

BAVARIAN ENDURANCE BATTLE

Vintage Class Rules

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Spirit and Scope

The Vintage Class honors BMW's heritage while welcoming classic cars with attitude. These rules describe the modifications permitted in this category; they do not require teams to make those modifications.

A Vintage car may compete with its factory bodywork, engine, transmission, and suspension, provided it meets all mandatory BEB safety requirements.

Vintage does not mean a car cannot wear wings, flares, or a body kit. These modifications are welcome within the limits of these rules.

The engine and transmission must be U.S.-market OEM units specific to the vehicle's original chassis and model application. Vehicles with engine or transmission swaps from another chassis or era will be moved to the Werk Sport (Unlimited) Class, including swaps using other BMW OEM units.

V-1 - Mandatory Compliance

All vehicles competing in the Vintage Class 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.

V-2 - Body Appearance and Replacement Panels

Vehicles must retain the recognizable appearance and body configuration of the original production car. Open-wheel configurations are prohibited. All fenders and quarter panels must be present.

Because replacement body panels for vintage vehicles can be difficult to source, aftermarket hoods, bumpers, fenders, and trunk lids are permitted.

Fender flares, wings, splitters, spoilers, and diffusers are permitted, subject to the requirements below.

V-2.1 - Tire Clearance and Surrounding Surfaces

All body panels, aftermarket fenders, fender flares, 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.

V-2.2 - Rolled Fenders and Fender Flares

Fenders may be rolled or flared, and add-on 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 V-2.4, flares may extend only to the extent necessary to provide this coverage.

All modifications must comply with V-2.1.

V-2.3 - Driver Cooling Ducts

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

V-2.4 - Aftermarket and Period-Inspired Body Kits

Aftermarket body kits, including Alpina-style enhancements and kits produced by other manufacturers for vintage race cars, are permitted. Examples include:

- An E21 with an aftermarket Group 5-style body kit.
- A BMW 2002 with Alpina-style body enhancements.
- An E9 with a CSL-inspired extra-wide body kit.

These kits must retain the recognizable identity of the original BMW and comply with the class requirements for structural integrity, tire clearance, and aerodynamic devices.

Wider fenders and flares forming part of these body kits are permitted and are exempt from the minimum-coverage width restriction in V-2.2.

V-3 - Aerodynamic Devices

V-3.1 - 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.

V-3.2 - 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 V-3.5.

V-3.3 - 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.

These devices may not extend higher than the lowest part of the vehicle's hood.

V-3.4 - Splitter and Undertray Rearward Limit

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

V-3.5 - Rear Wing or Spoiler

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

- Height: No more than 8 inches above the roofline.
- Width: 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: No more than 12 inches beyond the rearmost edge of the vehicle's bodywork.

Wing mounts may attach to the trunk lid or to an internal trunk support structure designed to transfer wing downforce to the frame rails. A separate rear support structure may also be used to mount the wing.

All mounts and support structures must be securely constructed. They 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.

A Gurney flap is permitted. All rear wings and spoilers must comply with V-3.1.

V-3.6 - 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 the static-aerodynamics requirements in V-3.1 and are exempt from the width limits in V-3.2.

V-4 - Chassis and Structural Body Requirements

Except where expressly permitted below, vehicles must retain the following OEM structures without modification and in their original locations:

- 1. Frame rails, rear frame cross beam, and/or unibody structure, as applicable, together with subframes and suspension crossmembers.
- 2. Strut and shock towers.
- 3. Inner or inboard sides of the wheel wells, including all non-horizontal portions.
- 4. Rocker panels.
- 5. Transmission tunnel.
- 6. Floor pan.
- 7. 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 in this section and V-5.3.

V-4.1 - 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 V-4.2.

V-4.2 - 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.

V-4.3 - 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 V-4.

This allowance does not permit modification of subframes.

V-4.4 - 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.

V-4.5 - 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.

V-4.6 - 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, lower-profile replacement structure 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.

V-5 - Suspension

V-5.1 - Aftermarket Components

Aftermarket suspension components are permitted, provided they retain the original OEM suspension mounting points and comply with the mounting-point and subframe requirements in V-4.

V-5.2 - 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.

V-5.3 - 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 in V-4.

V-5.4 - Sway Bars

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

V-5.5 - Prohibited Suspension Systems

Self-adjusting suspension, electronically controlled suspension of any kind, and airbag or air-spring suspension systems are prohibited.

V-6 - Lighting and Class Identification

V-6.1 - Required Functional Lights

Headlights or permitted replacement front lights, together with brake lights, must remain functional.

Rear running lights and turn signals are not required to function.

V-6.2 - Yellow Front Lights

All Vintage Class vehicles must have forward-facing lights that shine yellow. Yellow headlight film or aftermarket yellow headlights are permitted.

If the original headlights have been removed, two replacement lights, one on each side, are required. Aftermarket pod lights may be used.

Replacement lights must shine yellow and be securely mounted in the original headlight locations, or on top of the bumper directly aligned with those locations. They must face forward.

