

SCRAMBLE 100

OFFICIAL PROGRAMME

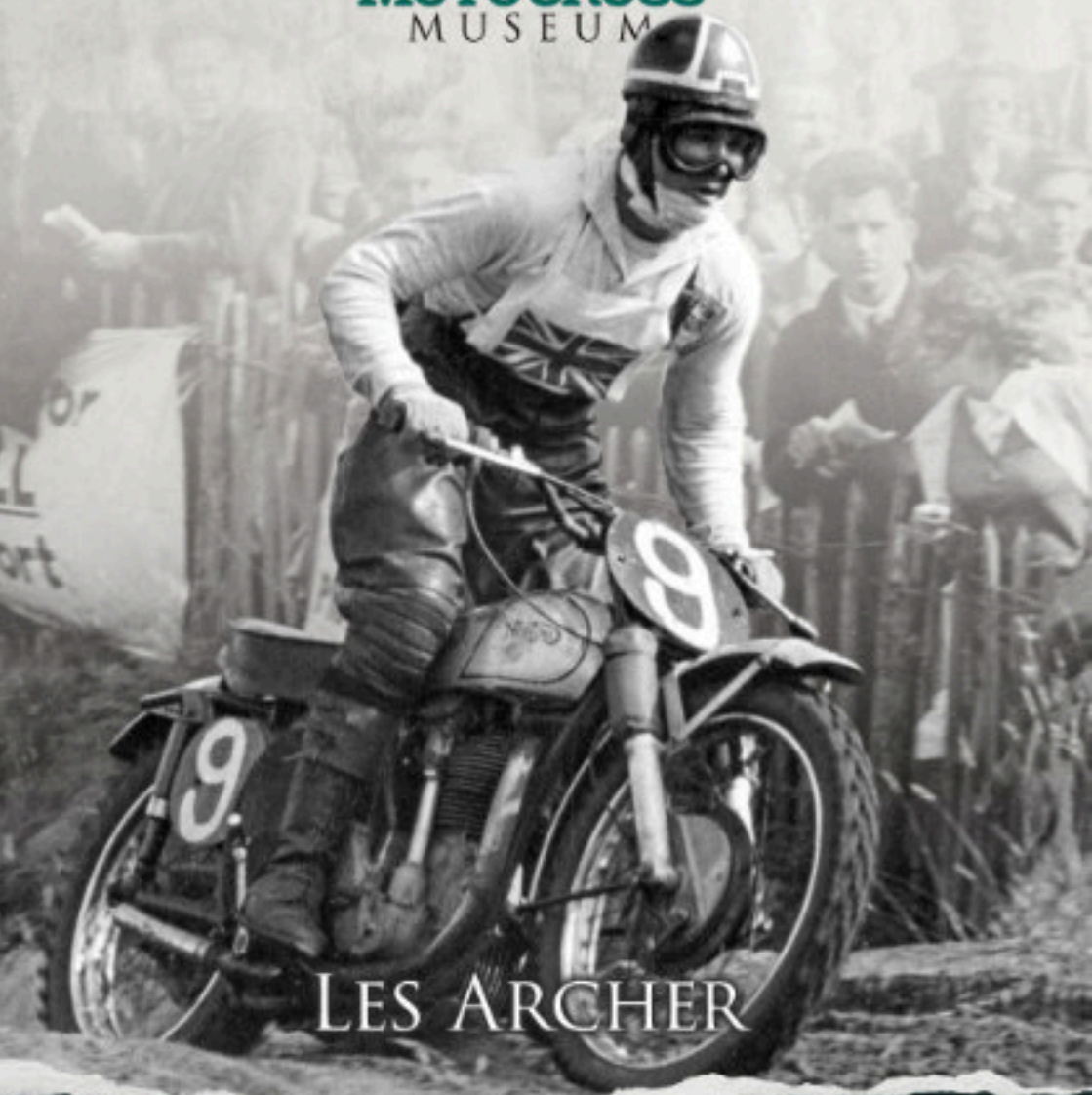
Celebrating the Centenary of Motocross,
24th March 2024, Camberley.



