

**30**  
**YEARS**





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

## SPORTING AND TECHNICAL REGULATIONS 2025

**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 07/2025



**AUSTRIA  
MOTORSPORT**

**Promoter:** BOSS GP GmbH  
Filblingstrasse 1  
5330 Fuschl am See  
Austria

**Contact:** Mr. Siegfried STIEGER  
Mobile: +43 676 780 07 92  
Email: [board@bossgp.com](mailto:board@bossgp.com)

For questions regarding the regulations, entries, race events and more please contact the  
BOSS GP Racing Series Organisation:  
Mobile: +43 660 256 62 05  
Email: [office@bossgp.com](mailto:office@bossgp.com)  
Website: [www.bossgp.com](http://www.bossgp.com)

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These regulations consist of 31 pages and no appendices.

## **PART I: 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 2025 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 2025.

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

Austrian Motorsport Federation (AMF)  
Baumgasse 129, AT-1030 Wien  
Phone: +43 1 711 99 33000  
Email: [austria-motorsport@oemtc.at](mailto:austria-motorsport@oemtc.at)  
Website: [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**

The BOSS GP Organisation can delegate an internationally accepted Race Director and/or a Race Steward and/or Technical Scrutineers for a single race event and/or for the entire season. *Please also see the relevant Supplementary Event Regulations.*

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

BOSS GP is governed by the following regulations:

- FIA International Sporting Code 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 Meeting (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 (this includes 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 the 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 or/and 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 the approval of the hosted ASN of the series.

#### **3.3 BOSS GP CODE OF CONDUCT**

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 etiquette of the championship.

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;
- 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 from taking part in one or more competitions:

- a) failed to comply with this "Code of Conduct";
- 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 ENTRIES, CLOSING DATES AND ENTRY FEES**

Drivers can apply for participation in any race event. Application for entry to BOSS GP events in 2025 must be submitted by the Driver and the Competitor (if applicable) using the official *2025 BOSS GP Driver Application Form* until latest 3 weeks before the relevant event starts. The entrant must also pay the entry fee in accordance with the conditions stated in these regulations. See also *Sporting Regulations Art. 4.3 General Conditions* and *4.4 Payment Conditions*.

All fees, including entry and garage fees, will be specified in the relevant application form and may vary from event to event.

Priority in the acceptance of entries will be first given to participants from the 2024 BOSS GP season.

### **4.2 GENERAL CONDITIONS**

- a) All application forms are to be found under the section "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)
- b) All applications will be approved by the BOSS GP Organisation after receiving the complete relevant fee in time. The BOSS GP Organisation has the right to accept or reject any application or entry that arrives after the closing date. After the approval, the BOSS GP Organisation will send the invoice with payment confirmation.
- c) The series organisation can refuse any application in accordance with BOSS GP's Sporting and Technical Regulations 2025 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 from which it was paid.
- d) 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 rental costs for garages/tents and paddock spaces.
- e) 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 Conduct" (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 rental costs for garages/tents and paddock spaces.
- f) To be able to accept a Driver and/or Competitor candidate's nomination for the races of BOSS GP, the Driver/Competitor must personally commit to not participating 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.
- g) 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 fee, entry fee and a possible garage fee have been paid in full.
- h) Should one, several or all events be prohibited or wholly or partially banned due to public decrees, due to force majeure or to combat a pandemic 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 2025, the payments received for cancelled events will be refunded.
- i) The organiser has the right to cancel any event, if less than 13 participants are registered for the event.

### **4.3 PAYMENT CONDITIONS AND ACCOUNT INFORMATION**

The full entry fee must be paid at the latest 3 weeks before the event starts to the BOSS GP GmbH bank account below. Only when the complete amount 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.

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 or similar (e.g. Suisse UID) can pay the fees without the 20 % VAT.

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

### **4.4 GARAGE FEES**

Rental costs for pit garages or tents are not included in the entry fee. A potential rental fee for this 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, tents and paddock spaces will be assigned according to the order in which applications for them are received and paid.

