

Capri Style



The Newsletter of the Capri Mk1 REGISTER

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Plus regular features

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November 1973 - 2013

40 years of RS3100



Yes the car that caused embarrassment to the Ford Motor company because Ford were building and marketing a gas guzzler at a time when the country was going through an oil crisis and fuel was being rationed.



1000 vehicles were projected to be built , but in reality it reached possibly only a quarter of that number. The actual number differs depending on whose literature/website you are reading, (I read 288, but have also read 250). Classic Motor Show 2013 we aim to have 3 or 4 of these Capri Legends on the club stand, RS 3100 owners book your place now,. It's a once in a lifetime opportunity .

Club Sales



To complete the look in your engine bay you need the correct labels. Below are the most common ones for the Mk1 Capri

Club pen only £1 each



CLUB TAX DISC Holder



Club key fob £1.00

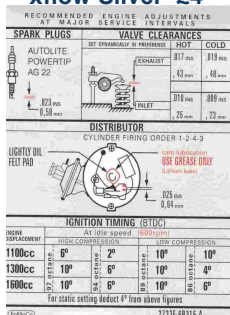


Original new
MK1 hand-
books
£10 plus pp

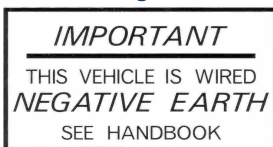


TECHNO LABELS

EB4 £4 1.3/1.6
xflow Silver £4



EB1 £3 Negative Earth



EB2 £3 water coolant

CHECK COOLANT LEVEL WHEN ENGINE IS COLD

See Handbook For Details

This Cooling System Has To Be Protected By a

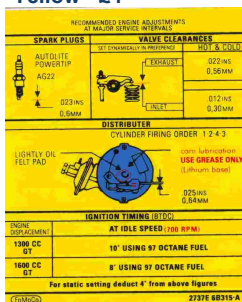
CORROSION INHIBITOR

Meeting FORD Specification GESA-M97 B18-C, Such As

'FORD ANTIFREEZE PLUS'

Maintain a 50/50 Mixture of Antifreeze and Water

EB5 1.3/1.6 GT
Yellow £4



EB3 £2 wiring harness label



VIN plates £9.00

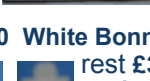
EB7



EB8



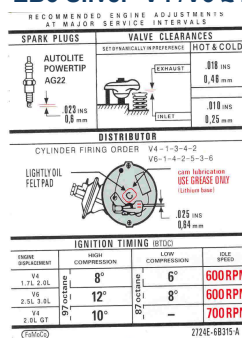
EB9



EB10 White Bonnet stay
rest £3.00
each



EB6 Silver V4 /V6 £4



Reproduction
grey wiring
harness clips
new stock
45p each



The Capri Mk1 Register

EB11 Rocker cover decal 1300 GT £2
EB12 Rocker cover decal 1600 GT £2
EB13 Rocker cover decal 1600 HC £2
EB14 Rocker cover decal 2000 HC £2

Water Pump 1600/1972 onwards
new £35

Throttle Cable various £15

Brake Canister non servo £25

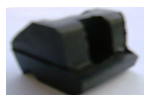
Brake Cable 8" or 9" £10 each

NEW 'L' wing badges £15 each

'New' blue oval sill badges
£18 each

CD showing parts manual ,
workshop manual and more £20

Ford Capri
badge £3



Bonnet Rubber Stops
£32 set of 4

Plymouth Hoe - the famous place where Sir Francis Drake completed a game of bowls before setting sail to destroy the Spanish Armada in 1588, and today he stands proudly on his plinth looking out to sea.

What a great place for a classic car show.

Route 38 19th August 2012.

We left home early to travel the 45 miles to Plymouth, it was quite foggy and damp but hey its summer it'll get better, no it didn't. By the time we had crossed Dartmoor the fog had turned to the usual rain and by the time we arrived on the Hoe - yes it was a full force gale, worse still only a half dozen cars were there, "Have we made a mistake" I asked Roy. I was thinking about Tavistock show, it had rained heavy all day long and very few vehicles had turned out.

Looking out across the sea the sun was shining, oh how I longed to feel it dry and warm - just for a change. Slowly the sun in the distance became a shimmer watery glint on the shore. Hooray at last we have sunshine and the dull dark car park that is the Hoe suddenly was lit up and bathed in warmth.. Oh what bliss.

Suddenly there was life on the Hoe as the few owners got out of their cars and started doing the 'big wipe off'. We chatted with our neighbours, we swapped wet weather stories, we even went to the breakfast bar to celebrate with a big bacon butty. It was going to be a good day.

Within the hour cars started arriving and were queuing to get in. We couldn't believe the transformation

The sun shone all day. A Rock and Roll band kept us entertained with foot tapping, hip shaking Rock and Roll music from the 50's and 60's, what a nostalgia trip. A Fantastic





assortment of classic to modern cars and motorcycles glinted and gleamed as we browsed around them

The Capri drew a lot of attention parked next to a smart red 1949 Triumph Roadster, quite a contrast, and on the

other side was a Corsair which we had seen at one of the other 'dry' shows.

