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FRONT END

JACEK DUDASZ

Welcome, dear reader, to the 21st volume of Retromotive Magazine. As always, we're here to fuel your passion for all things on four wheels. But this time, let's talk about something that's shaking the automotive world to its core: electric cars, especially ones like the Lamborghini Lanzador concept or Rolls-Royce Specter. Or, as I like to call them, the ticking time bomb that's set to explode our love affair with the rumbling, roaring, utterly irrational combustion engine.

Imagine that you're cruising down the road in a Rolls Royce equipped with a famous 6.75-liter V12 engine, the epitome of elegance and engineering excellence. The engine purrs, every piston firing in a symphony of mechanical mastery. Now, replace that engine with an electric motor. Suddenly, the roar becomes a whirr, and the magic is gone. It's like swapping a fine Swiss watch with a digital Casio. Functional, sure. But soul-stirring? *Not a chance.*

Electric cars, they say, are the future. They're cleaner, faster, and, dare I say it, smarter. But here's the kicker: can they ever replace the soul of a combustion engine? It's akin to asking if a battery-powered watch can ever replicate the intricate dance of gears and springs in a Patek Philippe. Sure, both tell time. But one is a marvel of human ingenuity, a celebration of mechanical artistry. The other? A glorified circuit board.

Consider the likes of Lamborghini, Ferrari, Aston Martin and Porsche. We don't buy these cars just for transportation. We buy them because they are rolling sculptures, powered by engines that are masterpieces in their own right. It's the same reason we covet a Rolex or an Omega – not just for the timekeeping, but for the craftsmanship, the history, the sheer artistry of the mechanism ticking away inside.

Now, enter the electric motor. Efficient? Yes. Powerful? Absolutely. But let's not kid ourselves. The electric motor in a Lamborghini is fundamentally no different from the one in a Renault or a Tesla. Strip away the badge and the bodywork, and what you have is a glorified blender on wheels. It's like comparing a Rolex to a smartwatch. One is timeless; the other is, well, temporary.

Don't get me wrong. Electric vehicles have their place. They're a marvel of modern technology, with emissions as clean as a choirboy's conscience and performance stats that would make a drag racer weep. But they're increasingly judged on their digital prowess – their charging speeds, their user interfaces. We're evaluating them like we would the latest iPhone, not as the visceral, emotional experiences that cars were meant to be.

Would you fork out a fortune for a Relek if it suddenly started making battery-powered smartwatches? Would the Patek Philippe Nautilus hold the same allure if it shared its innards with a Casio? I think not. And that, dear reader, is the crux of the matter. It's a clash of eras, a collision of values.

So, as we charge into this brave new world of electric vehicles, let's not forget the magic that made us fall in love with cars in the first place. The roar of a V12, the thrill of shifting gears, the pure, unadulterated joy of a machine that's as much a work of art as it is a mode of transport. Because while the future may be electric, the soul of the automobile will always be mechanical.



"Drive on, petrolheads. Drive on."

FERRO & COMPANY

IMAGES FERRO & COMPANY



Ferro and company watches is a micro brand that started in 2014.

Ferro commenced operation in Vancouver, Canada, by siblings Ary and Bob who have created a range that includes dress, pilot and race themed watches.

The business oversees a flourishing list of stylish wrist watches that undercuts big name premium brands by a huge amount, earning a decent reputation in the process.

The range includes watches for all occasions - formal functions, fine dining, driving, partying, you name it.

The heritage style racing watches include Swiss and Japanese automatic or Swiss quartz movements.

Among the race-themed watches are the Distinct 3.0 GLF, a throwback to Le Mans heritage while the Distinct 3.0 Grand Prix pays homage to the formative years of F1.

Both examples start at \$455 USD.

Ferro timepieces uniquely display a 12-hour dial that is defined by 144 marks with each mark measuring 5 minutes of time.



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CORNERS IN YOUR
SERVICE.**

RENNEN

MOTORSPORT

By Mark Buik

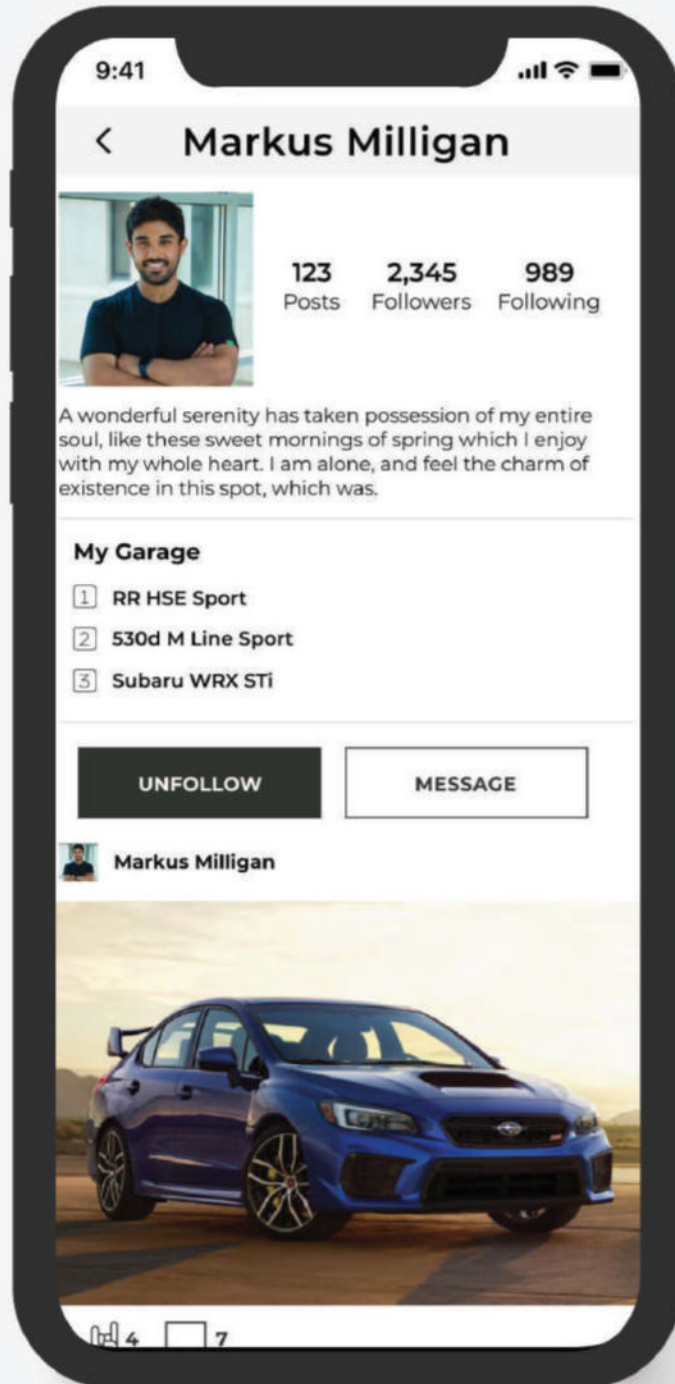
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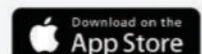


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MASERATI 3500 GT SPYDER VIGNALE

★ WORDS & IMAGES MARCO ANNUNZIATA

Amidst the picturesque landscape of the Nicolis Collection in Villafranca, Italy, lies a rare automotive masterpiece that embodies the essence of Italian motoring excellence - the Maserati 3500 GT Spyder Vignale.

With its distinctive metallic aquamarine paint job reminiscent of the azure waters of the French Riviera or the harbors of Portofino, this exquisite specimen is a testament to the elegance and sophistication of 1960s Italian design.









Exquisite Design and Engineering

Conceived under the discerning eye of designer Giovanni Michelotti and coachbuilder Vignale, the 3500 GT Spyder Vignale exudes an aura of timeless sophistication. While bearing subtle differences from its Touring coupe counterpart, such as more taut surfaces and a slightly shorter wheelbase, both variants are unmistakably recognizable as siblings, thanks to their shared design DNA.



Performance and Prestige

In its heyday, the 3500 GT Spyder was revered as one of Vignale's masterpieces, with only 243 examples ever produced in both carbureted and fuel-injected variants. Powered by a 3.5-liter inline-six engine derived from the 350 S sports racer, the Spyder offered a spirited driving experience with 220 horsepower at 5500 rpm. Despite spirited debates between Ferrari and Maserati enthusiasts regarding performance metrics, the Spyder held its own, offering a refined yet exhilarating ride perfectly suited for leisurely coastal drives or spirited outings along winding roads.













Behind the Wheel

Venturing through the rolling hills of Verona, one quickly appreciates the Spyder's blend of comfort and performance. With a well-appointed and spacious cabin, supple suspension, and a responsive steering, the Spyder delivers a driving experience that is both engaging and refined. The melodious hum of the inline-six engine provides a symphonic soundtrack, while the precise gearbox ensures seamless shifts, albeit rarely needed thanks to the engine's ample torque delivery.