### **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: 1–19
- BOSS GP FORMULA and FORMULA Pro 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 hold a valid International Driver's Licence (and Competitor's Licence, if applicable) for 2025 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. Formula 2, 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 2025 issued by an ASN affiliated to the FIA and must be valid for the year 2025.

#### **5.1.3 AGE REGULATIONS**

- a) 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).
- b) In the FORMULA class, Drivers under the age of 30 will be automatically classified in the FORMULA Pro category. Drivers from the age of 30 will be automatically classified in the FORMULA category. The reference day for this is the deadline for applications for the first BOSS GP race of the season.

Based on the driver's sporting resume, the BOSS GP Organisation can place a driver with a minimum age above 29 years in the FORMULA Pro category. This can also be requested in written form by each Driver and Competitor before their first participation in a season. The series organiser reserves the right to reject or accept any request for a category change at his sole discretion.

- c) The maximum age of a Driver applying for an entry to the BOSS GP is 65 years. However, Drivers 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's Licence and Competitor's Licence. If this is not the case, the Driver/Competitor 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**

- a) In accordance with AMF and the event's ASN event and the supplementary event regulations, the participants understand and are aware of 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 entering 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 agree to pay all associated expenses, unless covered by the license accident insurance or other insurance contracts.
- b) 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".
- c) 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.
- d) 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**

- a) 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.
- b) The arbitral tribunal consists of three arbitrators, namely the chair and two assessors. The chair must be a lawyer or former judge and experienced in liability issues in connection with motorsport. Each party appoints an associate within 2 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 chair. If they cannot agree on the person of the chair within 2 weeks, then the chair 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 chair at any time.

- c) If a party does not appoint its associate within 2 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 2 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.
- d) 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.
- e) 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.
- f) 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 2025

09–11 May	Hockenheimring	Hockenheim (Germany)
13–15 June	Nürburgring	Nürburg (Germany)
04–06 July	Autodromo Nazionale di Monza	Monza (Italy)
08–10 August	TT Circuit Assen	Assen (Netherlands)
05–07 September	Mugello Circuit	Scarperia e San Piero (Italy)
25–27 September	Circuit de Spa-Francorchamps	Spa (Belgium)

The BOSS GP Organisation can cancel or add events or change participation in individual events during the season. Changes will be announced in advance in a Bulletin 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 FORMULA Class and FORMULA Pro Class:**  
Type Formula 2, GP2, V8 World Series by Renault, Auto GP, Superleague Formula, Super Formula, A1GP, FA1, Type Rodin FZED, Lotus T125, Champ Cars and IndyCars built from 2000
- **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 FIA Circuit Licence and listed in the Supplementary Event Regulations.

### **7.3 RUNNING OF THE EVENTS**

- a) 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 advised. Officials must be followed at all times.
- b) All participating Drivers must, in all situations, be in a physical and mental shape that under no circumstances leads to the risk of endangering himself/herself or any other Driver. The BOSS GP Organisation and/or the Race Director can always require a sports doctor to confirm the health status of any Driver.
- c) If a Driver shows 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 warning or to notify the Stewards in order to impose further sanctions in the discretion of the Stewards.
- d) If any Driver is involved in an incident entailing contact with another vehicle, a report must be issued to the Race Director by the Driver/Competitor within 15 minutes after the end of the session.  
  
It shall be at the discretion of the Stewards to decide, upon receipt of a report or a request by the Race Director, if a Driver or Drivers involved in an incident shall be penalised.
- e) Each Driver/Competitor must remain available and easily contactable at a Competition until any protest and/or appeal period relating to the Competition has elapsed, failing which, any judicial action against or relating to that Driver or/and Competitor may be heard in their absence.

