

# **THE BENTLEY DRIVERS CLUB**



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## **Motorsport Trophy Regulations**

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*Effective: 31<sup>st</sup> January 2026*

All Trophies mentioned herein are the property of  
the Bentley Drivers Club and cannot be won  
outright.

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**Recognised  
Club**

## INTRODUCTION

The Competitions Committee is responsible for Race and Speed Events only, and these revised Rules shall apply to such events from 31<sup>st</sup> January 2026 (replacing any previous rules). Concours and other Trophies will continue to be governed by separate Rules until further notice.

The esteem of the Marque has been created from the competition successes of the almost standard factory produced Bentley motor car. This document is produced and published to define what modifications from standard are acceptable to the Bentley Drivers Club. However, it must be emphasised that all modifications should be undertaken in the 'Spirit of the Marque'. All decisions as to eligibility are at the discretion of the Competitions Committee. Members should consult the Competitions Captain/Competitions Committee if in any doubt on any fact for advice and approval before actually undertaking any work.

## GENERAL

All work should be of the highest standard commensurate with the name Bentley and the esteem of the Bentley Drivers Club. All radiator shells must be Bentley, although they may be modified as regards height and depth of core. Competitors are required to familiarize themselves with the current Motorsport UK National Competition Rules ("NCR") and comply with all regulations therein. With respect to silencing, regard must be given to the levels of mandatory silencing applicable to individual circuits/courses.

The following are definitions, applicable to racing and speed events only, (for detailed specifications see following pages) :-

## CLASSES

### BDC CLASS A

Vintage WO Bentley – 3 litre  
Derby Bentley – 3½ litre

### BDC CLASS B

#### Pre-war

Vintage WO Bentley – 4½ litre and 3/4½ litre  
Derby Bentley – 4¼ litre

#### Post-war

Mk VI, R type, S1 - Standard

### BDC CLASS C

#### Pre-war

Vintage WO Bentley – 6½ litre & 8 litre  
Derby Bentley – V12

#### Post-war

Mk VI, R type, S type - Modified

### BDC CLASS D

Bentley T type onwards, including Continental GT, plus any Bentley not complying with classes above.

Members who wish to compete and be eligible for awards and Challenge Trophies must have Bentleys which comply with these definitions. Non-complying cars may be permitted to compete at the discretion of the Competitions Committee, each case being considered individually by the Competitions Committee.  
THE COMMITTEE MAY DISALLOW TECHNOLOGY INAPPROPRIATE TO THE PERIOD.

## **CLASS A**

### **CHASSIS**

This must be pre-war Bentley 3 litre WO or 3½ Derby, modifications to improve stiffness or to alter length or weight are allowed.

### **ENGINE**

The cylinder block, crankcase and sump must be pre-war WO Bentley 3 litre or Derby 3½ litre as appropriate. Modifications to alter compression ratio and gas flow are permitted. Dry sump modifications are allowed. Superchargers are permitted. Over-bored blocks are permitted up to standard +.080". No change to stroke permitted.

### **GEARBOX**

This must be pre-war Bentley. Constant mesh internals or dog engagements are not permitted.

### **AXLES**

The front axle beam and stub-axles, and the rear axle casing, differential and gears must be pre-war Bentley. Limited slip differentials are not permitted. The front axle beam must not be divided.

### **SUSPENSION**

The springs must be the same or similar to the type as originally fitted to the model concerned. Coil springs may not be substituted for leaf springs. No 5-point linkage allowed.

### **BRAKES**

Must be standard as appropriate to model.

### **WHEELS and TYRES**

Size as original to chassis, road or racing tyres.

## **CLASS B**

### **Pre-war**

### **CHASSIS**

This must be pre-war Bentley, modifications to improve stiffness or to alter length or weight are allowed.

### **ENGINE**

The cylinder block, crankcase and sump must be pre-war WO Bentley type. 4½ litre or Derby 4¼ litre as appropriate. Modifications to alter compression ratio and gas flow are permitted. Dry sump modifications are allowed. Superchargers are permitted. Over-bored blocks are permitted. Change to stroke permitted.

### **GEARBOX**

This must be pre-war Bentley.

### **AXLES**

The front axle beam, stub-axles and rear axle must be pre-war Bentley, or similar pattern live axle, but torque stays or anti-tramp bars may be fitted. Substitution of diff is allowed. The front axle beam must not be divided. Disc brakes and limited slip differentials are not permitted.