Legacy and Collectibility

With production numbers totaling a mere 243 units, the Maserati 3500 GT Spyder Vignale remains a rare and coveted collector's item, commanding significant attention and admiration within automotive circles. Despite its comparably lower valuation in today's market when juxtaposed against its Ferrari contemporaries, the Spyder's historical significance and timeless design ensure its enduring appeal among discerning collectors and enthusiasts alike.









In Conclusion

As we reflect on the legacy of the Maserati 3500 GT Spyder Vignale, we are reminded of its enduring allure and the indelible mark it has left on automotive history. From its elegant design and potent performance to its rarity and exclusivity, the Spyder stands as a testament to the ingenuity and craftsmanship of Italian automotive artisans. As it continues to grace the halls of the Nicolis Collection, it serves as a timeless symbol of Italy's rich motoring heritage.



FERRARI 512BBi 1984

✦ WORDS & IMAGES

MARCO ANNUNZIATA

A Timeless Classic.

N

estled amidst the rich historical automobile museums near Modena lies a remarkable private collection housing a fleet of special automobiles. Among them stands a testament

to automotive excellence: the Ferrari 512BBi #50669.

Owned and cherished by lifelong car enthusiast and collector Stefano Lusetti, this Ferrari exemplifies the epitome of Italian automotive craftsmanship.









A Lasting Legacy

The Ferrari 512BBi, one of the final specimens to roll out of the Maranello factories, received its registration on April 3, 1984. Bearing the serial number 50669, its heart boasts a 4943 cc, 180-degree 12-cylinder engine, delivering a formidable 340 horsepower. This engine, reminiscent of the legendary Ferrari powertrain that dominated Formula 1 circuits in the 1970s,

epitomizes performance and pedigree.

"I acquired it two decades ago from a renowned supercar collector in my region," shares Stefano. "What struck me most was its impeccable condition, coupled with remarkably low mileage of only 20,000 km. It still retained its original number plates, proudly bearing the Modena (MO) provincial initials."













A Testimony to Craftsmanship

Mechanically sound, the car underwent minimal interventions, save for the replacement of timing belts, a meticulous process requiring hours of labor by seasoned mechanics. Its dry sump lubrication system, coupled with a 5-speed manual gearbox nestled beneath the engine, ensures optimal performance. Stefano emphasizes that the car isn't merely a showpiece; it's regularly driven, participating in classic car events across Europe.

"While maintaining its original charm, the car exhibits minor imperfections on its bodywork, a testament to its authentic usage," Stefano notes.

"I prefer preserving its originality rather than opting for restoration."

DISEGNO di *pininfarina*

A Dream Realized

"The 512 Berlinetta Boxer was always a dream of mine," Stefano reminisces. "As a child, a model of the BB512i adorned my nightstand, mirroring the one I eventually acquired."

Despite the evolving landscape of modern supercars, Stefano finds solace in the timeless design of the 512BBi. "Its elegant lines, especially the distinctive orange accents above the front lights, remain captivating," he reflects. "It's a masterpiece by Leonardo Fioravanti for Pininfarina, epitomizing enduring style and beauty."

Delving into History

The 512BB marked Ferrari's foray into mid-engine configurations, challenging the conventions of front-engine designs. With its predecessor, the 365 GT4 BB, paving the way, the 512BB cemented Ferrari's legacy in automotive history.

"The 512 BB's mechanical successor, the 1984 Testarossa, shares its DNA, albeit with significant stylistic changes," Stefano explains.

"However, the allure of the original 512 BB remains unmatched."



A Driving Experience Unlike Any Other

While acknowledging its archaic nuances—such as a stiff gearbox and heavy clutch—Stefano attests to the sheer thrill of driving the 512BBi.

"The symphony of its 12-cylinder engine compensates for any challenges," he affirms. "Once accustomed to its idiosyncrasies, driving becomes a delight."

Exploring the Legacy

Introduced as the replacement for the 365 GT4/BB in 1976, the 512 BB evolved into the fuel-injected 512BBi in 1981 to comply with stringent emissions regulations. Its legacy endures as an icon of Ferrari's engineering prowess and aesthetic brilliance.



Units Produced

- Ferrari 365 GT/4 BB (1973-1976): 387 units
- Ferrari 512 BB (1976-1981): 929 units
- Ferrari 512 BBi (1981-1984): 1007 units

Stefano's Ferrari 512BBi #50669 stands as a testament to passion, perseverance, and the enduring allure of Italian automotive craftsmanship—a timeless classic poised to captivate enthusiasts for generations to come.



LAND CRUISER HERITAGE MUSEUM

✦ WORDS BRUCE MCMAHON

✦ IMAGES LAND CRUISER HERITAGE MUSEUM

T

he Land Cruiser Heritage Museum boasts the world's best collection of the Japanese 4x4s. We have picked out a couple of special ones to wet your cruiser appetite. More than 70 machines — owned by avid Collector, Greg Miller — showcase the Cruiser's heritage from the 1950s through to the 21st century: vehicles gathered from across the globe, now safe in Salt Lake City, Utah. All have a tale to tell.

Greg said the museum's mission since 2012 is to preserve and celebrate the history of the Toyota Land Cruiser and inspire adventure. Plus, to collect an example of every Land Cruiser model ever made to be housed alongside the Utah museum's valuable memorabilia — often donated — from old service manuals to reference manuals and clothing. Here are just a few of the historical samples Greg has collected over the years.











1979 FJ56 TOW TRUCK

This Land Cruiser tow truck was used by the Japan Automobile Federation (JAF). JAF is a public-service organization dedicated to providing motorists services which enhance their safety and security while promoting the smooth flow of traffic.

In 1967, Toyota created the J5: a series of vehicles with a different design than J4 Land Cruisers. The J5s were not meant to be workhorses. They were comfortable

and stylish, while maintaining the indestructible reputation which had been earned by previous models. While the Land Cruiser was already an icon throughout the world, it was the J5 which became a major phenomenon in the States. Its off-road capabilities made it the vehicle of choice for many families who wanted to explore while camping or hiking.



1996 MEGA CRUISER

T Sensing the potential for appeal to the public, Toyota developed the civilian BXD20 Mega Cruiser. In addition to serving as a flagship 4x4, the Mega Cruiser was to serve as a test bed for technology which was supposed to trickle down to Land Cruiser and other Toyota trucks; but the project never got that far. Only 149 were built and all were sold in Japan between 1996 and 2002.

This Mega Cruiser is a 1996 model and is, essentially, factory original. It is number 17 of 149. The previous owner took the liberty of removing the badges and “Mega Cruiser” stickers from the sides and rear hatch; then, installed an aftermarket head unit, along with a few other electronic items. The roof rack is thought to be an after-market accessory.



1963 FJ45 BANDEIRANTA PROTOTYPE

Back in the 1990s, Toyota's head honchos — out to attract younger customers to the brand — settled on the idea of a retro-style four-wheel-drive.

LA-based Jonathan Ward — already known for restoring old Land Cruisers through his business TLC — was commissioned by Toyota's Mr Toyada to build a feasible prototype after the fashion of veteran FJ models.

The TLC machines used a Bandeiranta body from Brazil, parked atop a stretched FJ45 chassis with this tan version in the museum running a six-liter GM V8. (The original Toyota Bandeirantas were versions of FJ Series models built from the 1960s through to 2000, most with Mercedes-Benz diesel engines and some with unique bodies, such as this four-door pick-up, for Brazil only.)

While TLC's concepts did not make it into production on Toyota's 2006 FJ Cruiser, that rejection led Jonathon to revisit the original FJ Land Cruiser in his own style which led to today's highly-regarded business of ICON. He believes his prototypes — the other an olive-green machine with V6 Tacoma power — paid more homage to the original 1950s FJ model than the modern factory machine.

Jonathan said: “[Toyota] went more X-Box, anime, and kinda lost their way — didn't connect with the original. They're wonderful vehicles and their resale is insane now, but I think they missed the target; don't think they maintained enough connection to the roots of the vehicle.”



1982 LD10 BLIZZARD

This Toyota Blizzard features a removable hard top, fender-mounted mirrors, and uniquely-shaped doors. Blizzards are rare vehicles with less than a dozen known examples in North America.

The LD10 Blizzard was launched in 1980 and is based on the Daihatsu Taft (also known as the Scat). In 1984, it was

replaced with the LD20 — based on the Daihatsu Rugger. The Blizzard was intended only for the Japanese domestic market. The LD10 Blizzard is equipped with the naturally-aspirated 2.2-liter diesel engine. They were coupled to a Toyota four-speed manual transmission, while 1983-plus models came with a five-speed.



1953 JEEP BJ-T

Toyota's Jeep BJ was the answer to a 1950 tender for military off-roaders with the onset of the Korean war.

