

Geschäftsklasse Rules

5 Series Class | October 23, 2026

Final Rules

Mandatory companion documents: BEB General Vehicle Rules and Roll Cage Rules.

Wheel sizes and tire specifications remain pending and will be announced soon.

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Spirit of the Class

Geschäftsklasse celebrates the engineering and performance potential of BMW's 5 Series sedans. These vehicles combine the practicality and presence of an executive sedan with the engines, chassis design, and driving character that make them capable endurance racing platforms.

The class brings together the E34, E39, and E60 generations, allowing teams to develop their vehicles within defined limits while preserving the identity and mechanical foundations of each chassis.

The emphasis is on preparation, craftsmanship, reliability, driver skill, and teamwork. Through sustained competition, teams have the opportunity to demonstrate what these BMW sedans can accomplish beyond their original everyday purpose.

GK 1. Mandatory Compliance and Class Scope

GK 1.1. Mandatory Compliance

All vehicles competing in the Geschäftsklasse must comply with the Bavarian Endurance Battle General Vehicle Rules and Roll Cage Rules, in addition to the requirements listed in this class section. No exceptions are permitted.

GK 1.2. Chassis Covered

Geschäftsklasse covers E34, E39, and E60 sedans, subject to the engine eligibility and configuration requirements in these rules.

These generations did not have factory coupe configurations. Touring vehicles compete under the separate Touring Class rules.

These allowances apply exclusively to Geschäftsklasse. They do not establish permissions for any other BEB class.

GK 1.3. BMW M Model Exclusion

BMW M models are prohibited in Geschäftsklasse. This includes all E34, E39, and E60 M5 models.

An M model may not become eligible through an engine swap, drivetrain change, or removal of M badges.

This exclusion is in addition to the restrictions on M model components established elsewhere in these rules.

GK 2. Engine and Drivetrain

Engine Development Philosophy

BEB provides additional engine development opportunities for older BMW generations so they can remain competitive alongside newer vehicles.

These allowances establish the maximum permitted modifications, not mandatory upgrades. Teams may retain stock equipment or use any combination of permitted upgrades within the applicable limits for their chassis and engine.

The objective is competitive opportunity across generations without guaranteeing identical horsepower. A 12 hour endurance race also rewards reliability, preparation, fuel management, pit strategy, teamwork, and driver consistency.

Engine development allowances follow the specific engine and application listed in these rules. These provisions do not authorize otherwise prohibited engine swaps or expand engine eligibility.

GK 2.1. Engine Eligibility

Vehicles must use an engine originally offered by BMW for that specific chassis in its sedan configuration under United States market OEM specifications.

An engine's availability in another chassis, generation, or body configuration does not independently make it eligible.

The following table identifies the non M factory sedan applications covered by these rules. Forced induction remains prohibited under GK 2.3.

Chassis	US sedan application	US model years	Engine
E34	525i	1989 through 1990	M20B25
E34	525i	1991 through 1992	M50B25
E34	525i	1993 through 1995	M50TUB25
E34	530i	1994 through 1995	M60B30
E34	535i	1989 through 1993	M30B35
E34	540i	1994 through 1995	M60B40
E39	528i	1997 through 1998	M52B28
E39	528i	1999 through 2000	M52TUB28
E39	525i	2001 through 2003	M54B25
E39	530i	2001 through 2003	M54B30
E39	540i	1997 through 1998	M62B44
E39	540i	1999 through 2003	M62TUB44
E60	525i	2004 through 2005	M54B25
E60	530i	2004 through 2005	M54B30
E60	545i	2004 through 2005	N62B44
E60	525i / 525xi	2006 through 2007	N52B30
E60	530i / 530xi	2006 through 2007	N52B30
E60	550i	2006 through 2010	N62B48
E60	528i / 528xi / 528i xDrive	2008 through 2010	N52B30

Listing an engine family does not authorize the use of every displacement, output version, or variant within that family. The engine must satisfy the applicable United States market sedan specifications.

GK 2.2. Engine Internals

Except for the cylinder head modifications expressly permitted in GK 2.6 and the camshaft modifications expressly permitted in GK 2.7, engine internals must remain stock and conform to the original OEM specifications for the eligible engine.

