

# The Levis Cup Trial and Marjorie Cottle Trophy Trial – October 1<sup>st</sup> 2017.

By Martyn Round with photographs care of Ian Goodhall

Event organisation began well in early February but then Wendy Hadley (The Lenchford) 'phoned and asked if I was aware of the cycle race and would the road closures affect our event on the 24<sup>th</sup> of September? The rest you know, the Birmingham Velo forced a move to the following week-end and out of the "September Weather Window" yet, on the day,



Nick Canfor: 1912 3 1/2 HP Triumph.

worries of poor conditions were unfounded and although somewhat overcast we saw no rain – a blessing as a couple of the "colonial sections" could have become rather more than interesting in the wet!

The Signing-On tent and tables were in-place by 8.00 am and Leslie Goodall was firmly in-charge as husband Ian 'set out' the starting paddock and Sarah Spencer delivered and arranged the trophies. Early competitors signed on and then partook of morning breakfast in The Lenchford.

Bill Danks' starter's flag fell at 10:01am and Nick Canfor (Triumph) set off toward Holt Heath – The 2017 Levis Trial was underway. Adrian Lockrey (Triumph) with American Arrie Reddinghuys (Triumph) and Steve Weller

(James) followed Nick, whilst John Shaw (BSA) completed the 18mph group. Bob Ashwin (Campion) led the 20mph section onto the route and was followed by our two German visitors Heinz Kindler (Triumph – ex Colin Missen) and Uwe Karstens (New Imperial). The steady flow of riders – called to Bill's Starter's flag by John and Richard - departed at one-minute intervals en-route for Hillside, Great Whitley and Abberley where, as Ian Scott passed Bill's flag at 10:44am, Nick Canfor attempted the long, steep and at times slippery climb of Flagstaff Hill where, for the next hour or, so John Porter and Dave Elliot (Worcester Sec.) would observe and record the efforts of all.



Heinz Kindler gets away on his 1913 single-speed Triumph.

From Clows Top riders passed through Frith Common where earlier PR work resulted in enthusiastic spectators waving encouragement and support – always a welcome fillip in any event. After Newnham Bridge, Bickley and doing their first Time Check were Andrew and Lucy

Darler. As newcomers they were assisted by Brian and Alan since, at this point in the trial, the three average speed groups all coincide making for a very busy ten minutes.

Crossing the Teme at Little Hereford, the route wound its way toward Leysters, The Hundred and Ashton then across the '49' to Orelton and Richards Castle. Wheatcommon Lane proved to be challenging with its at-times poor surface, but it took riders back to a re-crossing of the '49' and Teme before the final morning Check Point at The Serpent where Jim Plant, standing next to a lovely Damson tree (Mmmmm !) signed the time-cards.



Exhaust repairs needed and Primary Chain adjustments in progress at the lunch stop.

Food fuel and time were available at Foldgate Lane where Andrew Barber had reserved parking space and a suitable table for our use. Then, all too soon and with man and machine replenished or repaired (just!) riders set off for their rendezvous with Bill's Re-Start flag at the bottom of Whitbatch, the hill on which Andrew and Ben Ashen would observe and record



John Smith: 1937 Levis Model A 'Special' awaits his afternoon start at Whitbatch.

competitors demonstrating their ability to ride as slow as possible for 80 yards followed by 120 yards at an average of 24mph. – This year Norman Blakemore showed everyone what a well set-up 1958 Franny-B could do. Congratulations Norman. Once clear of the hill it was on to Loughton, Wheathill and Farlow. Road surfaces are not good in this neck-of-the-woods and harvest doesn't help – thankfully it hadn't rained! Paul Hutton observed and recorded on Farlow bank which, though free of gravel, managed to catch-out one or two with its sharp left-hand hairpin and near impossible gradient. Needless to say, the single-speed boys always suffer but so do fit and healthy pre-war 350's if complacent. Some five miles further on and the right turn for Hardwick Forge, watched over by marshals Brian and Alan, was the start of another mile or so of "colonial going" - but at least it was on the flat! After Stottesdon the route by-passed the ford at Neen Savage – ('though watch

out for next year!) – and picked up the Clows Top road. Pete and Jan Howells signed time cards at Beach Hay then came Buckridge – or Buckeridge – it depends upon your direction of approach! A trial hill in the 1920's, though never used in the early Levis trial, it is a short steep twisty hill approached by a tree-shrouded tight twisty but shallow drop from the junction. It can catch you out – and one competitor was seen gently examining the decay pattern of leaves in the mud, fortunately he continued undaunted to claim a Class Award – Congratulations.