### **7.4 PIT LANE SAFETY**

- a) The Pit Lane is divided into 2 lanes: The lane closest to the pit wall will be designated the Fast Lane (outer lane) and the lane closest to the garages will be designated the Working Lane (inner lane).
- b) The cars will only be allowed to drive the cars in the Fast Lane, except in situations of race interruptions.
- c) The Fast Lane is to be kept unobstructed to allow the safe passage of cars at all times. It is the responsibility of each team to release their car from the working area only when it is safe to do so. Cars in the Fast Lane have priority over those leaving the Working Lane.
- d) Unless instructed otherwise by the Race Director, 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.
- e) Personnel are not allowed in the Fast Lane, except in race interruption situations or when the teams' car has stopped and the marshals have secured the situation by waving yellow flags. External starting assistance is only allowed in the Working Lane.
- f) All work on cars in the Pit Lane must only be undertaken in the Working Lane. No work may be undertaken in the Fast Lane.
- g) The speed limit in the Fast Lane is 60 km/h. Overtaking is prohibited in the Pit Lane. It is not permitted to stop a car in the Fast Lane unless another car has stopped in front of it. Unnecessary slow driving and impeding in the Pit Lane may be penalized by the Stewards.
- h) Drivers and Competitors are responsible for the conduct and safety of their guests in the Pit Lane area. Guests must carry the correct credentials at all times. Any guest found in the Pit Lane without the correct pass will be excluded from the Pit Lane and the Driver and/or Competitor will be reported to the Stewards.

Definitions of special situations in race interruptions may be found under *Sporting Regulations Art. 7.14 Interruption of a race.*

## **7.5 PRACTICE AND QUALIFICATION**

### **7.5.1 FREE PRACTICE**

For each event 2 official free practice sessions of at least 25 minutes are scheduled.

The free practice session time duration may be reduced in length should it be temporarily stopped for reasons of safety or force majeure.

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

One official qualifying session of a total 30 minutes or longer 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 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**

- a) Each Driver must complete at least one timed lap in the official qualifying session to be admitted to start the race.
- b) 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 Stewards can make exceptions from this rule if the Driver has completed timed laps in free practice.
- c) 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 lap time will be counted for the position on the starting grid.
- d) If the qualifying session cannot take place, the Starting Grid for the races will be defined by the combined results of the free practice sessions.
- e) For safety reasons, the Race Director can change the grid position for the BOSS GP F1. Any BOSS GP F1 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 starting grid.
- f) If any participant cannot take part in any of the races, the Driver/Competitor must inform the BOSS GP Organisation and the events' Race Office at least 75 minutes before the race starts in written form. The starting grid will then be changed to avoid empty starting positions on the grid.
- g) The race event organisation will publish the final starting grid at least 60 minutes 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”) IN 1 GROUP**

The grid will be a 2-by-2 formation for the rolling start. An incorrect start by a Driver may be punished with a drive-through penalty or a time penalty.

All race start 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 Formation Lap (Green Flag Lap).

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

The approach of the start will be announced by light signals and boards which show 10 minutes, 5 minutes, 3 minutes, 1 minute, 15 seconds before the start of the Formation Lap. Countdown procedures and audible warnings sequence shall be:

- **10 minutes to start of Formation Lap: Pit Lane exit opens**

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 the Pit Lane is opened.

- **5 minutes to start of Formation Lap: Pit Lane exit closes**

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 by its own means. If this happens to 2 or more cars, they will line up in the order they reached the Pit Lane exit.

- **3 minutes to start of Formation Lap: Grid closed/Clear grid**

The access to the grid will be closed and any car not in 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 Formation Lap: Ready to start**

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 his/her 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 Formation Lap: Start engines**

Engines should be started, and all team personnel must leave the grid immediately. Team personnel from the left row of the grid must wait on the left side of the track, those from the right row must wait on the right side of the track. Crossing the racetrack will be forbidden until all cars have cleared the grid. In the case where a car is not able to start the Formation Lap, team personnel must 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 hand to indicate a problem. Marshals with yellow flags/yellow light signals will stand beside any car (or cars) concerned to warn Drivers behind.