## SUSPENSION

The springs must be of the same or similar to the type as originally fitted to the model concerned. For example, coil springs may not be substituted for leaf springs.

Rear dampers must be of pre-war design.

## BRAKES

Standard Bentley Drum brakes all round, linings free.

## WHEELS and TYRES

Size as original to chassis, road or racing tyres.

## CLASS B

### Post-war

#### Mk VI, R type and S1 and Continental (Standard)

## CHASSIS

Length and wheelbase no restriction, lightening allowed, front crossmember and cruciform must be retained, engine may be moved back. Original suspension points must be used. Bentley original steering box must be used.

## ENGINE

Must be production Crewe Bentley 6 cylinder up to 4.9 litre. No restriction on type, number or size of carburetters. Tuning allowed. No superchargers, turbochargers or fuel injection. Exhaust manifold and exhaust free.

## GEARBOX

Standard Mk VI or Continental 4 speed manual or Hydramatic 4-speed automatic. Competition clutch allowed.

## AXLE

Standard Mk VI/R-type or S1 – No LSD. Axle locating bars and anti-tramp bars allowed, but leaf springs must remain.

## SUSPENSION

Original Front lever arm dampers must be used, coil springs only (no coil over front shocks), standard or uprated front anti roll bar allowed, original rear leaf springs must be retained but rear dampers are free. Rear anti-roll bar allowed.

## BRAKES

Standard Bentley Drum brakes all round, linings free, rear hydraulic wheel cylinders may be used.

## WHEELS

Minimum rim diameter 15", Maximum rim width 7.5".

## TYRES

Dunlop R5, R6, or L section racing, no wider than 6.50, or road tyres as in current Motorsport UK National Competiton Rules ("NCR") List 1A.

## BODYWORK

Free.

NOTE: There are no exceptions, if any one criterion is not met, the car will be moved to the Modified section and Class C

## **CLASS C**

### **Pre-war**

#### ENGINE

WO Bentley 6½ or 8 litre, pre-war R-R V12.

All other details as for CLASS B Pre-war.

## **CLASS C**

### **Post-war**

#### Mk VI, R type and S type and Continental (Modified)

Mk VI, R & S Types not complying with CLASS B (Standard) rules above:

#### CHASSIS

Length and wheelbase no restriction, lightening allowed. Front cross member to be retained and fitted as original, lightening allowed. Cruciform optional.

#### ENGINE

Must be production Crewe Bentley 6 cylinder up to 4.9 litre, Bentley V8 L-series pushrod engine 6.3 or 6.75 litre or post-war R-R straight 8. Carburetter only, no restriction on size, number or type. No superchargers, turbochargers or fuel injection. Full tuning allowed. No restriction on the source of manufacture of valves and valve gear, camshafts, pistons, con rods, cranks or sumps, but must be of a similar type. Dry sump allowed. Competition clutch and flywheel allowed, electronic ignition allowed, exhaust manifold and exhaust free.

#### GEARBOX

Bentley MkVI/R-type & Continental 4-speed manual or Hydramatic 4-speed auto, G.M. TH400 3 speed and 4L80-E 4 speed autos. Period 1950's Borg-Warner T10 4-speed manual allowed. For all gearboxes, new gears and uprated internals may be replaced provided the original case is retained.

#### AXLE

Must be a live axle – no IRS. Original Bentley or period Salisbury 4HA. LSD allowed

#### SUSPENSION

Front - top wishbone and damper units as original Bentley. Lower wishbones, radius arms original attachment geometry, lightening allowed. Springs must be coil. Bentley steering box must be used (no rack and pinion).

Rear - leaf springs with original rearmost shackles. Any type dampers and 5-point linkage allowed. S Types may be changed to outboard mountings. Front and rear anti roll bars free.

#### BRAKES

Steel or Alloy drums, linings free, solid discs allowed with period 2-pot calipers only, system may be fully hydraulic and split front and rear.

#### WHEELS

Minimum wheel diameter 15", Maximum rim width 8.0".

#### TYRES

No slicks, semi-slicks, or wets. Must be Dunlop L section or road tyres (as in current Motorsport UK National Competiton Rules ("NCR") List 1A)

## **CLASS D**

**Includes any Bentley not complying with classes A-C.**

Bentley T-type to Mulsanne, Continental GT, excluding GT3 race cars.