Route 38 is an American car club, so there were plenty of the super long limousines as well as Hot Rods and the latest must have pick up trucks. One owner told us that his Dodge only did 8 mpg Made us glad our Capri does about 28 mpg.

There was a good line up of Mustangs (Uncle of Capri) they really do seem to be one of the more popular American cars but some of them are very new, and many are modified.

There were several tri cycles, really modded the middle cycle in the picture was done out in leopard skin print and the one on the right had quite a few headlamps/spots a bit like the mods scooters used to sport in the 60's, remember quadrophenia.

Come 5.00pm no-one wanted to go home. Really nice day out, why don't you join us next year?



Is There an Alternative to Ethanol in Unleaded Fuel?

When it was first proposed many years ago to cease the sale of four star petrol which that was replaced with Lead Replacement Petrol (LRP) and contained an additive that was more toxic than the lead it was replacing! About this time additives for unleaded fuel came on to the market but over time many people had their cylinder heads modified to allow their cars to run on unleaded fuel. All this was done at a time when no one had considered that one day ethanol would also be added. The result is now that cars converted to run on unleaded fuel can no longer do so due to the damaging effects the ethanol has on the fuel system.

Option one is to replace the fuel system components to materials that are compatible and Isabel over the past couple of issues of the magazine has outlined which these materials are. I have no idea of cost but for those who want to maintain the originality of their cars such as those who enter concours events this probably isn't an option. Our cars can be converted to use a modern electronic fuel pump and the suppliers I have contacted regarding direct replacement aftermarket fuel pumps assure me that they are compatible with all modern fuels but I have yet to see one that looks identical to the original AC Delco fuel pumps fitted to our cars. Webber has said that their new carburettors and refurbishment kits are also compatible with modern fuels.

There are a few companies that do additives that counter the effects of ethanol in fuel, the product by Frosts appears to just counter the ethanol effects, so unless you have hardened valve seats, you will still need an additive to prevent valve damage. Whereas the Millers VSPe is both an additive to allow unleaded fuel to be used and counters the effects of ethanol in the fuel. Neither however do anything to prolong the life of unleaded fuel in the tank which apparently starts to deteriorate after a week and leads to emulsions forming in the fuel system, often identified by sticking throttles as the needle valves become coated and stick.

None of these are ideal for all of us and perhaps we were all too hasty turning our backs on using four star petrol. A few years ago the FBHVC web site had quite a good list of petrol stations still selling four star petrol, but now they only list 9! A brief search of the internet turned up an additional list which has some petrol stations which weren't listed on the FBHVC web site and vice versa.

Therefore I called the garages from both lists and those still selling four star petrol (as of 9th November 2012) are listed over page along with those that I was unable to get through to. These garages can only reorder when they actually run out, so rather than turn up with your car running on fumes, it is always best to call ahead and confirm availability and price. I am now on my third tank of four star petrol and although being far more expensive at approximately £1.76 to £2.31 per litre, for me it is worth it. My car is running smoother than

In Hall 6 - one of the 'middle' halls was the motor bike show. It actually cut in half the car show which upset some visitors. We enjoy seeing the bikes as Roy used to work for Triumph Motorcycles, it's quite nostalgic to see the bikes he had helped build. The wall of death motorbike stunt team were in this hall - funnily, Roy found his way back there several times, it is amazing to see these bikers climbing cylindrical walls and their stunts are amazing.

In the main foyer was a 1939 convertible Jaguar XK120 which was built to order specially for Clark Gable. It was shipped from the Holbrook's factory (pre Browns Lane) in Coventry, to America and was said to be the first Jaguar to be imported into California, if not to the whole of the USA.. As we know it was the first of many British cars to make their way across the Atlantic.



1939 Jaguar XK120

A smallish lorry caught our eye as we wandered amongst the exhibits, it was a 'Great Train Robbers' get a way vehicle. It was painted in khaki colours, nearby a notice said that it had been painted khaki by the robbers as 'it was most unlikely that the police would stop an army vehicle'. The robbers also used two land rovers painted khaki, these were used in convoy with the lorry to complete the 'army personnel' illusion. The value of their haul from the train in today's money would be £45—£50 million.

Scotland Yard sold the lorry and it eventually turned up in a Yorkshire scrap yard. It has since been purchased by the Cae Dai Museum, Denbigh, Wales..

A new feature was a classic car auction that took place on Saturday 17th in Hall 9, organised by Silverstone auctions. Admittance was by catalogue only and these were priced at £40 it admitted 2 persons to the auction and show. There were 64 cars entered into the auction with most of the cars selling on the day. You could take your new car home with you from the auction on the day. Prices ranged from an Aston Martin DB44 series 11, it sold for £222,400 and in contrast a 1970 VW Beetle sold for £5500, there was also a Fiat 500L once owned by Prime Minister David Cameron.

