



YEARS

sefac THE HISTORY OF OUR CLUB





sefac

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This anagram would officially be understood to mean the following, "Societa Esercizio Fabbriche Automobili e Corse" or more affectionately as "Sempre Enzo Ferrari Al Comando" - Always Enzo Ferrari in Command!

The wording can be found in any Ferrari handbook and refers specifically to the aims of the House of Maranello.

In our case, SEFAC is the official title of our own Ferrari Club of South Africa, which happens to be one of the oldest Ferrari Owners' Clubs in the world. It was first coined by the founder of the Club, the late Pierre Bastiaan Kelfkens and stands for "SOUTHERN EQUITORIAL FERRARI AUTOMOBILI CLUB". Please note the spelling of the word Equitorial and not Equatorial. The connotation being not only that of South of the Equator, but, more importantly, the letter "i" indicates the equine relationship to the home of the Prancing Horse (il Cavallino Rampante). Pierre Kelfkens was a man amongst men, a true gentleman, and a person who loved life and was loved by all who knew him. Pierre was born at the end of the Great War, on the 1st of May 1918. After matriculating, he studied Quantity Surveying and soon set up a successful practice. However, Pierre always found time for his first love - motor cars. He was one of the founder members of the Sports Car Club, a member of the South African Motor Racing Club - which administered Kyalami in the old days - and was also an active campaigner on the racetracks of South Africa.





Gentile signor Kelfkens,

desidero esprimerle il mio compiacimento per l'organizzazione e l'efficienza del Club Southern Equatorial Ferrari Automobile Owners e le sono grato per il suo personale interessamento e il suo appassionato prodigarsi come Presidente e come amico della Ferrari.

Nonostante la grande distanza che ci separa, noi della Ferrari seguiamo con piacere l'attività dei "ferraristi" e siamo lieti di appoggiare, per quanto ci è possibile, ogni loro iniziativa.

Sono lieto di accettare la carica onorifica di Socio del Club, e la prego di far conoscere a tutti i soci quanto io apprezzi, e con me tutti i collaboratori della Ferrari, l'affettuosa considerazione che noi sentiamo vivissima e costante e che costituisce il miglior premio per il nostro lavoro.

La ringrazio, gentile Presidente, e, unitamente a tutti gli Amici Ferraristi, la saluto cordialmente

Ferrari

1967

Dear Mr. Kelfkens

I would like to express my sincere satisfaction regarding the organisation and efficiency of the Southern Equatorial Ferrari Automobile Owners Club. I am grateful for your personal interest and your passionate commitment as President of the Club and as a friend of Ferrari.

Despite the distance between us, we eagerly follow the activities of the Ferraristi and we are very happy to lend a hand wherever possible.

I am happy to accept honorary membership to your Club. Please let all the members know how much we appreciate my honorary membership. The high esteem and affection you have for Ferrari is evident and is the best reward and job satisfaction we could possibly have.

I thank you Mr. President and all the "Ferraristi"

Yours truly,

Ferrari (signed)

Translated by Dr Anna E Masselli

Laurea in lettere, Università di Firenze

Master Degree, University of the Witwatersrand

PhD cum laude, University of the Witwatersrand

*Dated 1967...
AE Masselli*





Gigi Lupini takes delivery of South Africa's first road-going Ferrari.



The Scuderia Lupini Ferrari at the 1st Nine Hour in 1958 (1952 225S Spider Vignale c/n 0154 ED).

It was in 1957 that Gigi Lupini, father of the Lupini brothers, imported the first Ferrari into South Africa, a 212 Barchetta (Chassis No. 0154). The car was raced under the Scuderia Lupini banner but with little success. In the mid-1960's Pierre purchased his first Ferrari, a 275 GTB short-nose, from Tibor Scheimann, owner of Concessionaires T.A.K. Motors, then the official Ferrari importer. In 1967, being the true Ferrari enthusiast, he decided to begin a Ferrari Owners' Club, the primary purpose of which was to record all new Ferraris that reached South Africa's shores. As time went by, an occasional luncheon was held in order for the owners to get to know one another and share insights on these exotic machines. It is encouraging to note that what started out as a group of friendly owners, has developed into one of the oldest Ferrari clubs in the world, passionately dedicated to maintaining and honouring the very high standards set by Enzo Ferrari himself.