[Facebook.com/scramble100](https://www.facebook.com/scramble100)



1
The
INTERNATIONAL
MOTOCROSS
MUSEUM



LES ARCHER

www.InternationalMotocrossMuseum.org



Welcome to Scramble 100

We are thrilled to welcome everyone attending the 100th Anniversary of the world's first ever motocross/scramble which took place on March 29th 1924 in Camberley. Originally organised by the Camberley and District Motor Club, the first Southern Scott Scramble marked the beginning of an exhilarating sport that has captivated riders and spectators alike for a century.

To commemorate this momentous occasion, Witley & District MCC, together with a revived Camberley and District MC, have re-created this landmark event with the same format as 100 years ago.

Using part of the original course, this promises to be a thrilling experience for competitors and spectators alike.

In addition to the competition, we are delighted to announce that the Surrey Heath Museum will be on site, showcasing a display of the last 100 years of MX/Scrambling. This exhibition will provide a fascinating insight into the evolution of the sport and its impact on the wider community.

We look forward to welcoming you to this historic event.

Camberley & District Motor Club (AKA Witley and District MCC)

Official Programme Price 3/6

The SOUTHERN SCOTT SCRAMBLE

(The famous "Wool & Wooley" Event)
 Commencing near Tomlinson's Hoyleys
 and
 Finishing at King's Ride, Camberley

Time Table

CLASS	STARTING TIME	FINISHING TIME	ESTIMATED TIME
OPEN CLASS	10.30 a.m.	1.0 p.m.	2.30 hours
SCOTT CLASS	11.0 a.m.	1.30 p.m.	2.30 hours
WOMEN'S CLASS	11.30 a.m.	1.45 p.m.	2.15 hours
CHILDREN'S CLASS	12.0 p.m.	1.30 p.m.	1.30 hours
SCOTT CLASS	12.30 p.m.	2.0 p.m.	1.30 hours
WOMEN'S CLASS	1.0 p.m.	1.45 p.m.	0.45 hours
CHILDREN'S CLASS	1.30 p.m.	2.0 p.m.	0.30 hours

HELD SATURDAY MARCH 14th 1925



FOR THE COLOUR OF ALL SEALS: THE MOTOR CYCLE

For a fully illustrated, descriptive account of this event

The 1925 and 1926 Southern Scott Scramble programmes.

If anyone has a copy of the 1924 programme please contact us on facebook.com/scrambler100

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The Motor Cyclist's Newspaper

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Published by THE MOTOR CYCLE COMPANY, Limited, 10, Abchurch Lane, London, E.C. 4.

THE HEROES FUNKS and hot weeds to all concerned with the

1926 SOUTHERN SCOTT SCRAMBLE

Starting at 10.30 a.m. near Camberley on March 20th




FOR a full description of this event, including details of the route, see the next issue of

MOTOR CYCLE

The Motor Cyclist's Newspaper

EVERY THURSDAY IN THE MORNING



THE CAMBERLEY & DISTRICT MOTOR CLUB

The Perpetrators

Clerk of the Course: Ian George
Timing Official: Manuel Bernardez
Secretary of the Meeting: Gordon Kerr
Chief Marshall: Tristan Robinson
Machine Examiner: Nick Robinson
Club Steward: Robert Carey
ACU Steward: TBC
Marketing: Paul Gander Esquire
Publicity: Richard Mitchell Esquire
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The Optimists

