## Woolbridge Motor Club



# South Dorset Trophy Trial Hogcliff Hill

### Mark Hoppé cruises to victory

Words and photos: GEOFF PICKETT

The pairing of Mark Hoppé and his diminutive 993 cc Suzuki Alto conquered challenging ground conditions at Hogcliff Hill to claim overall victory in the South Dorset Trophy Trial organised by the Woolbridge Motor Club. Heavy rainfall proceeding the event yielded slippery and muddy conditions once the early runners had broken the top surface but the previous British and reigning South-West Champion produced a consistent performance across five rounds each comprising of six tests.

The Sherborne driver, competing in the Front Wheel Drive without ballast class, was actually bettered in terms of penalty points by championship adversary Charlie Dovey but the driver of the Japanese machine secured the winner's trophy by dint of a better index than Dovey when their penalty scores were expressed as an average against those of the competitors in their respective classes.

Twenty-nine drivers embarked on the first round of tests including Trevor Moffatt who travelled south from the Stroud area to gain running in a Woolbridge trial prior to the British Championships which the club will promote at the end of this month. The previous British Trials and Rally Drivers Club champion and gold medal winner conducted his Vauxhall Corsa driver without penalty in the first round as did Charlie Dovey (Renault Clio) and Adam Smith (Reliant Scimitar SS1) in classes 2 and 3 which catered

for Front Wheel Drive Cars and Rear Wheel Drive cars respectively. The eventual winner dropped a single point as did Citroen Saxo driver Elliott Timbers whilst Citroen Saxo drivers Andy Webb, Clive Morgan and Mike Dore all collected two penalties.

The second stanza of tests saw Andy Webb move into the joint lead in Class 1 with Hoppé now six points clear of third placed Morgan. In Class 2 the battle was equally competitive with Moffat and Elliott Timbers all square on seven penalties just one ahead of Dovey whilst Adam Smith had eked a four point advantage over fellow Wool driver Ryan Whincop in the SS1.

Hoppé and the Suzuki continued to prevail in the third round with an increased lead of six points over Webb with MOrgan closing to within four points of the Weymouth driver. Meanwhile, Moffatt gained a single point margin on his Class 2 rivals Timbers and Dovey whilst Whincop halved the deficit to Smith



Final test disappointment for Trevor Moffat .....

..... enabled Charlie Dovey to take Class 2 win

With twelve tests after lunch the battles resumed in all the classes with both Hoppé and Moffatt making significant progress. The Alto driver enhancing his lead over the 1600 cc Saxo of Webb to a healthy margin of fourteen points as Morgan claimed one back from the second placed driver and Moffat completing the fourth round with nil penalties against the three of Dovey to go four points clear with six tests remaining. Elliott Timbers lost touch with the class leaders leaving his father Graham, sharing the driving with Mike Dore in the Saxo to move into third with a superb fourth round which netted just one penalty point.

The final round saw the status quo maintained in classes 1 and 3 with Mark Hoppé finishing fifteen points clear of Webb who claimed the class win (following Hoppé securing the overall victory) by a single point from Clive Morgan with Swanage driver Alistair Moss joining them on the virtual podium. The final round was not kind to Ryan Whincop as he dropped points to his co-driver Smith to finish thirteen adrift but not as dramatic as the finale in class 2 in which Trevor Moffatt squandered his four point advantage on the very last climb of the day by incurring a seven point penalty and in the process elevating Charlie Dovey to the class win by, two points, and strengthening his position at the head of the championship. Graham Timbers was third just a single point in arrears of Moffatt.

His strong morning performance helped to secure the Best Novice award for Elliott Timbers whilst his co-driver in the Citroen AX Charlie Etwell collected the award for Best Junior. The best score of the day, eighteen penalties points, was carded by Alistair Stevenson who was competing in his Liege but was not eligible to be included in the index calculations for overall placings.



