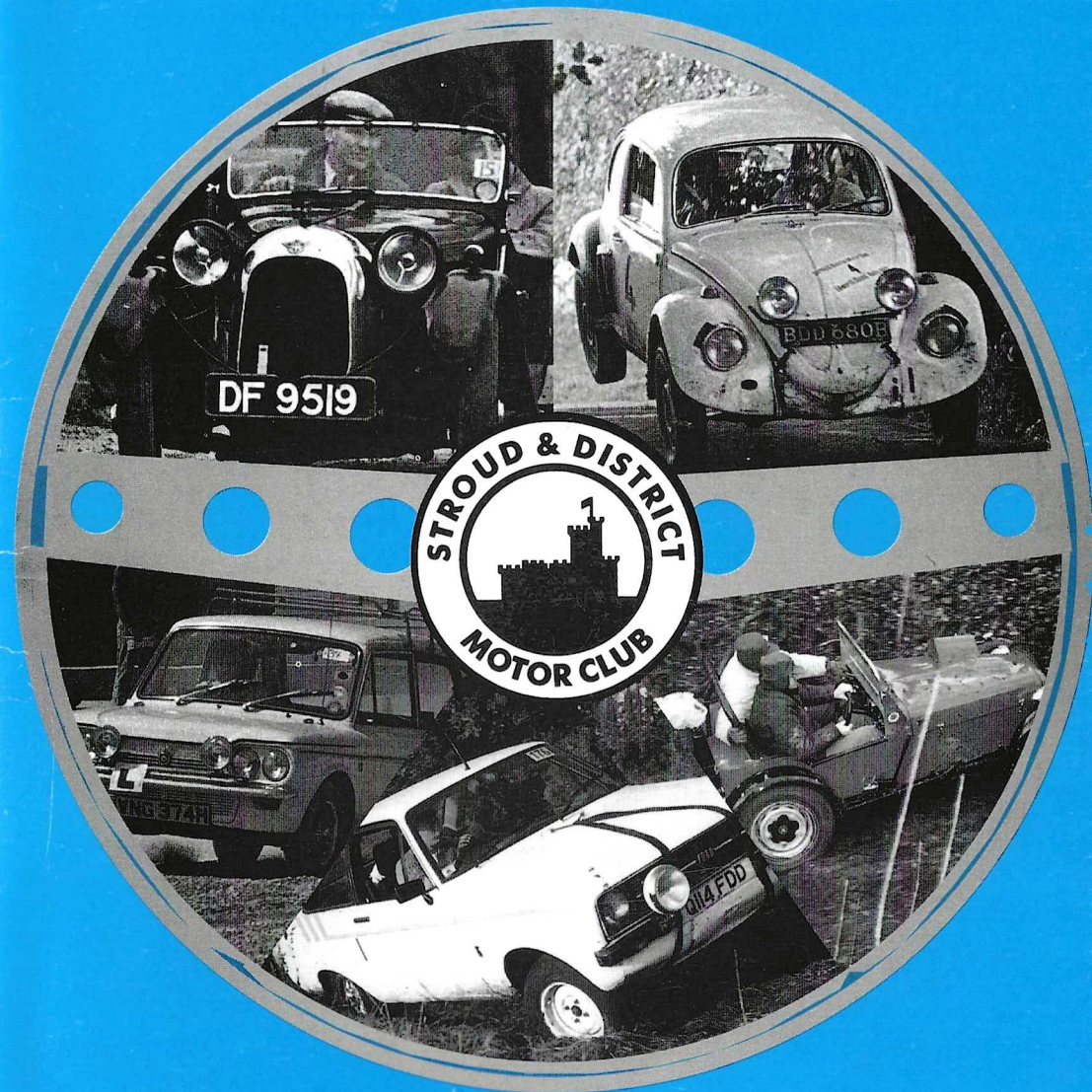


1950



Published by: Stroud and District Motor Club, May 2000.
Printed by: Vale Press, Tel: 01453 832823/832259
Artwork by: Steve Moth Graphics, Tel: 01453 758314

2000

The first Cotswold Clouds run in 1962 attracted 55 entrants of which 45 started from Five Mile Garage, as can be seen from the newsletter write-up and results that followed the event.

COTSWOLD CLOUDS TRIAL

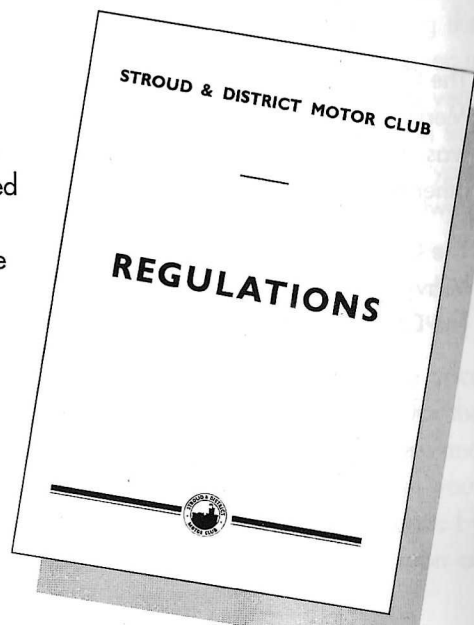
The bright, cold morning of 18th March saw 45 of the original 55 entrants busy at Five Mile Garage, and off to a rally start towards Jack's Green, where a large bull descended the hill just before No. 1 arrived. There was a new blind chicane here, with a nice soft slot on the restart line. FTD, 16.8 secs. was H. Tucker-Peake's Tucker-MG; second fastest was Tommy Wood's Messerschmitt in 17.2. No one else got below 18.4.

