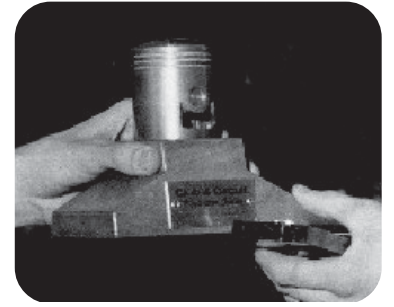


The Club & Circuit

PREPARATION

TROPHY



Preparation and Safety

In our November 1971 issue we ran an article "*Scrutineering - who are we kidding?*" which highlighted the problems facing race organisers which resulted in badly prepared machines getting on the race track. We commented that "*...far too many bikes don't make the grade, but do make the track*". Scrutineering in our sport was too basic and ineffective.

We realised that although we were operating in an amateur sport with restrictive budgets - the potential dangers to all competitors was real - with speeds on the track going up and serious accidents more likely to happen.

We criticised the existing scrutineering system and also the competitors lack of interest in their own safety and the safety of others. We pointed out "*Let's face it - some of these machines are lethal jokes. With possible sad results. If you have not prepared your machine properly then you MUST expect to be thrown out at scrutineering.*" It needed sorting out.

Doing something about it

That winter we worked with LASCA chief scrutineer Paul Marshall and his team of scrutineers to do something to improve standards and safety in the BSTC. Club & Circuit Magazine prepared a small booklet with points to check on racing bikes and new levels of preparation which would be accepted at scrutineering in 1972. We sent the FoBSC a copy for approval, announcing our intentions. We proposed a four man scrutineering team, each member checking a different stage of machine preparation. This "assembly-line" idea would speed up the scrutineering process and permit competitors who had failed one stage, rejoin the system at the stage which he had previously failed.

Paul wrote an article for C&C Magazine in February 1972 to highlight the work which the scrutineering team had carried out over the winter months, warning competitors that things had changed and race organisers would no longer accept minimal standards of preparation. It was a case of re-educating people to think "safety" in their preparation and then build it into their machines.

We followed this up in April 1972 with a report based on our involvement in the scrutineering bay at the first event of the year at Lydden Hill "*Scrutineering - Stage One*". We were astounded at the poor quality of preparation and the attitude of many competitors who faced us in the scrutineering bay. Amazingly, Paul told me that it was a great improvement on 1971 standards! Other loopholes were discovered - and blocked. People found scrutineering was too tough - so they avoided altogether and went straight onto the track! C&C Magazine introduced and sponsored a new scrutineering card for each event with each of the four-stage scrutineering passes marked on the card which had to be presented before access to the track was permitted.

Rewarding good preparation

In the same edition, we announced that at the end of the 1972 season Club & Circuit Magazine would award a Preparation Trophy to the owner of "*the most consistently well-prepared and proved machine*" - and so our new award was born.

Throughout the 1972 and 1973 seasons I worked with Paul Marshall and his team at every event in the LASCA calendar in the scrutineering bays, improving the standards all the while. C&C Magazine was therefore in a prime position to judge the level of machine preparation and who would be the eventual winners of the C&C Preparation Trophy.

In 1972 we awarded the Trophy to Ray Kemp who, as outright champion in the 200cc and specials classes and joint overall winner of the BSTC never failed scrutineering once with his superb RaySpeed GP200. The balance of preparation and success was a deciding factor in choosing the winner since many machines were well prepared but were not always consistent winners.

Our 1973 Award winner was Nigel Burgess and his Shell-Sport/Scootertune 150 whose level of preparation and bodywork finish were way above any standards we had laid out in 1971 and an inspiration to us all. He had achieved an overall 150cc class win and a third position in the overall BSRRC championship.

Club & Circuits legacy

Club & Circuit Magazine published its last edition in December 1973 but we hope that one of the qualities we left behind us was the idea that safety should be foremost in everyone's minds and that good machine preparation is the best place to start.