Internal components may not otherwise be changed, altered, or upgraded to increase performance or displacement.

The rotating assembly must retain its original OEM configuration. Stroker configurations and the use of rotating assembly components from other engine families are prohibited.

GK 2.3. Forced Induction

Turbocharged, supercharged, or otherwise forced induction vehicles are prohibited in Geschäftsklasse. This applies whether the system was factory installed or added afterward.

Any vehicle equipped with forced induction must compete in the Unlimited Werk Sport Class.

This includes the E60 535i and its AWD variants equipped with the factory twin turbocharged N54 engine. Factory availability does not create an exception.

GK 2.4. Engine Management

GK 2.4.1. M20, M50, M50TU, M52, M60B30, and M60B40 Engines

The factory DME or an aftermarket standalone ECU is permitted in eligible applications of these engines.

This includes the M52B28 in the E39 528i. It does not extend to M52TU engines.

Software tuning and calibration changes are permitted with either system, subject to all other Geschäftsklasse requirements, including the VANOS restrictions in GK 2.7.4 and airflow meter requirements in GK 2.16.

GK 2.4.2. Engines Required to Retain Factory DME Hardware

For M52TU, M54, N52, M62B44, M62TUB44, N62B44, and N62B48 applications, factory DME hardware must be retained; software tuning is permitted.

Aftermarket standalone ECUs, performance chips, and piggyback systems are prohibited for these engines.

GK 2.4.3. M30B35 Engine Management

The factory DME, an aftermarket standalone ECU, a performance chip, or a piggyback engine management system is permitted for eligible M30B35 applications. Software tuning and calibration changes are permitted, subject to the applicable Geschäftsklasse requirements.

GK 2.4.4. Limits of Engine Management Permission

Permission to install or tune an engine management system does not waive engine eligibility, engine internal, intake, airflow meter, VANOS, or other Geschäftsklasse restrictions.

The charts in GK 2.17 and GK 2.17.1 must be read together with these requirements.

GK 2.4.5. Chips and Piggyback Systems

On engine applications where an aftermarket standalone ECU is permitted, performance chips and piggyback engine management systems are also permitted.

These systems must comply with all applicable engine, airflow meter, VANOS, and other Geschäftsklasse requirements. This allowance does not authorize modifications otherwise prohibited by these rules.

GK 2.5. Ignition System

Ignition system upgrades are permitted. These upgrades do not authorize changes to engine internals or other modifications prohibited by the Geschäftsklasse rules.

GK 2.6. Cylinder Head

The cylinder head must remain the original OEM type for the eligible engine. Cylinder head swaps from other engine models or families and aftermarket cylinder heads are prohibited.

Modifications to the original cylinder head to improve airflow and performance are permitted. This allowance is an exception to the stock engine internal requirements in GK 2.2 and does not authorize modifications to the engine block or rotating assembly.

Camshaft permissions are governed separately by GK 2.7.

GK 2.7. Camshafts and VANOS

GK 2.7.1. M20 and M30B35 Engines

Aftermarket camshafts are permitted in eligible M20 and M30B35 engines operating in naturally aspirated form.

Teams may retain factory camshafts or install aftermarket camshafts. No individual camshaft approval, brand restriction, or numerical duration or lift limit applies under this allowance.

GK 2.7.2. Engines Required to Retain Factory Camshafts

M50, M50TU, M52, M52TU, M54, N52, M60B30, M60B40, M62B44, M62TUB44, N62B44, and N62B48 engines must retain factory specification camshafts.

Aftermarket camshafts are prohibited. Software tuning, performance chip, piggyback system, or standalone ECU permission does not authorize aftermarket camshafts.

GK 2.7.3. Scope of Permission

Camshaft permission does not independently authorize changes to displacement, compression, cylinder head porting, intake manifolds, throttle bodies, or other engine components.

Cylinder head modifications remain governed by GK 2.6. All other modifications remain subject to the applicable Geschäftsklasse rules.

Turbocharging and supercharging remain prohibited under GK 2.3.

GK 2.7.4. VANOS System

All VANOS hardware must remain in its original OEM configuration. Modification, replacement with performance components, disabling, or deletion of the VANOS system is prohibited.

