

THE MOTOR CYCLE

The Motor Cyclist's Newspaper

CIRCULATION EXCEEDS 140,000

COPIES WEEKLY

Two competitors having a slight dispute about the right of way on first road in the 1915 "Scramble."



"The Motor Cycle" keeps on keeping on!

TO keep on keeping on is the secret of success in trials—as in many other things!

"The Motor Cycle" owes its present position to the long years of keeping in close and intimate touch with the interests and needs of all motor cycle riders. It provides each week a full and accurate account of all that is happening in the motor cycle world, and is always at the service of readers to give information and advice on any motor cycle matter.

Its circulation exceeds 140,000 weekly—and keeps on growing!

EVERY THURSDAY 3d.

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Nearing the end of the course in last year's Trial!



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OFFICIAL PROGRAMME

PRICE THREEPENCE



A good account of "Opshky" in last year's Trial. "The Motor Cycle" Photograph.

The
**HEROES
FUNKS**

and last words
to all concerned
with the

1926

SOUTHERN SCOTT SCRAMBLE

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

FOR a full, descriptive account of this event, illustrated with striking photographs, see the next issue of—

THE MOTOR CYCLE

The Motor Cyclist's Newspaper

**EVERY
THURSDAY
3d.**



A Trial held under the International Competition Rules of the F.I.C.M. and the General Competition Rules of the A.C.U.

"The Motor Cycle" Photograph.

THE CAMBERLEY & DISTRICT MOTOR CLUB

CREVASSE'S

Advice to a Novice

ON no account obtain, either by begging, borrowing or stealing, or, as a last resort, by buying, a motor cycle without considerable thought.

Broadly speaking, there are two types of motor cycle, one the two-stroke, the other the four-stroke, the latter having little gadgets called valves, which jump up and down for a time and then getting wearied jump through the piston. The former has no valves, but admits and ejects the gases through a few holes cut out for the purpose and many leaks. This type will fire regularly with a pleasing sound at one critical speed, at a certain temperature and with the moon in the correct phase; under all other conditions it endeavours to emulate the four-stroke by four-stroking, but usually goes one better and eight-strokes or sixteen-strokes, according to its whim. Otherwise this type is quite useful.

The novice is usually rather at a loss regarding the power he needs. As a rough guide get one with double the power you first chose, it will then have nearly half what it is supposed to.

In the large machines there are again two divisions, viz., British and American, the former being all nickel plate and speed guarantee, and the latter all clanks and "guts." The British has many little twiddly bits which break off even before the bike falls over, while the American has an electrical system which would drive Faraday to drink. Boiled down, the British is the machine for the "Sporty Boyee" and the American for him who needs the maximum speed with the minimum of tinkering.

JOIN CAMBERLEY
AND LEARN TO RIDE!

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British
in Spirit

'BP'

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Stewards—Prof. A. M. LOW, A.C.G.B., D.S.C.

E. J. PITTOCK, Esq.

S. E. HANDS, Esq.

Judge—Captain COX.

Secretary of Meeting—A. B. SPARKS.

Clerk of the Course—A. B. SPARKS.

Timekeeper—F. T. BIDLAK.

Assistant Timekeeper—E. J. COPAS.

Chief Observer from the Air—D. A. N. WATT.

Chief Marshal—J. S. WAKELIN.

Starting Marshal—H. HARVEYSON.

Marshal at Finish—H. T. WHITTY.

Signature Marshal—P. DOBSON.

Marshal &c Observers—P. W. WHITE.

Observers—Members of the C. & D.M.C.

Programme Marshal—L. R. ELLIS, Esq.

"Poet"—

Pray shed a tear, we beg of you;
Our "Poet" has gone to the Great Karoo;
The reason for this I'll tell unto you,
He's fled from the Rules of the A.C.U.

CAMBERLEY—The Sporting Club for Sporting Riders.

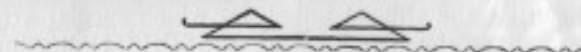
WHEN IN CAMBERLEY

Don't forget

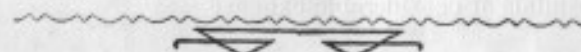
THE

VICTORIA HOTEL

CAMBERLEY.



