



BAVARIAN ENDURANCE BATTLE

Zenith Class Rules

Z3 and Z4 | October 25, 2026

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

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Spirit of the Class

The Zenith Class celebrates BMW's purpose built two seat sports cars. The Z3 and Z4 combine compact proportions, a driver focused cockpit, rear wheel drive, and distinctive roadster or coupe bodywork.

This class brings those platforms into endurance competition while preserving the engineering and recognizable identity of each generation. Teams may develop their vehicles within the defined allowances, with success depending on preparation, reliability, racecraft, and teamwork.

Older platforms receive selected development opportunities so they can compete more closely with newer vehicles. These opportunities support competitive racing without guaranteeing equal horsepower or lap times.

ZC 1. Mandatory Compliance and Class Scope

ZC 1.1. Mandatory Compliance

All vehicles competing in the Zenith 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.

ZC 1.2. Chassis and Body Configurations

The Zenith Class accepts the following non M vehicles in their eligible naturally aspirated configurations:

- Z3 E36/7 roadster.
- Z3 E36/8 coupe.
- Z4 E85 roadster.
- Z4 E86 coupe.
- Z4 E89 sDrive30i retractable hardtop roadster.

Vehicles must comply with the engine eligibility requirements in ZC 2.1.

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

ZC 1.3. BMW M Model Exclusion

BMW M models are prohibited in the Zenith Class. This includes Z3 M Roadsters, Z3 M Coupes, Z4 M Roadsters, and Z4 M Coupes.

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

Components from BMW M models may not be borrowed or swapped into a Zenith vehicle.

ZC 1.4. Convertibles and Roadsters

Convertibles, roadsters, and retractable hardtop vehicles are permitted, provided they comply with all applicable BEB Roll Cage Rules for convertible vehicles.

A factory rollover hoop, removable hardtop, or other roof configuration does not replace the required competition roll cage or waive convertible cage requirements.

ZC 2. Engine and Drivetrain

Engine Development Philosophy

BEB permits selected engine management upgrades for older Zenith platforms to help narrow differences in power and performance between generations.

Eligible M44 and original M52 engines may use aftermarket standalone ECUs, performance chips, or piggyback systems. M52TU, M54, and N52 engines must retain factory DME hardware; software tuning is permitted.

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.

These provisions aim to improve competitive opportunity without guaranteeing equal horsepower or lap times. Reliability, preparation, fuel management, pit strategy, teamwork, and driver consistency remain essential to success in endurance racing.

ZC 2.1. Engine Eligibility

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

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

Chassis / body	US model	US model years	Engine
E36/7 roadster	Z3 1.9	1996 through 1998	M44B19
E36/7 roadster	Z3 2.8	1997 through 1998	M52B28
E36/7 roadster	Z3 2.3	1999 through 2000	M52TUB25
E36/7 roadster	Z3 2.8	1999 through 2000	M52TUB28
E36/8 coupe	Z3 2.8	1999 through 2000	M52TUB28
E36/7 roadster	Z3 2.5i	2001 through 2002	M54B25
E36/7 roadster	Z3 3.0i	2001 through 2002	M54B30
E36/8 coupe	Z3 3.0i	2001 through 2002	M54B30
E85 roadster	Z4 2.5i	2003 through 2005	M54B25
E85 roadster	Z4 3.0i	2003 through 2005	M54B30
E85 roadster	Z4 3.0i	2006 through 2008	N52B30 ¹
E85 roadster	Z4 3.0si	2006 through 2008	N52B30 ¹
E86 coupe	Z4 3.0si	2006 through 2008	N52B30 ¹
E89 roadster	Z4 sDrive30i	2009 through 2011	N52B30 ¹

1. The N52B30 must retain the applicable factory output version for the eligible model.

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 specifications.

The Z3 2.3 uses a 2.5 liter engine. Model badges alone do not establish engine displacement or eligibility. All M models and all turbocharged or supercharged applications remain prohibited under ZC 1.3 and ZC 2.3.

ZC 2.2. Engine Internals

Except for the cylinder head modifications expressly permitted in ZC 2.6, 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.

ZC 2.3. Forced Induction

Turbocharged, supercharged, or otherwise forced induction vehicles are prohibited in Zenith Class. 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.

Factory availability does not create an exception. This includes turbocharged E89 Z4 models and G29 Z4 models.

ZC 2.4. Engine Management

ZC 2.4.1. M44 and Original M52 Engines

The factory DME or an aftermarket standalone ECU is permitted in the M44B19 Z3 1.9 roadster and the M52B28 Z3 2.8 roadster for US model years 1997 and 1998.