Group I Modern Class				
Start Times	Race No.	First Name	Surname	Machine
10:00/13:30	1	Ross	Kerr	GPX
10:00/13:30	2	Andrew	Greenwood	Kawasaki KX 250 1989
10:00/13:30	3	Carl	Boraman	Yamaha YZ125 1987
10:00/13:30	4	Ian	Mace	Yamaha YZ 1986
10:01/13:31	5	Robert	Carey	Stark
10:01/13:31	6	Martyn	Gale	KTM
10:01/13:31	7	Ben	Alldred	KTM
10:01/13:31	8	Iain	Johnston	GPX
10:02/13:32	9	Adam	Rock	KTM
10:02/13:32	10	Mitchell	Merriman	KTM
10:02/13:32	11	Daniel	Alldred	KTM
10:02/13:32	12	Shane	Mckane	Husqvarna
10:02/13:32	13	James	O'Mara	KTM
10:03/13:33	14	Richard	Hutchison	Gas Gas
10:03/13:33	15	Rakesh	Patel	Yamaha
10:03/13:33	16	Neil	Foster	KTM
10:03/13:33	17	Martin	Bushnell	KTM
10:04/13:34	18	Geoff	Shaw	Gas Gas
10:04/13:34	19	Andy	Pennell	KTM
10:04/13:34	20	Dan	Sawyer	Honda
10:04/13:34	21	Graham	Reid	Yamaha
10:05/13:35	22	Timothy	Lunn	Husqvarna
10:05/13:35	23	Nick	Farrimond	KTM
10:05/13:35	24	Philip	Stubbington	Husqvarna
10:05/13:35	25	Rob	Anderson	Husqvarna TE300i
10:06/13:36	26	Matthew	Lawrence	Sherco

Group I Modern Class *continued*

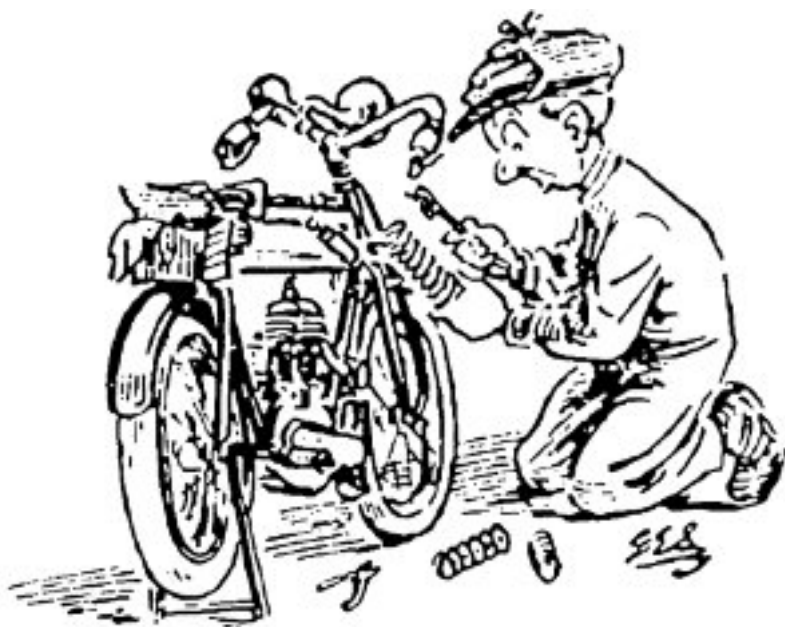
Start Times	Race No.	First Name	Surname	Machine
10:06/13:36	27	Jon	Casey	Sherco
10:06/13:36	28	Matt	Jordan	250 Husky SE
10:06/13:36	29	Marcin	Czubacki	Honda
10:07/13:37	30	Chris	Smith	Suzuki
10:07/13:37	31	Dan	Hodge	Honda CRF300L
10:07/13:37	32	Cameron	Drysdale	KTM
10:07/13:37	33	Darren	Osborne	Yamaha
10:08/13:38	34	Matthew	Mason	Honda
10:08/13:38	35	Ken	Bentley	KTM
10:08/13:38	36	Martin	Bampini	KTM
10:08/13:38	37	Rob	Mussell	KTM
10:09/13:39	38	Adam	Mussell	KTM
10:09/13:39	39	Danny	McPherson	KTM
10:09/13:39	40	Josh	Osborne	Yamaha
10:09/13:39	41	Edward	Dyne	Husqvarna
10:10/13:40	42	Tom	Hutchison	Gas Gas
10:10/13:40	43	Phil	Davies	Husqvarna
10:10/13:40	44	Elliot	Davies	Husqvarna
10:10/13:40	45	Karl	Benham	1981 Yamaha YZ125
10:11/13:41	46	Aaron	Smith	Kawasaki
10:11/13:41	47	Connor	Smith	
10:11/13:41	48	Ollie	Durrant	
10:11/13:41	49	Shaun	Gilbert	KTM
10:12/13:42	50	Rowly	Brooks	Honda
10:12/13:42	51	Mark	Kirby	Honda
10:12/13:42	52	Sebastien	Chilvers	Husqvarna
10:12/13:42	53	Kristian	Ruse	Honda
10:13/13:43	54	Martin	Wood	Kawasaki
10:13/13:43	55	Darren	Lee	KTM