Camberley and District Motor Club's
Headquarters.



Proprietor—H. W. COOK.

LAST WORDS.

THE START is at the same spot as before, viz., and to wit, "Tomlinscote," therefore assemble at the Victoria Hotel, Camberley, at least one hour before you are due to start, fill up, man and machine, and proceed with due caution and respect to others along the highway, which will be luridly marked with dye and arrows to the start. First man starts at 10.30—1st Circuit, and if surviving 2.30 p.m.—2nd Circuit.

THE COURSE is guaranteed within 05% of the stated distance as per A.C.U. Regulation No. 134, to be found on the third page of the Preliminary Edition of the General Competition Rules of the A.C.U.

THE FINISH survivors must sign 100 yards past the finish on both Circuits, otherwise they may be taken as non-finishers. Anyone demolishing the timekeeper or his car, or otherwise behaving in an ungentlemanly manner, may be fined (not exceeding £5) also as per A.C.U. Rules before mentioned.

MEALS ACCOMMODATION.—Competitors are requested to refrain from stopping during the Scramble for meals (other than the Official Lunch for which special arrangements have been made, at the Drill Hall, opposite the Victoria) or any other reason. Our Official Flying Observer has strict instructions to "pancake" upon or use any other means convenient to him to accelerate all loiterers with the utmost expedition.

DANGER Notices and Red Flags are put there for your safety. They will only be put where really necessary, so don't pass them fast, though the Club has arranged special facilities for treatment of its members in three Hospitals at considerable expense.

AMBULANCE.—The Bagshot St. John Ambulance Corps will be in attendance. They mean well and delight in practice.

THE HEROES.

No.	Name.	Machine.	C.C.	N. or S.	Team.	Novice.	A.C.U. Licence.
1	L. E. Chirney	Rudge	499	S			A262
2	C. V. Patrick	Scott F.S.	596	S			A362
3	A. E. Leeding	Norton	490	S	Camberley I.		
4	W. F. Mills	Scott F.S.	598	S	Scott M.C.C.		U853
5	T. G. Nepton	F. Barnett	172	S			A28
6	H. R. B. Waters	Indian	596	S	City & Guilds		A333
7	K. Moore	Scott	596	S			
8	R. J. Martin	Omega	344	S			A237
9	W. B. Bishop	Scott F.S.	596	S	Scott M.C.C.		A168
10	B. H. Cashrick	Dunelt	499	S	J. Swabs		
11	G. G. Kitson	Scott S.S.	596	S			W42
12	C. T. Ashby	P. and M.	499	S			A271
13	B. L. Hieatt	Norton	490	S	Reading		A336
14	Vic. Anstice	Douglas	348	S			A135
15	C. D. Noel	Scott S.S.	596	S	Scott M.C.C.		A149
16	J. C. Archer	Ner-a-car	348	S	Ner-a-car		A368
17	L. J. Archer	Ner-a-car	348	S	Ner-a-car		A369
18	H. B. Hadfield	Ner-a-car	348	S	Ner-a-car		A107
19	W. E. McClure	Sunbeam	492	N	N.W. Centre		A274
20	C. H. Pualter	A.J.S.	349	S		Novice	
21	S. Jackson	A.J.S.	348	N			A283
22	J. F. McKenna	Triumph	499	S	City & Guilds		A355
23	A. C. T. Sharp	Zenith	680	S		Novice	A207
24	G. Richardson	P. and M.	499	S			A356
25	A. T. Lancaster	Zenith	344	S		Novice	A378
26	G. E. Himing	Zenith	344	S			W98
27	H. W. Swabey	James	499	S		Novice	A395
28	C. M. Hurley	Zenith	174	S			A404
29	G. Easter	B.S.A.	349	S			A364
30	J. T. Halsall	Beardmore	348	S	O.U.M.C.		A38
31	R. E. Allfrey	Cotton Jap	348	S		Novice	A196
32	W. V. Beach	Veloce	348	S		Novice	A196
33	W. G. Churchill	Ariel	497	S			
34	W. G. Vincent	Ariel	499	S		Novice	A396
35	E. W. Hodge	Sunbeam	493	N	N.W. Centre	Novice	A167
36	S. A. West	F. Barnett	172	S			A197
37	H. W. Inderwick	Zenith Jap	344	S	O.U.M.C.		W107
38	R. L. Richardson	Norton	490	S	Camberley II.		A51

Camberley—the Club that leads the South.