V-6.3 - Rear Yellow Pod Light

A rear-facing yellow pod light is mandatory and may be installed:

- Inside the cabin, facing rearward through the rear windshield.
- On top of the trunk, securely mounted.
- Inside the trunk, shining through an opening cut into the license plate location.

Regardless of location, the pod light must be securely mounted to prevent loosening or detachment during the race and must be clearly visible to following drivers.

An opening at the license plate location is expressly permitted for this installation.

V-6.4 - Continuous Illumination

The yellow front lights and rear yellow 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.

The rear yellow pod light does not replace the required functional brake lights.

V-7 - Engine and Transmission

V-7.1 - OEM Application and Eligibility

The engine and transmission must be U.S.-market OEM units specific to the vehicle's original chassis and model application.

Engine or transmission swaps from another chassis or era are prohibited in the Vintage Class. Vehicles with these swaps will be moved to the Werk Sport (Unlimited) Class, including swaps using other BMW OEM units.

V-7.2 - Naturally Aspirated Engines Only

The Vintage Class is an all-motor, naturally aspirated category. Turbochargers, superchargers, nitrous oxide, and other supplemental power-adder systems are prohibited.

V-7.3 - Engine Internals and Transmission

The engine block, rotating assembly, cylinder head, and transmission must remain in their original OEM configuration, except for OEM-specification engine rebuilding under V-7.9 and the following permitted cylinder-head work:

- Gasket matching.
- Porting and polishing.
- Valve swirl polishing.

No other modifications to these components are permitted.

V-7.4 - Intake Systems

Intake systems are unrestricted in form and shape. Fabricated intake manifolds are permitted.

All intake modifications must comply with the naturally aspirated requirement in V-7.2.

V-7.5 - Alternator and Cooling

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

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.

V-7.6 - Fuel Systems and Fuel Cells

Fuel-system upgrades and fuel cells are permitted, provided they comply with the BEB General Vehicle Rules, including all applicable installation, routing, sealing, and safety requirements.

AN fittings and braided fuel hoses are permitted when suitable for the fuel, pressure, and application.

V-7.7 - Fuel-Injection Adaptations and Workmanship

Fuel-injection conversions and adaptations are permitted only when professionally executed, securely installed, and fully compliant with the BEB General Vehicle Rules.

Incomplete fabrication, makeshift adaptations, and installations relying on JB Weld or similar adhesive patchwork to secure components or seal fuel-system connections are prohibited.

All such upgrades must demonstrate professional-quality workmanship. BEB will not accept unfinished or improvised installations.

V-7.8 - Ignition Systems

Ignition systems may be upgraded.

V-7.9 - Engine Rebuilds

Engine rebuilds are permitted, provided the engine remains within OEM specifications for the eligible engine application, except for modifications expressly permitted in these Vintage Class Rules.

Stroker engines and modifications that increase crankshaft stroke beyond the OEM specification are prohibited.

V-8 - Wheels and Wheel Spacers

V-8.1 - Wheel Spacers

Wheel spacers are permitted, subject to the following requirements:

- Spacers must be designed for the specific vehicle application, with the correct 4 x 100 or 5 x 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 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 a separate set of 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 the tire-clearance requirements in V-2.1.

V-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 V-8.1.

V-9 - Mirror Housing Identification

Exterior mirror housings must be blue to identify the Vintage Class during the race. Paint, securely applied wrap, Plasti Dip, or another safe method of changing the housing color is permitted.

Vintage mirror housings may be smaller, so creative application methods are permitted, provided the blue identification color remains clearly recognizable.

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 blue mirror housing identification.

V-10 - 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.

V-11 - Exhaust Systems

Aftermarket or fabricated headers are permitted. The complete exhaust system may be custom-built, using aftermarket or fabricated components.

All exhaust systems must comply with the BEB General Vehicle Rules governing exhaust systems.

V-12 - 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 blue mirror housing identification.

Aftermarket body kits, spoilers, side skirts, and other body or aerodynamic modifications are permitted within the requirements of V-2 and V-3.

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

V-13 - Windshield Banners

Windshield banner requirements will be published as event development progresses.

V-14 - 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.

V-15 - Dashboard and Instrumentation

The OEM dashboard may remain installed or be removed. A dashboard is not mandatory in the Vintage Class. Individual instrument clusters and aftermarket or fabricated racing dashboards are permitted.

All dashboards and instrumentation must be securely attached, with no loose parts. Modified, aftermarket, or fabricated dashboards must not present a hazard to drivers or crew members. Sharp edges that could cause injury during an accident are prohibited.

BEB may reject an unsafe installation or require the team to correct any identified hazard before the vehicle is permitted to compete.

V-16 - Brakes

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

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

Unbranded, untraceable, or non-reputable 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.

V-17 - Tires - Requirements Pending

Tire requirements for the Vintage Class will be announced soon. Tire specifications and limits remain pending.

Questions and Feedback

For recommendations, comments, questions, or concerns, please contact info@bavarianendurancebattle.com.