



WELCOME TO THE SVW NEWSLETTER

We reported briefly on the passing of Bas de Voogd last month. We've now put together a more meaningful tribute to Bas. We had planned a longer tribute in these pages but this extended version can now be found on our website under Latest News:

This month John Dutton provides more detail on the Dutch SVW event that took place in June with lots of photos to highlight what an enjoyable event this was. We can now confirm that the 2020 SVW Event will take place in Kent/East Sussex

(UK), probably in July. We will make further announcements as plans evolve.

On July 28 we welcomed our 150th member on our 'SVW Register' Facebook group. We're approaching the first anniversary of creating this group and I think we can say it's been a huge success.

Finally, our new chairman (or new old chairman!) provides his Jottings.

BASTIAAN DE VOOGD (1952-2019)

Bas de Voogd was born to a large family in Middelharnis in The Netherlands.

From an early age he displayed a strong interest in historical research, assembling dug-up pottery shards donated to a local museum and at the age of 17 he set up an association of archaeologists, "de Motte", that is still going strong today.

Despite the family insurance business and an initial foray into early computers, he decided to work in the car industry. At technical college he was the highest-scoring pupil in his year and was awarded a bursary to work in the UK – a Vauxhall garage in Guildford – and his love of English pubs and Guinness was cemented!

Back in The Netherlands, Bas developed his career in the motor trade but his organisational talents led to his transfer to the coach operator side of the business, which he streamlined and introduced his high standards. Bas remained involved with the company until he could no longer work, by which time they had become the largest such operator in The Netherlands.

Bas met Suze in 1975 and they remained together for the next 44 years, eventually moving to Suze's parents' farmhouse where Bas could indulge in more and ever-varied cars, including MGs.



Penned by Jean Marie Guivarc'h in 2007

They made many trips to England, making the Beaulieu Autojumble a ritual and on one of these visits he spotted a VA Saloon – he had to have one! Several VA Tourers and Saloons followed, but his most significant find was the prototype VA Saloon 0251 in a UK breaker's yard. This he restored beautifully and it was much-admired at SVW events, including those organised by Bas in The Netherlands. He was VA Historian for the SVW Register for several decades.

In 1992 Bas was diagnosed with MS that he feared would end his life much earlier than it did. He continued to focus on cars he coveted, selling several to purchase a Lagonda that appealed to his sense of fun and thrills. He continued to enjoy life to the full, adapting his life, home and cars to continue as best he could, converting VA0251 to automatic (reversible) and exchanging his Lagonda for one with a pre-selector gearbox.

He continued to keep most of his cars that he loved to see used and started to collect fuel cans and other petroliana, becoming an acknowledged authority. Later, he and Rutger Booy worked together on the book "Van blik naar pomp." (From Can to Pump), documenting the early days of petroleum. Although only available in Dutch, graphically alone it is a fascinating account.

During this research he identified an early Dutch Gispem pump which became Bas's last big project. From a series of photographs, he commissioned the recreation of this lost masterpiece, completed just in time for him to see it. This has now been written up by Rutger Booy for Conam, a society of automotive historians with which Bas had a long connection.



Bas (VA0251) and Gary Wall (WA0251) with Jean Kimber-Cook, Buckler's Hard 2000 and (inset) Bas receives The Frances Adam Award from Jean

Bas's condition worsened appreciably in the last few years. Losing the use of his hands he resorted to operating the computer through an infrared system. From the fluency and speed of his emails one would never have known.

In April 2018, Bas donated VA2582 (originally owned by WW2 pilot Jan Moll) to Oorlogsmuseum Overloon and its restoration is progressing well.

Bas died on June 24, the day many of us were arriving in Holland for the annual SVW event. Paul Campbell with friend Mark (Gobby) Reeves decided to change their return ferry and attend the funeral. Malcolm Simmonds and Oli Chambers made a special trip from the UK. Peter van den Heuvel in his VA 'Woody' and Paul and Gobby in VA Tourer 1737 were pleased to represent The MG Car Club/SVW Register at the funeral.

The large gathering heard tributes by his good friends, Rutger Booy and Joris Bergsma. Rutger knew Bas for almost 40 years – through MGs, trips to Beaulieu, their collaboration on the book and various articles generated by Bas's projects. Rutger recounted how Bas always said: "I will keep going, as long as there is something to laugh about."

Joris founded prewarcar.com in which Bas was also heavily involved

and reminded us of Bas's website www.basdevoogd.nl about MG VAs and fuel cans, but also about Jericho, the farmhouse he and Suze had restored and lived in for so long. Joris paid special tribute to Suze: "I have not been there, but as far as I can tell, you have done everything humanly possible and ten times more to keep the life of our friend Bas possible and bearable."

One of the UK SVW owners who perhaps knew Bas best is Malcolm Simmonds. They met in 1996 when, as a youthful new owner of a derelict MG VA (Saloon 2437 CBL 192 – Cecil Kimber's last MG), David Washbourne convinced him to take his car to the SVW meeting at Abingdon. Bas was excited; here was one of the missing cars he had been trying to trace and the owner knew nothing of its importance. Malcolm began making trips to Holland to visit Bas, each time endeavouring to take a different type of pre-war car that Bas loved. Bas began to push for CBL to be returned to the road in 'as found' condition; this was achieved when CBL visited Bas in Holland in 2017.

Bas was a unique combination of historian, automotive engineer and enthusiast, featuring in so many people's lives. His sharp, inquiring brain and

humour came across strongly until the end and his gratitude for Suze's support for his career changes, constant car changes, projects and eventual full-time care was obvious to all. Apposite indeed that 'Voogd' means 'guardian'. We send our heartfelt condolences to Suze and all those who called Bas their friend.