VANOS tuning is permitted only through software changes to the factory DME. Standalone ECU permission does not independently authorize VANOS tuning or hardware modifications.

GK 2.8. Transmission

Automatic or five speed manual transmissions are permitted throughout Geschäftsklasse. Manual transmission swaps are allowed even if BMW did not originally offer a manual transmission for that specific model in the United States market.

The transmission must have been offered in a non M BMW model within the vehicle's corresponding chassis generation. Eligible donor configurations include related sedans and Tourings, even where their individual chassis codes differ.

BMW M model transmissions are prohibited. This allowance does not authorize transmissions from unrelated chassis generations or six speed manual transmissions.

GK 2.9. Differential and Axles

Differentials and axles from BMW sedan models of any chassis generation are permitted, provided they are not BMW M model components.

BMW M model differentials and axles are prohibited, regardless of the donor chassis.

This allowance does not authorize modification or relocation of subframes or suspension mounting points.

GK 2.10. Fuel System and Permitted Fuel

Fuel system upgrades are permitted. All modifications, components, and installation methods must comply with the fuel system requirements established in the BEB General Vehicle Rules.

Only 91 octane gasoline is permitted, in accordance with the BEB General Fuel Rules.

Fuel additives, octane boosters, alternate fuels, and fuel aids of any kind are strictly prohibited.

GK 2.11. Exhaust System

Exhaust system modifications are unrestricted within the requirements of the BEB General Vehicle Rules. Aftermarket headers are permitted.

All exhaust components, routing, mounting, and discharge locations must comply with the exhaust requirements established in the BEB General Vehicle Rules.

GK 2.12. Alternator

The alternator must remain OEM for the vehicle's application.

GK 2.13. Cooling System

Cooling system upgrades are permitted, including aftermarket electric fans, aluminum radiators, and upgraded cooling piping.

All components must be suitable for their intended use, securely installed, and free of leaks. All cooling system modifications must comply with the BEB General Vehicle Rules.

Distilled water is the only permitted cooling system fluid. Coolant, antifreeze, and additives are prohibited.

GK 2.14. Oil Pan Baffles

Internal oil pan baffles are permitted solely to help prevent oil starvation.

This exception does not authorize any other modification to the OEM oil pan or lubrication system, except for the oil cooler installations expressly permitted in GK 2.15.

GK 2.15. Oil Coolers and Power Steering Coolers

Aftermarket engine oil coolers and power steering coolers are permitted.

All coolers, brackets, lines, and fittings must be securely installed to prevent loosening, movement, or detachment during competition.

Hoses must be designed for the intended fluid and rated for the system's operating temperature and pressure. Connections must use appropriate AN fittings or equivalent fittings designed for the application.

All hoses must be secured and protected from extreme heat, sharp edges, abrasion, and moving components. Loose or unsecured hoses are prohibited.

Engine oil and power steering fluid leaks or spills are strictly prohibited.

Both systems must remain leak free throughout competition. Any vehicle leaking or spilling either fluid must leave the racing surface as soon as safely possible and may not return until the fault has been corrected and approved by BEB officials.

All installations must comply with the BEB General Vehicle Rules.

GK 2.16. Airflow Meters and Intake Components

GK 2.16.1. M20 Engines

Conversion from the original flap style airflow meter, or AFM, to a modern mass airflow meter, or MAF, is permitted. Larger or performance MAF units are permitted.

The electronics and compatible calibration necessary for these conversions are permitted, subject to GK 2.4.

Airflow meter bypass is permitted as specified in GK 2.16.5.

GK 2.16.2. M50, M50TU, M52, M60B30, and M60B40 Engines

The original factory specification MAF system must remain installed and in active operation.

Larger MAF units and alternative performance MAF conversions are prohibited.

Permission to use a standalone ECU, performance chip, or piggyback system does not authorize removal, bypass, or disabling of the factory specification MAF system.

GK 2.16.3. Other Engine Families

M52TU, M54, N52, M62B44, M62TUB44, N62B44, and N62B48 engines must retain their factory specification MAF system in active operation.

Aftermarket or larger performance MAF units, airflow meter bypass, and replacement of other factory MAF system components with performance components are prohibited.