For Good Trials, Good Fun and Good Awards—Join CAMBERLEY.

No.	Name.	Machine.	C.C.	N. or S.	Team.	Novice.	A.C.U. Licence.
39	G. S. Barnwell	B.S.A.	349	S	Camberley I.		A205
40	G. Dance	Sunbeam	603	S	Sunbeam		W160
41	H. H. Lewis	B.S.A.	349	S			A350
42	C. A. G. Hutchinson, R.N.	Matchless	347	S		Novice	A393
43	R. W. Learned	Rocking Horse	499	S			A409
44	P. J. Dyster	Montgomery	344	S			A389
45	J. P. Castley	Scott	596	S	J. Swabs		A328
46	O. Langton	Scott	498	N			A150
47	E. K. Langton	Scott	498	N		Novice	A151
48	J. Whalley	Douglas	596	S			A198
49	W. G. Gabriel	Triumph	499	N	N.W. Centre		W149
50	A. B. Lavy	Sunbeam	492	S			
51	Miss E. Foley	Triumph	499	N			
52	G. E. Beard	Sunbeam	493	S		Novice	A22
53	R. B. Budd	A.J.S.	498	S	Camberley I.		A411
54	R. Price	Douglas	348	S			A450
55	R. A. Inkpen	Excelsior	172	S			A427
56	L. A. Welch	New Imperial	246	S	J. Swabs		A27
57	W. Clough	Scott	596	N			W152
58	J. Bayley	New Hudson	490	N		Novice	A131
59	P. S. Chamberlain	Ariel	557	S			A49
60	G. B. Goodman	Sunbeam	493	S	Sunbeam		A297
61	L. O. Christensen	F. Barnett	172	S	Windsor	Novice	A414
62	E. A. Cullum	Douglas	348	S	Windsor		A318
63	J. Lovering	Coventry Vic.	499	S	Windsor	Novice	A443
64	S. R. Gittins	P. & P. Special	344	S		Novice	A436
65	W. J. M. Nicol	Scott	596	S			A423
66	H. R. Kemble	Enfield	346	S			A23
67	F. E. Mockford	Raleigh	348	S			A331
68	F. L. Hall	New Imperial	246	S			
69	W. S. Braidwood	Triumph	494	S			W130
70	B. Arnatt	Omega	344	S			A156
71	A. G. Cullwick	Omega	346	S			A217
72	E. F. Harveyson	Indian	349	S			A354
73	R. D'Ecourt Atkinson	B.S.A.	349	S	O.U.M.C.		W92
74	G. M. Buxton	Rudge	499	S	City & Guilds		A434
75	W. Julian	New Imperial	249	S	Camberley Res		
76	R. Pugh	Levis	249	S			
77	H. Clayton	Raleigh	348	N			A242
78	Miss M. Cottle	Raleigh	348	N			A276

Camberley—the Club that leads England.