Bas, Germany 2002 in SA Tourer 2249 then owned by Peter Pimm



2019 SVW REGISTER EVENT

The 2019 SVW event was held in the Netherlands, at Alphen aan de Rijn, a pretty, watery area between Rotterdam and Amsterdam. The event featured two boat rides. The first one included an excellent evening buffet meal on arrival and the other was at Kinderdijk, a large dyke where windmills have drained the region since the 18th century. This is a developing UNESCO Site.

The very scenic routes included ferries and driving alongside canals and on the dykes, avoiding the many cyclists. Nineteen SVW cars attended, including four SA saloons and a Drop Head, a lone WA saloon and a contingent of VAs, including Charlie Plain-Jones's newly restored Drop Head out for its first run.

The weather was very hot and humid, causing some cooling and fuel vaporisation problems, all surmounted. The "new" SA of John Dutton and Gary Perry broke down in the Antwerp tunnel en route to the event. Being surrounded by honking trucks and flashing blue lights was no fun but they were eventually towed out and the fuel pump jury-rigged for the rest of the event. Unfortunately they missed the boat ride and buffet that evening.

At the Wednesday evening dinner, we were joined by Vivian Vleeshouwers, the new MGCC European Manager. These dinners are always well-received and great fun. This one had the added interest of needing to buy tokens at reception to exchange for drinks. As this was not well disseminated, we enjoyed having to buy tokens from the serving staff and then hand them over in exchange for our chosen tipples. Given the amount we consumed, the tokens were soon abandoned and we paid in cash or added them to our room bill in time-honoured fashion!

Peter van den Heuvel and Rene Pas worked tirelessly before and during the event to make it a success, helped by Rob Woud who took us all to his impressive personal museum where he keeps and maintains all his cars (not just SVWs, but several Porsche 356s, early VW Beetles, an Austin Healey and many more). The splendid bar here is apparently a regular meeting place for classic car owners. We all enjoyed the delicious apple strudel and coffee supplied by Rob.

Peter van den Heuvel won the Ratcliffe Cup for his VA Woody for the second time, voted the car most people at the event



The 6th SVW Meeting, Holland plaque



Tuesday evening boat trip – all beers topped up to same level by special request! Photo: Paul Campbell



Kinderdijk. Photo: Paul Campbell



Made to measure – Gobby with David Smyth. Photo: Paul Campbell



Post-lunch photo shoot on the last day. Photo: John Bannister



Lunch at Kinderdijk on the last day. Photo: John Bannister

NEWSLETTER



John Dutton presents the Frances Adam Award to John Bannister. Photo: Paul Campbell

would like to take home (see photo last month). John Bannister was awarded the Frances Adam Award for his huge services to the Register over many years. Walter Prechsl, who could not attend, received the David Washbourne Award for the best article

in the 2019 *SVW Review*, copies of which were handed out at the AGM and were well received by the members.

The event was overshadowed by the death of Bas de Voogd, a tribute to whom is in this Newsletter.

John Dutton

CHAIRMAN'S JOTTINGS

At the AGM held on July 26 I had the honour of being elected as your Chairman, taking over from John Dutton. For those who do not know me, I have been a member of the MGCC since 1966 and have served on the SVW Register Committee in various roles continuously since 1977, including Chairman prior to John. The majority of you will recognise me from my black VA Tickford BMW 770.

On your behalf can I thank John for his very successful chairmanship of the Register for the last five years. The committee remains unchanged, with the exception of John Bannister who has stepped down. The Register is very indebted to John (Bannister) for all his hard work for the Register, especially in generating advertising income for the *SVW Review* enabling it to continue in its current format.

The AGM notes will be available on the Register website, the principal key points being:-

- The success of the Register Facebook page, thanks to Christopher Rowe and Paul Campbell.
- The *SVW Review* edited by Malcolm Robertson.
- Progress on the MGCC RevUp membership database.
- Our healthy bank balance, thanks to our Treasurer John Dutton.
- Availability of head and other gaskets.
- Use of SVW cars for weddings and TV or film roles.
- Young drivers of our cars.

Our annual Register meeting was held in Holland this year. A big thank you to Rene Pas and Peter van den Heuvel for organising such a successful and enjoyable event.

As Paul reported last month, one of our long-standing Dutch members, Bas de Voogd, sadly passed away just before the event. My outstanding memory of Bas was on the East Midlands weekend when, on completion of the event, he followed the Tulip diagrams backwards to return to one of the passing points of interest, the Great Central Steam Railway. What a talent, some of us struggle to follow tulip diagrams in the correct direction!

Enjoy your SVW motoring.

Jim Andrews

NEW SVW PARTS

One of our members, Gary Perry, is personally considering having some higher ratio crown wheel and pinions commercially made for the SA, VA and WA. Having driven an SA with the standard ratio and on the same day driven an SA with the higher ratio, Gary reports that the difference is impressive, resulting in 500rpm less on the motorway and so much quieter.

If 5 people are interested in each model then the prices would be as follows:-

SA and WA – £569 (or £437 if 10 or more)

VA – £552 (or £431 if 10 or more)

All prices plus VAT for UK and Europe, not for the rest of the world.

This would be a one-off production and unlikely to be repeated. If you're interested then please let Gary know via gary@wthp.co.uk, no commitment required at this stage. Take-up has already been encouraging via our Yahoo and Facebook groups.

Gary is also looking to arrange for some more new camshafts to be made, so do let him know if you're interested (no prices for these yet).