While the prototype — mirroring the Willys version — was not taken on by the American army, it found favor with Japan's National Police agency: especially, after a trial run high up the slopes of Mount Fuji. Missing out on the United-States-defence contract spurred Toyota to further development on the BJ with an eye on future commercial and export possibilities.

The Toyota off-roader's volume production began in 1953 with versions including a fire-engine chassis and the BJ-T (for B-engined Jeep Touring); those original BJTs ran with a 3.4-liter six-cylinder gasoline engine producing 84 horsepower and with part-time four-wheel-drive.

A year later, a Toyota Technical Director came up with Land Cruiser as a name plate — one which could be worn with distinction while giving a nod to English rival Land Rover and, more importantly, no longer infringing on Willys' Jeep trademark.

The Heritage Museum's rare example — with original body panels and sheet metal — was rescued from the Australian outback, in 2017.

Originally imported Down Under from Japan as a used vehicle in 1956, it is believed that this is number 159 of the 289 built for Japan's National Police. From the 1970s, it was used as a bush-basher and a range of farm tasks before being consigned to the back corner of a shed; then, shipped Stateside.



BMW 333i SOUTH AFRICA

✦ WORDS **WILHELM LUTJEHARMS**

✦ IMAGES **SIMON LUCKHOFF**

SUAVE SOUTH AFRICAN

South Africa was home to the first BMW factory outside of Germany.

While it didn't mean that every model produced by BMW Germany was made available to the South Africans, a limited number of E30 machines were exclusive to the country.

From 1985 to 1987, BMW South Africa in conjunction with Alpina manufactured a limited number of the E30 333i models. That version was only manufactured in SA and has become a cult hero in that part of the world. It came in a choice of four colors - Henna Red, Ice White, Aero Silver and Diamond Black.







The example shown across these pages is one of the finest examples.

Extraordinarily the E30 M3 was never made officially available in South Africa which posed a problem among the many BMW enthusiasts who lusted after a hotshot E30.

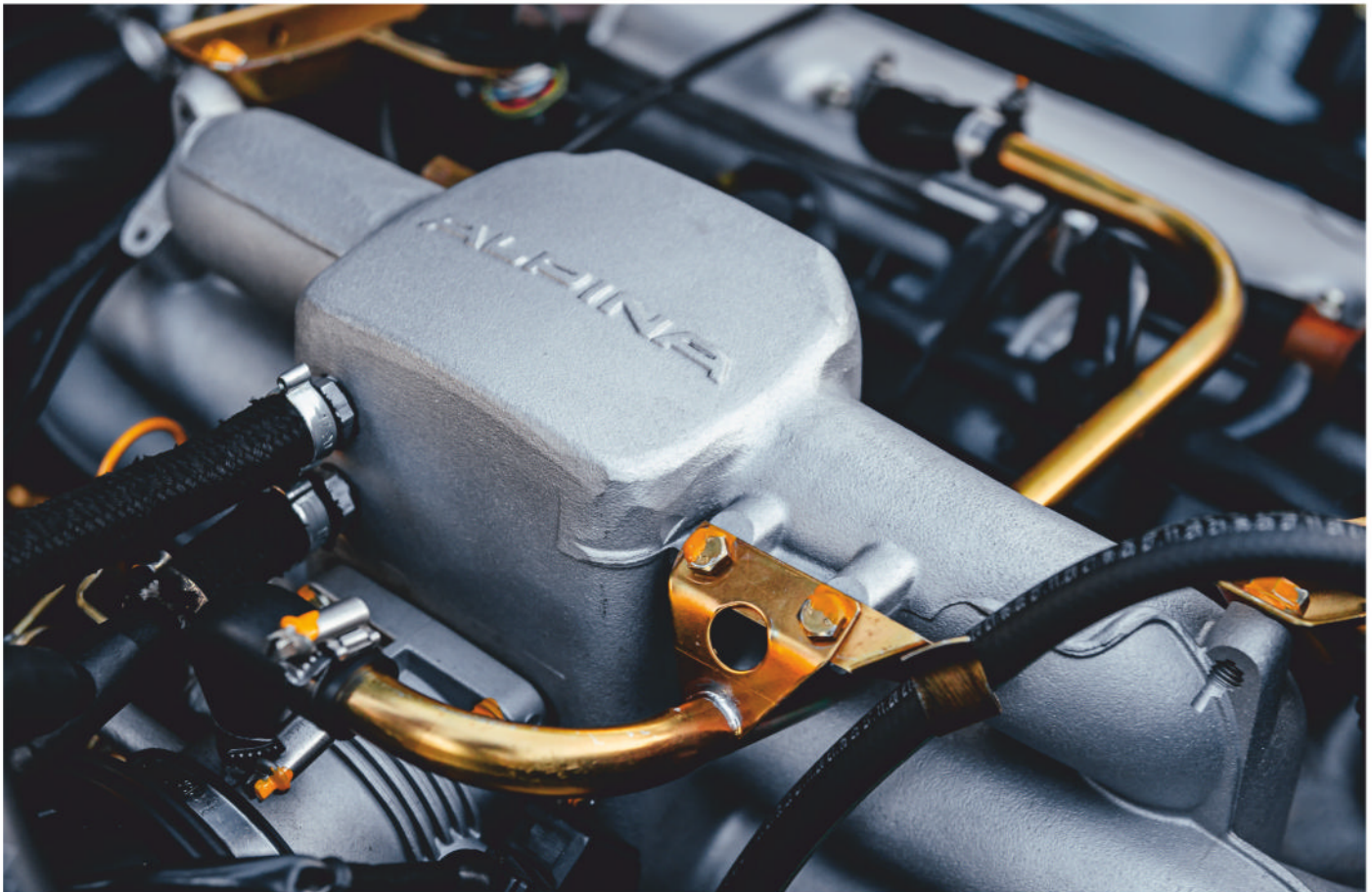
So, to fill the void, BMW South Africa made their own high-performance versions. These included, at a later stage, the E30 325iS Evo 1 and Evo 2.

However, predating the aforementioned machines was

the 333i – a car that is today an icon among South African enthusiasts.

These cars have become highly sought after over the past decade, resulting in several enthusiasts ensuring mint examples are always prominently on their radar.

The 333i received the M30B32 3.2-liter straight six-cylinder engine from the 733i that develops 197bhp at 5500 rpm and 210 ft lb at 4300 rpm. To help achieve these figures, the engine featured an ALPINA intake manifold and a multi-piece exhaust system.







A South African motoring magazine tested the car in January 1986 and recorded a weight of 1256kg, a 0–100 km/h acceleration time of 7.23 seconds and a top speed of 231 km/h. Today these figures matter little to those who have, or want to have, the keys to this car. BMW's claimed times were a conservative 7.4 seconds and 228 km/h. One of the few options was ABS brakes. The cars were fitted with BMW Motorsport GmbH spoilers and side sills, which the brochure claimed reduced lift by 35% at the front and 40% at the rear.

The owner of this 333i, who chose to remain anonymous, had first sampled ownership of a 333i in 1992, almost identical to his current 3-series.

It had the air-conditioning option, but the trade-off was that it didn't have power steering (buyers could select either) as there was not enough cubby room for both under the bonnet with the large 3.2 liter inline six hogging the space. Eventually the owner traded it for a new Audi RS2, which remains in his possession today. Also, in his garage at various times have been a 635CSi and a couple of M5s.

But another 333i was on the radar and after a two-year hunt with the help of

The Archive facility in Cape Town which specializes in storage maintenance and brokerage and noted BMW restorer Maqbool (Maq for short) Rooknodien, a barn find was uncovered. It was not in the best condition but was prime for a full restoration.

The car (number 168 of 205 or 210 built, depending on the source) needed a lot of work but was a solid vehicle. It was then a case of; spare no expense to achieve the goal of bringing the car back to as-new condition.

“They hit that ball out of the park, she is as good as the day she rolled out of the factory,” the owner beamed. “She simply looks, sounds and drives as though she is brand new. Maq did the entire restoration, and he is known as the number one BMW man in SA for any restoration job.”

“The absolute perfection on the paint and every tiny detail is awe inspiring. When she was unveiled and handed over to me, I was speechless, as the work was clearly that of an artist in love with a project and a man who takes immense pride in his work.

That wasn't the end of this 333i journey though.









A beautifully detailed book, showing the car from its discovery in the barn, through its restoration journey was produced for the owner, prompted by an idea from Maq. The book was covered in a velour that closely matched that of the car's interior. If you open the box, the cover of the book is embossed with "BMW 333i" while the tome also has a glass plate at the front. Pictures of the process captured before and after as well as when parts have arrived back from plating or new parts that were sourced.

"(And) We decided to use all the engine parts that were purchased as spares during the restoration to create an entire working spare engine. So, a special glass presentation box on rollers was built and that engine sits in one of our offices today. It makes an incredible talking point."