Group 1 Modern Class *continued*

Start Times	Race No.	First Name	Surname	Machine
10:13/13:43	56	Idir	Babaci	KTM
10:13/13:43	57	Josh	Keeler	KTM
10:14/13:44	58	Doug	Smith	Gas Gas
10:14/13:44	59	Robbie	O'Rourke	KTM
10:14/13:44	60	Paulo	Mathias	KTM
10:14/13:44	61	Matthew	Myler	Gas Gas
10:15/13:45	62	Joseph	Fitzpatrick	KTM
10:15/13:45	63	Dean	Shea	KTM
10:15/13:45	64	Adrian	Osborn	KTM
10:15/13:45	65	Matthew	Dubber	Husqvarna
10:16/13:46	66	Pete	Johnson	KTM
10:16/13:46	67	Steven	Cooper	KTM
10:16/13:46	68	Daniel	Cooper	KTM
10:16/13:46	69	Sam	Draycott	Husqvarna
10:17/13:47	70	Michael	Burgess	KTM
10:17/13:47	71	Wayne	Barnett	KTM
10:17/13:47	72	Gareth	Allen	KTM
10:17/13:47	73	Matthew	Davies	Husqvarna
10:18/13:48	74	Tommy	Wills	Yamaha YZ125
10:18/13:48	75	Ciaran	Cottle	KTM 350 EXC
10:18/13:48	76	Chris	Lupton	KTM 300 EXC
10:18/13:48	77	Max	Bateson	Honda CRF250R
10:19/13:49	78	Scott	Straw	Husqvarna TE 300 Pro
10:19/13:49	79	Ted	Harrison	Husqvarna FE 450
10:19/13:49	80	Sam	Harrison	Husqvarna TE300i
10:19/13:49	81	Robert	Harrison	Husqvarna TE300i
10:20/13:50	82	Jack	Allen	KTM 125
10:20/13:50	83	Ben	Taylor	Husqvarna FE350
10:20/13:50	84	Robin	Dawson	1981 Yamaha

Group I Modern Class *continued*

Start Times	Race No.	First Name	Surname	Machine
10:20/13:50	85	Ryan	Letts	Husqvarna FE 450
10:21/13:51	86	Andy	Hutchison	Yamaha
10:21/13:51	87	Lee	Smith	KTM 250
10:21/13:51	88	Graham	Arnold	YamahaYZ250
10:21/13:51	89	Simon	Brown	Husqvarna
10:22/13:52	90	Ryan	Winter	Honda CRF250R
10:22/13:52	91	Jack	Mitchell	KTM EXC450F
10:22/13:52	92	Laurence	Lennard	Husqvarna FE350
10:22/13:52	93	Gareth	Smith	Sherco 300
10:23/13:53	94	Sam	Hannington	CRF250L
10:23/13:53	95	David	Hamer	KTM 450EXC
10:23/13:53	96	Owain	Davies	Honda CRF250R
10:23/13:53	97	Chris	McMillan	Honda



Group 1 Expert Classic Class

Start Times	Race No.	First Name	Surname	Machine
10:24/13:54	98	Kevin	Wheeler	Maico 400
10:24/13:54	99	Roger	Thomas	CCM
10:24/13:54	101	Mark	Davies	Bultaco 360
10:24/13:54	102	Mark	Kirby	Honda Cr 250
10:25/13:55	103	Martin	Bateson	Honda
10:25/13:55	104	Glen	Elden	Ossa 250 Phantom
10:25/13:55	105	Gary	Burgess	Yamaha IT400
10:25/13:55	106	Ian	Proudfoot	Husqvarna 430
10:26/13:56	107	Nick	Morris	Honda XL500
10:26/13:56	108	Kevin	Greening	Yamaha DT175 MX
10:26/13:56	109	James	Archer	Yamaha IT250
10:26/13:56	110	Euan	Coulter	Yamaha IT175
10:27/13:57	111	Sam	Jones	Honda XL185S
10:27/13:57	112	Cameron	Coulter	Suzuki DR
10:27/13:57	113	Luke	Haggaty	Bultaco Pursang 250
10:27/13:57	114	Richard	Benham	1979 Honda CR250
10:28/13:58	115	Mickie	Benwell	1979 Honda CR250
10:28/13:58	116	Ben	Bates	1979 JBR Honda