For M30B35 engines, conversion from the original AFM to an aftermarket MAF system is permitted, including larger or performance MAF units and the necessary conversion electronics and calibration. The MAF must remain installed and in active operation. This allowance does not authorize airflow meter bypass.

GK 2.16.4. Air Filter Housings and Other Intake Components

Cold air intake systems, aftermarket air filters, air filter housings, and intake pipes are permitted on all eligible Geschäftsklasse chassis and engines.

These modifications must comply with the applicable airflow meter requirements in GK 2.16 and engine management requirements in GK 2.4.

This allowance does not independently authorize changes to intake manifolds or throttle bodies, or airflow meter bypass beyond GK 2.16.5.

GK 2.16.5. Airflow Meter Bypass and Alternative Load Calculation

Eligible M20 powered vehicles may operate without an active airflow meter when equipped with a standalone ECU permitted under GK 2.4.

For these applications only, MAP, speed density, or throttle position based engine load calculation is permitted. Teams may alternatively retain the original AFM or use a permitted MAF conversion.

This allowance does not expand engine eligibility or authorize otherwise prohibited engine swaps.

GK 2.17. Engine Development Allowance Chart

Allowed means optional, not mandatory. All entries remain subject to GK 2.1 and the requirements in GK 2.4, GK 2.7, and GK 2.16.

Engine	Aftermarket cams	Larger or performance MAF	Standalone ECU	Chip or piggyback	Ignition upgrades	Factory DME tuning
M20B25	Allowed	Allowed	Allowed	Allowed	Allowed	Allowed
M30B35	Allowed	Allowed	Allowed	Allowed	Allowed	Allowed
M50B25	Not allowed	Not allowed	Allowed	Allowed	Allowed	Allowed
M50TUB25	Not allowed	Not allowed	Allowed	Allowed	Allowed	Allowed
M60B30	Not allowed	Not allowed	Allowed	Allowed	Allowed	Allowed
M60B40	Not allowed	Not allowed	Allowed	Allowed	Allowed	Allowed
M52B28	Not allowed	Not allowed	Allowed	Allowed	Allowed	Allowed
M62B44	Not allowed	Not allowed	Not allowed	Not allowed	Allowed	Allowed
M52TUB28	Not allowed	Not allowed	Not allowed	Not allowed	Allowed	Allowed
M62TUB44	Not allowed	Not allowed	Not allowed	Not allowed	Allowed	Allowed
M54B25 / M54B30	Not allowed	Not allowed	Not allowed	Not allowed	Allowed	Allowed
N52B30	Not allowed	Not allowed	Not allowed	Not allowed	Allowed	Allowed
N62B44	Not allowed	Not allowed	Not allowed	Not allowed	Allowed	Allowed
N62B48	Not allowed	Not allowed	Not allowed	Not allowed	Allowed	Allowed
N54B30 (prohibited)	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable

GK 2.17.1. Additional Equipment Allowances

Component or modification	Eligible M20 applications	Other engine applications
AFM to MAF conversion	Allowed	Allowed for M30B35; otherwise no additional permission established
Airflow meter bypass with a permitted standalone ECU	Allowed	Not allowed
MAP, speed density, or throttle position based load calculation without an active airflow meter	Allowed	Not allowed
Cold air intake systems	Allowed	Allowed
Aftermarket air filters and housings	Allowed	Allowed
Aftermarket intake pipes	Allowed	Allowed
VANOS hardware modifications, where equipped	Not allowed	Not allowed
VANOS software tuning through the factory DME, where equipped	Allowed	Allowed

Cylinder head modifications remain governed by GK 2.6. These charts do not expand permissions for displacement, compression, intake manifolds, throttle bodies, or other engine modifications.

GK 3. Interior and Driver Accommodation

GK 3.1. General Interior Requirements

The interior must comply with all applicable requirements established in the interior section of the BEB General Vehicle Rules.

GK 3.2. Dashboard and Instruments

The original dashboard is not mandatory and may be removed. An aftermarket racing dashboard, a custom instrument panel, or a standalone instrument cluster is permitted.

Any dashboard, panel, or instrument installation must be securely mounted to the vehicle to prevent detachment during competition or an accident. It must not present sharp edges, exposed projections, or other hazards to the driver or crew members.