No.	Name.	Machine.	C.C.	N. or S.	Team.	Novice.	A.C.U. Licence.
79	L. Hutchings	A.J.S.	349	S		Novice	A452
80	B. Bragg	A.J.S.	350	S			A431
81	W. W. Fuller	A.J.S.	348	S			A422
82	J. C. Collis	Sunbeam	493	S			
83	C. G. Drewitt	Sunbeam	492	S			
84	H. W. Richardson	Douglas	350	S			A453
85	L. E. Gibbs	Raleigh	348	S			A413
86	E. J. Burt	A.J.S.	498	S	Camberley II.		A445
87	H. N. Lawrance	Cotton	344	S		Novice	A426
88	J. E. Chipling	Omega	349	S			
89	W. V. Dykes	O.E.S. Atlanta	349	S		Novice	A467
90	J. Martin	Calthorpe	348	S		Novice	A449
91	L. Yendell	O.K. Bradshaw	349	S			A100
92	Alec Jackson	Sunbeam	—	N	Sunbeam N.W. Centre Champion		A329
93	Miss L. Ball	Scott S.S.	596	N	Scott Motors (Manchester)		
94	R. Adams	Scott S.S.	596	N			
95	E. Mainwaring	Scott S.S.	596	N			
96	W. Milner	Norton	490	N			
97	P. H. Smithers	James	499	N			
98	E. J. R. Heath	Henderson	1301	S	Camberley II.		
99	A. M. Knill	Raleigh	798	S			
100	F. A. Orr	James	499	S	Reading		
101	C. Harman	O.K. Bradshaw	348	S	Reading		
102	C. V. Bennett	O.K.C. Atlanta	349	S		Novice	
103	M. K. H. Bilsley	Rex Acme	348	S			
104	G. H. Williams	Scott	498	S			A438
105	Gus Kuhn	Veloce	348	S			
106	Bannerman	Norton	490	S			
107	Troughton	F. Barnett	172	S			
108	M. O'Reilly	Norton	490	S			
109	F. Dean	Scott	596	N			
110	R. Heller	Veloce	249	S			

NOTE.—N.W. Centre Team is a Private Team.

Camberley—the Club that leads the World.

*A Guarantee
of Perfection*

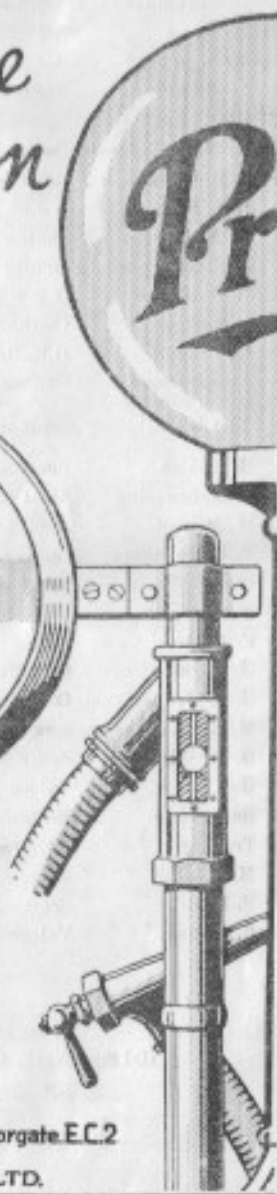


PRATTS

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ANGLOCO

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CLARENCE.

Now this is the tale of Clarence Fitzmaud,
Who with life began to be really bored,
In spite of a hot-stuff way with the girls,
Which may only have been his golden curls.
So Clarence strode out (and trod on the tyke),
And paid good cash for a motor bike,
Complete with a posh and plated tank
(And foot-rests that broke when they hit a bank).
And when he rode it round the square,
He got from each mother an awful glare,
For he ogled their daughters with great *élan*,
Thinking himself quite one of the clan.
With his fur-lined coat of softest leather
And wonderful socks in tartan heather;
A glorious pink were his well-cut breeches
(On which he owed near untold riches).
Now Clarence one day on a summer jaunt,
It was quite five miles from his usual haunt,
Chanced to alight at a noble Inn
And fell to discussing what horse would win.
But the wonderful "tips" of Clarence Fitzmaud
Were soon upset by a noisy horde,
Who swallowed their beer like empty tanks
And argued learnedly on "cranks."
They began to talk of a wonderful race,
Which was sure to be won at an awful pace;
Said Clarence Fitzmaud with a great deal of side,
"Oh! you chaps, you know by heck I can ride.
My 'bus is hot stuff—do ninety with ease,
And I'll take the Pot if your Hon. See, agrees."
The latter said, Oh! you mustn't be rash,
At any rate not till I've got your cash.
The great day arrived and Clarence Fitzmaud
Started his 'bus with the air of a lord;
His falling off was a matter of fate,
Though he didn't travel at much of a rate.
He almost finished half the course
And of much laughter was the source,
For Clarence Fitzmaud and his empty boast
Were known from the City right down to the coast.
He fell off on the level, up hills and down,
And generally made a topping fine clown;
He said to himself going back to the North
I'll sure learn to ride ere next I come forth.