"My collection of cars is small and based on cars I have owned. The goal is to only have perfect specimens that look and drive as if they have just left the showroom. My first 333i was great, but this 333i is like taking delivery of a new car every time I drive her and believe me, she does get driven."

"The car comes alive as the speed builds, but she just loves corners and feels tight

and planted all the time. The 5-speed dog leg box and lack of power steering just make the experience unique, and I am slowly getting my Arnie arms back."

Richard Webb, proprietor at Cape Town's specialist motoring storage destination, The Archive, explains what was involved in the search for this 333i.

"The owner is a true petrol head and is a highly respected customer of The Archive. He is also one of the very first to entrust us with some of his very precious metal as a storage client. It was well known through our various discussions that he was a fan of the early driver focused, 90's sales representative or executive pocket rockets. Top of his car pop charts was the ever-elusive BMW 333i, a car as you now know he once owned."

"Alex (my business partner) and I searched high and low for two years and after many dead ends, unearthing a couple of shady examples and eventually exhausting virtually all our professional resources, we partnered up with Maq to assist us in the search for this collector's perfect 333i. Maq eventually found us a barn find that was exceedingly original but in need of a full restoration."

“We had gone down the restoration path before with the collector when he bought a Citroën DS for his father and that was a challenging and painful exercise. We realized we had to pull out all the stops in order to convince him to take on another restoration and who better than Maq.

“We engineered a plan and arranged for Maq to bring us one of his previous projects, a 325is Evo 2 and then asked the collector to pop in and have a look at Maq’s work. Thankfully it was instant gratification. Seizing the opportunity in front of us we put on our romantic matchmaker caps, presented the found project and connected Maq with the collector...thus connecting all the dots.”

Maq sums up the resto project succinctly: “On the 15th of August 2020 I picked the car up and the project started.

It was an honest car which was perfect for a restoration. Some parts we had to source locally, others from overseas and we also used selected parts from a donor car. The trim of the seats came from Germany, for example.” “(for me) The highlight is undoubtedly the day the car hit the road for the first time, and you see peoples’ reaction.”

Looking back, one could say that the passion for these cars were already predicted in the mid-eighties when owners received their “Owner’s Handbook Supplement 333i” booklet. On the first page it stated: “In choosing a BMW 333i, you as a customer seem to be an experienced and technically interested automobile fan.”

That claim seems to be true and has only grown more powerful over the years.



"IN CHOOSING A BMW 333I, YOU AS A CUSTOMER SEEM TO BE AN EXPERIENCED AND TECHNICALLY INTERESTED AUTOMOBILE FAN."

MERCEDES-BENZ 220 SE

✦ WORDS JOHANN VENTER ✦ IMAGES WILLIE BOTES AND LEVI SAVILLE

T

he W111 was conceived to take on the world and conquer the lucrative American market. It was built on the significant strides made by the Ponton (launched in 1953), Mercedes-Benz's most significant mass model after World War II. The Ponton was designed from the ground up as a new model, the first Mercedes to make use of a form of unibody construction - the metal body panels being welded to the floor-frame.

It was also the first Mercedes to feature the contemporary three-box design at the time. The pontoon design led to the name – Ponton. The new design offered vastly improved structural rigidity, which translated to better handling and the aerodynamic shape made it more slippery and thus more fuel efficient. Inside the cabin, occupants were offered improved levels of safety, refinement and comfort, with ample luggage space in the boot.





BNZ 111  GP



But by early 1956 the Mercedes-Benz executive board had realized that they needed a replacement to the Ponton, which would have global appeal and seek out a greater share of the biggest market, the United States. This global Mercedes-Benz would need to offer an even better appointed, more spacious cabin, with an increase in luggage carrying capacity. There would also be a far stronger emphasis on passenger safety. Mercedes-Benz first presented their newly developed W111 series to the press in Germany, on August 11, 1959, and deemed it - "The new six-cylinders – in a class of their own". The new saloon quickly adopted the name 'fin tail', because of the contours of the rear fenders that reflected American automotive design influence in the 1950s.

The 220 SE coupé was unveiled at the opening of the new Daimler-Benz Museum, in Untertürkheim on February 24, 1961, that co-incidentally commemorated 75 years of motorized transport.

The coupés and cabriolets were designed by Frenchman Paul Bracq who would go onto designing the Pagoda.

From the outset, the two door variants received the headlights used by the 300 SL Roadster, and at the rear there was only a subtle appearance of a wing. These cars were largely assembled by hand on the production line and are a true testament to German coachbuilding. The coupé was based on the saloon and benefitted from the major advancements in safety which Mercedes-Benz had pioneered with the W111, driven by engineer Béla Barényi. The W111 was the first Mercedes-Benz with a passenger safety cell, as well as front and rear crumple zones. It was also the first Mercedes-Benz fitted with a collapsible steering column. Other safety features included the new two safety catch door locks, which prevented the doors from being flung open or jamming in the event of an accident.





In terms of technological advancements, the 220 SE Coupé was the first Mercedes-Benz production model to be equipped with front disc brakes. From April 1961, the 220 SE was the first Mercedes-Benz to offer the all-new four-speed automatic transmission, which had been developed in-house, over several years. Unlike the Borg-Warner automatic transmission, the Mercedes-Benz transmission did not make use of a torque converter. It relied on a hydraulic clutch – which resulted in quicker and smoother gear changes. The 2195cc M127 engine was fitted with Bosch mechanical fuel injection, and was good for 120hp (88kW) at 4000 rpm, producing 139 lb ft (189Nm) at 3900 rpm, allowing the coupé to sprint to 62mph (100km/h) in 12.8 seconds, achieving a top speed of 105.63mph (170km/h). But what would all that speed and power be without the right luxury appointments, such as a fitted six piece luggage set, which were offered to the buyers of the coupés and cabriolets.

This brings us to the pristine, elegant example you see in these pages, finished in Seafoam white, with deep blue leather

interior. It is one of only 14,173 produced between 1961 and 1965 – today there are only a handful left on the African continent. Mercedes-Benz's global car concept meant that the four door saloon was assembled at the Mercedes-Benz plant in East London, South Africa, but never the coupés. Chassis number 11102112046375, left the Sindelfingen plant just outside Stuttgart in Germany, in 1963 and made its way to the sunny shores of California, in the United States. And for 52 years it remained in the custodianship of one family. In 2016 it was sold by Palm Beach Classics to Nico Aaldering, proprietor of the world-renowned classic car specialist outfit, Gallery Aaldering, in the Netherlands. Nico had acquired the coupé for his own personal use with the intention of restoring it. Which leads us to Louis Kriel, who would become the next owner of the 220 SE Coupé. Kriel is cut from a very different cloth. He is the third generation business owner of RPM Auto, which buys sells and restores classic cars. What distinguishes Louis from the rest is that he buys cars primarily for himself, gives them the necessary attention, enjoys them, sells and moves onto the next project.



While searching for door rubbers for a 230 S Fintail that he was busy restoring, Louis stumbled across the 220 SE Coupé online at the Gallery Aaldering website in early 2018. It had always been something that he desired, but due to its scarcity in South Africa, it seemed unattainable. Listed as one of the cars being restored for Nico Aaldering, Louis

dared to pursue Gallery Aaldering anyway. Several weeks later he received a call from Gallery Aaldering, stating that the car could be his if he was still interested. "I pounced at the opportunity to own the 220 SE Coupé, but it was like walking a gauntlet, getting the car to South Africa...from start to finish," Louis reflects.







His first experience of importing a car into South Africa was a problematic one. “It was my first and dare I say it, it will also be the very last. I needed proof that I had been a member of the Mercedes-Benz Club of South Africa for more than three years. The Club also had to furnish a letter stating the relevance and importance of the car. Moreover I had to get in touch with the Department of Trade and Industry to make registration possible in South Africa. I had to fight them tooth and nail to ensure that the registration showed that the car was first registered in 1963, they were adamant to register it as a 2019 rebuild. The entire process took one year,” bemoans Louis.

“That was not the half of it, when the car arrived at the Cape Town docks it was impounded by customs, as documentation provided by the importer, Vintage Cars SA was either incomplete or short. It took another three weeks to sort out the mess and I had to pay a hefty fine in penalties. And when I finally was able to pick up the car, I discovered to my horror that the ignition was damaged, as someone had tried to start the car with a screwdriver. The glass on the instrument binnacles had also been broken, and it came to light that the car had been shipped without the keys and the original documents,” he adds.

“After going to hell and back, I was able

to trace the keys and original paperwork, it was found on the desk of one of the officials working at the Rotterdam harbor. It was eventually sent to me via DHL. “At that point I had not decided to restore the car, so I shipped it from Cape Town to my Mercedes-Benz specialist, Friso Garage in Alberton (20kms outside Johannesburg). They got the engine running beautifully, I then took her home to Klerksdorp, in the North West Province and enjoyed her for a week, and within that time I decided that a full nut and bolt restoration was needed,” he explains.