The dashboard and all associated panels, instruments, and mounting hardware must not restrict, delay, or interfere with the driver's rapid exit from the vehicle in any way. They must not obstruct the driver's visibility in any way.

GK 3.3. Interior Brackets and Utility Mounts

Nonstructural interior brackets, mounts, and supports originally intended for rear seats, interior equipment, or other utility features may be removed, provided their removal does not compromise the structural integrity of the chassis.

This work must be performed by a qualified shop or professional capable of distinguishing nonstructural attachments from structural chassis components.

Structural components must remain intact except where expressly permitted by these rules.

GK 3.4. Auxiliary Panels and Electronics

Additional panels for switches, controllers, instruments, or other electronic equipment are permitted.

All panels and attached equipment must be securely mounted, with all fasteners properly tightened, to prevent loosening or detachment during competition or an accident.

Panels must not present sharp edges or other hazards to the driver or crew members.

GK 3.5. Interior Wiring

Wiring throughout the entire interior must be organized, secured, and protected against abrasion, heat, and contact with moving components.

Wiring must be routed away from sharp edges or any surface that could cut, pinch, or strip its insulation, creating a risk of short circuits, sparks, or fire.

Where wiring passes through metal panels or other openings, suitable grommets or protective fittings must be installed. Loose or unsecured wiring is prohibited.

All installations must comply with the applicable electrical requirements of the BEB General Vehicle Rules.

GK 3.6. Mandatory Safety Equipment and Systems

All mandatory interior safety equipment and systems must comply with the BEB General Safety Requirements and all applicable provisions of the BEB General Vehicle Rules and Roll Cage Rules.

The interior modifications permitted in this section do not waive or replace any mandatory safety requirement.

GK 3.7. Driver Cooling Ducts

NACA ducts, air ducts, and air hoses may be installed within a side window frame solely for driver cooling.

All components must be securely mounted and must not obstruct the driver's visibility or interfere with rapid exit from the vehicle.

GK 3.8. Driver Seat Supports and Headroom

OEM seat brackets, rails, and raised support structures beneath the driver's seat may be removed or modified to gain driver headroom.

The OEM floor pan itself must remain unmodified and in its original position, as verified by inspection from underneath the vehicle.

If the OEM seat mounting structures are removed, a strong replacement structure with a lower profile must be fabricated to reinforce the floor and support the seat securely.

Mounting the seat directly to the thin OEM floor sheet metal without a supporting reinforcement structure is prohibited.

All seat installations must also comply with the BEB General Vehicle Rules.

Teams with questions about a proposed installation must email info@bavarianendurancebattle.com, including photographs and an explanation of the proposed design, before performing the modification or final welding.

GK 4. Body Appearance, Panels, and Windows

GK 4.1. Body Appearance and Replacement Panels

Vehicles must retain the recognizable appearance and sedan body configuration of the original production car.

Open wheel configurations are prohibited. All fenders and quarter panels must be present.

Aftermarket hoods, fenders, and other replacement body panels are permitted, provided they preserve the vehicle's recognizable sedan identity.

Fender flares, wings, splitters, spoilers, and diffusers are permitted, subject to GK 4 and GK 6.

GK 4.2. Tire Clearance and Surrounding Surfaces

All body panels, aftermarket fenders, fender flares, body kits, and other surfaces surrounding a tire must be free of sharp edges, exposed points, or any feature capable of cutting, slashing, or puncturing the tire.

Adequate tire clearance must be maintained throughout the full range of steering movement and suspension travel, including compression and rebound.

No hazardous edge or surface may enter the tire's operating space under any of these conditions.

GK 4.3. Rolled Fenders and Fender Flares

Fenders may be rolled or flared, and additional fender flares are permitted, to cover the tires when viewed directly from above.

Tire coverage is assessed from above, not from the front or rear.

Except for body kits permitted under GK 4.4, flares may extend only as far as necessary to provide this coverage.

All modifications must comply with GK 4.1 and GK 4.2.

GK 4.4. Body Kits

Aftermarket body kits are permitted, provided they preserve the vehicle's recognizable sedan identity and comply with GK 4.1.

All body kit panels, fenders, flares, and surfaces surrounding a tire must comply with GK 4.2. They must be free of sharp edges, exposed points, or features capable of cutting, slashing, or puncturing a tire.

