

## The Levis Cup (Road) Trial – 25<sup>th</sup> September 2022.

No event of this format would be possible without the help of a team. I would like to begin by thanking all of those who have helped and supported the staging of this event without whom it would not happen. Our team is composed of local and fellow club members, wives, family members, interested or press-ganged friends and of course the proprietors of The Lenchford Inn who provide overnight camping and accommodation for those competitors travelling to us from far afield and the paddock space for our use and likewise. our lunchtime host at The Ludlow Brewing Co. who provided our parking and refreshment needs for the first time this year.

For those not familiar with the event the day starts at about 7.45 a.m. with the arrival of entry co-ordinator or event secretary Julian followed by myself and this year chief marshal Peter. After the customary hello to Ian and Wendy Hadley in the Lenchford the awning, tables



and assembly area marker blocks are set out ready for the competitors to sign-on and place their machines. Often the first to appear are those who camp over-night and this year was no exception with Bobby Robinson emerging from his ever-so-well-



equipped pop-up dormitory then Dianne & Bruce emerging from the Grant Motorhome. By 8.30 the paddock was a bustle of comings and goings as machines were unloaded and pushed

to their assembly stations and cheery greeting passed between one and other. The sign-on table was busy with folks collecting their rider's packs whilst Sarah Spencer's table of trophies gleamed brightly as they were picked up and inspected by those with an interest. Bill Danks, in John Shaw's starched white overalls, prepared to undertake his regular duty of starter and in scenes reminiscent of a bygone reliability trial, machines were lined up ready to be despatched at one-minute intervals to begin another Levis Cup Road Trial.



John Robinson KOB! emerges into the daylight whilst Bobby Robinson KOB! slumbers on. Riding jacket carefully hung on the handle of his pop-up pine wardrobe.

The clock showed 10:01, Bill's flag dropped and Colin Durnall astride his 1937 Red Panther was away. Out on the course Worcester section members Richard and Jude were settling in at the first time check

on the approach to Abberley whilst Worcestershire men John, Dave and Les were awaiting delivery of the record sheets for the observed section on Flagstaff Hill.

The lads would have another twenty-minute wait before first man Colin would ascend the hill followed by Chris Thomas in his family model Morgan and Ian Pinkney in his BSA tri-car.



Bill Danks in John Shaw's 'whites' waits for the 10:01 call from Morris with the clock and record sheet. Colin Durnall is just visible and behind is Chris Thomas (Morgan ) and Ian Pinkney (BSA ).

Back at the start line a gaggle of early and mid-vintage machines departed amongst which was Keith Sam's ABC and Tony Eyre's 247cc model K Levis. The Levis marque was represented by the model K and later models A's of Graham Orrin and D of John Beddis. Robert Bayman's Triumph Ricardo proved to be

reluctant to participate whilst John Robinson's 1914 BSA and Jon Smith's '15 Triumph set out without fuss for a day around the Clee hills. Flagged away at 10:26 was the first of the twenty-four mph riders Ian Goodhall with a 1928 model K9 A.J.S. but without his wife and regular pillion passenger Leslie who was busy in the sign-on tent, a role she has done for some six or seven years and one I hope she enjoys as much as I appreciate her cheery help. Next man away was our section Secretary – Dave Spencer, BSA mounted and sporting the splendid BSA jumper which is, I am sure, the envy of many a BSA man!

More Worcestershire members; Pete & Jan were set up at the Beach Hay check point where unexpected road works and traffic lights added time to the right hand turn toward Far Forest. They were expecting their first man – Ian Pinkney (BSA tri-car) at 10:48 but he was a bit early. John Dutton piloting his 1936 O.K. Supreme arrived at 11:01 just as Bill would have been flagging away Andrew Leslie (Sunbeam) and the Flagstaff team would be recording a clean climb for Sally Williams and Geoff Brown both riding Black Ariels.



Kevin Alexander (Panther Model-85) gets away at 10:31 with fellow Tavener's Kevin Ellard, Mark McEvoy and Stephen Goodman ahead of him.