Andy Webb working hard for Class 2 honours in his 1600 cc Citroen Saxo



New mount for Donal Doyle. MX5 replaces Nissan

Awards for Charlie Etwell and Elliott Timbers

| Bouth                | Dorse                 | ət Trial           |   | 2nd April 2023                          |      |                      |            |          |          | Roc        | nd *  | 2       |          |    |              |      |                  | Rei | rid 2      |                              |  |              |           |
|----------------------|-----------------------|--------------------|---|---|------|----------------------|------------|----------|----------|------------|-------|---------|----------|----|--------------|------|------------------|-----|------------|------------------------------|--|--------------|-----------|
| Class                | No.                   | Driver             | Gub   | Car                                     | œ    | E/N                  | J.         | 1        | 2        | 3          | 4     | 5       | 6        |    | Cum<br>Total | 1    | 2                | 3   | 4          | δ                            | 8  | Sub<br>Total | Cu<br>Tot |
|                      |                       | <br> <br>          | <u>1</u>  |   |      | 1                    |            |          |          |            |       |         |          |    |              | - 33 |                  |     | 2          | 2                            |  |              | <b></b>   |
|                      |                       |                    |   |   |      |                      |            |          |          |            |       |         |          |    |              |      |                  |     |            |                              |  |              |           |
| 1.                   | 101                   | Lavid Mears        | WINC  |   | 1390 | <u>N</u>             |            | 0        | 0        | 5          | 9     | 4       | 2        | 20 |              | 0    | <u>6</u>         | 4   | 9          | 4                            | <u>0</u>                                 | 25_          | 1.3       |
|                      |                       | Mike Flack         | SVMC  |   |      | <u>, N</u>           |            | 1        | В        | <u> </u>   | 9     | 4       | <u></u>  | 30 | 30           | 4    | 6                | 5   | <u>, 9</u> | 4                            | <u>, 3</u> ,                             | 33           |           |
| in a second second   | i in a si a si a      | Affie Mears        | W/MC  | de la subica e construction de la subic | 1390 | <u>; N</u>           | <u>_</u> ] | 1        | 9        | <u>. 7</u> | 6     | 5       | 0        | 28 | 28           | 1    | 8                | 8   | <u>; 9</u> | 5                            | <u>[ 3</u>                               | 34           |           |
|                      |                       | Mark Hoppe         | a de la companya de l | Suzuki Alto                             | 903  | i.t.                 |            | <u>0</u> | <u> </u> | <u>0</u>   | [0]   | <u></u> | <u></u>  | 1  | 1            | 0    | <u>0 (</u>       |     | <u>i U</u> | <u>_2</u>                    | <u>. 9</u>                               | 3            | 1         |
|                      | 105                   | Alistair Moss      | W/MC  | Ford Fiesta                             | 1300 | <u> </u>             | <u></u>    | 0        | 0        | 4          | 0     | 1       | 2        | 8  | 6            | 0    | 0 [              | 1   | 7.         | 1                            | 0  | 9            |           |
| <u></u> 1            | 106                   | Andy Webb          | W/MC.   | Cilicen Saco                            | 1600 | ;E                   |            | 0        | 0        | 0          | 0     | 2       | 0        | 2  | 2            | 0    | 0                | 1   | 0          | 1                            | 0  | 2            |           |
| 1                    | 107                   | (Hvie Dovey        | (WMC)   | Loyota MR2                              | 1800 | <u>i Es</u>          | J          | 1        | 3        | 4          | 6     | - 6     | 3        | 23 | 23           | 4    | <u> </u>         | 5   | 1.9        | fi                           | 3.                                       | 33           |           |
| 1                    | 108                   | Clive Morgan       | WMG   | Gitroen Saxo                            | 1600 | ( E )                |            | 0        | 0        | 0          | 0     | 2       | 0        | 2  | 2            | 0    | 0                | 1   | 6          | 2                            | <u>0</u>                                 | 8            |           |
| 1                    | 109                   | Tini Dovey         | W/MC  | Toyota MR2                              | 1800 | : C )                |            | 0        | 0        | 1          | 0     | 4       | 0        | 5  | 5            | 0    | 0                | 2   | 5          | 3                            | 0  | 10           | 13        |
| 1                    | 110                   | Richard Wilson     | WMC   | Mini One                                | 1600 | N N                  |            | 1        | 7        | 4          | 8     | 5       | 0        | 25 | 25           | 1    | 7                | 4   | 8          | 5                            | 2  | 27           |           |
| 1                    | 111                   | WILL awrence       | W/MG  | Peugeet 206                             | 1587 | LE.                  |            | 1        | В        | 1          | Ū.    | 2       | - 3      | 12 | 12           | 0    | 8 }              | 2   | Н          | 2                            | 1  | 21           |           |
| $\mathbb{T}$         | 112                   | Dave Hiscox        | W/MC  | Toyota Yaris                            | 1300 | $\left\{ E \right\}$ |            | 1        | 8        | 5          | 9     | а       | 0        | 29 | 29           | 4    | 8                | 6   | 9          | 5                            | 1  | 33           | 13        |