Adequate tire clearance must be maintained throughout the full range of steering movement and suspension travel, including compression and rebound.

Body kit permission does not authorize structural modifications prohibited by GK 5. Any aerodynamic devices included in the kit must comply with GK 6.

GK 4.5. Roof Accessories

Roof utility accessories, where present, may be removed. Their removal must not leave exposed holes or openings into the vehicle's interior.

Any resulting openings must be properly sealed using securely attached materials and methods that comply with the BEB General Vehicle Rules.

GK 4.6. Sunroofs

Sunroof assemblies must be removed and replaced with metal or impact resistant composite panels.

Replacement panels must fully cover and seal the openings and must be securely fastened with rivets or appropriate hardware to prevent loosening or detachment during competition or an accident.

GK 4.7. Windshield and Windows

The windshield may be replaced with impact resistant polycarbonate specifically designed for motorsport windshield use.

All replacement materials and installations must comply with the BEB General Vehicle Rules.

No tint of any kind is permitted on the windshield or any remaining windows.

Driver and front passenger windows must comply with the BEB General Vehicle Rules regarding removal or the required open position.

All other windows may be replaced with Lexan or equivalent motorsport grade polycarbonate. Acrylic, commonly sold as Plexiglas, is prohibited.

All replacement glazing must be securely installed and free of sharp edges or other hazards.

GK 5. Chassis and Structural Body Requirements

GK 5.1. Structures Required to Remain OEM

Except where expressly permitted in GK 3.3, GK 3.8, GK 5.2 through GK 5.7, and GK 7.3, vehicles must retain the following OEM structures without modification and in their original locations:

- Frame rails, rear frame cross beam, and unibody structure, as applicable, together with subframes and suspension crossmembers.
- Strut and shock towers.
- Inner or inboard sides of the wheel wells, including all nonhorizontal portions.
- Rocker panels.
- Transmission tunnel.
- Floor pan.
- Windshield frame.

Permission to install replacement body panels, body kits, or aerodynamic devices does not authorize modification of these structural components beyond the specific allowances established in these rules.

GK 5.2. Suspension Mount Reinforcement

Reinforcement of suspension mounting points is permitted.

Reinforcement must not change the original OEM geometry, location, or angle of any suspension mounting point.

This allowance does not override the subframe restrictions in GK 5.3 and GK 5.4.

GK 5.3. Subframes

Where applicable, subframes must remain unmodified and in their original OEM locations.

Modification, movement, relocation, or alteration of a subframe in any manner is prohibited.

Permitted replacement subframes are addressed in GK 5.4.

GK 5.4. Subframe and Component Eligibility

OEM subframes from non M sedan models within the same chassis generation are permitted, provided they install without modification and preserve all original suspension mounting point locations and geometry.

Subframes from other chassis generations are prohibited.

BMW M model subframes and other M model components may not be swapped into the vehicle.

All permitted replacement subframes must remain unmodified and comply with GK 5.3.

The separate allowance for differentials and axles from other chassis generations is established in GK 2.9 and does not permit the use of M model components.

GK 5.5. Seam and Stitch Welding

Seam welding and stitch welding are permitted anywhere on the vehicle's body or unibody for reinforcement.

Such welding must not change the original OEM geometry, angle, position, or location of any suspension mounting point, or otherwise modify or relocate the structural components required to remain unchanged under GK 5.1.

This allowance does not permit modification of subframes.

GK 5.6. B Pillar Clearance for Roll Cage Door Bars

The unibody B pillars may be notched to accommodate roll cage door bars, provided the notched area is welded to the door bar or bars that extend into the B pillar.

This allowance is a specific exception to the unmodified unibody requirement.

All roll cage construction must comply with the BEB Roll Cage Rules.

GK 5.7. Transmission Tunnel Clearance for Driver Seat

The transmission tunnel may be modified solely to install and center a competition driver seat. The floor pan must remain in its original OEM position.

Localized notching, bending, or shaping is permitted only where necessary for seat clearance.

Any modification must maintain adequate clearance from the driveshaft and all other rotating components beneath the tunnel.

All work must preserve the tunnel's structural integrity and leave it fully sealed, with no holes, cracks, open seams, exposed openings, or compromised sheet metal.