At the 26-mile point newcomers to observing, but not to the event, Alex & Megan were waiting at the bend on Farlow Bank for the competitors to attack the rather sharp and steep left-hander. By now the faster 24 mph machines are in amongst the slower 20 & 18 mph bikes so the one man per minute timing had long since gone and groups of three four or five would arrive together. The fifteen minutes from 11:30 was predicted to be particularly busy with all three average speed groups attempting the climb so making it a hectic time for observers but the tech-savvy youngsters just recorded the passing machines on their phone as a double check!

With the Farlow signage and record cards delivered it was off to see Neil & Tim at the Wheathill time check. Yes, there they were, set up with signs, record card, deck chairs and flask. As C.o.C. I was fortunate in having the assistance of fellow section member Peter Grey who, as a former member of Quinton Car Club, was no stranger to marshalling and who's experience and assistance has been very welcome, allowing Jim Wheeler and me to set up the early observers posts as Peter with Leslie Goodhall set up the later ones. It worked! Last year the final

morning observer's post was being knocked into the ground as the rider disappeared into the distance, not this year though, all were in-place and on schedule.



Jon Smith (1915 Triumph) gets away without trouble but later finds Farlow Bank challenging.



Bliss is . . . Kevin Ellard (BSA M33)

The Wheathill time check was on the road to Ludlow and it may have been simple to continue down-hill into the town but no, why do it the easy way when a right turn to Stoke St Milborough leads nicely to the ford at Clee St Margaret. Yes, a by-pass route was provided though Jim and I had to do a bit of tree pruning in amongst the nettles to clear the sign. Perhaps you saw the freshly cut foliage on the road? A bit of a tricky narrow road with some loose surface around Abdon on the flank of Brown Clee opened out to a clear run from Tugford, through Peaton and eventually to Stanton Lacey where a lot of loose gravel obscured the road markings which should have indicated a Give-Way junction just as the tall evergreen on the left obscured the sign to Ludlow. I had hoped the temporary line marking with flour and the VMCC arrow opposite would have helped but I know a few had to make a double check.

Barry, Brian, Alan and 'Amps' manned the final morning time check on the approach to Ludlow after which was the short run along the old main road to the lunch stop at Gary Walter's Ludlow Brewing Company just off Station Drive.



Lunch time at the Ludlow Brewing Co.

In the fore ground are a Morgan family (Chris Thomas), BSA trike (Ian Pinkney). Pembleton (Ricard Caddick (Observer)) and Morgan F4 (Dennis Beale).

What a welcome! Gary had reserved the front car park for our use, Keith and Rob had put place-markers, oil drip mats and the VMCC banner in-place then guided arriving machines into their allotted space. The spectacle was pretty good, fifty-four machines dating between 1914 and 1965.

With pork pie, sausage roll, good beer or hot drinks the refreshed competitors were ready for the afternoon run with first man away at 14:01 for a slightly shorter route than that of the morning and, within two miles, undertaking the un-timed observed climb of Whitbatch. As usual, Andy and Ben Ashen undertook the observer's roll as they have done for easily the last thirty years starting when their Father, Peter, was Clerk of the Course. Three miles further on between the villages of Hopton Cangeford and Middleton was the delight of a time check manned by Alan and Marion. Marion bakes cakes and biscuits. Enough said? No. Some riders who couldn't get their gloves off were fed home-baked cookies and in some cases the crumbs were still visible in the folds of riding jackets at the sign-off tent. She certainly made an impression and they tasted 'bostin'. Thanks Marion.

Alan Yeomans (1930 BSA Sloper outfit).







Robert Rendell (1960 BSA C15) Only a couple of minutes adrift here.

From Middleton the route cut across the base of Titterstone Clee through Henly and Snitton then towards Tenbury Wells via Whitton and Hope Baggot.

Undertaking their second task of the day, Peter and Jan, assisted by Bill and Morris manned the time check between Orleton and Stanford bridge. They were expecting the first man at 15:17 and bang on time Ian Pinkney pulled up, though five others also turned up – some early, some late. Twenty minutes later Bob Sherras and Ralph

Taylor pulled up with just a one-minute penalty between them. Almost an hour later the check-point was closing as Sally and Geoff pulled in – late following a puncture repair – no QD wheels on the Black Ariels (nor on my '39 NH)!