| 1                    | 113                   | 5a Aziz            | W/MC  | Daewco                                  | 1400 | N                    |            | 2        | 8        | 8          | 9     | 5       | 3        | 35 | 35           | 5    | 8                | 8   | 9          | 2                            | 2  | 34           |           |
| 2                    | 201                   | Charlie Etwell     | W/MC  | Gilroen AX                              | 1360 | E                    | J.         | 0        | 0        | 0          | 10    | 2       | 0        | 12 | 12           | 0    | 7                | 1   | 0          | 1                            | a  | 9            |           |
| 2                    | 202                   | Trever Meffal.     | Shoud   | Veuxhell Corsa                          | 1600 | E                    | 38         | 0        | 0        | 0          | 0     | 0       | 5        | 0  | 0            | 0    | 0                | H   | 5          | Ŧ                            | 0  | 7            |           |
| 2                    | 203                   | Filiott Limbers    | WMC   | Cilrcen AX                              | 1360 | N                    | J          | 0        | D        | 0          | 0     | 1       | - 0      | 1  | 1            | 0    | 0                | 1   | 4          | 1                            | 0  | Б            | 10        |
| 2                    | 204                   | Jack Millare       | WMC   | Ford KA                                 | 1300 | N                    |            | 0        | 0        | 9          | 6     | 2       | 0        | 17 | -17          | 2    | 6                | β   | 6          | 2                            | 3  | 29           |           |
| 2                    | 205                   | Chris Morgan       | W/MC  | Mini                                    | 1275 | ΪE.                  |            | 12       |          |            |       |         |          | 12 | 12           |      |                  |     | 1          |                              |  | 0            | 12        |
| 2                    |                       | Terry Potla        | WMC   | Ford KA                                 | 1300 | N.                   |            | 0        | 8        | 0          | 5     | 2       | 2        | 17 | 17           | 2    | 9                | 5   | 5          | 2                            | 3  | 26           | 177       |
| 2                    | and the second second | Mike Dora          | WMG   | Gilroen Saxo                            | 1360 | (FE)                 |            | 0        | 0        | 0          | 0     | 2       | 5        | 2  | 2            | 3    | 6                | Ū.  | 5          | 1                            | 0  | 17           | 13        |
| 2                    | 208                   | Charlie Dovey      | W/MC  | Renaull Clic                            | 2000 | Ē                    | J          | 0        | 0        | 0          | 0     | 0       | 2        | 0  | 0            | 0    | 7                | 0   | 0          | 1                            | 0  | 8            | 177       |
| 2                    |                       | Graham Timbers     | a ha na mana a sa   |   | 1380 | TE                   | ••••       | 0        | 0        | 0          | 0     | 2       | - 0      | 2  | 2            | 0    | 7                | 1   | 3          | 2                            | 0  | 13           | 1         |
| 2                    |                       | Stephan Tite       |   |   | 1300 | TET                  |            | 10       | Ū.       | i o        | i a l | 2       | 1131     | 2  | 2            | 0    | 8                | 1   | 8          | - 12 C                       | in na h                                  | 19           | 1.0       |
| 100 C 10 C 10 C 10 C |                       | Vic Rose           |   |   | 1124 | I E I                |            |          |          |            | 0     |         |          | 10 | 10           |      |                  |     | 3          |                              | per se la cella                          | 15           | 177       |
|                      |                       | Eleanor Tite       |   | Ford KA                                 | 1300 | N                    | J          |          |          | *          | θ     |         | <u>.</u> | 20 | 20           |      | h na na miji     |     | 8          |                              | je na se na                              | 35           |           |
| 3                    | 301                   | Ryar Whincop       | WMC   | Seim tar SS1                            | 1600 | E                    |            | 0        | 6        | 0          | 0     | 3       | 2        | 9  | 9            | 0    | 0                | 1   | 8          | 3                            | 0  | 12           |           |
|                      |                       | Conal Doyle        | W/MC  | Mazda MX5                               | 1600 | N.                   |            | 1        | 7        | 5          | 6     | 1       | 0        | 20 | 20           | 5    | 8                | 5   | 9          | 4                            | 0  | 29           | 13        |
| 3                    |                       | Adam Smith         |   | Soim tar 881                            | 1600 | Ξ                    |            |          | 0        |            |       | 0       |          | 0  | Q            | 0    | n an an an an Ar |     | 8          | <mark>n an an an an a</mark> | an a | 17           |           |
| e                    | 501                   | Alsstair Stevenson | 2000  | laro.                                   | 848  | 1                    |            | - 15     |          |            | 4     | 0       |          | 4  | 4            | 13   | 0                |     | 4          | 1                            | - 0                                      | 5            |           |