“I have a very particular methodology which I follow when I carry out a restoration. I personally dismantle the car and source the necessary parts. My company happens to be a Mercedes-Benz Classic vendor, for the import and sale of genuine Mercedes-Benz parts. I use a handful of extremely skilled craftsmen to do the necessary work under my guidance and instruction. Once the body is returned and I have sufficient pieces of the jigsaw, will I start the assembly process, all by my lonesome. I am extremely pleased with the way the restoration turned out, it looks like it had just rolled off the Sindelfingen factory floor, restored to the exact specification as it was sold in 1963. It actually left the factory in December 1962 and was registered in 1963,” he affirms.

Suffice to say no expense was spared on this restoration. “The amount of chrome on this car is unbelievable and it is all double plated, it set me back an astronomical amount to have it redone. Everything that needed plating or powder-coating received the necessary treatment, to the exact factory specifications. Inside the upholstery is all new, including the carpeting and roof lining, I had to acquire several hides in Germany where the seat covers and cushions were made. Covering the dashboard with the leather proved to be the most challenging, it took an insurmountable amount of time to get it right...folds kept on appearing in the leather. Eventually the trimmers resorted to shaving millimeters off the leather to ensure that it fitted perfectly,” he proclaims. The refurbished straight grain walnut dashboard and trim turned out magnificently though. “It did indeed, it took all of eight months to complete,” he reveals.

The engine was in a good condition and did not need a tear-down, the suspension is virtually new, with new wheel bearings, shocks, and bushes. Ancillaries such as the petrol and water pump were replaced with new items, including lines and hoses. The gearbox was refurbished as it was sluggish, it felt like some of the gears were slipping. And to keep her purring beautifully a brand new exhaust was fabricated,” he divulges.

After such an epic restoration, Louis took some coaxing into entering the car into the Mercedes-Benz Club of South Africa National Concours.

The result: 1st place, Gottlieb Daimler trophy - Grand Prix d’etat, 1st place Concours d’etat, Oldtimer - Ferdinand Porsche trophy, Prix d’etat - Oldtimer class and Class Fintail, 2nd place Prix d’Honneur. “When I won all those classes at the Concours, I felt that I had won the daunting challenge of proving that my work was good enough,” Louis said.



It was case closed for Louis with the next owner, Eddie Moyce ready for the next chapter of the 220 SE after it was brought to his attention by classic car enthusiast Shabir Lahri.

After staring at the concours and much thought, Louis then decided to structure a deal to part with his exquisite machine for Moyce to become the new owner.

“It took about three weeks to structure a deal that we were both happy with. The deal amounted to a substantial amount of cash and included two of my Mercedes-Benz coupé. The first being a 1982, W124 280 CE, which was a sweetener to push the deal over the line. It was a one owner car, with only 70,000km on the clock. The second coupé was a 1991, W124 230 CE, a nice clean example but not as dear to my heart as the W123.”

Moyce had explicit reasons to chase the 220 SE. “What really pushed this 220 SE over the top for me is the double-stack headlights, which so reminded me of the W108 280 S which my father owned,” he explained. “It is a majestic car which I have aspired to, it has the cache on which Mercedes-Benz built their reputation.

And for these reasons there can be no more justification to move heaven and earth for a 220 SE to occupy a space in your dream garage.





PORSCHE 911 CS

✦ WORDS

COLIN FABRI

✦ IMAGES

NATHAN DUFF

W

hile no 911 series car could be considered standard, Porsche did make some very special limited-edition models, such as the Carrera Club Sport. The Club Sport was a true track inspired road car, not merely a marketing inspired one, and as such deserves our attention – but to fully understand it requires a delve into its heritage. Porsche has a long and well

documented history of their venerable 911. Introduced in 1964, it has maintained its rear mount flat six engine, 2+2 seating configuration and general look and image to this day. The 911 has simply evolved, reinventing itself in subtle ways again and again over its 56-year history, and to this day continues to be revered as a high-performance vehicle for the enthusiast driver.











The 911 name has also evolved, and although still used as the marketing ‘front man’, the more astute porscheaphiles will know that the internal Porsche code was ‘911’ from 1963-1975, then changed to ‘930’ for the 1975-1989, then on to the ‘964’, and then ‘993’, ending the air-cooled engine design with that model in 1998. The next step beyond the 993 was polarising for some and ground-breaking for others. A move to a new body, albeit with significant clues and homage to the lineage, and an all-new water-cooled engine design, signified a deviation from the norm for Porsche.

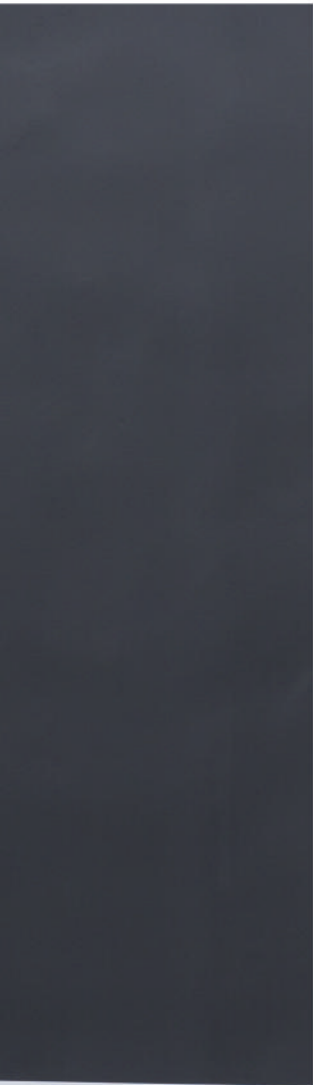
The Carrera editions of the 911 have always been high performance variants, and highly sort after. The name was reintroduced from the early 356 racing ‘Carrera’ engines of 1954. The Carrera name coming from Porsche’s Class motorsport victories in the Carrera Panamericana races in Mexico in the 1950s. The first 911 Carrera edition appeared in 1973 as the Carrera RS, now one of the most sort after by collectors, and are the most expensive 911s ever.

In 1987, Porsche introduced a new club sport model known as the Carrera Club Sport, or Carrera CS for short. This model was intended as a track inspired road car

and followed the Club Sport theme of combining a lightened version with improved performance and aimed squarely at the club day and weekend racer.

The Carrera CS first underwent a weight reduction program and were produced without a sunroof, air conditioner, radio, sound insulation, rear wiper, fog lamps, head lamp washers, front hood locking mechanism and even the rear lid ‘Carrera’ metal badge was deleted to save around 70kg all up. The final tally, with the weight reduction, of the Carrera Club Sport was a lightweight 1180kg. The air-cooled 3.2L flat six engine was blueprinted at the factory and, apart from that process, the only change was to the hollow intake valves used in the head. The Digital Motor Electronics (DME ECU) was reprogrammed raising the rev limit by 500rpm. Although the engine was rated the same 231 hp (172.26kW) and 283 ft/lbs (3843.7Nm) of torque as the standard car, the CS was 0.5 seconds quicker to 60mph (96.56km/h) with horsepower being rumoured to be, in fact, more likely 250 (186.43kW). The quickest acceleration test of the day being 5.1 seconds 0-60mph (0-96.56km/h) with the Porsche rear engine design assisting with traction. Top speed was reportedly 151 mph (243.01km/h).





The suspension was revised only slightly with a change to Bilstein shock absorbers' rates; and more significantly, wheels were 16 inches in diameter and ran a lower profile than the standard car – no doubt contributing to its sharper feel on the road. The G50 transaxle was fitted with a ZF limited slip differential and was upgraded with a shorter shift and revised ratios in the upper gears. While you might also expect an upgrade to the braking system, this was not required with the brakes' effectiveness being improved simply by the reduction in weight.

The results of this 'fine tuning' were to simply produce a better driving car with improved dynamics and more performance everywhere. Importantly, the price of the Club Sport model was less than the standard car, which, for the time, made sense because it had a greatly reduced equipment list. In the UK, the CS was around £3000 cheaper than the standard model (This price reduction logic, though, was reversed in the 2000s with stripped-out club racers, like the Porsche GT3 series and BMW M3 CSL, costing much more than their higher luxury spec'd siblings.) Porsche had no intention of homologating the Carrera CS model for Lemans or Nurburgring type

events, like they had with the classic 2.7 RS. Instead, it was built to pacify the weekend racers who had reportedly put pressure on Porsche to produce a track type version for their club events.

Build numbers were around 340 in total with only 53 of those for the UK market and built-in right-hand-drive. All, but one, of these were painted in white with Carrera CS decals in red, and large lettering down both sides of the car. Not many were built, and it wasn't a great seller at the time with Porsche focusing more on the development and marketing of their much newer designs (the 944 Turbo and 928 series); which, at the time, were expected to kill off the 911 altogether!

