

BENTLEY DRIVERS CLUB



RACE AND SPRINT TROPHY RULES

Effective: May 25th 2021

All Trophies mentioned herein are Challenge Trophies
and therefore cannot be won outright

PLEASE RETAIN FOR REFERENCE

INTRODUCTION

The Competitions Committee is responsible only for Race, Hill Climb and Sprint events, and these revised Rules shall apply to such events, as from 25th May 2021 (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 competing cars must be ROADWORTHY i.e. the car shall conform to the requirements of the Road Traffic Acts and mechanically at least be capable of passing an MOT test. The details of any proposed car not so capable may be submitted to the Competitions Captain, who, at the request of the owner, will, together with the Competitions Committee, rule as to the car's eligibility within the Challenge Trophy Rules for the ensuing season. Competitors are required to familiarize themselves with the current Motorsport UK Yearbook and comply with all regulations therein.

The following are definitions, applicable to racing, hill climbs, and sprints only, for:

BDC GROUP A

- Competition Vintage Bentley
- Competition Derby Bentley (including MkV)
- Competition Crewe Bentley (MkVI, R Type, S Type)

BDC GROUP B

- Competition Crewe Bentley (non-compliant MkVI, R, S + (Compliant T Type to Mulsanne specials)

BDC GROUP C

- All other Crewe Bentleys including Bentley Continental GT not eligible for Group D

BDC GROUP D

- Bentley Continental GT, excluding convertibles and GT3 racing cars

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 NOT ALLOW TECHNOLOGY INAPPROPRIATE TO THE PERIOD.

WITH RESPECT TO SILENCING, REGARD MUST BE GIVEN TO THE LEVELS OF MANDATORY SILENCING PUBLISHED BY MOTORSPORT UK ANNUALLY.

ALL RADIATOR SHELLS MUST BE BENTLEY, ALTHOUGH THEY MAY BE MODIFIED AS REGARDS HEIGHT AND DEPTH OF CORE.

BDC GROUP A

DEFINITION OF A COMPETITION 'VINTAGE BENTLEY'

In competitions a car will not be regarded as a Vintage Bentley unless it meets the following requirements:

The Competitions Committee requires a Vintage Bentley to be allocated a registration number in accordance with the criteria adopted by the BDC Vintage Eligibility Committee.

The description 'Vintage Bentley' used below means 'of the same or similar pattern supplied or fitted by the original makers of the car, i.e. Bentley Motors Ltd, Cricklewood, NW2.

ENGINE

The cylinder block, crankcase and sump must be Vintage Bentley. Modifications to alter compression ratio and gas flow are permitted. Dry sump modifications are allowed.

There is no restriction on the make or type of crankshaft, flywheel, clutch, connecting rods, pistons, valves and their operation mechanism, inlet and ignition systems. It is preferred that exhaust systems be wholly located within the bonnet area, and beneath the chassis of the car. However, cars with exhaust systems not so placed will be permitted. Superchargers are permitted. Over-bored blocks are permitted but will only be eligible for capacity - defined trophies appropriate to actual engine capacity.

CHASSIS FRAME

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

AXLES

The front axle beam and stub-axles, and the rear axle casing, differential and gears must be Vintage Bentley. The front axle beam must not be divided.

Brake-drums, brake-shoes, back plates and brake operating mechanism are preferred to be Bentley. However, non-standard drum and brake shoes, hydraulic brake systems and torque stays are permitted. Disc brakes and limited slip differentials are not permitted.

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.

GEARBOX

This must be Vintage Bentley. A to F boxes must not use constant mesh internals or dog engagements.

BENTLEYS COMPLYING

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

Any Brooklands competition Bentley in its original Brooklands specification is deemed to conform

All 3/8 Litres, provided they comply with the above general headings

Bentley Napier

George Burton 3/4½ (NPA 83)

Jumbo Goddard Turbo 3/8

NON COMPLIANCE

Models failing to comply with the above definition will not be eligible for awards at B.D.C. organised competition events, except as referred to in the Introduction.

DEFINITION OF A COMPETITION 'DERBY BENTLEY'

In competitions, a car will not be regarded as a 'Derby Bentley' unless it meets the following requirements:

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

ENGINE

The cylinder block, crankcase and sump must be Derby Bentley - modifications to alter compression ratio and gas flow are permitted. Dry sump modifications allowed.