Back at The Lenchford riders began returning, the first at 15:44pm – a little early – but then at 15:55pm in rolled John Smith (Levis) and John Shaw (BSA) – The Levis Tankard to the former whilst the latter proved that the Bantam was no slouch and, if entered next year, should be in the 24mph group. Some four minutes later John Robinson-KOBI rolled in – with only 7 penalty points. The Levis Cup will bear his name this year. Most competitors returned over the next 30 minutes then a hiatus as we waited until Five O'clock for the last two. In summary, 64 entrants, 54 signed-on, 2 retired and 85 miles covered.



Uwe Karstens: 1927 New Imperial – Model 2 at the half-way line on Whitbatch Hill.



John Robinson K.O.B.I. : 1914 Model H (557cc) BSA

Well boys and girls, another Levis Trial done and dusted. As usual my thanks to you all for entering and competing. To those whose help is invaluable – members of the Worcester and North Birmingham Sections and their families and friends; Wendy and Ian Hadley and the staff and co-proprietors of The Lenchford – Shrawley; Rachel Jones and Andy Barber at The Squirrel – Ludlow, I offer my thanks and those of the many competitors who have expressed theirs. Thank you.

Martyn Round

**Results:**

The Levis Cup (Premier award)	John Robinson KOBİ	7 pts
Alec Ross Cup (Runner-up)	Andrew MacDougal	10 pts
Marjorie Cottle Cup	John Morris	9 pts
Levis Tankard	John Smith	25 pts
Alice Round Cup (Best opposite class)	Jenny Hart & Frances Arrow	10 pts
George Yeomans Trophy (next best veteran)	Bob Ashwin	67 ½ pts
Bert LeVack (next best vintage)	Dave Spencer	14 pts
Omyga Trophy (next best post vintage)	Craig Hudson	11 pts
PW Classic Trophy (next best 1946-61 -500cc class)	Bill Orchard	20 pts
Sgt Colley VC Mem. Trophy (Best ex WD)	Ralph Taylor	11 pts
Calthorpe 100gns Cup (Best Single Speed machine)	Heinz Kindler	44 1/2 pts
John Greenwood Trophy	Norman Blakemore	Ratio: 2.37
The Trevor Bull Time Keepers Trophy	Stephen Morris	11 pts
Endeavour Award	Adrian Lockrey	
Albert Mattox Mem. Rose Bowl (Team Award)	Bruce & Dianne Grant Dick Hobart Bob Ashwin	27 pts 28 pts 67 ½ pts Total= 122 1/2



Left: Ralph Taylor with the Sgt H J Colley VC MM Mem Trophy which he won both last year and this.  
 Right: Dick Hobart with the Levis Cup which he won last year (2016).



Determination.



Confusion.



Enlightenment.

Mike Stevenson shows that The Levis Trial is not just a test of riding skill.



John Shaw's "quick" 1953 Bantam Special.



Stuart receives his Levis Mug from Leslie after a tough Trial.



Andrew Rae – ( Marjorie Cottle Cup 2016) dressed ready for the weather we all thought we'd get!



Dave Spencer (Bert LeVack Trophy 2017) eventually realises that he must slow down if he was to be in with a shout of an award.

“Thank God they’ve all gone!”  
Ian Goodhall, Bill Danks,  
Leslie Goodhall and Roger  
Slater at the afternoon re-  
start below Whitbatch.



Dennis Beale (18) is amused whilst waiting for the flag as Gordon Smith (Levis Model K) compares notes with a fellow Model K enthusiast.



Bruce and Dianne Grant (Triumph 3HW) await their turn at the afternoon restart.



Adrian Lockrey (Endeavour Award 2017) setting off with his mates Steve Weller (James Comet) and Arrie Reddinghuys (Adrian's 1919 Triumph). Not only had Adrian sorted the machines and entries he then chaperoned them round the course and effectively ruled himself out of any serious competition.



Bill Orchard (Ariel Red Hunter) is flagged away by Rachel Bull and finishes the day with the Post War 'Classic' award.



Left- John Morris (ISDT DOT) makes light work of Whitbatch and the rest of the trial to gain the Marjorie Cottle Trophy.

Below – The ISDT DOT with Stephen Morris's 1937 Sunbeam Lion





Norman Blakemore (1958 Francis-Barnett Falcon) Accelerating up Whitbatch to claim The John Greenwood Salver.



Jenny Hart (1027cc V-Twin BSA) getting away at 10:17am and on her way to another and very creditable "Best Opposite Class" award, but don't be fooled. Jenny only dropped ten points during the day. Thinking about it - that back wheel had no where else to go but in the mud, poor surface, grass and any other stuff in the middle of the road that the solo machines could avoid, whilst the single in-board front brake and overall width demanded constant concentration and care in the narrow lanes.