

THE BENTLEY DRIVERS CLUB



Motorsport Trophy Regulations

Effective: 1st January 2023
Amended 25th July 2023

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 Motorsport events, and these Regulations shall apply to such events, replacing any previous Regulations.

The esteem of the Marque has been created from the competition success 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 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.

In Groups A, B, and C, all competing cars must be ROADWORTHY i.e., the car shall conform to the requirements of the Road Traffic Acts and at least be capable of passing an MOT test.

Details of any proposed car not capable of meeting these Regulations may be submitted to the Competitions Captain who will, together with the Competitions Committee, rule as to the car's eligibility within the Trophy Regulations.

Competitors are required to familiarize themselves with the current Motorsport UK Yearbook and comply with all regulations therein. It is strongly recommended that all cars have Motorsport UK Technical Passports for cars without HTP Papers.

The committee may not allow technology inappropriate to the period.

Club and Sponsors decals may be Required to be fitted on vehicles.

Please follow the simple guild line: If it doesn't say you can, you can't.

DEFINITIONS:

BDC GROUP A

Pre-War Bentley

Running on Vintage Road or race treaded tyres (Dunlop 5 Stud & R1 or Blockley equivalent).

BDC GROUP B

Crewe Bentley, Post-War to Pre-1960 specification.

MkVI, 'R' Type, 'S' Type

Running on either Dunlop R5 or R6/CR48 L section or tyres from MSUK Yearbook, List 1A.

BDC GROUP C

Crewe Bentley Post 1960 specification.

MkVI, R, S 'T' Type and Mulsanne specials.

Running on either Dunlop R5, R6/CR48 L section or R7/CR65 M or tyres from MSUK Yearbook List 1A.

Mulsanne can run on tyres from MSUK Yearbook List 1B.

BDC GROUP D

Crewe Bentley Continental GT (excluding convertibles and GT3 racing cars).

All other Bentleys are not eligible for Group A, B or C.

For the Handicap Race cars must run on tyres from MSUK Yearbook List 1A/1B.

Open formula running wings and slick tyres.

BDC GROUP A

PRE-WAR BENTLEY

The description 'Pre-War Bentley' used below means 'of the same or similar pattern supplied or fitted by the original makers of the car: Bentley Motors Ltd, Cricklewood, or Bentley Motors (1931) Ltd. at their works in Derby.'

BENTLEYS COMPLYING:

The following cars are considered as complying with the above definition:

Bentley Napier, P Morley/C Williams

3/4½ (NPA 83),

3/8 D Llewellyn/T Llewellyn

Derby Special B. Gilbert / K. Rayment

1. ENGINE:

The cylinder block, crankcase and sump must be Pre-War Bentley.

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 80 thousand of an inch per bore, with no change to the stroke.

2. CHASSIS FRAME:

This must be Pre-War Bentley,

Modifications to improve stiffness or to alter length or weight are allowed.

For MkV Derby read as for MkVI.

3. AXLES:

Front axle beam and stub-axles, the rear axle casing, differential and gears must be Pre-War Bentley.

The front axle beam must not be divided.

For MkV Derby read as for MkVI.

4. BRAKES:

Disc brakes and limited slip differentials are not permitted.

5. SUSPENSION:

Coil springs may not be substituted for leaf springs.

Rear dampers must be of Pre-War design.

No 5-point linkage allowed.

For MkV read as for MkVI,

6. GEARBOX:

Must be Pre-War Bentley.

A to F boxes must not use constant mesh internals or dog engagements.

7. BODYWORK:

Closed bodywork may be modified to open bodywork.

BDC GROUP B

CREWE BENTLEY

The description 'Crewe Bentley' means of the same or similar/pattern as Post-War to 1965 cars supplied by Bentley Motors (1931) Ltd, Rolls-Royce Ltd, Rolls-Royce Motor Cars Ltd, Crewe, and Bentley Motors Limited, Crewe.

MkVI, 'R' and 'S' Types

BENTLEYS COMPLYING

The following cars are considered as complying with the above definition:

MkVI Special- A. Rose / P. Forty

Mk VI Special- B. Eastick / S. Shoosmith

MkVI Special- T. Tomlinson / V. Moore

GENERAL

No wings, aerodynamic aids or 'ground-effect' modifications,

1. CHASSIS:

Length and wheelbase - no restriction.