JUST AS FERRARI TODAY SYMBOLISES THE ULTIMATE TRADITIONS OF STYLE AND PRECISION IN AUTOMOTIVE ENGINEERING. SEFAC REALISED THE NEED TO ORGANISE SUITABLE EVENTS WHERE THE MAESTRO'S WORK COULD BE DISPLAYED AND FULLY APPRECIATED BY ALL.

In 1966 Pierre started bringing the few owners together for occasional luncheons and social gatherings. By the middle of 1967, Pierre wrote to 'Il Commendatore' requesting permission to start an official club. After Mr. Ferrari's approval was received, one of the first recorded luncheons was held at the Zoo Lake Restaurant in Johannesburg. Initially, the events were social 'get-togethers' held at a selection of centrally-located restaurants.

In those days a few telephone calls were made to members informing them of upcoming 'short runs'. These would more often than not take in a brisk drive to a guesthouse near Sabie in the Eastern Transvaal as it was known then, and a round trip of a mere 600 kms was not unheard of. The annual events calendar was not particularly busy and membership numbers were not high since there were so few Ferraris in the country back then.

In order to qualify for membership then, as is still the case today, the ownership of a Ferrari was required. Some very special Ferraris have graced our Club. Founder member Dr. Hugh Gearing is remembered by many for his daring exploits in the ex-Tazio Nuvolari Scuderia Ferrari Alfa Romeo Monza, as it tore around the racetracks of our beautiful country.

The Club was deeply saddened by the death of Pierre Kelfkens on the 9th of September 1983, following a fatal road accident in the Kruger National Park. SEFAC had lost not only its founder but also a good man, amongst men.

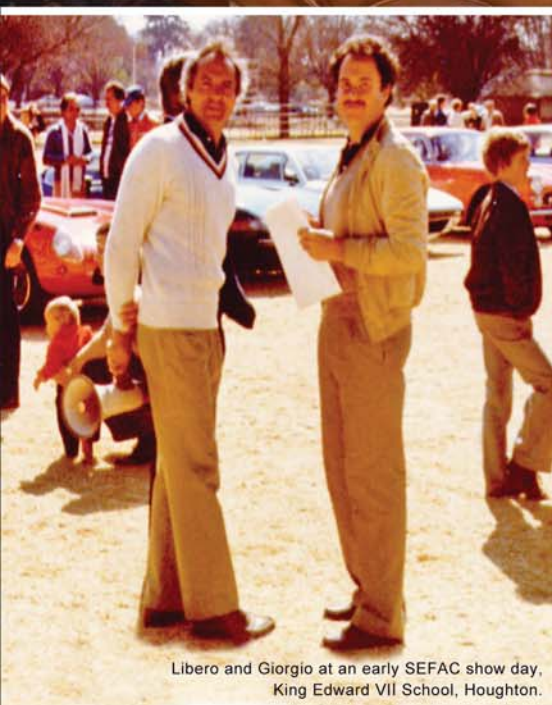




Ferrari's classic steering wheel.



Otello Nucci with race driver Fanie Viljoen and the famous Maserati 200 si.



Libero and Giorgio at an early SEFAC show day, King Edward VII School, Houghton.



The SEFAC luncheon in 1985. Giulio Ramponi (centre in white) flanked by Libero and Giorgio.



The first recorded SEFAC luncheon at Zoo Lake attend by Adv. Coetzee, Pierre Kelfkens, Collin Hedge, J Heinrich, Tibor Scheiman, M Rauff, Gigi Lupini and Dr Hugh Gearing.

Another important Ferrarista in South Africa was the late Otello "Jack" Nucci; a personal friend of Il Commendatore. Otello always hosted the Scuderia Ferrari Team when they visited South Africa for either Formula One or endurance races.

Apart from his passion for Ferrari, Otello played a very important role in the history of South African motorsport. He owned many significant cars including a Maserati 200, famously raced by Fanie Viljoen. In 1962 Otello persuaded Eugenio Dragoni to enter the Ferrari team in the Rand Grand Prix, offering his workshop at his home as a base for the Scuderia. This proved to be the start of a long-standing association between Nucci and our beloved team.

