

SPECIAL INVITE CARS TO CELEBRATE A CENTURY OF FORDS AT CARS IN THE PARK 2017

***Special Ford Display to honour Lazarus Motor Company's celebration of its 60th Anniversary at Cars in the Park 2017**

*** Organising club The Pretoria Old Motor Club will be sourcing Fords from each decade from the 1900s to the year 2000 and beyond to celebrate a century of fabulous Fords in South Africa.**

***South Africa's biggest classic car show is on August 6, 2017, at Zwartkops Raceway**

Zero to One Hundred! That's the theme for the **Special Invite** cars at this year's Cars in the Park at Zwartkops Raceway **on August 6, 2017**. Every year the organising club, the Pretoria Old Motor Club, sources a special collection of cars to grace the pit area at Zwartkops Raceway.

"We decided on the Zero to 100 theme of Fords, because it is our own way of honouring our association with the Lazarus Motor Company this year," says chief Cars in the Park organiser Frik Kraamwinkel.

"Lazarus Motor company will be organising its own display at Cars in the Park, but we thought a Ford tribute in our prime undercover pit area, as always being reserved for the Special Invite cars, would be very fitting. While Lazarus Motor Company has other excellent franchises today at its Centurion complex, those of us with long memories at our club particularly associate Lazarus with the Ford brand, as this association goes back to 1960," explained Kraamwinkel.

Emil Kuschke, who effectively grew up with the POMC and with Fords in his background, has been tasked with sourcing a representation of iconic Fords from each decade here since 1900, hence the title **"Zero to One Hundred" for the Special Invite theme this year.**

There will be some 30 Special Invite cars adorning the pit boxes at Zwartkops, and the Zero to One Hundred theme will be like walking a time-line of Ford's history in South Africa.

"We will definitely have Fords from each decade since 1900," says Kuschke. "The exact cars have still to be finalised, but with such a rich heritage it will be more a case of what to leave out, than what to include."

Decade-by-decade, the Zero to One Hundred display of special Fords is likely to include the following.

1900-1910. One of the oldest Ford cars in the country is the **Model N**, built between 1906 and 1908 and one of these will be on show. This was the first Ford to have a front-mounted engine. Another example from this early decade is likely to be the **Model S**, which succeeded the Model N, and was built in 1908.

1910 to 1919. This was the decade where the **Model T Ford** became the most popular car in the world. Although introduced in 1908, it was in this decade that the Model T came on stream as the car that put the world on wheels. Some 15 million Model T Fords were produced between 1908 and 1927, and over 100 of them survive here in South Africa. A select number of POMC members own and run Model T Fords today.

1920 to 1929. The car that succeeded the Model T was **the Model A Ford**, first produced in late 1927 but effectively going on sale in 1928. This car was a huge step forward from the Model T in terms of mechanical sophistication, introducing conventional clutch, brake and accelerator controls, while still using an up-rated version of the large-capacity four-cylinder engine first introduced on the Model T

1930-1939. The Ford V8. This was the first car that offered a V8 engine in mass-produced, affordable numbers. The Ford V8 became legendary for its speed and was the car of choice amongst American “moonshiners”, who transported illegally-brewed liquor at high speed across country back-roads. Of course, the cops also used V8 Fords! The most beautiful of these is arguably the Phaeton, a cabriolet version. The Ford V8 was produced in great numbers

1940 to 1949

This tumultuous decade effectively saw the freezing of car design as the world busied itself with World War Two. As America only entered the War two years after it started, Ford introduced newer, larger, more rounded version of its V8 sedan in 1941 and this car, with slight updates, would be in production until the end of 1948. In **1949 a much sleeker Ford sedan** was introduced with a trademark central “**bullet**” in the grille being a defining styling theme of this car. It was produced with a flathead V8 or six-cylinder engine and was popular in South Africa.

1950 to 1959

Hey baby, let’s Rock n Roll! This decade is possibly the most famous in the history of the motorcar, thanks to the flamboyance of the chrome-bedecked American models introduced. Ford fully embraced the tail-fin era, and built some amazingly styled cars in this era. British Fords too were very popular in South Africa in this decade, notably the Anglia and Zephyr models. Names like **Fairlane and Galaxie** from America still invoke misty-eyed reverence from car fans who were there when the Rock n Roll decade took hold.

1960 to 1969

In this decade Ford became renowned for its involvement in motorsport, and its catchphrase “Total Performance”. Thus we had amazingly quick Fords on the track and on the streets, notably the 105E **Anglias** and the iconic **Cortina GT**, the Cortina having introduced a concept of big-car space at a small-car price in late 1962. More exotic versions of the Cortina included the Lotus Cortina, but these were only available here under special import.

1970 to 1979

The car of this decade had to be the Ford Capri, although it was actually introduced in 1969. And the most iconic of all was **the Capri Perana V8**, a locally-developed “supercar” by Basil Green, who slotted a Ford 302 cubic-inch motor into the body-shell designed to accept the four-cylinder and V6 Ford production engines. The Capri Perana is today revered as a classic all over the world. Another famous Ford from this era was the Ford Escort, particularly the 1600 Sport model, and indeed the RS2000 Excort, again an extremely collectable car.

1980 to 1989

This was a decade that saw Ford produce iconic Cortina models early in the decade, such as the XR6 and the even more collectable Interceptor. But late in 1983 the Ford Sierra replaced the Cortina. The most famous South African version of the Sierra is the XR8, again using a Ford 302 V8 to power it to saloon car racing glory, and adding excitement for those lucky 250 customers who bought a road-going, factory-built version.

1990 to 1999. This was a period of great change in South Africa, and one where Ford seemed to lose its way a little. Notable cars of this decade were the Mondeo models which replaced the Sierra, while internationally the Mustang regained some of its composure amongst performance car fans. A few Mustangs from this era were also imported to South Africa. One of the big success stories for Ford locally at this time was the little Bantam half-tonner bakkie.

2000 and beyond. Ford has reinvented itself since 2000 and today enjoys a market share to once again put it into the Top Three in the local market. There have been some tasty versions of the Focus and Fiesta hatchbacks on offer, and of course in the current decade the success of the Ranger pick-up is legendary. Right now it looks good for Ford, going into the next decade!

For more information on The Pretoria Old Motor Club's Cars in the Park, hosted at Zwartkops Raceway west of Pretoria on August 6, 2017, visit the Pretoria Old Motor Club website on www.pomccitp.co.za. Or go to the Cars in the Park Facebook page, on <https://web.facebook.com/POMCclub/> or <https://web.facebook.com/POMC-Cars-in-the-Park>

For information on securing stall space at the event, contact Frik Kraamwinkel on 082 444 2954 or via e-mail on frikkr@gmail.com