Front cross members & chassis to be retained and fitted as original.

Cruciform optional. Lightening allowed.

2. SUSPENSION:

Front - top wishbone and damper units as original.

Lower - wishbones, radius arms original attachment geometry, lightning allowed.

Springs must be coil.

Rear - leaf springs with original rearmost shackles. 5-point linkage allowed.

Damper type free.

S Types may be changed to outboard mountings.

3. AXLE:

Must be live Axle.

Limited Slip Differential allowed,

Independent Rear Suspension. Not allowed.

4. BRAKES:

System may be fully hydraulic.

Drum brake 1950's spec

Disc brake 1960's spec

5. STEERING:

MkVI, 'R' or 'S' Type steering boxes may be used,

6. WHEELS:

Minimum rim diameter 15"

Maximum rim width 7.5"

7. TYRES:

Must be running on either Dunlop R5 or R6/CR48 L section racing or road tyres in Motorsport UK Yearbook, List 1A,

8. ENGINE:

Must be production Crewe Bentley 6 cylinder, no restriction on carbs or V8, running on original Carbs.
No superchargers, turbochargers or fuel injection. (See Group C for use)

9. CLUTCH AND FLYWHEEL:

Free.

10. GEARBOX:

Bentley MkVI/R/S1 and Continental 4 speed manual.

New gears and other internals may be replaced provided the original case is retained.

Turbo-Hydromatic, post 1969

G.M. TH400, pre-1960

BDC GROUP C

MkVI, 'R' & 'S' Types not complying with Group B, 'T' Type, and Mulsanne.

BENTLEYS COMPLYING

The following cars are considered as complying with the above definition:

MkVI Special- B. Bradley / F. Ewart

'T' Type Special- B. Eastick

Mulsanne- S. Worthington

Bentley 'T' Type to Mulsanne

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 here.

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 4.4litre V8 engine was also installed in the early Arnage models, this is not eligible. The L series engine initially started out with a displacement of 6.23 litres (normally aspirated) and finished with a displacement of 6.75litres (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. 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

REGULATIONS:

1. FRAME:

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,

2. ENGINE:

Any of the Bentley L series engines may be used either normally aspirated or turbocharged, supercharging also allowed.

The BMW 4.4litre engine is not eligible

Please note all engines must be at the front of the car, no rear or mid-engines allowed

3. TRANSMISSION:

Factory gearboxes: up to 2000

Differentials including LSD are free,

4. BRAKES:

Standard Bentley iron discs only.

Carbon Ceramic permitted on post 1990 cars, for 2023 with a review on their performance in 12 months' time.

Calipers, Pre 1990, 2 pot Twin Front, 4 pot Rear, Post 1990 4 pot all round.

5. STEERING:

Manual or power steering box, or rack & pinion

The steering column is free.

6. 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

7. WHEELS:

15 to 16 inches, up to 10inch width MKVI to 'T' Type,

15 to 18 inches, up to 10inch width Mulsanne.

8. TYRES:

Running on treaded tyres. Either Dunlop R5, R6/CR48 L section or Dunlop R7/CR65 M or tyres from MSUK yearbook section 1A.

Mulsanne running on treaded tyres from MSUK yearbook section 1B.

9. BODYWORK:

Aerodynamic aids are allowed on post 1990 cars.

10. NOTE:

The above rules allow cars to run in Class C in Bentley Drivers Club competitions.

If any competitor wishes to run in Class B, their car must comply with Class B rules.

BDC GROUP D

**MkVI, 'R', 'S', 'T' Type, and Mulsanne not complying with Group B & C.
Continental GT (excluding GTC and GT3). Open formula running wings and slick tyres.**

BENTLEYS COMPLYING

The following cars are considered as complying with the above definition:

'T' Type Special- M. Haig / H. Johnson

Mulsanne- S. Worthington

Continental GT- ~~M Sport~~/S. Worthington

INTRODUCTION:

For the Handicap Race cars must run on tyres from MSUK Yearbook List 1A/1B.