Apart from team manager Dragoni, Otello had close ties with Enzo Ferrari and Mauro Forghieri, architect of Lauda and Scheckter's championship successes. Many Ferraris passed through his hands and Otello played an important role in the development of SEFAC, culminating in him being made Honorary Chairman.

SEFAC became far more active when Libero Pardini, the Club's Honorary President and the late Giorgio Cavalieri, the Club's past Chairman and Life President, took control of the activities in July 1977. Family notwithstanding, Ferrari remained their greatest love. Phil Howie, who joined in 1975 and after having served on the Committee for over 20 years, was awarded honorary life membership in 1995 and regrettably passed away in 2001 while Giorgio sadly passed away in 2020. Libero, with his majestic Daytona, continues to be an active member of the Club.

The Club began to organise more regular breakfast runs and social events, and the first Concours d'Elegance (Show Day) was held at the Hyde Park Shopping Centre back in 1978. The SEFAC Kyalami Day is still the Clubs' largest and most popular event and has been a great success ever since its introduction on the 7th of May 1978, with its first sponsors being Pirelli and T.A.K. Motors. An opportunity for members to test their super cars and not least, their driving abilities!

A regular newsletter kept members informed and SEFAC soon grew to 75 members by 1980, with chapters

established in Durban and Cape Town, while in 2014 a Garden Route chapter was established in Knysna.

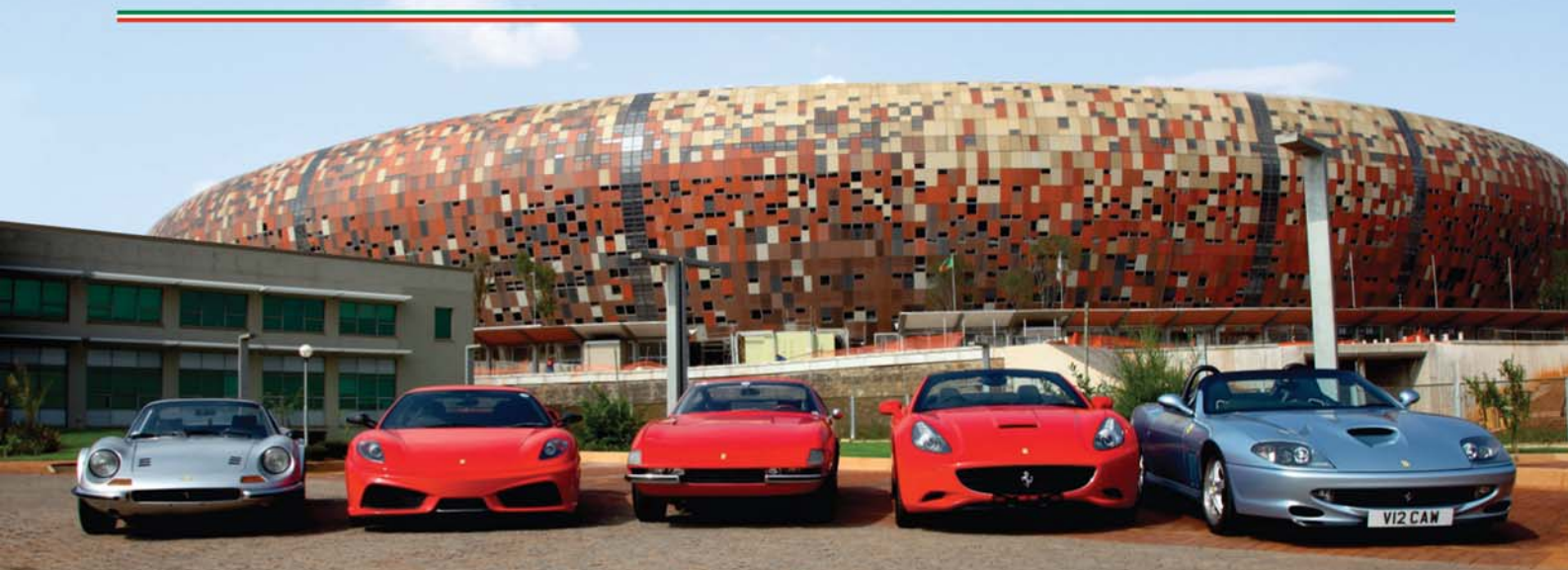
SEFAC presently comprises some 300 members; Ferrari enthusiasts all with approximately 900 cars between them. The Kyalami Day remains the highlight of the SEFAC calendar with over 200 cars and close to 1000 guests attending on the day. It has been a long-standing tradition to open the event to the public allowing the Tifosi, both young and old, to share the passion that is Ferrari. Recent Days have seen up to 15,000 spectators in attendance.