The Carrera CS was a step closer to a race car: The reduced weight and improved engine performance created a sharpened ride with better turn in and faster weight transfer, most notable on the track. The car was louder than standard due to the lack of sound insulation, which greatly added to the club racer-driver experience; and was further aided by the blueprinted engine, which came alive from 4500rpm and spun strongly to its almost 7000rpm redline.



There were many subtle changes with the design of the Carrera Club Sport and while each on its own doesn't seem like much, the sum of the parts creates a significant difference to the driving experience.

Porsche's subtle improvements for this model provided an intangible connection between the driver and the car; with the result that it was simply faster and more agile than the standard Carrera in every way.



THE SUM OF THE PARTS CREATES
A SIGNIFICANT DIFFERENCE TO THE
DRIVING EXPERIENCE.



PIONEERS IN OVERLANDING EXPEDITIONS

✦ WORDS COLIN FABRI

✦ IMAGES LAND ROVER

The Land Rover is an iconic four-wheel-drive vehicle: having been produced now for over 70 years. Built to be eminently capable and to go places others could not; and, most importantly, do so reliably. This was the exact brief and the perfect choice for a group of English University Graduates to carry them on an adventure of a lifetime. The planned route would start in London and finish in Singapore: a journey of over 18,000 miles. This was ambitious:

not only due to the distance, but also to the potential reactions they would receive from locals along the way. They were intending to travel through remote locations populated by non-English-speaking residents; traversing countries which are culturally different and potentially unwelcoming of the English Adventurers.

Their journey would take them through Yugoslavia, Syria, Afghanistan, Lebanon, Iraq, Pakistan, India, and many other countries — and last the best part of six months.









In late 1955, planning was well underway. However, the six Graduates literally had no money — the norm for many Students at that point in their lives. Naturally, they approached Rover with their expedition idea because the intention was always to travel with the then-current Land Rover 86 series. Rover management was impressed with the idea and enthusiasm of the team: Subsequently, the group was offered two Land Rover Series 1 vehicles — one in dark blue and one in light blue to differentiate the teams and create a “friendly rivalry”. The two vehicles were named “Oxford” and “Cambridge”, and would carry three Adventurers a piece. As history has now shown, the Land-Rover vehicles were as much the heroes to the story as the Adventurers themselves. The first Series 1 Land Rover was conceived in 1947 by Maurice Wilks of the Rover company. Intended to expand their offerings, Rover wanted to create a four-wheel-drive for the “Man on the land” and the Series 1 was conceived. It had to be capable, tough, and, if necessary, be able to be repaired in the field with basic tools. It is widely believed that the Land Rover concept may well have been influenced by an early Jeep because the original prototype was constructed over the top of a Jeep chassis and axle arrangement. The first Land Rover was officially launched in April 1948 — at the Amsterdam Motor Show. The production-ready Land Rover was built on a box-section ladder-frame chassis with bolted-on-body panels; and — limited by the availability of paint colors at the time — was typically painted in various shades of military green.

This original series of Land Rover was extremely basic and had more in common with a commercial tractor than a passenger vehicle. The body panels were constructed out of aluminum; and, along with its sparse list of features, remained relatively light: about half the weight of today’s modern version. However, the one main impressive feature was its ability to go just about anywhere, covering terrain that no other vehicle would attempt — let alone conquer.

The six Adventurers — now complete with their Land Rover vehicles — still needed money to allow them to travel. At this point, they approached David Attenborough who, in 1955, was a young BBC Producer. Following this meeting and further discussions, David agreed to commission three films for the BBC: This provided the financial viability for the expedition to proceed.

“Oxford” and “Cambridge”, with everyone on-board, set off from London and traveled from Stuttgart to Munich: all on smooth tarmac and in perfect conditions, at this stage. By the time they reached Greece, this had changed to rough dirt roads and searing heat. Leaving Damascus, they embarked on a 600-mile desert crossing to Bagdad: Dust cutting down visibility every step of the way. By following the pipe-line route from Syria, they made it to the capital of Iraq. The Land Rovers were loaded onto small wooden boats and drifted downstream to the road which led them to Darjeeling and Burma. This route brought new challenges: The main one being bridge crossings — bridges which were built by the army, but now stood rotting; and crossings

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THEMSELVES.



were precarious. Some river crossings had bridges which were totally collapsed or non-existent. The Land Rovers crossed with water commonly covering their bonnets or higher. The vehicles were incredibly tough and pushed on through whatever was thrown at them. Essentially, standard with just additional fuel tanks having been added for the journey, the Land Rovers performed incredibly in these hostile conditions. Having completed most of the journey, the Land-Rover party picked up an escort in Malaya, taking them the final way to Singapore — where a large welcome party had gathered at the finish. After the event, the vehicles were returned to Rover Engineers for inspection, where the engines were reportedly found to be in perfect condition and showed no unexpected wear: a testament to their tough design and build quality.

Three films were created from the footage shot by the Adventurers and, sometime after their return, were broadcasted on the BBC channel. While shot in color, the broadcast was only in black and white. Due to the lack of technology to be able to record the television broadcasts, these films soon faded into obscurity. More recently, the originals have been found, remastered, and are available to inspire a new generation of Adventurers.

The end of the original Land Rover trip ended in early 1956. Afterward, the Students went their separate ways. The Cambridge vehicle was believed to have gone on some further adventures in an expedition to the far east: Unfortunately, this was the last known location and has never been heard of

since. Also, the Oxford vehicle went on to other duties and was forgotten about for decades — though, its whereabouts was traceable. The Oxford Land Rover was found to have been repurposed and was running bird-watching expeditions in the isolated Ascension Islands — roughly located in the South Atlantic ocean and 1,000 miles off the coast of Africa. Recently, an avid Land-Rover fanatic had decided to find the Oxford; and, with a combination of internet research and word-of-mouth, took Adam Bennet and an accompanying Journalist to the Ascension Islands to continue the search. There, he discovered that the person running the bird-watching expeditions had retired to another more-isolated island and had employed the Oxford on his personal farm. Unabated, the two traveled to St Helena Island, where, on the farm, Adam discovered the “holy grail” — lost and drowning in a barn full of its parts.

Negotiations ensued: The current owner agreed to swap the Oxford’s parts for a brand-new 300Tdi Defender. The parts included the original engine, chassis, and all panels; these were brought back to the United Kingdom, and the Oxford has since been fully restored back to its original post-1955 expedition complete with its well-worn patina of the day.

Forward track now to 2012, and Land Rover has taken inspiration from the original 1955 journey to create a new overland adventure. This time, the journey commenced from Birmingham, United Kingdom, and finished in Beijing, China. The trip lasted 50 days and covered 8,000 miles — using a fleet of modern Discoverys and traversing

IN 2019, THE ORIGINAL
RESTORED OXFORD ONCE
AGAIN TOOK OFF ON A
HISTORIC JOURNEY —
THIS TIME IN REVERSE.
NAMED “THE LAST
OVERLAND JOURNEY”.



13 countries. Land Rover called the adventure “The Journey of Discovery” and it was a planned celebration of the one- millionth Discovery to be produced. Its dual purpose was to not only celebrate and showcase the capabilities of the Discovery model, but also for Land Rover to raise one- million pounds for their Global Humanitarian partner: the International Federation of Red Cross. On this journey, the new teams traveled again to out-of-the-way places: taking routes which would challenge the teams and the vehicles. They traveled through the European cities of Milan, Vienne, and Budapest — with an ice-drive crossing in Austria. On to Chernobyl, it was the first private vehicle trip allowed through the 20-mile-exclusion zone — through the place where the world’s worst nuclear accident had occurred more than

25 years prior.

Onward through many more countries and varying terrain types, the teams finally made it to Beijing. No doubt they arrived in a more- comfortable manner in the modern vehicles than those intrepid Adventurers had almost 60 years earlier.

In 2019, the original restored Oxford once again took off on a historic journey — this time in reverse. Named “The Last Overland Journey”: Leaving from Singapore, the route was altered to take in Turkey, Iran, Turkmenistan, Kyrgyzstan, and parts of western China. Momentously, one of the original Adventurers, Tim Slessor — now 87 — was part of this journey for the second time. To think that the same Land Rover Series 1 was still capable of completing this journey 64 years later is an incredible testament to Rover engineering.



CITROËN'S LEGENDARY 2CV

✦ WORDS JACEK DUDASZ ✦ IMAGES STELLANTIS

Eggs, Speed, and French Flair -
The Unstoppable 2CV: 75 Years
of Quirk and Charm.

Mesdames et messieurs, brace yourselves because we're about to take a joyride down memory lane with Citroën's legendary 2CV, or as it's affectionately known, the 'Deux Chevaux.' It's a car that's as French as a baguette wearing a beret, and it's celebrating its 75th birthday in style. Buckle up, because we're about to embark on a journey filled with quirkiness, innovation, and more egg-carrying capability than you ever thought you needed.