- **10 seconds to start of Formation Lap: Leading Car departs**  
The Leading Car will start into the Formation Lap to ensure that it has the right speed helping the Drivers to warm-up their tyres appropriately.
- **Countdown ends: Start of Formation Lap**
  - a) When the green lights are illuminated and/or a green flag is waved before the grid, cars will begin the Formation Lap with the pole position Driver leading and setting the pace.
  - b) There will be one Formation Lap prior to each race unless, under exceptional circumstances, the Race Director instructs 2 or more Formation Laps.
  - c) 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 complete Formation Lap be kept as tight as possible in accordance with the FIA General Circuit Prescriptions.
  - d) Failure to start the Formation Lap results in no team member being allowed to restart the car until the last running car has left the grid.
  - e) If the Driver can restart the car immediately or whilst he/she will be pushed by the marshals, he/she 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.
  - f) 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.
  - g) 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.
  - h) 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.
  - i) Cars in the Pit Lane are not permitted to participate in the Formation Lap. For safety reasons, the Race Director can allow Driver(s) waiting at the pit exit to join the formation lap in the last position(s). This position also applies to the start.

During the start of the race, the pit wall must be kept clear of all persons with the exception of the properly authorised officials carrying out specific duties assigned by the Race Director/Clerk of the Course and fire marshals equipped with fire-fighting equipment.

### **7.8.2 START**

- 1) 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(s) during the Formation Lap. If the Chief Medical Officer deems it appropriate, the cars shall be followed by a Medical Car during the Formation Lap and possibly during the first lap if the length of the track and the speed of the Medical Car allow it.
- 2) The Leading Car(s) will pull off the track into the Pit Lane at the end of the Formation Lap.
- 3) The Pole Setter(s) must control the pace. All cars must keep in formation and maintain their start position at around 100 km/h and no overtaking or breaking of the 2-by-2 formation shall be permitted until the start is released. Failure to comply with such requirements may directly result in a drive-through penalty.
- 4) The red lights being shown at the start line will then be changed to green lights to indicate the start of the race.
- 5) If the start signal is not shown at 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 Race Director. 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.  
Even if the Leading Car has entered the Pit Lane, the Race Director can order an additional Formation Lap if circumstances make this necessary.

### **7.8.3 ALTERNATIVE: ROLLING START IN 2 GROUPS**

The BOSS GP Organisation will announce in good time whether the race will start in one group or will be divided into 2 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:** all other BOSS GP classes

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 in 1 Group* 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 and Leading Car 2 are positioned in front of the respective groups.
- 3) 10 seconds before the start of the Formation Lap, Leading Car 1 will start, followed by Group 1 with the F1 cars once the start preparation time has expired.
- 4) A maximum of 5 seconds later Leading Car 2 starts and Group 2 follows with the cars of the other BOSS GP classes in the Formation Lap.
- 5) The distance between the 2 groups, depending on the respective circuit, should be around 10 to 15 seconds during 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) Leading Car 1 enters the Pit Lane and Group 1 performs the rolling start.
- 8) After about a maximum of another 10 seconds, Leading Car 2 turns into the Pit Lane and Group 2 does the rolling start.

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

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 start line and the starting procedure will begin again with the 10-minute countdown.
- 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, the Race Director will have the possibility to delay the start of the race showing the "Start Delayed" board. Once the time for the new race start is known, it will be communicated within at least a 10-minute notice.

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 1-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 flags/signals 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.

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

The 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 all the other BOSS GP 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" board will be displayed at the finish line. The rankings 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 either drive back to the pits with normal race speed (rather than slow speed) or by their own decision drive the full distance with normal race speed like the Drivers of the other classes.

After the finish of the BOSS GP F1 Class, those 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 with a time penalty or a drop of grid positions.

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 any session, a blue flag waved or shown by the light panels on the track warns a Driver who is about to be lapped by a faster car. The Driver must take evasive action in good time and clear the ideal line so that the faster car(s) can pass unhindered. A Driver will be penalized should he/she ignores 3 consecutive blue flags. The blue flag can also be shown with or without the respective number.

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

A wet practice or wet race is announced based on a decision of the Race Director/Clerk of the Course by displaying the “wet race” or “wet track” board (messages will also be displayed on the electronic timing screens where possible). Once a wet race or wet track is announced, the Drivers are free to choose dry weather tyres or wet weather tyres at any time.