As the Club has grown, so have the sponsors with whom the Club continues to have strong relationships. SEFAC is very proud of its close relationship with the Official Ferrari Dealer, Scuderia South Africa. Moreover, the Club is invaluable assisted by sponsors: Sela Brokers, Phoenix Logistics, HOT102.7FM, Integra Signs, Timeless Model Cars, Grand Prix Store, Xpel, Tiger Wheel & Tyre and Asanele Consultants.

In 1992 the Club celebrated its 25th anniversary in style, a high point being a memorable evening with the great Grand Prix Champion, Juan Manuel Fangio, a great man whom we found to be so humble and warm.

Another great man with the same virtues is the famous and extremely talented F1 car designer Rory Byrne. A great friend of the club, he always finds time from his busy schedule to attend events, sign autographs, and donate special bits of F1 Ferraris that have been the basis of many a special trophy at our club events. On our trips to Italy and the Ferrari Factory, Rory was always at hand to pave the way to make our experience that bit more memorable. Rory's family are often welcomed at our events, adding interest and prestige to the presentation of trophies and prizes.

1997 saw the Club celebrate its 30th anniversary and the 50th anniversary of Ferrari. Several events were organised, the main one being the SEFAC Dream Drive to Cape Town. Some 35 members drove from Johannesburg to Cape Town, covering a distance of over 1800 km. A weeklong series of festivities in and around Cape Town proved to be a resounding success. Libero and Yvette Pardini together with Giorgio and Emi Cavalieri and their Ferraris attended Ferraris 50th Anniversary celebrations in Italy to represent SEFAC.





South African racing drivers have had a long association with SEFAC and Ferrari, here Tony Maggs in the Ferrari 250 GTO at the 1963 Kyalami 9 hour, which he shared with David Piper. Below, the red Dino 206 SP of Basil van Rooyen and Tony Dean, 1968 Kyalami 9 hour.

In 2000, the Club's newsletter was converted from a quarterly colour brochure to a bi-annual colour magazine. The magazine spreads SEFAC news to the management offices in Maranello and the desks of Ferraristi the world over. It is certainly something of which the club is very proud.

2007 saw our 40th Anniversary which was celebrated by all our members throughout the year's programme. This included the official Relay procession with Ferrari's 60th Anniversary standard moving through our beautiful country on its journey back home to Maranello. Certainly, the September tour from Port Elizabeth to Cape Town was a major highlight with our members' cars painting the beautiful coastal roads red.

The FXX programme graced our shores in autumn 2009 with four of these fire-breathing specials on track at Kyalami. A highlight of the A1 GP weekend for the scores of Ferraristi present, the event was made even more memorable thanks to Shell organising a very special day at Gerotek which saw Felipe Massa in attendance.



The start of the 1971 SA Grand Prix won by Ferrari's Mario Andretti driving the 312 B2.



2007, The Club President and Consul General of Italy proudly brandishing the 60th anniversary baton on site at Soccer City.



2002, the committee with legendary Ferrari F1 designer, South African Rory Byrne. SEFAC is proud of its racing heritage with Ferrari.

The magnetic appeal of Maranello saw 56 members visit the home of Ferrari in Autumn 2010. A fantastic pilgrimage of automotive and gastronomic delights that culminated in a weekend at Monza, the cathedral of speed, for a memorable Ferrari victory.