Picture this: Paris, 1948. The City of Love was about to fall

head over heels for the 2CV, a car that was designed at Citroën's posh office on Rue du Théâtre and fine-tuned at the La Ferté-Vidame test center in the Eure-et-Loir region. They say that Parisians have impeccable taste, and it seems they knew a thing or two about cars too because they unveiled this quirky contraption at the Paris Motor Show on October 7, 1948.

It was the French answer to the Volkswagen Beetle, but instead of the Beetle's cheeky charm, the 2CV had a kind of endearing awkwardness.





2 CV *by* HERMÈS











This car had an exceptional career. A career that spanned 42 years, no less! A total of 5,114,969 of these babies rolled off the production line, including 1,246,335 of the 2CV vans. The very last one made its grand exit from the Mangualde factory in Portugal on July 27, 1990.

But before the 2CV became a household name, it started as the 'TPV,' which stands for 'Toute Petite Voiture,' or 'very small car' for those not fluent in French.

The idea was simple yet revolutionary: provide people with limited funds a car that was versatile and easy on the wallet. In 1937, the first roadworthy prototype weighed a mere 370 kg, had a single headlight (who needs two anyway?), could carry four people and 50 kg of luggage, and cruised at a blistering 31 mph. It was so comfortable that it could even transport a basket of eggs across a freshly ploughed field without cracking a single one. Yes, you read that right—eggs!





Things were going swimmingly until World War II decided to crash the party. Plans to unveil 250 pre-production models at the 1939 Paris Motor Show got torpedoed, and most of the prototypes ended up as scrap metal. But four of them went into hiding, tucked away like the crown jewels at the Citroën Test Centre in La Ferté-Vidame. Imagine stumbling upon one of those in your grandpa's dusty attic! When production finally kicked off in July 1949, the 2CV was a modest little beast with a 9 bhp, 375 cc, air-cooled, flat-twin engine. Top speed? You guessed it, a thrilling 31 mph! But here's the magic of the 2CV—it wasn't about breakneck speed; it was about versatility, affordability, and the ability to make your friends question your taste in cars.

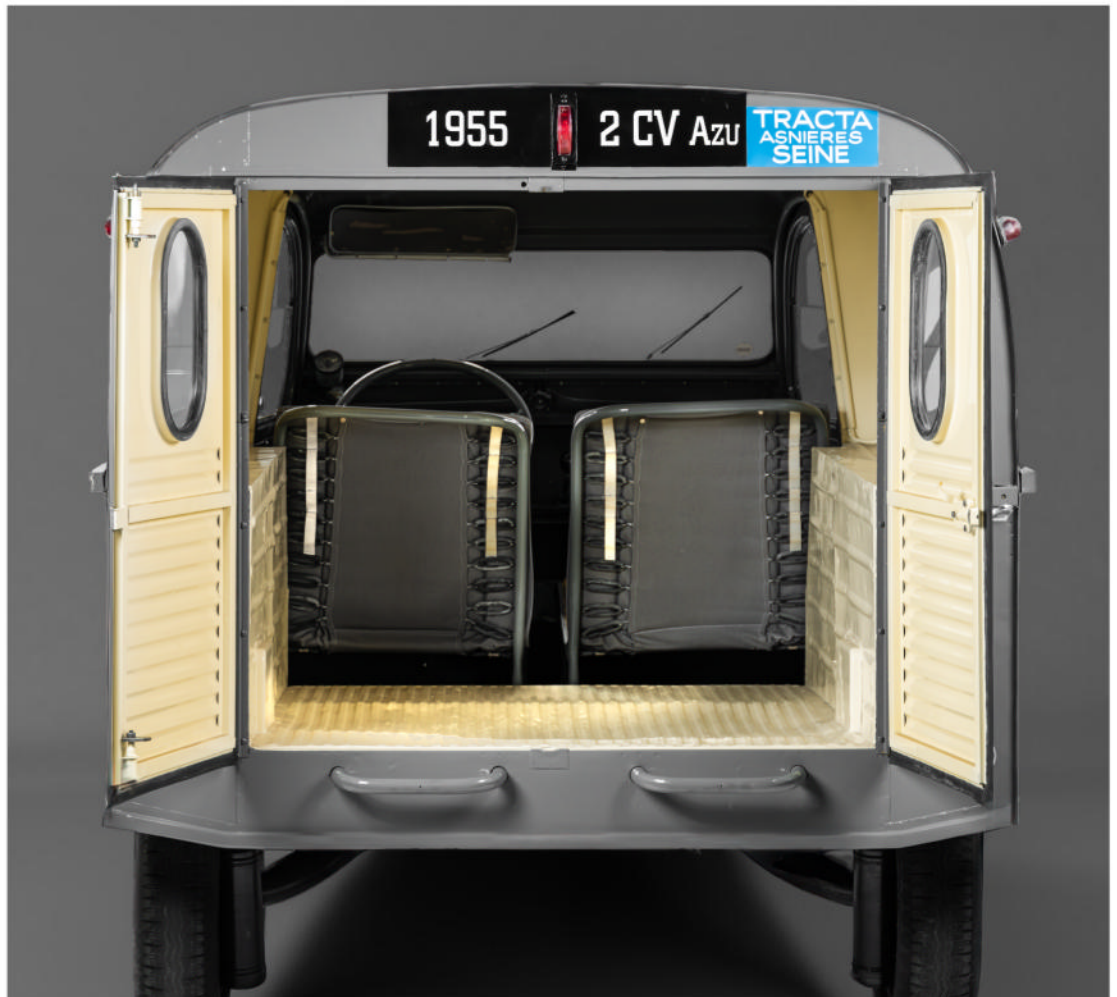
Let's talk about the looks. The 2CV's aesthetics were, shall we say, an acquired taste. Its corrugated steel body resembled

a discarded tin can, but it was a rolling work of art in its own peculiar way.

It had the charm of a slightly disheveled French aristocrat who'd just rolled out of bed after a night of revelry at the Moulin Rouge. This car didn't need a sculpted body; it had character in spades.

Speaking of character, the 2CV's canvas roof was an exercise in minimalist elegance. It was more like an oversized sun hat than a proper roof, but it did the job. When the sun smiled down upon you, you could roll it back like a flirtatious French wink. And if the heavens opened up, well, you were in for a damp but delightful ride a sponge on wheels. It was a car that laughed in the face of convention and said, "Who needs all those fancy bells and whistles when you can have simplicity and a dash of Gallic flair?"





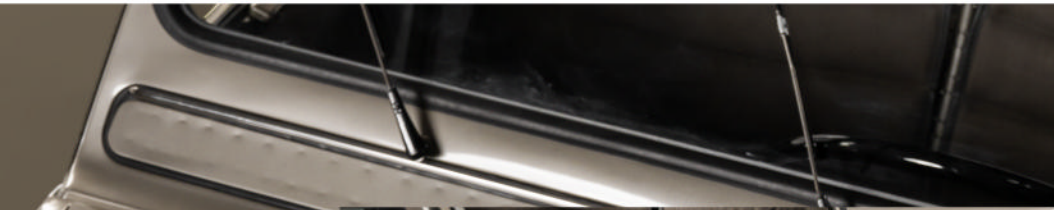




The 2CV's unique body shape and charm quickly won over the masses. It was a car of infinite possibilities, with removable benches, featherweight agility, and the comfort of a well-worn armchair. Plus, it was cheaper to run than a lemonade stand, making it an instant hit in France. By 1950, folks were willing to wait six years to get their hands on one. That's patience worthy of a saint! And let's not forget about the suspension, which was as soft and forgiving as a feather mattress. Driving over cobblestone streets felt like gliding on a cloud of croissants, and tackling rough terrain was like a ballet of rubber and steel. The 2CV's suspension was the automotive equivalent of a French patisserie: it made everything feel smoother, sweeter, and a touch more indulgent.

But what made the 2CV truly remarkable was its avant-garde spirit and ingenious technologies for its time. It wasn't just a car; it was a social phenomenon, a pop culture icon. Nicknames like 'Flying Dustbin,' 'Tin Snail,' 'Dolly,' 'Upside-down Pram,' and 'Ugly Duckling' became as common as croissants in a Parisian café.





And if that's not enough, there were ten special editions of the 2CV to make your head spin. From the Spotty Spot to the groovy Charleston and even the patriotic Cocorico, the 2CV had a style for every fancy. It evolved over the years too, with the 2CV van (known as the 2CV AU) in 1951 and the 2CV AZ in 1954, boasting a whopping 12 bhp engine and the famous centrifugal clutch. Eat your heart out, supercars!