Back at the Lenchford Kevin O'Toole (1958 MkII 4G Ariel) John Dutton (OK Supreme) and Graham Orrin (Levis) were the first riders back heralding a steady stream of happy (I hope) competitors having completed over eighty miles around south Shropshire on a bright late September Sunday. A grand day!



Andrew Leslie (Sunbeam) – Last man away.



"Listen..... I can hear them approaching..."  
An observers view from Farlow Bank.

I started with thanks and so I finish with my thanks to all who entered, rode, assisted and supported this event, to Gary (Ludlow Brewing Co) and Ian & Wendy (The Lenchford Inn).

Thank you.

Martyn Round.

## Levis Cup Trial - Results.

Award		Penalty Pts	Entrant.
Premier Award	The Levis Cup	5	John Robinson KOB
Runner-Up	The Alec Ross Cup	8	Ian Pinkney
Best Op Class	The Alice Round Cup	35	Dennis Beale
Best Levis	The Levis Tankard	19	Tony Eyre
Best WD	The Sgt H.J.Colley V.C. M.M. Trophy	12	Ralph Taylor
Best Side-Car Outfit	The Rolley Newton Cup	31	Alan Yeomans
Best Vintage	The Bert LeVack Cup	13	Ian Goodhall
Best Post Vintage	The Omyga Trophy	16	Paul Raybould
Best P.W.Classic	The Classic Cup	14	Paul Harris
Best Lightweight (46-65)	The Marjorie Cottle Trophy	12	Bob Sherras
Best Worcs / N-B'ham Sec. member	The Trevor Bull Timekeepers Award.	14	Ron Higgins
C o t C's award	The Endeavour Award	Ret'd	Robert Bayman
Team Award	The Albert Mattox Trophy.	12 12 22 (46)	Bob Sherras Ralph Taylor Keith Sams <i>"Derbyshire Dipsticks"</i>



Tony Eyre's 1926 Model-K, 247cc



## The Levis Cup (Road) Trial Photo Album



In the paddock Kevin O'Toole unloads his 1958 MkII Ariel 4G from the wheeled cradle which was winched down the unloading rails. An ingenious way of getting the bike on and off his vehicle.



Above and left. The gathering of machines is well underway.

Panther, ABC, Levis and Triumph.

Frank's Triumph left the starter's line but wouldn't play, but after an hour it was running again and left the line at 11:07 only to be thwarted by a puncture at Far Forest.





Clockwise from top left: Dave Spencer shows off his 'BSA ware' – no commissions accepted!  
Tony Eyre sorts out his route sheet.  
Paul Harris needs no tips for a good ride from Bill.





Above: John Robinson's BSA stands next to John Beddis's Levis.

Below: Steve Jones Matchless 18c(LSL) & Mike Stephenson's Ariel Model G







Top:  
Keith Sams gets away.  
(1920 ABC)

Right:  
Kevin O'Toole getting route  
instruction from his pillion  
passenger.

Below:  
Ready and waiting...  
1932 Levis A2 – Special.







Above:

Myrry Wilson, with a jolly nice Sunbeam, gets away from the start line.

(The photograph effects were done in-camera).

Left:

John Shaw, in period attire on period machine – 1940 MDD Velocette, awaits the 10:49 flag with Paul Raybould behind.



Above:  
Paul Harris.  
1951 BSA B32

Right:  
Derek Burns.  
1939 Rudge Ulster.

Below:  
John Beddis.  
1938 Levis D38







Andy Geden: 1929 BSA S29

Bobby Robinson KOB: 1965 Triumph Cub.







Above:  
Robert Bayman.  
1923 Triumph Ricardo.

Right:  
Dianne & Bruce Grant.  
1943 Triumph 3HW.

Below:  
John Robinson KOB  
1914 BSA Model H.