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

- 1) The Race Director may declare a Full-Course-Yellow period if this is necessary for safety reasons. This can occur in all sessions.
- 2) All marshals will show “FCY” boards and yellow flags around the track. Orange lights are displayed at the start/finish straight.
- 3) Double yellow flags will be waved in the area preceding the accident area.
- 4) 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 significantly reduce their speed in the area with double yellow flags.
- 5) The race leader acts as 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.
- 6) 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 in cases when any such car is being driven on the track, the pit entry or the Pit Lane exit road.
- 7) The Pit Lane entry and exit remain open and cars are free to pit.
- 8) Once the problem(s) is/are solved, the Race Director will re-open the track at the next lap.
- 9) 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, overtaking is permitted only from this line. Green lights are shown at the start/finish straight. The flag posts show the green flag/green signals when the FCY ends to also inform the rest of the field of participants about the end of the FCY period.
- 10) An FCY period may be converted into Safety Car intervention if the problem remains unsolved and safety may be at risk.
- 11) Unless the Driver was already in the pit entry for the purpose of serving his drive-through penalty and/or stop-and-go penalty when the FCY procedure was deployed, he/she 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/she 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 place assigned for Safety Cars assigned by the Race Control.

- a) The Safety Car, which neutralizes the race, is used on the instructions of the Race Director. Every lap behind the Safety Car is considered a race lap.
- b) If the Safety Car is used, all flag posts and/or light signals will display the board "SC" with the yellow flag kept still, overtaking of cars is prohibited.
- c) The Safety Car enters the racetrack with lights flashing yellow and sets in front of the race leader.
- d) 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.
- e) At the decision of the Race Director, 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 race leader. In this case, the Safety Car shows these cars a green light or flag. An unlapping of vehicles during the Safety Car period is not planned.
- f) The Safety Car will normally be used at least until the safety on the racetrack is ensured again and all cars are lined up behind the Safety Car on the track.
- g) 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.
- h) When the Race Director ends the Safety Car period, the Safety Car will switch off the yellow light signals to indicate to the Drivers that the Safety Car period will end this lap. From then on, the race leader can set the pace. Overtaking the Safety Car before the Safety Car Line 1, which is usually located near the Pit Lane entrance, is prohibited. Green lights are shown at the start/finish straight. The flag posts show the green flag/green signals when the Safety Car leaves to also inform the rest of the field of participants about the end of the Safety Car period.
- i) 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 problem.

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

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 lights at the start/finish straight. Overtaking is prohibited and all cars must drive 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 must 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 race leader move to the side in the Working Lane to let all the other cars 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 starts from the pit garage, 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.

### **7.14.1 RESTART OF A RACE**

#### **Case A – Less than 2 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.
- The countdown for the start of the second part will commence with the 5-minute signal unless the Race Director decides otherwise.
- If the race is stopped because of rain, a “wet race” board must be displayed.
- The cars may be worked on until the 5-minute signal is given.
- No refuelling or removal of fuel will be allowed.
- The grid for the restart will be the original starting grid.

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

- The race will be deemed to have commenced at the time of the first aborted start.
- The race shall consist of 2 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 5 minutes less than the scheduled race distance, minus 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 their pit under their own power by an authorized route.
- No spare car or reserve will be eligible.
- Work on the cars is forbidden, only cooling the cars is permitted. Exceptions can only be allowed by the Race Director depending on the situation.
- The countdown for the start of the second part will commence with the 5-minute signal unless the Race Director decides otherwise.
- If the race is stopped because of rain, a “wet race” board must be displayed.
- The cars may be worked on until the 5-minute signal is given.
- No refuelling or removal of fuel will be allowed.
- The starting order for the second part is in the order in which the Drivers finish the first part.

### **7.15 ENTRANCE AND EXIT FROM PIT LANE**

- a) 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. Practice starts can only be done during free practice on a specially designated area in the Pit Lane.
- b) Drivers must respect the designated pit entry and must not cross the white line neither at the pit entry nor at pit exit, details of which will be provided in the Drivers’ Briefing.

## **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.

- a) When a Driver has completed at least 50 % of the race distance, the Driver receives the full number of points.
- b) When a Driver has completed less than 50 % of the race distance, the Driver 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 held 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 Administrative and Scrutineering points as well.