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|  | Cha . / Ko  | 52                        | 5 0          | о <sup>—6</sup>  |             | -21            | 3              | 24           | 76                    | 134              | iet i              | с÷т.                          | tri h  | 7 28  | 102   | 27       | ÷               | γt.               | $(\pm 1)$                              | 十分              | - 90                  | 192   | - 0          | 10 C 10 C            | 046   | 204               |
|  | Mi Law theo   | 32                        | - <u>6</u> 6 |                  | 72          | <u>–</u> 41    | $\frac{1}{2}$  |              |                       | ίστ              | ίđΤ                | $2 \overline{1} \overline{0}$ | TÉT  | 0 12  |   |          | ंत              | έT                | (1,2)                                  | TÒ.             | - 9                   | and the second se | 6            | 1727                 | 646   | 116               |
|  | A see History   | 42                        | - <u>6</u>   |                  |             | 721            | $\overline{2}$ | 21<br>33     | R <sub>I</sub> E      | 12+              | ig≁t               | 949                           | And a second second  | 0 32  | 123   | 획        | - <del>71</del> | iğ+n              | .÷3                                    | t−ç,            | 24                    | 152   | 11           | 22                   | 04e -   | 235,              |
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| and the second sec | ans Margen  | 12                        | - <u>1</u>   |                  |             | -              |                | -            | 12                    |                  |                    | - <u>-</u>                    |  |   | 亡 疗   |          | 10              | · • • •           | 100                                    |                 | and the second second | Rel   | hue.         | hv4                  | 312   | No                |
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|  | Cally Daves   | 8                         | ці — X       |                  | ΞŤ          | ÷              |                | -j           | 15                    | t ätt            | -2÷+               | ç÷5                           | i teriş te   |   | 1 12  | 문관       | 군               | · 74- j           | striji.                                | <del>1</del> -7 | - 1                   | <u>84</u>   |              | $-2^{-}$             | $+\frac{3^{\circ}2}{3^{\circ}2}-$   | - <del>12</del> . |
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|  | depten tile<br>Actikos  | Contraction of the second |              | <u></u>          | ÷,          | - <u>f</u> -[  | <b>—</b>       | 14           | _ 23_<br>42           | t ätt            |                    | ¦÷÷                           |  | 2 - 2   |   | 군        | 는               | ÷+                | 2 <b>+</b> 1                           | <u>+-`</u>      | 10                    |   | _°           |                      | $+\frac{3}{3}\frac{2}{2}$   |                   |
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| - 1 2 1 2 1 C  | learch he   | - 95                      | <u> </u>     | <u>د_</u> ه      |             | -              | 3              | - 34         | 60                    | <u></u>          | · • +-             | e 🗖 🧧                         | ┶┺   | 7 21  | 110   | <u> </u> | - 54            | •+-               | +-=                                    | <u>+</u> :      | - 20                  | 130   |              | 2.                   | 312   | 4.1               |
| s Isan h   | eyan etta roop  | 21                        |              | - 2              | <u> </u>    | -              |                | 15           | ΨU                    | n t              | σĒ                 | · † ·                         | 七上   | 1 31  | 51  | •        | ्त              |                   | $t_{z}$                                | t,              | 14                    | 65  | 2            |                      | 54 C  | 1190              |
|  | Anal Coyle  | , 49                      | 5 8          | 5 5              | 1           |                |                | 26           | 27                    |                  | e.                 |                               | 1.2  | 1.  | 0.1000  | е.       | 10              | 2                 | 4                                      |                 |                       | 121   | x            | - 333                | , 54 e  | 22.5              |
|  | Alan Smith  | 1 12                      | 5 0          |                  | 5           |                |                | 21           | 38                    |                  | 2                  | $c^{\pm}$                     | H-T-H-   | 7 23<br>0 10  | 100<br>48   |          | 군               | ÷H,               | $_2$ T                                 | ŧ÷,             |                       | 52  |              |                      | SHE   | - 5.              |
|  |   |                           |              |                  |             |                |                |              |                       |                  | 1                  |                               | 1 1  |   |   |          | 1               | 1                 | 1                                      | 1               |                       |   | C and F      | inct e le l          | No fer ever   |                   |
|  | Mustair Stavel sam  | and the second            | 0 0          | _                |             | 1              | -              | - 5          | 14                    | 0                |                    | e+                            | +-,+-  | 0 2   | 10  | 0        | -               | _                 | c+2                                    | <u>+-</u> .     | 2                     | 14  |              |                      |   |                   |