2011 saw 45 Ferraris embark on the SEFAC 'Giro del Capo' - an unforgettable event that delivered the best of our fairest Cape's driving roads in the company of almost 100 Ferrari minded SEFAC faithful. The 'Giro' generally returns every 2 years and has become a highlight of the calendar. In 2013 this, together with a Valentine's drive to the Orange River mouth, epitomised the enthusiastic spirit of our great Club.

2017 saw SEFAC celebrate its 50th anniversary, the biggest event of this monumental year was the Kyalami track day followed by a national tour, with over 80 local cars taking part and a number of overseas guests attending with their cars, this was the biggest tour ever

undertaken by the Club and was followed up with a 50th anniversary 'coffee table' book. The book captures the essence of the first 50 years of the club, so here's to the next 50!

The committee continually strive to organise a diverse range of events to suit every Ferraristi. These include a mix of breakfast runs, luncheons, dinners, driver instruction events, classic track and show days, interspersed with cross-country tours.

Forza Ferrari!



Examples of Sefac memorabilia handed out or sold to club members over the years





September 2010 saw 56 members granted exclusive access to Ferrari's inner sanctum at Maranello culminating in a weekend of joy at Monza where Alonso achieved an historic victory.



SEFAC Kyalami Day 2014

Thank You
Automobilisti Club 2014



①
Gentile Parolieri, l'ho rivista con molto piacere
a Modena ed è stato emozionante sentirlo raccontare
tante cose, persone e fatti del Sud Africa. Il fatto
è che: manca da troppi anni dal suo paese, l'ultima
volta è stato nel 1978, e sento molta nostalgia di
quei posti e delle persone che vi ho conosciuto.
A East London sono andato una volta solo, con
Suttees e Bandini, e ho visto poco o niente, ma a
Johannesburg, che conosco meglio, ho fatto esperienze
e ho conservato ricordi incancellabili.
Una prima differenza tra la Ferrari di oggi e quella
di quei tempi è che oggi la professionalità e gli
interessi hanno prevalso sull'evento sportivo; a noi,
indipendentemente dal risultato (pochi si vincevano
e si perdeva) bastava essere presenti all'evento,
viverlo al meglio delle possibilità e coltivare
i rapporti umani con gli amici alla vigilia di
motorismo, custodi della bella meccanica,
uomini dominati dall'amore per lo sport, il
vero sport.
Potremo anche essere accusati di romanticismo
mentalismo, noi e voi ferraristi, ma il rimpianto
per quei valori è molto forte e io spero sempre che
l'umanità della scuola di Enzo Ferrari sia

②
recuperata pienamente nel senso di amicizia e
sport che erano la nostra bandiera.
Ho letto con interesse la breve storia del vostro
Club e ho appreso la spiegazione della parola "Equi-
torial" che non conoscevo. Quanto alla sigla SEFAC
ho notato un'osservazione da fare: nella città di
Modena e in tutta l'area modenese si celebrava
nelle iniziative delle ferrovie e si diceva "Sempre
Enzo Ferrari". Anche cambiando e ho notato di
altre interpretazioni simili alla vostra "Al Co-
mando", a significare che, comunque camminando
la ragione sociale, al posto di comando c'era
sempre lui, l'animatore, il promotore, il devotissimo
Suo stato diverse le denominazioni che comparivano
sulle lunghe attività di Enzo Ferrari: com-
inciò nel 1929 con una "Società anonima Scuderia
Ferrari" che dal 1930 al 1935 ha fatto la storia
dell'automobilismo sportivo e poi, nel 1939, Enzo
Ferrari fondò la "Società Auto Avio (Istituzioni) Ferrari"
che negli anni della seconda guerra mondiale
produsse motori d'aviazione per la Compagnia Aerea
di Roma e una serie di macchine belliche.
Allo scoppio della guerra germanica
"Ferrari Italia", operativa fino al 1959, che si è unita





nel 1960 in "SEFAC", che significa esattamente
Società Esercizio Fabbriche Automobili e Corse.
Il plurale "Fabbriche" (e non Fabbrica, al singolare) perché
Enzo Ferrari intendeva comprenderci sia il prodotto

Ferrari che quello con il marchio Dino.
Questa società è durata fino al 1969, anno dell'in-
gresso Fiat, e poi si è trasformata in "Ferrari S.p.A.",
Fiat in quota societaria si trasformò in "Ferrari S.p.A.",
che è tuttora attuale, anche se con la morte di Ferrari,
le proporzioni sono diventate 90% Fiat e 10% Ferrari.
La sigla SEFAC che avete scelto come denominazione
del vostro Club è la rievocazione di un periodo
di grande, glorioso valore storico, e potete essere
davvero orgogliosi.

