BOSS GP partner logo stickers on each side of the car (left and right), maximum size 30x15 cm
- Three BOSS GP partner logo stickers on each side of the car (left and right), maximum size 15x10 cm

The logo stickers will be provided by the BOSS GP Organisation. Sponsor logos displayed on the vehicle must not conflict with the series' sponsors. If this is the case, they must be removed or taped to the car.

### **1.9 SAFETY EQUIPMENT**

The vehicles must comply with the following safety equipment. The article numbers refer to the current FIA ISC Appendix J Article 277 – (Group E) Category II-SS, unless stated otherwise.

#### **1.9.1 SAFETY BELTS**

The safety belts must be timely valid and must comply with actual FIA Standard 8853-2016 (Technical List N°57).

#### **1.10 FUEL TYPE AND SINGLE FUEL (IF APPLICABLE)**

Permitted fuel is unleaded fuel in compliance with Article 252.9 of the FIA ISC Appendix J which must comply with DIN EN 228. Only gasoline-powered engines are allowed, the use of methanol fuel is only permitted with an appropriate addition, prescribed is a minimum of 30 %, of unleaded petrol to ensure that the fuel is visible in the event of a fire.

## **1.11 TECHNICAL DEFINITIONS**

The definitions according to FIA ISC Appendix J Article 251 are applicable.

## **2. SPECIFIC TECHNICAL REGULATIONS**

### **2.1 GENERAL**

In addition to the Technical Regulations according to 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 fuel is only permitted with an appropriate addition, prescribed is a minimum of 30 %, of unleaded petrol to ensure that the fuel is visible in the event of a fire.

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. Alternative 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.

### **2.3 EXHAUST SYSTEM**

Free

### **2.4 POWER TRANSMISSION**

Free, all cars must have an operational reverse gear.

### **2.5 FUEL SYSTEM**

Fuel tank type in conformity with FIA ISC Appendix J Article 277 – (Group E) Category II-SS. Fuel tank location as original, capacity free.

Only gasoline-powered engines are allowed, the use of methanol fuel is only permitted with an appropriate addition, prescribed is a minimum of 30 %, of unleaded petrol to ensure that the fuel is visible in the event of a fire. Fuel in conformity with FIA ISC Appendix J Article 277 – (Group E) Category II-SS.

### **2.6 LUBRICATION SYSTEM**

Free

### **2.7 SUSPENSION**

Free

## **2.8 WHEELS (FLANGE PLUS RIM) AND TYRES**

The official BOSS GP tyre contractor, PIRELLI, will supply and serve BOSS GP's cars at each race event. Only PIRELLI racing tyres are permitted. Only tyres delivered by the official BOSS GP PIRELLI 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“. More information and the PIRELLI P-Book are available at the official BOSS GP supplier.

### **Official BOSS GP PIRELLI supplier:**

Reifen Hollerweger GesmbH  
Atterseestraße 115, 4850 Timelkam, Austria  
Phone: +43 7672 94 800  
Fax: +43 7672 94 800 15  
Email: [order@reifen-hollerweger.com](mailto:order@reifen-hollerweger.com)

PIRELLI's technical personnel has the right to check the pressure, temperature and condition of the tyres 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 mounted tyre to be a safety risk.

If the official tyre supplier cannot provide a specific type of tyre (size) for an eligible car for any reason, the used tyre will be free until their availability. Only tyres with bar codes homologated by the FIA are allowed.

All PIRELLI tyres purchased and supplied through BOSS GP may only be used at events organized by the BOSS GP or other events, accredited by express permission of the BOSS GP Organisation.

If the tyres are used in another official race event or show events except BOSS GP, a penalty payment of 5 000 Euro for the first infringement, 10 000 Euro for the second infringement and 15 000 Euro for each following infringement must be paid to BOSS GP. In the event of infringements, in addition to the penalty payments arising from breach of contract, a suspension may be imposed on the Drivers/Competitors responsible.

It is forbidden to trade or resell tyres obtained through BOSS GP. In the event of infringements, in addition to claims for damages arising from breach of contract, a suspension may be imposed on the participants and/or Drivers responsible.

## **2.9 BODYWORK AND DIMENSIONS**

Must respect the race cars own FIA homologation or the safety rules for FIA ISC Appendix J Article 277 (Group E) Category II – SS cars.

## **2.10 MINIMUM WEIGHT**

Must respect the race cars own FIA homologation or the safety rules for FIA ISC Appendix J Article 277 (Group E) Category II – SS cars.

## **2.11 AERODYNAMIC DEVICES**

Must respect the race cars own FIA homologation or the safety rules for FIA ISC 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. The DRS system must be mechanically locked in such a way that it is visible from the outside, this also applies when the car is completely assembled with all parts and driver sitting in the car (e.g. on the starting grid).

## **2.12 ELECTRICAL EQUIPMENT**

Free

## **2.13 DATA TRANSMISSION**

Free