There is no restriction on the make or type of crankshaft, flywheel, clutch, connecting rods, pistons, valves and their operation mechanism, inlet and ignition systems. It is preferred that exhaust systems be wholly located within the bonnet area, and beneath the chassis of the car. However, cars with exhaust systems not so placed will be permitted.

Examples of inappropriate technology are electronic fueling and ignition and the use of toothed driving belts. Superchargers are permitted.

CHASSIS FRAME

This must be Derby Bentley. Modifications to improve stiffness or to alter length or weight are allowed.

For MkV Derby read as for MkVI.

AXLES

The front axle beam, stub-axles and rear axle must be Derby 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.

For MkV Derby read as for MkVI.

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.

For MkV read as for MkVI, rear dampers must be of pre-war design. No 5-point linkage allowed.

GEARBOX

This must be Derby Bentley.

BODYWORK AND PRESENTATION

Cars must be presented for competition in a manner that does credit to the Marque and the Club. Closed bodywork may be modified to open bodywork but it must be completed in a roadworthy and workmanlike manner.

BENTLEYS COMPLYING

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

Avon Bentley - B. Summerfield

Bentley Royce

NON COMPLIANCE

Models failing to comply with the above definition will not be eligible for awards at BDC organised competition events, except as referred to in the Introduction.

DEFINITION OF A COMPETITION 'CREWE BENTLEY'

The description 'Crewe Bentley' means of the same or similar/pattern as Post-War 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 (complying with Group A)

GENERAL

MkVI, R or S Type steering boxes may be used

No rear engines

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

All work to be of the highest standard commensurate with the name of Bentley and the esteem of the BDC

CHASSIS

Length and wheelbase - no restriction. Lightening allowed. Front cross members to be retained and fitted as original-lightening allowed. Cruciform optional.

SUSPENSION

Front - top wishbone and damper units as original Bentley. Lower - wishbones, radius arms original attachment geometry, lightening allowed. Springs must be coil.

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

AXLE

Must be live – and similar to the Bentley types also allowed

I.R.S. **not** allowed

LSD allowed

BRAKES

System may be fully hydraulic

Drums or solid discs allowed with 2-pot calipers only

WHEELS

Minimum rim diameter 15”

Maximum rim width 7.5”

TYRES

No slicks, semi-slicks, or wets. Must be L section racing or road tyres (as in Motorsport UK Yearbook List 1A) with a maximum tread width of 5.7” (as 650L-15)

ENGINE

Must be production Crewe Bentley 6 cylinder or V8. No restriction on carbs, no superchargers turbochargers or fuel injection. 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. O.H.C. not allowed.

CLUTCH AND FLYWHEEL ASSEMBLIES

Free choice.

GEARBOX

Bentley MkVI/R/S1 and Continental 4 speed manual or Turbo-Hydromatic, G.M. TH400, 480LE Autos. New gears and other internals may be replaced provided the original case is retained.

BDC GROUP B

MkVI, R & S Types not complying with Group A (T Type to Mulsanne specials complying with Group B regulations, see separate specification for these cars listed below).

Specifications as for GROUP A, except:-

WHEELS & TYRES - Free choice of sizes, but no slicks, semi-slicks, or wets. M section or tyres from Motorsport UK Yearbook List 1A, with a maximum tread width of 8 inches.

BRAKES - ventilated discs and four-pot calipers allowed.

ENGINE

As GROUP A

BDC GROUP C

MkVI, R & S Types not complying with Group A or B, T1, and later models.

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 4.4 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:

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

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
Engine tuning allowed
Dry sump lubrication allowed
Carburation and Turbos free
Exhaust system free but must comply with Motorsport UK Yearbook noise levels
Ignition free
Please note all engines must be at the front of the car, no rear or mid-engines allowed

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

Brakes

Calipers are free
Discs are free
Pads are free
All brake lines and components must be of the best quality and properly fitted

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

Wheels

Any width and diameter allowed

Tyres

These must comply with the race regulations set out by the BDC which may vary from time to time depending on the race(s) entered

Bodywork

This must be to a very high standard. A recognisable type of Bentley front grille must be incorporated into the bodywork, aerodynamic aids are allowed

Safety

The car must be built to current Motorsport UK Yearbook safety regulations, please check carefully

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. No Forced Induction, i.e. No Superchargers, No Turbochargers, No Fuel Injection, No Wings or Diffusers, No Slicks, Semi-Slicks or Wets, Type must be Dunlop M Section, Road Tyres from Motorsport UK Yearbook List 1A.

