



News Sheet

31 August 2023

Motor sport is dangerous; this stark reality is emphasised on tickets, regulations, programmes and signs we see at every event. However, despite this constant reminder, serious incidents serve as grim reminders of the dangers of pursuing our passion. Mallory Park was one of the dark days we all hope to never experience again.

Our Club is not just a gathering of enthusiasts; it's a family that stands united. Every Member contributes to the fabric of our Club and our community, making it what it is – a space where we can celebrate our shared love for the sport. When we lose a Member, it's like losing a part of ourselves. We will all have memories of other incidents we have witnessed or attended, and each will remain seared on our heart, the passing years do not make the loss any less felt, any less acute.

In times like these, it's important to appreciate the moments we share, and to support one another. Let's reach out to fellow Club Members, offer a listening ear, and remind each other that we are here, not just as fellow enthusiasts but as friends who genuinely care.

Amidst the sorrow, it's crucial to acknowledge the Marshals, Officials, Rescue Crews, TOPO staff, and all those involved in an incident. They have remarkable teamwork and professionalism in the face of adversity.

To Roger, thank you and fare well our friend. We leave the remainder of this week's words to his son, William.



Roger was definitely a one off. He was approaching his 78th Birthday and was determined to carry on competing with the VSCC in some form or other for as long as he could. His first motoring love was Rileys, purely by chance because that was what he found first, a 1934 6 cylinder Riley Kestrel purchased for about £12 in the late 60s after he graduated from university and had started his first proper job.

When his father first saw it he apparently said "you know you're going to have to pay someone to take that away", but the car that started it all has stayed throughout. He soon found the Riley Register and subsequently joined the VSCC in the early 1970s, he'd been a member for more than 50 years.

During the 1980s he achieved his ambition of racing a pre war car by building a Riley 9hp special at home from a heap of bits. Things were very much on a budget and it was in the days before everybody had a special crank and close ratio gearboxes, he used to say that if you didn't break a 9hp crank once a season you were doing it wrong!

We would drive to events in the car, often pitching a tent in the dark by the headlamps. Most events were attended with his great friend Fred Adams in his own 9hp special. Work pressure and family budgets meant that racing took a back seat during the 90s, our main involvement was to marshal with Fred and other friends on the Measham Rally every year, an event that he recognised as one of the most challenging and important on the VSCC calendar.



This led to a bit of an obsession with the Measham and so it was inevitable that his return to competition was on the Measham in the year 2000, where we won the newcomers class award in the 9hp special. The car was described as having "exiguous bodywork" in the Bulletin report from the time, something that Roger got great amusement from.

Many Meashams have followed since, including several in which we used the 1916 Buick D45, possibly the coldest place to be on a January night, but with a few adaptations it made a great rally car and several awards were gained before we became 'experts' and reverted to using the Rileys (plotting on the move in the Buick was next to impossible!). Roger found the Measham a life affirming thing to do, he always said it would be a dark day when he couldn't do it anymore. He would encourage everybody he knew to have a go at the Measham, he used to say "One day some bugger will find out how much fun it is and put a stop to it".

Edwardians had captured his imagination in the late 90s and early 00s, helped along by rides on the Lancia-Simplex and Hall-Scott Peugeot with Clive Press. An aero engine was never in the budget but Roger achieved his Edwardian ambition with the Buick D45 in 2005.

The Buick isn't especially quick but it is huge fun to drive and adaptable, it can be used for just about anything, and it was. The ambition to go a bit faster and build something of his own led to the Wolseley 16/20 project. Roger was very proud of his car, that we built together with help from Clive using parts and period photographs from Hicky. He was so happy to be out racing at Mallory again with all of the other Edwardianists.



The Prescott Paddock and Mallory Park were amongst his most favourite places to be. It is some consolation that he left us doing something that he truly loved, but it is still hard to fathom. We're so sorry that so many other people may have been affected by what has happened, not least the other competitors, especially those who were nearby as it unfolded, marshals, medical teams, Club staff, organisers and spectators. In the days since we've received so many messages of support, it has been a great help.



**Roger
Twelvetrees
1945-2023**