Where the tunnel is notched, a properly shaped metal plate must close the opening and be continuously welded around its entire perimeter (360 degrees).

The plate must be at least as thick as the original OEM sheet metal.

This allowance is a specific exception to the unmodified transmission tunnel requirement.

GK 6. Aerodynamic Devices

GK 6.1. Static Aerodynamics and Adjustment

All aerodynamic devices must remain static while the vehicle is moving.

Active or dynamic aerodynamic systems are prohibited, including electronically controlled, self adjusting, and OEM active systems.

Mechanical aerodynamic adjusters are permitted, provided the device remains securely fixed in its selected position while the vehicle is moving.

Adjustments may be made only before the race, during pit stops while the vehicle is stationary, or after the race.

GK 6.2. Width Limits

Except for canards, aerodynamic devices may extend no more than 2 inches beyond the body on either side of the vehicle.

If the vehicle has a body kit or fender flares, aerodynamic devices may extend no farther than the outermost bodywork on either side, including the body kit or flares.

Canards are exempt from these width limits.

Rear wings and spoilers remain subject to the more restrictive width requirement in GK 6.5.

GK 6.3. Front Aerodynamic Devices

Front wings, spoilers, foils, and splitters may not extend more than 7 inches forward of the outermost edge of the front bodywork or fascia.

No part of these devices may extend higher than the lowest part of the vehicle's hood.

All devices must also comply with the applicable width limits in GK 6.2.

GK 6.4. Splitter and Undertray Rearward Limit

The splitter or undertray may extend rearward no farther than the front bulkhead or firewall of the driver compartment.

GK 6.5. Rear Wing or Spoiler

A single element rear wing or spoiler is permitted, subject to the following limits:

- Height: No part of the wing or spoiler may extend more than 5 inches above the roofline.
- Width: The wing or spoiler may be no wider than the vehicle's body, excluding flared fenders, mirrors, splitters, and door handles.
- End plates: Each end plate may have an area no greater than 144 square inches.
- Rearward extension: The wing or spoiler may extend no more than 12 inches beyond the rearmost edge of the vehicle's bodywork.

A Gurney flap is permitted.

All rear wings and spoilers must comply with GK 6.1.

GK 6.6. Sedan Wing Mounts and Supports

Rear wings may be mounted to the trunk lid or to a securely constructed support structure within the trunk.

Supports mounted within the trunk may pass through the trunk lid. Any resulting openings must be properly fitted and sealed around the supports.

All mounts, mounting hardware, reinforcement, and support structures must be securely constructed and attached to prevent loosening, movement, or detachment during competition.

All installations must comply with the height, width, end plate, and rearward extension limits in GK 6.5.

Mounts and support structures must not interfere with the rear bumper's impact area or extend rearward beyond the rear bumper where another vehicle could contact them during an accident.

These mounting allowances do not permit modification or relocation of the OEM frame rails or removal of the rear window.

GK 6.7. Canards

One pair of canards is permitted: one on each side of the vehicle, for a maximum of two total.

Canards must be structurally sound and securely attached to the body.

They must comply with GK 6.1 and are exempt from the width limits in GK 6.2.

GK 7. Suspension

GK 7.1. Aftermarket Components

Aftermarket suspension components are permitted, provided they retain the original OEM suspension mounting points and comply with GK 5.2 through GK 5.4.

This allowance does not authorize changes to the original OEM location or angle of any suspension mounting point, or modification or relocation of a subframe.

Alignment adjustment through camber and caster plates is permitted as specified in GK 7.2.

GK 7.2. Camber and Caster Plates

Aftermarket camber and caster plates are permitted when installed at the original OEM upper suspension mounting locations.

Alignment adjustment through these plates is permitted. Relocation or alteration of the vehicle's fixed OEM suspension mounting points is prohibited.

GK 7.3. Shock Tower Clearance and Reinforcement

Limited trimming of the shock towers is permitted only to provide clearance for camber or caster plates. Cutting must be limited to the clearance necessary for installation.

Where cutting would weaken a shock tower, welded reinforcement is required to preserve its structural integrity.

Neither trimming nor reinforcement may change the geometry, angle, position, or location of the fixed OEM suspension mounting points.