After each race, each class will have a separate podium ceremony. The top 3 Drivers from every class must take part at the winners' ceremony. All drivers must wear their racing suits in accordance with *Sporting Regulations Art. 17.1 Advertising on the Driver's Equipment*. During the official prize giving ceremony, no people (e.g. team members, family) other than the top 3 drivers are allowed on the podium. 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.

## 9. PRIVATE PRACTICE AND TESTING

### 9.1 GENERAL CONDITIONS

Private practice and testing sessions are allowed without any restrictions.

## 10. ADMINISTRATIVE CHECKS/SIGN-ON

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 for the sign-on will be published in the Supplementary Event Regulations and will be announced with the team information for each event.

An established late participation without an apparent impediment may result in a fine of 250 Euro per person imposed by the Stewards (without any particular penalty procedure). It can result in a non-accepting of the race entry. The final decision in such a case will be made by the Stewards.

## **10.2 DRIVERS' AND TEAM MANAGERS' 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 attendance (according to the list of signatures) may result in a fine of 250 Euro per person imposed by the Stewards (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 (including 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 may result in a fine of 250 Euro imposed by the Stewards (without any particular penalty procedure). It 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.

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.

Alternatively, the participator must bring documentation where the company that made the change (e.g. adopted the engine) confirms and proves that the safety structures still follow the FIA ISC Appendix J Article 277 – (Group E) Category II-SS and/or the F1 crash and static specifications/regulation (evidence that the modification has no impact on the crash structure 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.

No car may take part in an event until it has been passed by the scrutineers.

### **11.1 TIMETABLE SCRUTINEERING**

The exact time frame 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 Scrutineers unrestricted access to all data recording and control devices installed in the vehicle. The Technical Scrutineers are 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.

Any car presenting a potential danger (damage or deterioration of a safety component) after the Scrutineering is done, may only re-join the track with the consent of the Technical Scrutineers.

## **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 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. COMPRESSED AIR STORAGE**

At all times, ensure that compressed air bottles/canisters/tanks and other pressurized containers (gas containers for e.g. helium and similar) are in good condition and that they are checked regularly. The inspection is the responsibility of each individual team. They should be visually in good condition and safely stored. As the filler necks/valves can often be damaged by falling over, this is the greatest source of danger. Special care must therefore be taken to ensure that the containers are protected against falling over (in mesh boxes or securely in holders) and also from heat, especially sunlight. In the event of non-compliance, the BOSS GP Organisation has the right to exclude the team from the event.

## **15. USE OF WET-WEATHER TYRES**

The use of wet-weather tyres is allowed when a session is declared as "Wet". The quantity of wet-weather tyres is unlimited.

## **16. TITLES, PRIZE MONEY AND TROPHIES**

### **16.1 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 respective race events of the series take place in the 2025 season. This Driver is also declared the overall winner according to the AMF.
- 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 take place in the 2025 season.
- The title **BOSS GP FORMULA Pro Champion** will be awarded to the Driver who has scored the highest number of points in the BOSS GP FORMULA Pro class after all respective race events of the series take place in the 2025 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 take place in the 2025 season.

## **16.2 PRIZE MONEY AND CHAMPIONSHIP TROPHIES**

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

## **17. ADVERTISING**

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

- 1 BOSS GP logo badge must be put on the front side of the Driver's race suit
- 1 Pirelli logo badge must be put on the front side of 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' partners. If this is the case, they must be removed or taped on the Driver's equipment.

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

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

### **17.3 OTHER ADVERTISING**

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

## **18. FINES, PROTESTS AND APPEALS**

### **18.1 FINES**

In accordance with Article 12.8.3 of the FIA International Sporting Code, any fines imposed by the Stewards are payable within 48 hours of their notification to AMF (the Parent ASN of the International Series). The AMF bank account for payment of fines by bank transfer is:

*Account holder:* Austrian Motorsport Federation  
*IBAN:* AT79 1200 0230 1134 9200  
*BIC/Swift code:* BKAUATWW  
*Bank:* UniCredit Bank Austria, Rothschildplatz 1, 1020 Wien, Austria

### **18.2 PROTESTS**

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

### **18.3 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.

## **19. 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 including the Organising Committee 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.