Meguiars Club show case won by a 1962 VW Beetle it will be on display in the foyer at next years show (November 15—17 2013).

Car of the show a 1939 Aston Martin Atom.

So look forward to seeing you all at next years show
November 15—17 2013



Joyville tree wheeler

Corsairs on show, I think they made strange looking convertibles - but that's just my opinion. The Corsairs looked very dark inside and the soft top covered half of the rear side windows, it made the window appear very much like the ones which were originally designed for the rear side windows of the Capri. Guess they are loved as much as my car. I took the picture of them at the close of the show when they were leaving.



At the far, far end, (from us) hall 12 were to be found the 'Dream Rides run by the Sporting Bears. This year they raised in excess of £30,000. This took the total amount of money raised, by them, for charity to over £1million.

The lucky person who paid for the dream ride which hit the required number, was rewarded with a gift of a day out at Silverstone race track and a ride round the track in a Ferrari. The winner said he always headed for the dream rides and had spent probably £2000 over the years having a ride in all manner of cars he would not normally have access to, so a worthy winner. All the car owners give their time and costs for free so it was well done to everyone who has ever taken part.



Tucked away in the far corner of this hall was the American Clubs. This year not so much rocking and rolling perhaps costs have forced them to have a rethink after all a music licence from the Performing Arts for the show is now £20 per day, which is why we no longer have music on the stand and we keep the sound on our video's turned down. However they had some of the best cars on the American car

scene. In amongst the limousines and Hot Rods again was quite a collection of Shelby Mustangs, it seems to be a firm favourite with 'English' American car owners. In the American section was also a car belonging to the late Liberace. His cars were as flamboyant as his character, this time it was his golf buggy that was on show.

As always Mike Brewer and Ed China the 'Wheeler Dealers' were on the live stage, though not in our hall this year. Back stage they were building a Morris during the show, ready to drive away on the Sunday afternoon.



Wow what a show this was - and so many Capri enthusiasts wanting to look over the three beauties we had on the club stand, and ask about the Capri Mk1 REGISTER.

Welcome to all our new members and all our members who we met up with at the show

RAIN , RAIN, RAIN then just one day it was dry - it was fine - Hooray.....it was the day that the annual Classic Car Show at the NEC Birmingham - the biggest indoor show in the country - opened its doors to admit some of the best cars on the classic car scene.

Turning up at our allocated time only found us stuck in the traffic, every vehicle owner making their way to the north car park. As a back up vehicle we were held back in the car



park while they moved in the show cars. We have to pay a £50 bond to take the support vehicle into the halls and unload within the hour, not easy when they keep you in a queue for most of the hour, but with help we managed to get back our £50 - just.

Roger, the clubs Midlands secretary, and Volkan were already in the hall, Gareth arrived a few minutes later, between us the space for our stand was soon looking like a prestige car show with two of the three cars in place and room left on the end for our third car which was arriving later. But not too much later the car was in place, the stand was clean and pristine with information to hand it was 'on with the show.'

This years the show covered 11 halls which were laid out like a huge 'C', Hall 12 was one end and hall 17 the other and in-between were halls 18/19/20/6/7/8/9/10/11.

Believe me it was confusing even being there for three days we struggled to find our way round until we got our bearings.

We all arrived early for the opening day - keen to get started, and it was as well we did as within minutes of the announcement we had a buzzing crowd round the three cars.

On the backboards we had lists of Capri's from the Register . We listed the registration number the engine size colour and model. It was a shock to one owner to find his 'new' Capri wasn't the same colour as registered with us, but then many of the Mk1's have undergone colour changes over the years.

Gareth, talking to one man, found that he had been fortunate to own the 3000E that had been the car on show at the launch of the 3000E at the Brussels show early in 1970. He had been involved in racing and one of his friends was a driver for the Ford team. This same friend was able to get him the car after the show, but where is that same car now, we didn't get a registration number to check it out?



We were towards the back of Hall 19 and this year it was the same hall as the Restoration Theatre. The Leeds College take space every year to do actual restoration demonstrations . They are able to answer questions on restoration techniques and the public get a chance to have a rest, believe me it is leg aching walking round this show.

As in previous years all the Ford clubs were in the same hall, so if Ford classics is your thing they could all be seen here. The model Y and C club showing vintage Fords. The Cortina Mk1, Mk2, Mk3 with the Cortina Mk2 and 1600E club having a joint stand as they were celebrating 50 years of their marque and 35 years of the 1600E club. For those who remember the 'American' style Mk3 Zephyr 4's and 6's and the 6 cylinder Zodiacs there was a row of outstanding cars with their long front and back seats and most of them have the gear change on the steering wheel, very Americano. On a Police car stand was one of the 'Z' Police cars - you would not have been disappointed in these show cars - oh the memories.....



The Crayford Convertible club had several