BDC GROUP D

The Club intends to introduce a race series Championship for these cars when sufficient numbers exist. The following Technical Regulations are set out in accordance with the Motorsport UK specified format for Championship rules, and will apply to both Championship and non-Championship events.

5. TECHNICAL REGULATIONS**5.1 INTRODUCTION:**

The BDC Continental GT Challenge technical 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 building or modifying cars and are encouraged to seek guidance from the Competitions Captain where appropriate. A modification that gives an exceptional performance advantage at a high financial cost would be considered unsporting and will almost certainly be outlawed in future regulations.

a) STANDARD:

The word 'standard' used within these technical regulations as a description of components is to be interpreted as per 'Standard Part' defined in Section B – Nomenclature & Definitions in the current Motorsport UK Yearbook. Checking will be by comparison to spare parts supplied by the manufacturer's official agent or by any other means necessary to ensure compliance.

b) STANDARD PATTERN:

The phrase 'standard pattern' used within these technical regulations as a description of components is to be interpreted as per 'Standard Pattern Part' defined in Section B – Nomenclature & Definitions in the current Motorsport UK Yearbook. Checking will be by comparison to spare parts supplied by the manufacturer's official agent or by any other means necessary to ensure compliance.

5.2 GENERAL DESCRIPTION:

The BENTLEY DRIVERS CLUB CONTINENTAL GT CHALLENGE is for Competitors participating in BDC GROUP D i.e. Bentley Motors Continental GT vehicles, excluding convertibles and GT3 racing cars.

5.3 SAFETY REQUIREMENTS:

Head Restraints, Helmets, Roll-over Protection System, Fire Extinguisher System, Seat and Seat belts must be FIA homologated or comply with the current Motorsport UK Yearbook.

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

All cars must comply with the requirements of Sections J, K & Q in the current Motorsport UK Yearbook.

5.5 CHASSIS:

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. Towing eyes must be fitted front & rear and must have a minimum internal diameter of 60mm;

(note the tow eye may be of either a suitable rigid or flexible material bolted to the chassis).

5.6 BODYWORK:

Interior:

Windscreen must be standard or standard pattern. 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. Additional and/or replacement instruments are not permitted except for an aftermarket oil pressure and temperature gauge, shift lights and a lap timer. All weather strips/channels must be retained.

Exterior:

Silhouette: No alterations from standard. A rear aerodynamic device/spoiler may be fitted.

General:

It is not permitted to increase the width of the wheel arches by the addition of material to, or the deformation of, the outside of the wheel arch. Bonnet must remain in the normal position and, when closed, must not have any non-standard gaps at any of their edges. The standard engine bay cover locking mechanism must be disabled; only bonnet pins may be used to secure the engine bay cover in the closed position. Fitment of tape, sealant or addition of any material of any type to close body gaps (e.g. bonnet to wing) is prohibited. Ground clearance to be as per current Motorsport UK Yearbook. Replacement body panels must be of original material and shape.

5.7 ENGINE

Standard Bentley engine and gearbox 6.0 litre W 12 or 4.0 litre V8 to be retained.

1. Modifications Permitted:

Extra baffles in sump or dry sump is permitted.

2. Engine location:

Position and mounting method must be standard.

4. Oil/Water cooling:

Water radiators are free. Oil coolers are permitted.

5. Induction Systems:

No modifications are permitted.

6. Exhaust systems:

Exhaust manifolds and primary catalytic converters must remain standard. The secondary catalytic converters and exhaust pipe system may be replaced by a non-standard system.

7. Ignition system:

Cars must use a standard ECU, re-mapping permitted.

8. Fuel delivery systems:

Fuel pumps, fuel lines, fuel rail, injectors and pressure regulator must be original and unmodified. Fuel pressure must be standard and may be tested.

5.8 SUSPENSIONS

1. Permitted modifications:

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.

2. Prohibited modifications:

Modifications to the suspension pick-up points.

3. Wheelbase and track:

The wheelbase and track must be standard for the model, wheels and tyres must fit within original wings front and rear.

5.9 TRANSMISSIONS

1. Permitted modifications:

Automatic upshift may be disabled. The OEM electronic traction control may be disabled.

2. Prohibited modifications:

4-wheel drive must be retained.

3. Transmissions & Drive ratios:

Standard only.