Bull's Cross claimed Harry Rose's Ford as a victim with a broken crankshaft, but Butterow, Avening and the Ladder were too dry to claim many victims. No 1, Cakebread's TR2, bottomed twice on the Ladder, but Dive's Roche and Hadland's Skoda made fast, easy climbs. There were many spectators on the Ladder, and two old-timers were heard to say: "It were rougher'n this in the old days." "Ah! And a damn sight steeper, too!" E. Moss's Ford spread its white wings and took to the sky as it hit the step. Arthur Hay complains that there is a gremlin in wait for his Lotus there: he hasn't managed to climb it yet.

Most of the trouble on Fort 1 and 2 was caused at the starts, although Fort 1 claimed more victims higher up.

At Fort 1 the start was arranged so that the specials started on the inside of the bend, giving them a very tight and steep corner to begin with; other classes started on the outside of the corner but this was not a great advantage as it soon became very slippery.

Of those who failed higher up the hill, most were caught around section six and these included, surprisingly, Alan Hobbs in the Simca.



The astounding Austin 7 of A. Ware made a clean sweep of the hill as did Jim Loveday in his yellow winged biscuit tin (Maisie). From the start of Fort 11 it seemed that Mrs Loveday did her part admirably as the car jumped high in the air passing over the tree posts.

Green's Land Rover had an argument with a tree in section 3 but with the Land Rover in 4-wheel drive it seemed that the tree came off worse.

On Fort 11 all the excitement was at the start and the Marshals on the upper stretches had only one task - to push the MG of Parsons which had mislaid one of its cylinders: they claimed that this was ample work for the whole day!

The first five sections on this hill were concentrated into a distance of 8 - 9 yards and all fifteen or so failures on this hill were in this distance. A few failed to leave the line at all but most failures were in 12 or 11. The car which failed in 8 did so only because it was probably the longest in the field; this in fact was the only car which was actually stopped by the concrete drain which crosses the hill just above the start line. This drain was nearly the ruin of the bodywork on the Sprites, all of which crossed it with, apparently, only 1/2" to spare; and one produced some horrible metallic noises!

One of the complete failures was E. Moss (No. 14) in a Ford who didn't have the power to leave the line - until he had deposited a sackful of sand and gravel beside the hill, whereupon he made a perfect getaway.

All the marshals enjoyed themselves and I wouldn't be surprised if there is not soon a Painswick Ford (or similar) to be seen!

Axe claimed only two victims, but Moreton, which was very wet and grassy - there was a bog halfway up - saw only 10 clean. M. Ware's Austin 7 roared up, and so did its two team-mates, the two Morgans, but the best climb was H. Tucker-Peake's, flinging bog in all directions. Lefevre's Sprite made it; the Messerschmitt made it look easy. Thompson's was the only successful Ford.

Roddy Pimple's 1 in 1 held terror for the re-start only, H. Tucker-Peake being the only Special to manage it. C. Ellison's Danube at max. revs. and 45° shot a steam of boiling water straight down the earhole of the passenger, who, as they say, was allowed to continue after treatment.

Roddy Lane Test nearby might have been wetter, but there was some good straight-forward no-nonsense driving by B. Hobbs (Sprite) 22.5 secs.; W. Goodall (Morgan) 22.4 secs.; and that TUCKER M.G. again, 22.1 secs. The spectacular case from Green's Allard on full lock bound for the finishing line. It aimed its long nose at a stone embankment, stopping inches short, with novice spectators in full retreat, and made a skilful recovery over the line. The Messerschmitt performed in a flurry of leaves, departing through the sort of space that made cats grow whiskers.

As usual, the approach to Throughham was more trouble than the observed hill, and even the marshals went straight up to it. The weather took the sting out of two promising new hills at Bull Banks, though No. 7 went up like a whale, spouting steam, and E. Moss's Ford chewed up its differential on the getaway, making some very expensive-sounding noises, which prevented the car from finishing.

The Stroud and District Motor Club are the first local club to put on a Restricted Trial on their local hills, and intend this to be an annual February event. Judging from the appreciative remarks of competitors at the Stratton Hotel, they can count on even greater support next time.

Congratulations to Class and Team winners. Thank you marshals for your hard work (and excellent news-coverage!) And finally thanks to all competitors for your support, especially at the trying time of the postponement in February and for coming on the new, less convenient date.

[illegible]

1962 Cotswold Clouds Trial Results

Three generations of Moss using Ford Model 'Y'



Ernie Moss
Nailsworth Ladder
Cotswold Clouds Trial
1960s



Brian Moss
1960



Ian Moss
Merves Swerve
Cotswold Clouds
1998