## 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 Total	1	2	3	4	δ	8	Sub Total	Cu Tot
		   	<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	

sulli Domet	1.0.4.5			- 320	m 15					_	- 33	56.10	19 million - 19 mi	_		_		Route	16							
lass  No.	Di var	Bitwa	• 2	2	¢	5	6	8atı Temi		1	2   2	3   4		; Sob Total	Com Total	1	2	a   4	ų,	ļ4 I	Sub Tota	Grand Teta		Concañ Recin	Okan Awaya	nder S
						-			-	-	+	-	+ +	-	+ -	-		-	+	+	_					
1 101 0	lead Mean	46	5 0	n To	<b>7</b> 0	<b>7</b>	5	27	.72	Ιđ	σT	7Ea	T - E	7 27	69	त	ा	7	aT e	T۲	27	125	- <b>T</b>	1.10	54 C	185-1
1 102 F	Croc Hack	63	5 0	л <u>ө</u>	- 9	- 4 (	Э	27	- 50	5	$ \mathbf{c} _{1}$	∠्रे स	d str			0	тс į	(1)	· 1 -	1.2	- 24	148	9	22	94.6	2.08.1
1 192 /	Vite Vicars	92	5	) <del>-</del> 0	Ū,	<u> </u>	3	38	F2	T	ιcΤ	e∏2	i Ta F	/32 725	1122 117	2	- E -	71.	्रित	Τr.	32	141	- 2	21	646	290.3
	Vars Hoope	$-\epsilon$	5 0	) — 0,	<u> </u>	<b>T</b> 1		$\Box I$	11	0	CT.	170	1.21			0	. Ст	1.1	$\mathbb{T}^{\circ}$	$\overline{C}$	14	21 61		100	64.6	44.9
1 105 3	Visitin Moss	11	5	-1	- 3	- 3	0	12	26	1 0 T	ie Th	$e^{\pm}2$	1-21-	- 4 7 - 17 0 - 12	6	0 0	ਿਰਾ	्रम् ।	· † - :	T,	20	68	4	- 0 T	04.6	102.5
	ne, West	$\Box I$	5 0	<u>ст</u> т.	1	1	2	12	17	ΙOΤ	ίŒ	$\overline{e} \overline{1} 2$	T A F	0 12	1 20		ाः	ίŒΓ	·Te	TD.	16		2	- A -	646	65.1
	MC Distry	56	5	) <b>–</b> 6	- 9	$\overline{0}$	4	35	- 91	l of	τ÷.	7-4	- 1 - T	7 34	125	0	Ē	10	4 3		36	101		24	94.6	245
1 14B C	Size Morgan	10	5	-1	- <u>-</u>	1		11	् ध	t of	ιđΤ	2ŤC	T21	7 🗔 11	52	ারা	ात	· Tr	cTa	Ta,	13	45	- 8	<u>24</u> 6	046	69.5
1 109 1		16	5	- TG	<u> </u>	$\overline{4}$	-	24	29	127	17	र्कतः ।	定義	7 25	1 6	0	<u>ت</u>	ित्तिः	ी व	$\overline{12}$	- 5	67	6	0	946	102
	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 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,
1112		69	-1			اقت		34	167	t õt	ict.	$\frac{1}{2}$	ite it	6 25	125	া	ंत	iet :	2 <b>1</b> -8	t÷.	21	162 162		$\frac{-2}{23}$	946	236
		1 ° +		·	<u> </u>	<u> </u>					- <b>-</b>	·			1.00			• • • • • •	**************************************							
2 201 0	allo Etxol	21	5 0	$\overline{1}$	75	$\overline{2}$		12	- 34	0	iet i	$2^{+}2$	$+_2$	0 8 0 9 7 11	- 40	<u>_</u>	्र	2+3	2 4	$+_{7}$	15		9	147	312	170,
	freeto Nollall		5 0	$\overline{0}$		$\overline{2}$		$\equiv r$	14	ίστ	ίđΤ	σTe	ТЕГ	0 D	1 14	0	ंत		ताः	_			2	- 8	8 2	T €T.s
	Fies Tenbera		2		<u> </u>	$\overline{2}$	÷	-1	15	1 0	2	$e^{\pm e}$	the first	7 11	29	1 6	151	18 <sup>4</sup> -	$(\pm \frac{1}{2})$	+	10	21 36	- 5	100	3.2	162
	ec. M le .	1 46	5		<u>–</u> 6.	771	$\overline{2}$	24	70	t át	· 🕂	$\frac{1}{2}$	it i t	25	14 28 55 12 77	िते	∵∄†	· .† .	at a	ti,	16	111	- 57	747	$1\overline{s}2$	æ.
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
2 208 1		43	5	1 <b>7</b> 0	5		3	-4	57	0 <sup>+</sup>	W.	$^{+}$	tha h	- P 7 20	亡 清	0	<u>_</u>	$\gamma^{\pm}$	et s	<del>1.</del> ,	12		- 9-	25	3.2	120-
2 207 10		1 19	- <u>(</u> )			Ē	T.		$\overline{z}$	<u>u</u>	_		T I T		1 10	Ì	ेंच	ंग	<u> </u>	T.		the second second second	- <u>2</u> -	- <b></b>	<ul> <li>A second sec second second sec</li></ul>	101
	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> .
	Station (mode)a	1715	ъ́т,	i di la	Ť			-	- 27	t <sub>u</sub> t	in th	ù†€	itti t	08 03 01		िंत	ी	. T.	<u>_</u>	ŧĽ.	$-\hat{a}$	15 22		8	1 5 2 -	7.1
the second s	Contraction of the second s	, 21	-1-1	1	÷.	$\frac{1}{2}$		-21	and the second second	1.0	- Carlos		And a second second			1.22	12	<u>- 19</u>	<u>,</u>	-7	19	41	8	100	312	195
	depten tile Actikos	Contraction of the second		<u></u>	÷,	- <u>f</u> -[	<b>—</b>	14	_ 23_ 42	t ätt		¦÷÷		2 - 2		군	는	÷+	2 <b>+</b> 1	<u>+-`</u>	10		_°		$+\frac{3}{3}\frac{2}{2}$	
the second se	Contraction of the second s	25	<u></u>	<u></u>	<u> </u>			-15	and the second		_			and the second se	Contraction of the second s			С÷т.	÷÷°.	$\pm 0$	Sector Colored	CLASSING CO.		Contraction Contract	en anderen anderen	102
- 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 0 10	100 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 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'