Group 1 Guest Class

Start Times	Race No.	First Name	Surname	Machine
10:28/13:58	117	GUEST		
10:28/13:58	118	GUEST		

Group 2 Clubman Classic Class

Start Times	Race No.	First Name	Surname	Machine
11:45/15:15	119	Simon	Smalley	Honda TL125
11:45/15:15	120	Antony	Connolly	Honda TL125
11:45/15:15	121	Dave	Allaway	Honda TL125
11:45/15:15	122	Marc	Green	Triumph 3TA
11:46/15:16	123	Pat	Rowe	
11:46/15:16	124	Jem	Rowe	Triumph Metisse
11:46/15:16	125	Jonathan	Atkinson	BSA Gold Star
11:46/15:16	126	Archie	Morris	BSA Gold Star
11:47/15:17	127	Alfie	Lewis	BSA
11:47/15:17	128	Daniel	Ford-Lewis	AJS
11:47/15:17	129	Stephen	Sharp	BSA B40
11:47/15:17	130	Adrian	Soanes	BSA 350
11:48/15:18	131	Colin	Wells	BSA B40
11:48/15:18	132	John	Little	Matchless G80CS
11:48/15:18	133	Simon	Little	BSA B40
11:48/15:18	134	Terry	Little	BSA B40
11:49/15:19	135	Patrick	Wills	Triumph TR5T
11:49/15:19	136	Ian	Verrinder	BSA Victor
11:49/15:19	137	Anthony	Gregg	TriBSA
11:49/15:19	138	Daniel	Green	BSA 500
11:50/15:20	139	Mark	Staines	BSA 250
11:50/15:20	140	Nigel	Turner	Tri-Greeves 500
11:50/15:20	141	Chris	Bunce	Triumph
11:50/15:20	142	Nick	Palmer	Triumph Tiger Cub
11:51/15:21	143	Bryan	Smith	BSA
11:51/15:21	144	Richard	Dulieu	

Group 2 Road Class

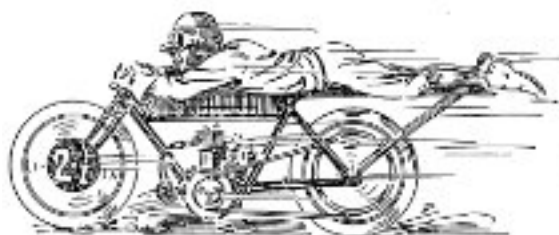
Start Times	Race No.	First Name	Surname	Machine
11:51/15:21	100	Brian	Harris	Triumph Scrambler 1200
11:51/15:21	145	Sheridan	Coulter	Triumph T100 Daytona 1971
11:52/15:22	146	Chris	Judd	Triumph T100
11:52/15:22	147	Peter	Collins	KTM 990 Adventure
11:52/15:22	148	James	Coker	Yamaha Teneré 700
11:52/15:22	149	Gary	Dickson	Kove 450FSE Rally
11:53/15:23	150	Kevin	Jones	Yamaha SR500
11:53/15:23	151	Dave	Morris	Yamaha Teneré 700

Group 2 Pioneer Class

Start Times	Race No.	First Name	Surname	Machine
11:53/15:23	152	Adrian	Mountain	Triumph 3HW1
11:53/15:23	153	Andy	Abrahams	Scott 600 1942
11:54/15:24	154	Kieron	Abrahams	Levis 600 1937
11:54/15:24	155	Steven	Rogers	Velocette KNS
11:54/15:24	156	Tristan	Robinson	Rudge 1924

Group 2 Guest Class

Start Times	Race No.	First Name	Surname	Machine
11:54/15:24	157	GUEST		
11:54/15:24	158	GUEST		