Camberley the only Club with Beds in Three Hospitals.

WHO'S WHO—(Abridged edition).

A is for Anstice, Victor by name,
You all know "Vic." of Douglas fame.
B for Bilney, the Cinquavalle of fame,
In the Thompson Cup Trial, he earned this name.
C is for Chirney, he always does well;
He may win the Scramble—who can tell?
D is for Dance, most delightfully shy,
But the Thousand Cup looks well to his eye.
E is for "Eos," who has now gone to "Scott's,"
For they knock off Harley's a great many spots! !
F is for Francis—Barnett we mean,
Performing on these, the Wests will be seen.
G is for Goodman, a "Star" on a Sunbeam,
With Jackson and Dance a very hot team.
H is for Heath, the rider of Hearses,
Bonzo we trust you will pardon these verses.
I is myself, I don't ride at all,
If I rode in the Scramble, I would certainly crawl.
J is for Jarvis, the Coventry Ace,
It's up to you, Jarvis, to show them the pace.
K is for Khun, one of the Camberley Four,
You've won quite a lot, but we hope you'll Pay more.
L is for Langman, a rider of Scott,
To follow, you will find him exceedingly "hot."
M is for Miss Cottle, a rider of fame,
We ought to be shot for using her name.
N is for "Neon," who raised the ire of "Flat,"
But riders who knew upon Flat quickly sat.
O is for O.K., ridden by Harman you'll see,
He's quite at home in the rough riders' T.T.
P is for the Police, who are so fair to the Boys,
Remember this, and cut out the Noise.
Q is for quick, which all riders must be,
To handle Silver at the night's jamboree.
R is for Richardson, a real "Matchless" bloke,
Who for Camberley teams is the first one bespoke.
S is for Sparks, he is sweating like —l,
He won't work again for quite a long spell.
T is for Triumph, all riders feel,
If up all the hills they are able to reel.
U is the Urk, who does all the work,
The Union will kill him if he tries to shirk.
V is for Veloce, ridden by Beach,
The "Practice" of riding he'll certainly teach.
W is for Wakelin of Harley fame,
It has still got a knock, but it goes just the same.
X, double X, stands for Hotel de Vic,
Where riders may try the vanishing trick.
Y is for you, whoever you are,
It is sporting to try, and we hope you'll go far.
Z is for Zenith, ridden by Harley, oh gee!
At Wild and Woolly, oh, what shall we see?

THE BOOK OF CAM

Chapter III

1. And it came to pass that there was a great gathering of the Tribe of Motomads, many of them being well known to the keepers of the peace and others.

2. Among these was one, Eejay, who rode divers mounts, but, methinks, preferred a chariot of four wheels and no speed.

3. And one, Knehon, who rode bikes without number and if there was a fault in one, be it ever so small, he did shout it from the house-tops, causing it to be written in a little book of words.

4. And those who had fashioned this bike did gnash their teeth and curse him, saying, "May the hairs of his head change unto ham bones and do him much hurt!"

5. Now, after much talk regarding nothing, they did choose those who were to lead the Tribe, and the head among them all was one Captain, whose words were oft like unto pepper.

6. They did also choose two scribes, one to rule all the tests of skill and the other to collect the shekels.

7. Now the first of these who suffered from the disease of the Duck was called Aybee, and he did lighten our darkness; and the second was called Wittea, for he could see a joke and he did ask for shekels not once but even thrice.

8. Now, under all these they did have an Urk, which is a thin beast and they did make it work, yea, even until the morn.

9. Now, they did all gather themselves together and said, "We will have a big Trial, yea, even in spite of the rulers who have no name but are called by letters." And they did so.

10. And this Trial was to have no tape that is scarlet attached to it, and it was so made that only a good man on a good bike could succeed in it.

11. But many who will fall by the wayside will come back crying with a loud voice, "The course it was not marked!"

12. Then will Aybee and Wittea, yea, and even the Urk, fall upon them, saying, "Fools, have ye no eyes, or were thy feet too cold to travel faster?"