MkVI, 'R', 'S', 'T' Type, and Mulsanne not complying with Group B & C, will be eligible and may run "wings" and "Slick Tyres."

Continental GT (excluding GTC and GT3) regulations are intended to allow competitors to produce race cars that are safe and of a comparable level of performance, with the emphasis placed firmly on driver ability. Competitors are therefore asked to keep this in mind when running the modified cars are encouraged to seek guidance from either the Competitions Captain or Group D representative Simon Worthington where appropriate.

SPECIFIC FOR CONTINENTAL GTs

Specification will be provided by the Club Shortly.

SAFETY REQUIREMENTS:

Comply with the current Motorsport UK Yearbook.

Standard Bentley engine 6.0 litre W12

Sponsors and Club decals will be available at the first race in which the vehicle is entered.

Advertising is permitted subject to the current Motorsport UK Yearbook.

TROPHIES FOR MOTORSPORT EVENTS

W.O. BENTLEY CHALLENGE TROPHY (PRE-WAR 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.

SILVERSTONE TROPHIES

TIMES CHALLENGE TROPHY

Awarded to the 1st Group A, B, or C, with start time added in the **BDC Scratch Race**.

PACE TROPHY

Awarded to the 1st Bentley **BDC Scratch Race**.

JACK BARCLAY MEMORIAL TROPHY

Awarded to the 1st Cricklewood Bentley in the **BDC Scratch Race**.

GREGORY CHALLENGE TROPHY

Awarded to the 1st Derby Bentley in the **BDC Scratch Race**.

RIVERS-FLETCHER CHALLENGE TROPHY

Awarded to the 1st Pre-War 3Litre Bentley in the **BDC Scratch Race**.

MOUNTFORD TROPHY

Awarded to the 1st Pre-War 4½Litre 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 1st Crewe 6 Cylinder Bentley in the **BDC Scratch Race**

GERALD CROZIER MEMORIAL TROPHY

Awarded to the 1st Crewe V8 Bentley in the **BDC Scratch Race**.

MIKE HAIG TROPHY

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

BDC GT Cup

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

MIKE BRADLEY TROPHY

Awarded to the 1st Bentley in the **BDC Handicap Race**.

TIM BIRKIN TROPHY

Awarded to the 1st Pre-War Bentley in the **BDC Handicap Race**.

THE DERBY CREWE CHALLENGE TROPHY

Awarded to the 1st Derby or Crewe Bentley in the **BDC Handicap Race**.

GORDON ALEXANDER MEMORIAL TROPHY

Awarded to the 1st Pre-War Bentley in the combined **BDC Scratch and Handicap Races**.

DERBY BENTLEY TROPHY

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

CORNICHE TROPHY

Awarded to the 1st 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 1st Overall Bentley at the **BDC Sprint event**.

KESTON PELMORE MEMORIAL TROPHY

Awarded to the 1st Pre-War Bentley at the **BDC Sprint event**.

McKENZIE MEMORIAL TROPHY

Awarded to the 1st Derby Bentley at the **BDC Sprint event**.

JACK BARCLAY SPRINT TROPHY

Awarded to the 1st Crewe Bentley at the **BDC Sprint event**.

NOMINATED EVENT TROPHIES

THE WEATHERITT TROPHY

Awarded to the 1st Pre-War Bentley in the **BDC Nominated Hillclimb event**.

DAVID GREIG MEMORIAL TROPHY

Awarded to the 1st Derby Bentley in the **BDC Nominated Hillclimb event**.

CHRISTOPHER TOMKINSON MEMORIAL TROPHY

Awarded to the 1st Crewe Bentley in the **BDC Nominated Hillclimb event**.

FOTHERINGHAM TROPHY

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

TEAL TROPHY

Awarded to the 1st Bentley in the **Boness Hillclimb event**.

ESSO TROPHY

Awarded to the 1st Pre-War in the **Boness Hillclimb** event.

ANTWERP MOTOR UNION

Awarded to the 1st Bentley in the **Brighton Speed Trial** event.

CON MERTENS TROPHY

Awarded to the 1st Pre-War Bentley in the **Brighton Speed Trial 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.

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