Notes on building a Bentley Special for competition purposes using a Bentley monocoque type car. The period covered is from 1965 with the announcement of the Bentley T1 up to the last Mulsanne using the Bentley L series V8 engine in 2020. [The Bentley Continental GT and other similar modern Bentleys are not included in these notes].

This 55-year span covers the period when the L Series Bentley V8 engine in its various guises were used. For a short period, a BMW sourced 4.4 litre V8 engine was also installed in the early Arnage models. The L series engine initially started out with a displacement of 6.23 litres (normally aspirated) and finished with a displacement of 6.75 litres (turbo charged). During this 55 year period various gearboxes were used from both GM and ZF.

On the chassis side the early cars used a front subframe and later changed to a front crossmember. A rear crossmember was used on the early cars changing to a rear subframe later on. The first T1 cars used a double wishbone set up for front suspension changing to a strut type, much later cars reverted to double wishbones.

At the rear, trailing arms were used in the beginning and changed to double wishbones, early cars used basic dampers eventually employing sophisticated adaptive damping.

Again, early cars started out with a power steering box whereas much later cars had electronic powered steering racks.

Braking for the T1 consisted of 2 pot calipers and ventilated discs whereas the very late cars had progressed to sophisticated braking systems. Once again differentials were basic in the beginning and by the time we got to the Mulsanne the latest technology was the norm.

To clarify the models covered are:

### SY Models

Bentley T1, T2 & Corniche

### SZ Models

Bentley Mulsanne and derivatives, S etc

Bentley Mulsanne Turbo

Bentley Turbo R and derivatives, RT etc

Bentley Eight

Bentley Continental R and derivatives, S, T etc

Bentley Azure Mk1

Bentley Brooklands saloon and derivatives, R etc

Bentley Touring Limousine

Bentley Corniche Mk2

### SL Models

Bentley Arnage Red Label

Bentley Green Label and derivatives

Bentley Azure Mk2

Bentley Brooklands Coupe

### 2010-2020 Models

Bentley Mulsanne and derivatives

## **RULES**

### **[Excluding Continental GT]**

#### **CHASSIS/FRAME (if not a monocoque)**

The space or ladder frame used must be built to the highest standard and the early front subframe or later crossmember must be used as part of the structure.

Likewise, either the rear crossmember or later subframe must be used.

Wheelbase free.

Lightening allowed.

#### **ENGINE**

Any of the Bentley L series engines must be used either normally aspirated or turbocharged, supercharging also allowed. The BMW 4.4 litre engine is also eligible.

All engines must be at the front of the car, no rear or mid-engines allowed.

Engine tuning allowed.

Dry sump lubrication allowed.

Carburation and Turbos free.

Exhaust system free but must comply with current Motorsport UK National Competition Rules ("NCR") noise levels.

Ignition free

#### **TRANSMISSION**

Listed below are the eligible gearboxes:

GM Hydramatic 4 speed

GM Turbo 400 3 speed

GM 480 LE 4 speed

ZF 5 speed auto

ZF 6 speed auto

ZF 8 speed auto

Bentley MkVI/R/S1 and Continental 4 speed manual

Differentials including LSD are free.

Drive shafts are free.

#### **STEERING**

Eligible are: manual or power steering box, manual or power rack & pinion.

The steering column is free but must use the best quality UJ's etc.

#### **SUSPENSION**

Front double wishbones or struts may be used.

Rear trailing arms or double wishbones may be used.

Shock absorbers are free.

Springs are free.

Front and rear anti-roll bars are free.

Rose joints and spherical bearings allowed.

#### **BRAKES**

Calipers are free.

Discs are free.

Pads are free.

All brake lines and components must be of the best quality and properly fitted.

#### **WHEELS**

Any width and diameter allowed.

## TYRES

Free.

## BODYWORK

This must be to a very high standard.

Original Bentley radiator shell and core are not compulsory, although a recognisable type of Bentley front grille must be incorporated.

Aerodynamic aids are allowed .

## SAFETY

The car must be built to current Motorsport UK National Competiton Rules (“NCR”) safety regulations, please check carefully

## CONTINENTAL GT

[Convertible versions and GT3 race cars not permitted]

## CHASSIS/MONOCOQUE

No chassis stiffening is permitted except that derived from the fitting of the Roll-over Protection System. Seam welding is strictly forbidden, cutting, grinding, drilling, or acid dipping to remove components or material from the chassis is strictly forbidden.