## **20. 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 championship regulations.

## **21. 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.

## **22. 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-unlimited 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.

## **23. SPECIFIC REGULATIONS**

There are no additional specific series regulations.

Genehmigt in Verbindung mit dem AMF-Schreiben vom 31.01.2025  
vorbehaltlich behördlicher Genehmigungen und Auflagen unter Eintragungs-Nr. 07/2025  
Österreichischer Automobil-, Motorrad- und Touring Club  
Austria Motorsport  
Der Präsident  
Dr. Harald Hertz

## ***PART II – 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 FORMULA Class and FORMULA Pro Class:**  
Type Formula 2, GP2, V8 World Series by Renault, Auto GP, Superleague Formula, Super Formula, A1GP, FA1, Type Rodin FZED, Lotus T125, Champ Cars and IndyCars built from 2000
- **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 categorization 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. Allowed modifications must not result in any illegal modifications or infringements of the regulations.

#### **1.4 DRIVER'S 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 (Technical List N°25):

- 8859-2015, 8859-2024 or 8859-2024-ABP (Technical List N°49 and N°107)
- 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:

- 1 BOSS GP series logo stickers on each side of the car (left and right)
- 2 Pirelli logos on each side of the car (left and right side of the tyre sidewalls)
- A maximum of 3 BOSS GP partner logo stickers on each side of the car (left and right), maximum size 30x15 cm
- A maximum of 3 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' partners. If this is the case, they must be removed or taped to the car. In some countries, restrictions apply to the advertising of tobacco and alcohol products, which must be respected.

## **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**

Seat belts must be valid and comply with the current FIA Standard 8853-2016 (Technical List No57).

## **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, a minimum of 30 % of unleaded petrol is prescribed 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, a minimum of 30 % of unleaded petrol is prescribed 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 (evidence that the modification has no impact on the crash structure 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 TRACTION CONTROL**

No car may be equipped with a system or device which is capable of preventing the driven wheels from spinning under power or of compensating for excessive throttle demand by the driver. Such devices are only permitted if the vehicle (defined as a package of chassis, engine and electronics) was originally built and homologated with such a device in accordance with the regulations in force at the time.

### **2.4 EXHAUST SYSTEM**

Free

### **2.5 POWER TRANSMISSION**

Free, all cars must have an operational reverse gear.

### **2.6 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, a minimum of 30 % of unleaded petrol is prescribed to ensure that the fuel is visible in the event of a fire.

### **2.7 LUBRICATION SYSTEM**

Free

## **2.8 SUSPENSION**

Free

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

- a) The official BOSS GP tyre contractor, Pirelli, will supply and serve BOSS GP's cars at each race event. Only Pirelli racing tyres delivered by the official BOSS GP supplier are permitted.
- b) A set of tyres will be deemed to comprise 2 front and 2 rear tyres all of which must be of the same specification. Using a set of tyres with differing specifications is forbidden.
- c) 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 Vertriebs GmbH  
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)

- d) Pirelli's technical personnel have 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 from taking part in any session or race if he/she evaluates any mounted tyre to be a safety risk.
- e) 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.
- f) 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 the BOSS GP bank account within 10 days. In case of infringements, in addition to the penalty payments arising from breach of contract, a suspension may be imposed on the Drivers/Competitors responsible.
- g) It is forbidden to trade or resell tyres obtained through BOSS GP. If anyone trade or resell tyres obtained through BOSS GP without consent from the BOSS GP Organisation, 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 the BOSS GP bank account within 10 days. In case of infringements, in addition to claims for damages arising from a breach of contract, a suspension may be imposed on the participants and/or Drivers responsible.

## **2.10 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.

## **2.11 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.

## **2.12 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 system 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).

## **2.13 ELECTRICAL EQUIPMENT**

Free

## **2.14 DATA TRANSMISSION**

Free

The BOSS GP Organisation strongly recommends the use of a 2-way radio for communication with the Driver.