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Final Instructions



Event: Scramble 100

Organisers: Witley & District MCC

Venue: Bagshot Heath, Surrey, GU15 1PN

Date of Event: 24th March 2024

Permit No: ACU 202470

Auto-Cycle Union Ltd, ACU House, Wood Street, Rugby, Warwickshire CV21 2YX
Tel: 01788 566400 E-mail: admin@acu.org.uk

ANNOUNCEMENT The team at Witley and District MCC have worked incredibly hard to bring forward this historic centenary event, celebrating 100 years of motocross. The below rules are a reminder of key points ahead of the event, and riders should also refer to the ACU National Sporting Code and the Supplementary Regulations. All riders will comply, and the penalties for not following these rules include (but is not limited to) exclusion from the event/ disqualification/ reporting to the relevant authorities such as ACU for a penalty to be applied to competition licences.

The gate opens at 0700. All competitors must be on site before 0900. The nearest postcode is GU15 1PN and follow the arrows.

PARKING You will park where directed by officials. Vehicles up to a Mercedes Sprinter size can be accommodated. Larger vehicles will not be able or permitted to enter the venue..

SPECTATORS are welcome, but must park as advised by officials and stay in spectator areas as directed. If you are intending to spectate and the venue is full, please park considerately and be mindful of nearby residents..

SIGNING ON 0800-0930. You must have ID with you and your ACU Licence and our team will check you off the riders list and provide your rider numbers and transponder (you must know your number on arrival).

TECHNICAL INSPECTION 0800-0930. Checks will include ACU stamp on helmet, numbers, environmental mat, and fire extinguisher.

BELSTAFF



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FORMAT OF EVENT The format is a re-creation of the original first scramble (motocross). Competitors will be split into two groups based on the class entered. Each group will embark on a one-hour session, with riders leaving four per minute. Competitors will start as many laps as they can in the hour-long session. At the end of the session, riders will have a 'gentleman's lunch stop' as was the case in 1924, heading to the paddock and awaiting their second session. A running order for the day is shown below:



NOISE All machines must have the baffles intact. Excessively noisy machines will be excluded.

TYRES Any tyre is permitted.

FUELLING All fuelling must take place on an environmental mat. The penalty for non-compliance is disqualification.

COURSE You must stay on the marked course. If you break down, please wait for the next marshall who will inform you of a safe route back to the start.

BLUE TAPE AREAS are strictly walking pace. This includes the paddock, time controls and right of way crossings.

TRANSPONDER When you have completed the event, please return your transponder.

MEDICAL SERVICES are provided by Team Medic. The nearest hospital is Frimley Park.

CATERING Please support Calvert Caterers.

CLEAN UP You must take all litter home with you and leave the venue clean and tidy. No jetwashes, no tearoffs, no body/ helmet cameras.

WARNING Despite the organisers taking all reasonable precautions, unavoidable accidents can happen. Please comply with all instructions of marshals and notices and remain in permitted areas only.

THEY ARE CONCERNED WITH YOUR SAFETY



The Southern Scott Scramble.

Our Camberley forebears created an event that would become the genesis for a huge global sport.

In 1923 an age-old debate flared up in England, did the North of England produce better motorcycle riders than the South? To answer this question The Camberley and District Motor Club planned an event that would be beyond challenging and decided to skip penalties for falling off and crashing as they assumed everyone would. It would be an out and out two lap race over the roughest of off-road terrain that the Army land around the north and east of Camberley could deliver. There would be no rules, just the fastest over the course would win. After much debate as to what such an event could be called, they decided to invent a new name and called it a 'Scramble'. It would be the world's first ever Scramble. The organisers were gentlemen, so 2½ hours were naturally set aside in the middle of the two-lap race for lunch.

It would be called the 'Southern Scott Scramble' as the North's toughest event was the 'The Scott Trial'.

And so, the world's first Scramble was on. The world's first Motocross. The world's first Enduro.