## BODYWORK

Interior:

Passenger seats, floor coverings, roof lining, radio/stereo units, speakers, heating and aircon systems may be removed. Interior door panels and electric window systems may be removed, central locking and manual interior door lock switches must be disabled, tools and spare wheel removed. The original dashboard must be retained, but localised trimming of the dashboard to fit the Roll Over Protection System is permitted.

Exterior:

Silhouette: No alterations from standard between front and rear axle centrelines. Front and rear aerodynamic devices/spoilers may be fitted.

## ENGINE

Standard Bentley engine and gearbox 6.0 litre W12 or 4.0 litre V8 to be retained.

## SUSPENSION

The original suspension may be replaced with fully adjustable coil – over suspension. Rubber bushes may be replaced by solid. Springs rates are free. Non-standard anti-roll bars permitted.

## BRAKES

Free

## WHEELS

Any width and diameter allowed.

## TYRES

Free.

## TROPHIES FOR MOTORSPORT EVENTS

**To win a BDC Award, a Competitor must be a Member of the BDC.  
In the event that there is no winner for an Award,  
the BDC Competitions Committee reserve the right to reallocate that Award.**

### **W.O. BENTLEY CHALLENGE TROPHY (VINTAGE W.O. BENTLEYS)**

Awarded to the winner achieving the lowest combined aggregate of placings in the **BDC Scratch Race**, the **BDC Handicap Race** and the **BDC Sprint**.

To win, the driver must compete in the same car in all three competitions\*.

### **DERBY BOWL TROPHY (DERBY BENTLEYS)**

Awarded to the winner achieving the lowest combined aggregate of placings in the **BDC Scratch Race**, the **BDC Handicap Race** and the **BDC Sprint**.

To win, the driver must compete in the same car in all three competitions\*.

### **ROLLS-ROYCE CHALLENGE TROPHY (CREWE BENTLEYS)**

Awarded to the winner achieving the lowest combined aggregate of placings in the **BDC Scratch Race**, the **BDC Handicap Race** and the **BDC Sprint**.

To win, the driver must compete in the same car in all three competitions\*.

### **CON MERTENS TROPHY (MKVI SPECIALS)**

Awarded to the same Driver/Car combination entered in the **BDC Scratch Race**, the **BDC Handicap Race** and the **BDC Sprint**. All Rounds count.

\* 1st =15 points, 2nd =10 points, 3rd =8 points, 4th =6 points, 5th =4 points, 6th =2 points.

\* If either the **BDC Scratch Race**, the **BDC Handicap Race** or the **BDC Sprint** is not held, the remaining 2 competitions will count.

## **SILVERSTONE TROPHIES**

### **TIMES CHALLENGE TROPHY**

Awarded to the 1<sup>st</sup> Group A, B, or C, with start time added, in the **BDC Scratch Race**.  
**The winning car will receive a 10 second penalty the next time entered.**

### **PACE TROPHY**

Awarded to the 1<sup>st</sup> Bentley overall in the **BDC Scratch Race**.

### **JACK BARCLAY MEMORIAL TROPHY**

Awarded to the 1<sup>st</sup> Vintage W.O. Bentley in the **BDC Scratch Race**.

### **GREGORY CHALLENGE TROPHY**

Awarded to the 1<sup>st</sup> Derby Bentley in the **BDC Scratch Race**.

### **RIVERS-FLETCHER CHALLENGE TROPHY**

Awarded to the 1<sup>st</sup> Vintage W.O. 3 Litre Bentley in the **BDC Scratch Race**.

### **MOUNTFORD TROPHY**

Awarded to the 1<sup>st</sup> Vintage W.O. 4½ Litre Bentley in the **BDC Scratch Race**.

### **BOB GOODA TROPHY**

Awarded to the 1st Bentley Overall Group B in the **BDC Scratch Race**.

**BOB BRADLEY TROPHY**

Awarded to the 1<sup>st</sup> Crewe 6 Cylinder Bentley in the **BDC Scratch Race**.

**GERALD CROZIER MEMORIAL TROPHY**

Awarded to the 1<sup>st</sup> Crewe V8 or W12 Bentley in the **BDC Scratch Race**.

**MIKE HAIG TROPHY**

Awarded to the 1<sup>st</sup> Bentley overall in the **BDC Open Race**.

**BDC GT TROPHY**

Awarded to the 1st GT Bentley in the **BDC Open Race**.

**MIKE BRADLEY TROPHY**

Awarded to the 1<sup>st</sup> Bentley overall in the **BDC Handicap Race**.