5.10: ELECTRICS:

1. Exterior Lighting:

Must be as per standard fitment and be fully operational.

2. Rear Warning Light:

The standard twin rear fog lights are permitted for this function.

3. Battery:

Battery is free. A battery and electric starter motor must be fitted and be capable of repetitive starts. No external (slave) batteries may be used.

4. Generator:

A fully working standard alternator and standard pulley must be fitted and electrically connected so that the standard battery charging function is providing a charge to the on-board battery.

5.11: BRAKES:

1. Permitted Modifications:

Standard Bentley ceramic discs and non-standard ferrous discs may be fitted. Deformation or removal of back plates is permitted. Non-standard calipers are permitted. Flexible hoses must be replaced by braided type. (Note: Standard front brakes are considered to be inadequate. See Appendix for known suppliers of suitable replacements)

2. Prohibited Modifications:

The standard brake operating system and ABS must be retained and be fully functional. Non-standard ceramic discs are not permitted.

5.12: WHEELS / STEERING:

1. Permitted Modifications:

Wheels may be non-Bentley alloy wheels. Steering lock must be rendered inoperative, unless the vehicle is driven to the circuit on the highway.

2. Prohibited modifications:

Wheel bearings must be standard or standard pattern parts. Track rod ends must be standard or standard pattern parts. Steering rack raisers are strictly prohibited.

5.13: TYRES:

1. Specifications:

Tyres must comply with the current Motorsport UK Yearbook List 1A, 1B, or 1C. No Racing slicks or Racing wets. The use of tyre heating/heat retention devices, tyre treatments and compounds are prohibited. Re-cutting, re-grooving or in any other way modifying the tread pattern is not permitted. All of the manufacturer's data must be clearly visible. Buffing of sidewalls to remove data is prohibited.

5.14: VEHICLE WEIGHT:

Minimum 1625kg. Random checks may be carried out during the season and no car/driver combination shall be below this minimum weight. All minimum weights are including driver and race overalls, helmet etc. Drivers should familiarize themselves and comply with current Motorsport UK Yearbook (power/weight ratio).

5.15: FUEL TANK / FUEL:

1. Types:

Standard tank must be fitted in original location. A non-return valve must be incorporated in the vent system.

2. Fuel:

Only Pump Fuel as defined in current Motorsport UK Yearbook.

5.16: SILENCING:

All vehicles must comply with the relevant maximum noise limits set out in current Motorsport UK Yearbook.

5.17: NUMBERS & SERIES DECALS:

1. Positions:

The competition numbers shall conform to the current Motorsport UK Yearbook and within a circular BDC decal on each door and on the bonnet.

Bentley Drivers Club decals must be affixed prominently and one set of three per car will be supplied free of charge on receipt of first race entry.

Bentley Drivers Club and Event/Series Sponsor's decals must take preference to any other decals. Drivers may be requested to remove or cover decals that are viewed as conflicting with official Event or Series Sponsors. Failure to comply will render the vehicle and driver ineligible to race.

2. Suppliers:

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

3. Advertising is permitted subject to the current Motorsport UK Yearbook.

APPENDIX to Section 5

BRAKES – suitable racing brakes, comprising Audi RS6 discs and AP Racing calipers are available ready to fit from BG COMPONENTS of Stoke Prior, Bromsgrove.

ROLL-OVER BARS are available from Team Parker Racing.

COIL-OVER suspension units are available from CEIKA.

Details of these will be available in due course from BDC Club Office.

TROPHIES FOR COMPETITIVE SPEED EVENTS

W.O. BENTLEY CHALLENGE TROPHY (VINTAGE 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 Overall Group A Bentley in the **BDC Scratch Race**.

BOB GOODA TROPHY

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

MIKE HAIG TROPHY

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

JACK BARCLAY MEMORIAL TROPHY

Awarded to the 1st Vintage 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 Vintage 3 Litre in the **BDC Scratch Race**.

MOUNTFORD TROPHY

Awarded to the 1st Vintage 4½ Litre Bentley 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 or W12 Bentley in the **BDC Scratch Race**.

MIKE BRADLEY TROPHY

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

TIM BIRKIN TROPHY

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

THE DERBY CREWE CHALLENGE TROPHY

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

PACE TROPHY

Awarded for the Best Improvement over Handicap in the **BDC Handicap Race**

GORDON ALEXANDER MEMORIAL TROPHY

Awarded to the 1st Vintage 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 vintage 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 Vintage 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.