Over 80 'Optimists' gathered for the start in March 1924 on a mix of road bikes, as dedicated off-road bikes had yet to be invented. Period accounts tells us that the terrain was spectacularly challenging, and half the bikes would disintegrate and not make the finish. Even many of the bikes that crossed the line were wrecked and had to be transported home by train. Some of the riders knew the challenge they were facing. Mr T.G. Waterhouse had the foresight to take a length of gas-piping with him so that he could straighten out his Velocette motorcycle "as the need arose".

Period press accounts tell us that spectators could trace the course by following the trail of motorcycle debris. A few journalists took part and



one who had survived the horrors of First World War trenches summarised his thoughts on riding in the Scramble – “I was very frightened”.

Amazingly there were no serious injuries. Aided, no doubt, by the fact that they were a hardy bunch having all survived the War and the riding was slightly less perilous as nobody was shooting at them.

On site they had the local Bagshot St. John Ambulance and amusingly stated “They mean well and delight in practice.”

The winner completed both laps in just over 2 hours of riding. He was a local Camberley chap, Mr Arthur Blencowe Sparks, a former 2nd Lt from the RAF. The steed he chose was a 486cc Scott Squirrel motorcycle. A 2-stroke twin cylinder machine. He averaged almost 25mph, an astonishing speed considering it was over ground so rough that most of the other competitors machines disintegrated under them.

For once the northerners had little to say, although one described it as the “worst freak course ... and with the steepest hill he had ever seen”.

The event was a huge success, it was quickly copied, and similar events quickly sprang up all over the UK.

The motorcycle manufactures realised that they had to up their game and produce motorcycles that could survive or even thrive off-road. The 1924 Camberley Scott Scramble became the genesis for all future off-road competition motorcycles and the many forms of motorcycle sport that it spawned.

Its success quickly took it global and the French called it the ‘motorcycle cross-country’ later abbreviated to Motocross. As the years progressed organisers found it challenging to find courses where they could have laps many miles long and in conjunction with making it more spectator friendly the laps shortened until we have a modern Motocross.

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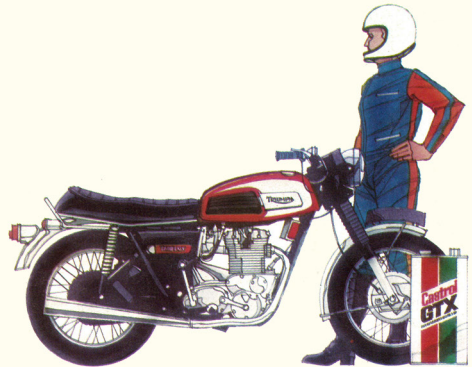
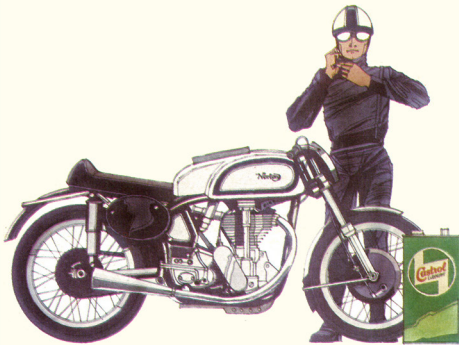
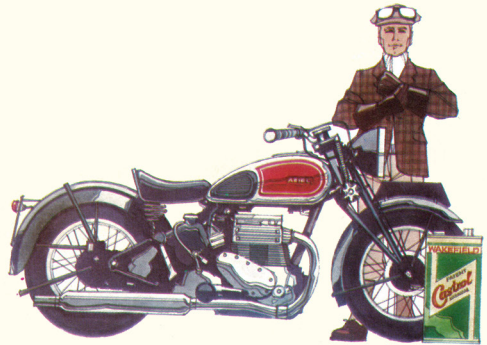
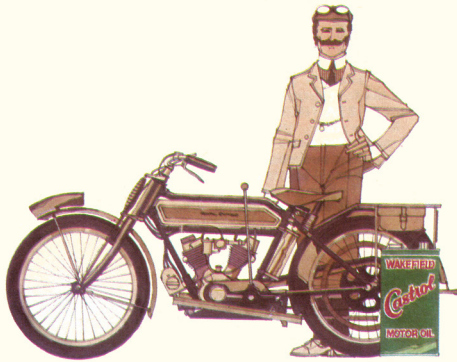


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