**TIM BIRKIN TROPHY**

Awarded to the 1<sup>st</sup> Vintage W.O. Bentley in the **BDC Handicap Race**.

**THE DERBY CREWE CHALLENGE TROPHY**

Awarded to the 1<sup>st</sup> Derby or Crewe Bentley in the **BDC Handicap Race**.

**GORDON ALEXANDER MEMORIAL TROPHY**

Awarded to the 1<sup>st</sup> Vintage W.O. Bentley in the combined **BDC Scratch and Handicap Races**.

**DERBY BENTLEY TROPHY**

Awarded to the 1<sup>st</sup> Derby Bentley in the combined **BDC Scratch and Handicap Races**.

**CORNICHE TROPHY**

Awarded to the 1<sup>st</sup> Crewe Bentley in the combined **BDC Scratch and Handicap Races**.

**LAGONDA TROPHY**

Awarded to the driver of the Fastest Lap by any Bentley at **BDC Silverstone Race Meeting**.

**SPRINT TROPHIES**

**SICKELMORE TROPHY**

Awarded to the 1<sup>st</sup> Bentley overall at the **BDC Sprint event**.

**KESTON PELMORE MEMORIAL TROPHY**

Awarded to the 1<sup>st</sup> Vintage W.O. Bentley at the **BDC Sprint event**.

**McKENZIE MEMORIAL TROPHY**

Awarded to the 1<sup>st</sup> Derby Bentley at the **BDC Sprint event**.

**JACK BARCLAY SPRINT TROPHY**

Awarded to the 1<sup>st</sup> Crewe Bentley at the **BDC Sprint event**.

## NOMINATED EVENT TROPHIES

### **THE WEATHERITT TROPHY**

Awarded to the 1<sup>st</sup> Vintage W.O. Bentley in the **BDC Nominated Hillclimb event.**

### **DAVID GREIG MEMORIAL TROPHY**

Awarded to the 1<sup>st</sup> Derby Bentley in the **BDC Nominated Hillclimb event.**

### **CHRISTOPHER TOMKINSON MEMORIAL TROPHY**

Awarded to the 1<sup>st</sup> Crewe Bentley in the **BDC Nominated Hillclimb event.**

### **FOTHERINGHAM TROPHY**

Awarded to the member of the **Eastern Region** who puts the best performance in the **B.D.C. Nominated Hillclimb event.**

### **TEAL TROPHY**

Awarded to the 1<sup>st</sup> Bentley in the **Boness Hillclimb event.**

### **ESSO TROPHY**

Awarded to the 1<sup>st</sup> Pre-War in the **Boness Hillclimb event.**

### **COLLETT-JONES TROPHY**

Awarded to the highest placed Bentley in the **BDC Nominated Driving Test event.**

### **EASTBOURNE TROPHY**

Awarded to the highest placed Bentley in the **BDC Nominated Rally event.**

## MERIT TROPHIES

### **D. M. EASTICK MEMORIAL TROPHY**

Awarded to, in the opinion of the Competitions Committee, the **Most Deserving Competitor.**

### **HARRY ROSE TROPHY**

Awarded to, in the opinion of the Competitions Committee, the **Best Young Driver.**

### **SEALINK TROPHY**

Awarded to, in the opinion of the Competitions Committee, the **Best Lady Driver.**

### **FRANK CLEMENT MEMORIAL TROPHY**

Awarded to, in the opinion of the Competitions Committee, the **BDC Racing Driver of the Year.**

### **STAN TERRY MARSHALS AWARD**

Presented annually to the **Marshal**, who in the opinion of the Committee, is most deserving.



# RACE WITH RESPECT

## Encouraging a positive environment, on and off the track

A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event, in any capacity, you are agreeing to follow the values of the governing body's Respect Code:

- RESPECT
- INTEGRITY
- FAIR PLAY
- SELF-CONTROL
- GOOD MANNERS

[motorsportuk.org/racewithrespect](https://motorsportuk.org/racewithrespect)

#RaceWithRespect

MEMBER OF





# RACE WITH RESPECT

I pledge to **#RaceWithRespect** and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants
- Always behave with integrity and uphold fairness in the sport; play your part in keeping the sport safe through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

I understand that breaching these obligations may result in disciplinary action.

[motorsportuk.org/racewithrespect](https://motorsportuk.org/racewithrespect)

**#RaceWithRespect**

MEMBER OF