Performance chips and piggyback engine management systems are also permitted.

Software tuning and calibration changes are permitted, subject to all other Zenith Class requirements.

This allowance does not extend to M52TU engines.

ZC 2.4.2. M52TU, M54, and N52 Engines

Factory DME hardware must be retained; software tuning is permitted.

This requirement applies to all eligible M52TU, M54, and N52 applications, including the N52B30 in the E89 Z4 sDrive30i.

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

ZC 2.4.3. Limits of Engine Management Permission

Engine management permissions do not waive engine eligibility, engine internal, intake, airflow meter, VANOS, or other class restrictions.

Standalone ECU, chip, or piggyback permission does not independently authorize aftermarket camshafts, larger MAF units, or airflow meter bypass.

All installations must comply with the electrical and wiring requirements in the BEB General Vehicle Rules and ZC 3.5.

ZC 2.5. Ignition System

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

ZC 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 ZC 2.2 and does not authorize modifications to the engine block or rotating assembly.

Camshaft permissions are governed separately by ZC 2.7.

ZC 2.7. Camshafts and VANOS

ZC 2.7.1. Camshafts

All eligible 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.

ZC 2.7.2. VANOS Hardware

All VANOS hardware, where equipped, must remain in its original OEM configuration.

Modification, replacement with performance components, disabling, or deletion of the VANOS system is prohibited.

ZC 2.7.3. VANOS Software Tuning

VANOS tuning is permitted only through software changes to the factory DME.

Standalone ECU permission does not independently authorize VANOS tuning or hardware modifications.

ZC 2.8. Transmission

ZC 2.8.1. Permitted Transmissions

Factory manual and automatic transmissions are permitted for the applicable eligible Zenith model.

Five speed and six speed manual transmissions are permitted where originally offered for that application.

ZC 2.8.2. Manual Transmission Conversions

Manual transmission conversions are permitted using the factory manual transmission application appropriate to the eligible chassis, engine, and body configuration.

This allowance does not independently authorize transmissions from unrelated chassis generations.

ZC 2.8.3. SMG Transmissions

Factory SMG transmissions are permitted when originally offered by BMW for that specific eligible model.

ZC 2.8.4. M Model Transmissions

Transmissions from BMW M models are prohibited.

ZC 2.9. Differential and Axles

Differential and axle upgrades are permitted, provided they do not use 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.

ZC 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.

ZC 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.

ZC 2.12. Alternator

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

ZC 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.

ZC 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 ZC 2.15.

ZC 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.

ZC 2.16. Airflow Meters and Intake Components

ZC 2.16.1. Factory MAF System

All eligible engines must retain their factory specification MAF system in active operation.

Larger MAF units, performance MAF conversions, and airflow meter bypass are prohibited.

Standalone ECU, chip, or piggyback permission does not authorize removal, bypass, or disabling of the MAF system.

ZC 2.16.2. Air Filter Housings and Intake Pipes

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

These modifications must comply with ZC 2.16.1 and the engine management requirements in ZC 2.4.

This allowance does not independently authorize changes to intake manifolds or throttle bodies.

ZC 2.17. Engine Development Allowance Chart

Allowed means optional, not mandatory. All permissions remain subject to ZC 2.1.

Engine	Eligible application	Aftermarket cams	Performance MAF	Standalone ECU	Chip or piggyback	Factory DME tuning
M44B19	Z3 1.9 roadster	Not allowed	Not allowed	Allowed	Allowed	Allowed
M52B28	1997 and 1998 Z3 2.8 roadster	Not allowed	Not allowed	Allowed	Allowed	Allowed
M52TUB25	Z3 2.3 roadster	Not allowed	Not allowed	Not allowed	Not allowed	Allowed
M52TUB28	1999 and 2000 Z3 2.8 roadster and coupe	Not allowed	Not allowed	Not allowed	Not allowed	Allowed
M54B25	Z3 2.5i roadster; E85 Z4 2.5i	Not allowed	Not allowed	Not allowed	Not allowed	Allowed
M54B30	Z3 3.0i roadster and coupe; early E85 Z4 3.0i	Not allowed	Not allowed	Not allowed	Not allowed	Allowed
N52B30	Later E85 Z4 3.0i / 3.0si; E86 Z4 3.0si; E89 Z4 sDrive30i	Not allowed	Not allowed	Not allowed	Not allowed	Allowed

All eligible engines retain factory specification camshafts and an operating factory specification MAF system.