La ringrazio, caro Giorgio, per il bel dono che ha voluto
portarmi e mi auguro di poterlo rivedere presto in
lei che gli appassionati sportivi del Club.

Con molta cordialità

Franco Gozzi

Modena, aprile 1999

Come da sua richiesta, accolto una foto
dove ci sono io e, quel che mi conta, c'è il
marchio della grande Vecchia.

Translation of Franco Gozzi - A letter handwritten sent to Giorgio

04 April 2018

Dearest Cavalieri,

What a Great pleasure in seeing you again in Modena, it has been very emotional hearing you
recount so many stories, happenings, on personalities of the Ferrari South African Motoring History.
The fact is that I have not been in your Country for far too long as the last time I was there was in
1972 I feel a great nostalgia of those beautiful places and the individuals that I met.

In East London I went only once with John Surtees and Lorenzo Bandini, hardly saw anything there,
but I know Johannesburg much better, I had many fantastic experiences there and still have
incredible memories.

The big difference between Ferrari of today and that of those days is that today the professionalism
and interest have surpassed the sporting event. To us independently of the results (as we used to win
or lose) was enough to be present to the event, live it to the best of possibility and cultivate the human
rapports with friends who are dedicated to Motor Racing and keepers of the beautiful mechanical
achievements, men who were in love of the sport, the true sport!

We can be accused of too much romanticism and sentimentality, us and you the Ferraristi, but one
regret for those values is very strong and I hope that always the humanity of the life of Enzo Ferrari is
reconnected with pride, with friendship, to the sport that used to be our flag.

I read with interest the brief historical note of your club and I have appreciated the explanation of the
word Equitorial that I did not know.

Regarding the anagram SEFAC, I have only one observation to make, in the city of Modena and in all
the Modenese area we would joke on the initials of the words that we said "Sempre Enzo Ferrari
always changing" I note and know of other interpretations similar at your "al Commandore", and it
signifies that whatever would change the popular reasoning to the head of the leadership there was
always on him, the administrator, the promotor, the Deux of Motor Cars = Enzo Ferrari.

There have been many denominations that contrasted the long activity of Enzo Ferrari, starting
already in 1929 with the "Società anomima Scuderia Ferrari" that in 1930 - 1935 had created the
History of the Sporting Automobiles which in 1939 Enzo Ferrari founded the "Società Auto Avio
Ferrari".

During the years of the Second World War they produced Engines for aeroplanes for the Compagnia
Aerea di Roma and a series of machine tools under a German licence.
As soon as the war finished the Società Modena Ferrari Italia was born operating up to 1959 when it
changed in 1960 to SEFAC, that meant exactly "Società Esercizio Fabbriche Automobili e Corse".
The plural of factories (and not factory in the singular) because Enzo Ferrari intended giving the go
ahead to the product Ferrari which was also the Dino Marque.

This Society lasted up to 1969 the year of the entrance of Fiat, and it was really a Company
shareholding of 50/50 Ferrari and Fiat, the economic equation which transformed all to Ferrari Spa
(Pty) Ltd that is still in existence now a days. Once Ferrari passed away the proportions of
shareholding became 90% Fiat and 10% Ferrari.

The anagram SEFAC that you chose as your symbol of your club is the remembrance of one period
of Ferrari which was has great, glorious and immense historical value and you should be really proud
of this.

I thank you dear Giorgio for the present that you brought me and I hope to see you very soon with
news of your Club.

Best regards,

Franco Gozzi
Modena April 1999

Ferrari





sefac

THE HISTORY OF OUR CLUB

OUR VALUED SPONSORS



OFFICIAL
FERRARI DEALER
SCUDERIA SOUTH AFRICA