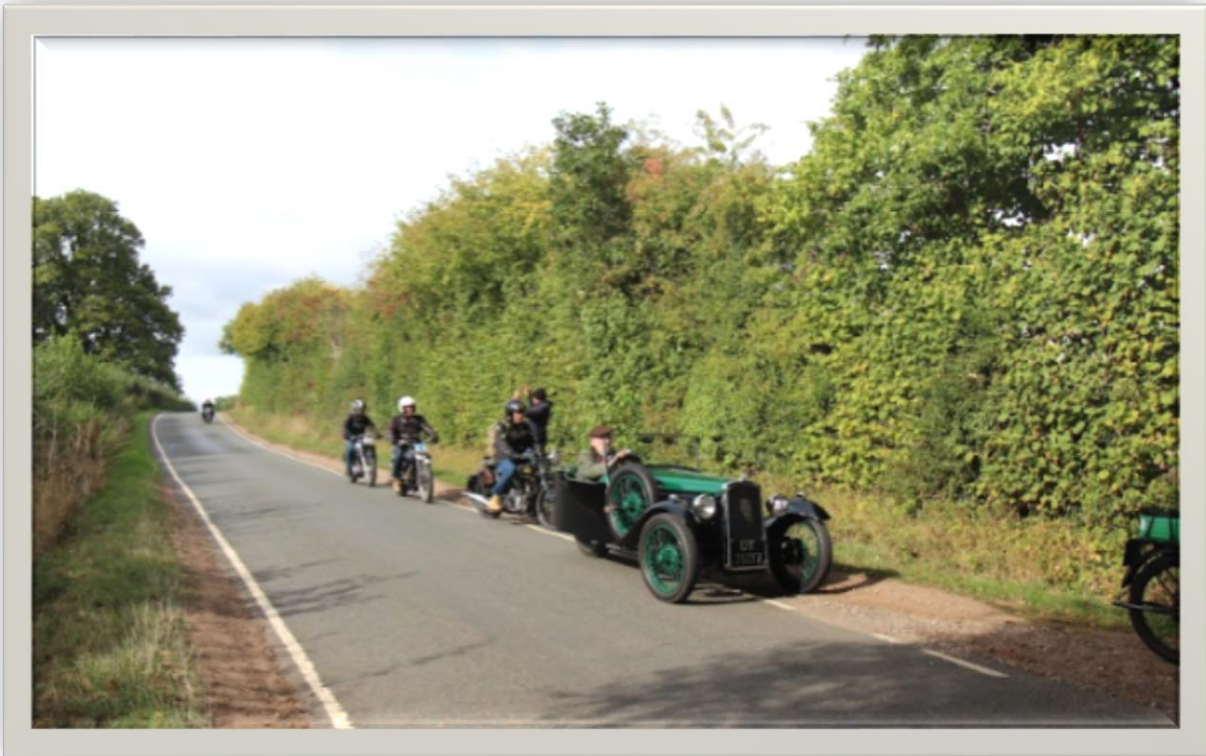
Tony Eyre – Levis K.

Andrew & Steve Sumner.  
Sadly, Cath could not  
make it otherwise there  
would have been a Team  
Sumner, perhaps "The  
Wigmore Wanderers".

Ian Goodhall making  
steady and consistent  
progress on the AJS.







It's nice and quiet then ..... they all arrive at once.

Sally and Geoff on their Black Ariels.







More action at TC-6.

Paul Harris:  
"c'mon lads, I need  
my card marking!"

Pete & Jan doing the  
business for Jon  
Smith and Kevin  
Ellard.

BSA Specials of Chris  
Bacon & Peter  
Wilson.







Above:  
John Dutton.  
1936 OK Supreme.

Right:  
Dennis & Ginny Beale  
1935 Morgan F-type

Below:  
Keith Sams arriving at the  
last Time check manned by  
Jan & Pete Howells







Paul Raybould – 1931 Model-9 Sunbeam awaits his time.  
 Ian Cole (G9 Matchless), Robert Rendell (BSA C-15), Morgan Thomas (AJS H9) waiting  
 in line.



"They've all gone"  
 "We look forward to seeing you all next time."