Ignition upgrades are permitted under ZC 2.5. Cylinder head modifications remain governed by ZC 2.6.

VANOS restrictions remain governed by ZC 2.7.2 and ZC 2.7.3.

ZC 3. Interior and Driver Accommodation

ZC 3.1. General Interior Requirements

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

ZC 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.

ZC 3.3. Interior Brackets and Utility Mounts

Nonstructural interior brackets, mounts, and supports originally intended for interior equipment or 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.

ZC 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.

ZC 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.

ZC 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. Roadsters and convertibles must also satisfy ZC 1.4.

ZC 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.

ZC 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.

ZC 4. Body Appearance, Panels, and Windows

ZC 4.1. Body Appearance and Replacement Panels

Vehicles must retain the recognizable appearance and roadster or coupe 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 identity.

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

ZC 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.

ZC 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 ZC 4.4, flares may extend only as far as necessary to provide this coverage.

All modifications must comply with ZC 4.1 and ZC 4.2.

ZC 4.4. Body Kits

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

All body kit panels, fenders, flares, and surfaces surrounding a tire must comply with ZC 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 ZC 5. Any aerodynamic devices included in the kit must comply with ZC 6.

ZC 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.

ZC 4.6. Roofs and Convertible Configurations

Roadster and convertible roof configurations must comply with the BEB General Vehicle Rules and the applicable convertible provisions of the BEB Roll Cage Rules.

Permission to compete as a convertible does not authorize removal or modification of structural components beyond the express allowances in these rules.

A separate allowance for removal of a coupe's fixed roof is not established.

ZC 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.

ZC 5. Chassis and Structural Body Requirements

ZC 5.1. Structures Required to Remain OEM

Except where expressly permitted in ZC 3.3, ZC 3.8, ZC 5.2 through ZC 5.7, and ZC 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.

ZC 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 ZC 5.3 and ZC 5.4.

ZC 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 ZC 5.4.

ZC 5.4. Subframe and Component Eligibility

Replacement subframes must be appropriate to the eligible non M Zenith application and install without modification.

Subframes from other chassis generations are prohibited.

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

All replacement subframes must preserve the original suspension mounting point locations and geometry and comply with ZC 5.3.

The use of E36 in a Z3 chassis designation does not independently authorize installation of E36 sedan or coupe subframes.

ZC 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 ZC 5.1.

This allowance does not permit modification of subframes.

ZC 5.6. Pillar Clearance for Roll Cage Door Bars

Where a fixed body pillar is present, localized notching to accommodate roll cage door bars is permitted only as allowed by the BEB Roll Cage Rules.

The notched area must be welded to the door bar or bars extending into it.

This allowance does not authorize cutting the windshield frame or convertible structural reinforcements.

ZC 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.

ZC 6. Aerodynamic Devices

ZC 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.

ZC 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 ZC 6.5.

ZC 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 ZC 6.2.

ZC 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.

ZC 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 original factory roofline. For roadsters and retractable hardtop vehicles, the reference is the original factory roofline with the top fully raised and closed, regardless of the roof configuration used during competition.
- 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 ZC 6.1.

ZC 6.6. Wing Mounts and Supports

Rear wings may be mounted to the trunk lid, rear hatch, or a securely constructed support structure within the rear luggage compartment, as appropriate to the vehicle's body configuration.

Internal supports may pass through the trunk lid or rear hatch panel. 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 ZC 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 a coupe's rear window.

ZC 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 ZC 6.1 and are exempt from the width limits in ZC 6.2.

ZC 7. Suspension

ZC 7.1. Aftermarket Components

Aftermarket suspension components are permitted, provided they retain the original OEM suspension mounting points and comply with ZC 5.2 through ZC 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 ZC 7.2.

ZC 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.

ZC 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.

ZC 7.4. Sway Bars

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

ZC 8. Wheels, Hardware, and Tires

ZC 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 ZC 4.2.

ZC 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 ZC 8.1.

ZC 9. Brakes

ZC 9.1. Permitted Upgrades

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

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

ZC 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.

ZC 10. Class Identification Lighting

ZC 10.1. Front Lights

All Zenith Class 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.

ZC 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.

ZC 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.

ZC 11. Exterior Identification and Advertising

ZC 11.1. Mirror Housing Identification

Exterior mirror housings must be black to identify the Zenith Class during the race.

Factory black housings, paint, securely applied wrap, Plasti Dip, or another safe method of changing the housing color are 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 black mirror housing identification.

ZC 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 black mirror housing identification.

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

ZC 11.3. Race Numbers

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.