But the 2CV wasn't content with just being a city slicker. It was a globetrotter, tackling some of the roughest journeys on the planet. Imagine driving a car that looks like a rolling potato sack across 10,252 miles from Paris to Kabul and back. That's exactly what the 2CV did in the Paris-Kabul-Paris Raid of 1970. It followed that up with an 8,388-mile jaunt from Paris to Persépolis in 1971 and a

4,970-mile African adventure from Abidjan to Tunis in 1973. Who needs a fancy off-roader when you've got a 2CV?

In the world of cars, where horsepower and technology often take center stage, the Citroën 2CV was a humble reminder that sometimes, it's the quirks, imperfections, and eccentricities that make a car truly endearing. It was a rolling embodiment of French joie de vivre, a testament to the idea that life is meant to be savored slowly, like a fine Bordeaux.

So, Celebrating the 75th anniversary of the Citroën 2CV, let's remember that this unassuming little car taught us that beauty is in the eye of the beholder, and that sometimes, the journey is far more important than the destination. Happy birthday, 2CV, you wonderfully weird and undeniably French icon.



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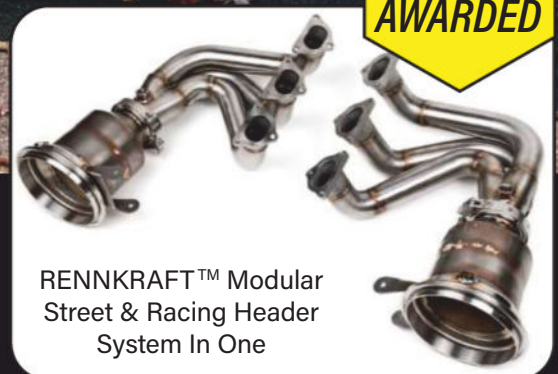
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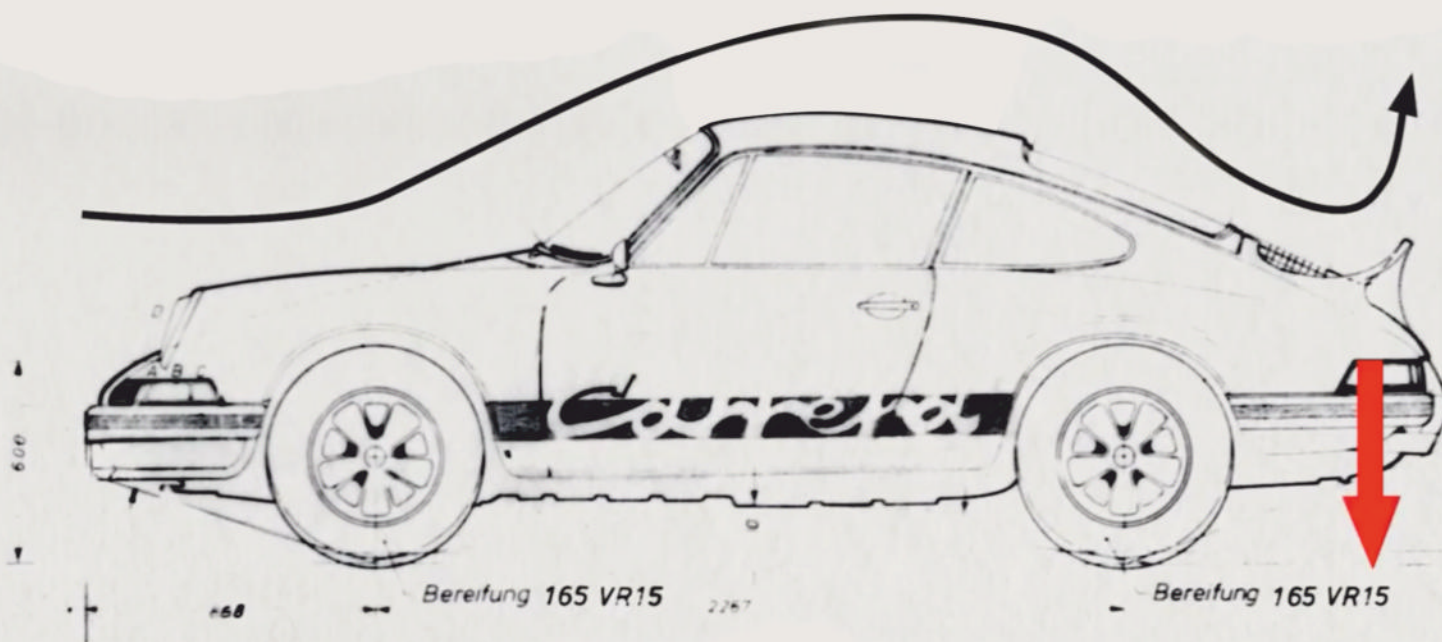
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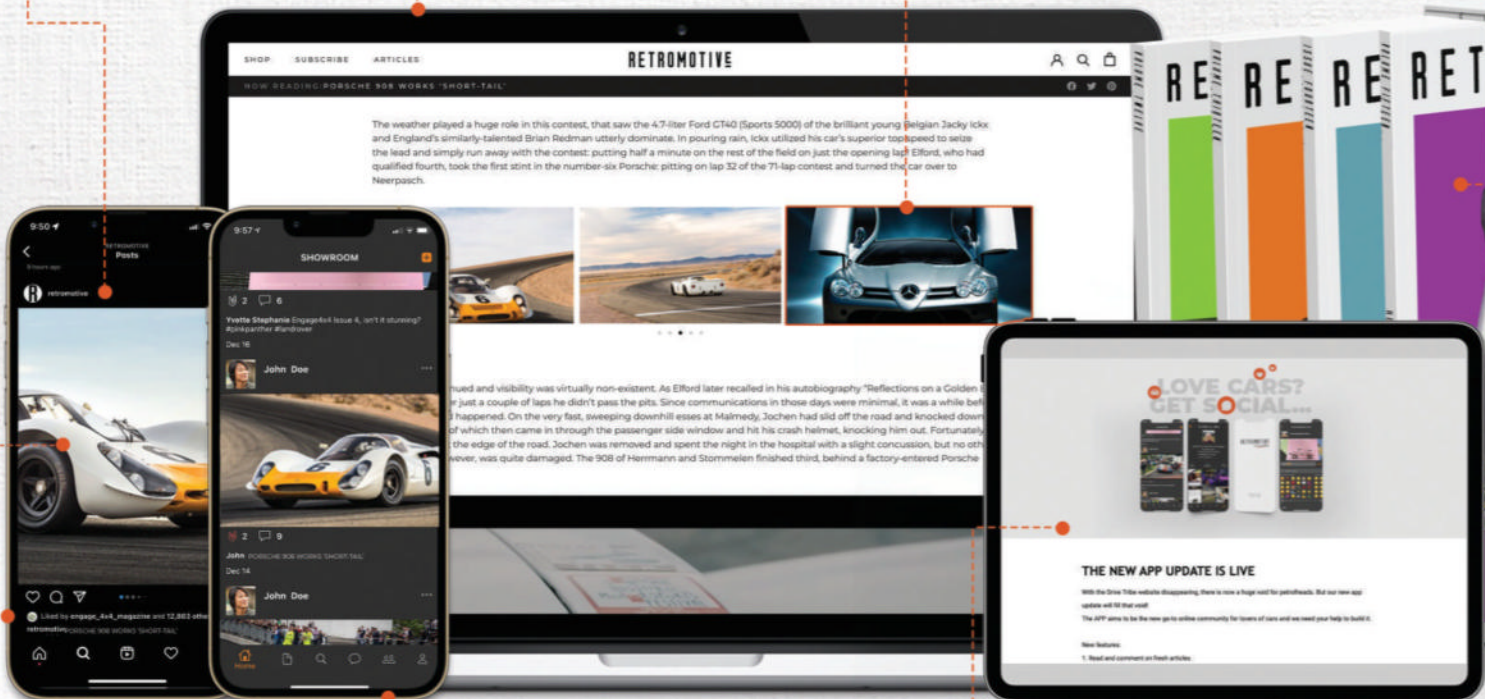
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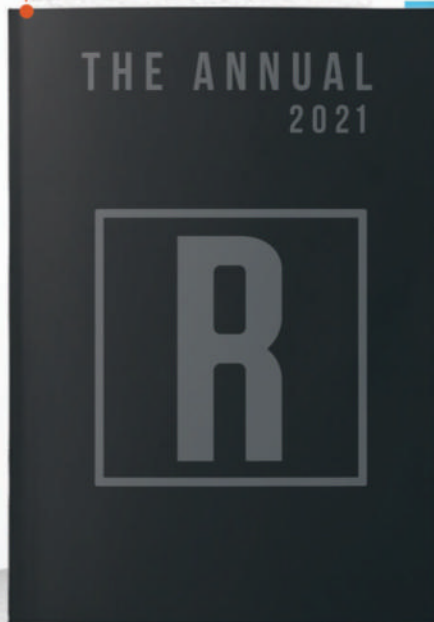


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