This allowance is a specific exception to the unmodified shock tower requirement.

GK 7.4. Sway Bars

Aftermarket sway bars are permitted, provided they attach at the original OEM sway bar mounting locations.

GK 8. Wheels, Hardware, and Tires

GK 8.1. Wheels and Wheel Spacers

Wheel spacers are permitted, subject to the following requirements:

- Spacers must be designed for the specific vehicle application, with the correct 5 × 120 bolt pattern, as applicable.
- Spacers must be hub centric, with dimensions matched to both the vehicle's hub and the wheel being used.
- Spacers must be manufactured from high strength aluminum alloy.
- Racing grade wheel studs and matching lug nuts are mandatory when spacers are used. Hardware must be heavy duty and suitable for the application, with the correct conical lug nut seat for the wheel.
- Bolt on spacers requiring separate hardware to attach the spacer to the hub must use high tensile grade mounting hardware.

All spacers and wheels must be securely installed and comply with GK 4.2.

GK 8.2. Wheel Mounting Hardware

All wheel mounting hardware must be racing grade and comply with the applicable requirements in the BEB General Vehicle Rules.

When wheel spacers are used, racing grade wheel studs and matching lug nuts are mandatory, as specified in GK 8.1.

GK 8.3. Wheel Sizes and Tires: Requirements Pending

Permitted wheel sizes, tire specifications, and tire limits for the Geschäftsklasse remain pending.

These requirements will be updated and published soon.

GK 9. Brakes

GK 9.1. Permitted Upgrades

Brake upgrades are permitted, provided they fit within the class's permitted wheel sizes once those requirements are published.

Aftermarket brake systems must be designed for the specific vehicle application, properly installed, and must not compromise braking safety or reliability.

GK 9.2. Component Quality and Inspection

Unbranded, untraceable, or disreputable brake systems are prohibited.

Components must come from an identifiable, reputable manufacturer. This requirement applies regardless of where the components are purchased.

Braking safety is a critical priority for BEB. Teams must select equipment that protects their drivers and other participants.

BEB may reject any unsafe or questionable brake installation and require correction before the vehicle is permitted to compete.

GK 10. Class Identification Lighting

GK 10.1. Front Lights

All Geschäftsklasse vehicles must have headlights that emit white light.

If the original headlights are removed or absent, at least two lights emitting white light must be installed in the original headlight locations.

GK 10.2. Rear Identification Light

A dedicated pod light emitting white light must be installed at the rear of the vehicle, facing rearward and clearly visible to following drivers.

The light must be securely and rigidly mounted so that it maintains its position and rearward orientation throughout competition.

This white identification light is mandatory. It does not replace the vehicle's required functioning brake lights.

Standard taillights or rear driving lights do not satisfy this requirement and may not substitute for the dedicated white identification light.

GK 10.3. Continuous Illumination

The white front lights and rear white pod light must remain illuminated at all times during the race.

These lights provide a consistent visual identifier that helps other drivers recognize the vehicle's class on track.

GK 11. Exterior Identification and Advertising

GK 11.1. Mirror Housing Identification

Exterior mirror housings must be yellow to identify the Geschäftsklasse during the race.

Paint, securely applied wrap, Plasti Dip, or another safe method of changing the housing color is permitted.

This requirement applies to the mirror housings only. Reflective mirror surfaces must remain unobstructed and functional.

Liveries, artwork, and sponsor advertising must not obscure or alter the yellow mirror housing identification.

GK 11.2. Exterior Finish, Liveries, and Advertising

Vehicles may retain their factory finish, be painted, or be wrapped.

Liveries, artwork, including art cars, and sponsor advertising are unrestricted, provided they do not obscure or alter the mandatory yellow mirror housing identification.

Safety equipment and mandatory class identification features must remain visible and functional.

GK 11.3. Windshield Banners

Windshield banner requirements will be published as event development progresses.

GK 11.4. Race Numbers

Race number format, placement, designation, dimensions, colors, and number frame requirements will be announced as the event continues to take shape.

Mandatory number locations will be the same for every car, regardless of livery, artwork, paint, wrap, or sponsor advertising.

Teams must accommodate the required number locations within their designs.

Updates will be published as these requirements are finalized.