#### South Dorset Trial

| Class    | No.   | Driver                 | Award  |
|----------|-------|------------------------|--|
|          | 1.123 |                        |  |
|          |       |                        |  |
|          | 101   | David Mears            |  |
| 1        | 10Z   | Mike Flack             |  |
| 1        | 103   | Allie Mears            | L  |
|          | 104   | Mark Hoppe             | Ist C/A  |
| 1        |       | Alistair Moss          | 3rd Class  |
| 1        | 106   | Andy Webb              | fet Class  |
| <b>1</b> | 107   | Evie Dovey             |  |
| 1        | 108   | Clive Morgan           | 2nd Glass  |
| 1        | 109   | Tim Dovey              |  |
| 1        | 110   | Richard Wilson         |  |
| 1        | 111   | Will Lawrence          |  |
| 1        | 112   | Dave Hiscox            | i  |
| 16       | 113   | Sai Aziz               | 2  |
|          |       |                        |  |
| 2        | 201   | Charlie Etwell         | Junior   |
| 2        | 202   | Trever Meffal.         | 2nd Class  |
| 2        | 203   | Elloft Limbera         | Novice   |
| 2        | 204   | Jack Willard           |  |
| 2        | 205   | Chi s Morgan           |  |
| 2        | 206   | Terry Poda             |  |
| - 2      | 207   | Mike Dare              |  |
| 2        | 208   | Charlie Dovey          | st Class   |
| 2        | 209   | Oraham Tinibera        | 3rd cless  |
| 2        | 210   | Stephen Tite           |  |
|          | 211   | Vic Rose               | provinski se |
| - 2      | 212   | Eleano Tite            | [  |
|          |       | an mental Sec. 1 (Sec. |  |
| 3        | 301   | Ryar Whincop           |  |
| 3        | 302   | Donal Doyle            |  |
| 3        | 302   | Adam Smith             | 1st Class  |
| <b>e</b> | 202   | Amont officer          | a Uldaa<br>a                                     |
| 5        | 501   | Alastair Stevenson     |  |
| <b>9</b> | 201   | Hasten otevensor       |  |
|          |       |                        |  |





Graham Timbers is slip sliding away

Tim Dovey searches for grip in his Toyota MR2

### Next Car Trial Golden Springs Championship Trial April 30<sup>th</sup> 2023 Manor Farm, Woolminstone, Near Crewkerne





Alistair Moss took the diesel Fiesta to third in Class 1 Clive Morgan's expression suggests 'that's it'