

2007 Show Dates

Come on bring out those Capris and join us on the Club stand at any of the following events



Classic and Sportscar Action Day – Saturday 9 June

Castle Combe Racetrack, Nr Chippenham, Wiltshire – (**FREE** tickets available)

This event is billed as 'Celebrating the Cortina – the car which inspired Formula Ford' There will be a **FREE** Classic Cruise on the track at lunchtime, a large Classic vehicle display, Car of the Show Award and Club Stand of the Show Award. This event blends genuine classic cars with modern sports cars, so expect to see anything from an A35 to the latest Ferrari.

If you'd like to come along and join us on the Club stand at this event please contact Geoff on **01225 754586** or email geoffackling@yahoo.co.uk

www.castlecombecircuit.co.uk/classic_sportscaractionday.htm

Capri Mk1 Meeting at Stanford Hall Leics – 17 June

We still have couple of places left to fill on the club stand so how about joining us for a great day out at this superb venue. Ideal setting for those special photographs of your Capri as well as lots of other interesting Fords to browse and spares traders.

The Roger Clark 3.0 GXL Capri will be on the club stand at this show.

Pick up the phone NOW to secure your place on the club stand.

Telephone: **01676 541355** or email: emailus@fordcapriclub.com (Pay on the gate)

Blue Oval Super Rally/Club Meeting at Heritage Motor Centre – 22 July

Show cars **FREE** + **FREE** pass – camping £10 for 2 nights (Fri/Sat)

The Summer meet for Capri Mk1 Enthusiasts. Make it THE date in your diary. Superb venue just off the M40 so easy to get to from all areas. Other Fords on show as well as entry to the newly refurbished museum, option to have a ride on the off road 4x4 Land Rover course. Go-karts plus more.

Awards for the best turned out club cars and the furthest travelled.

Telephone: **01676 541355** as soon as possible to ensure your place is reserved.

Classic Motor Show at the NEC Birmingham 9/10/11 November

The Capri Mk1 Register has once again been allocated a stand at the prestigious 'Classic Motor Show' at the NEC, Birmingham this coming November.

Club members are entitled to purchase advance tickets from just £8 per person – amazing savings BUT for a limited time only so it makes sense to book early.

We are looking **NOW** for suitable cars – Concours only – Want to be there? – Give me a ring to be considered. Telephone



Mob: 0774 6867832
www.caprimk1register.com


www.fordcapriclub.com
E-mail: emailus@fordcapriclub.com

The Newsletter of the **Capri MK1 Register**

June 2007 • Volume 8 • Issue 2

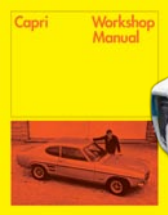
P08

Centre page report
from Stoneleigh Park



INTERNATIONAL
HISTORIC
MOTORSPORT
SHOW 2007

race retro

Restoration
Guide P06
Part 7



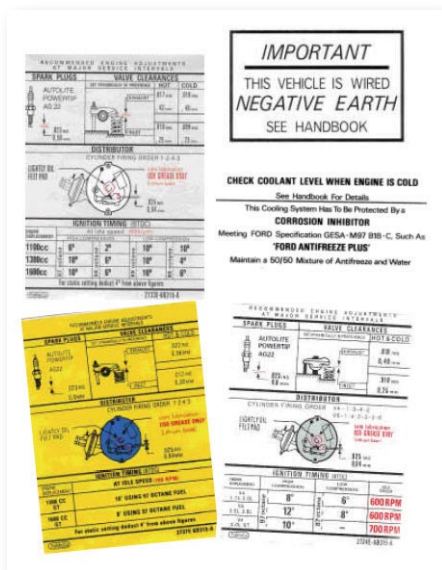
Plus
All the usual
Classifieds



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Club Sales



For the Engine Bay
original spec **NEW**
Bonnet Rubber Stops

Set of 4 – Club
price £28 (£2 p+p)



Water Pump 1972 onwards new
Throttle Cable various – **£10**
Brake Canister non servo – **£25**
Brake Cable 8" or 9" – **£4 each**
Pre facelift nearside headlamps – **£15**
Hockey sticks Repro – only 1 pair with joiner
Boot Trim – now unavailable
New 'L' wing badges – **£15 each**
Brand New Original Spec
Ford Sill Badges – **£15 each**

Negative Earth Label – **£3**
Water Coolant Label – **£2.50**
Techno Labels – **£4 each**
Yellow 1.3/1.6 GT
Silver 1.3/1.6 X Flow
Silver V4 /V6
Wiring harness label – **£2**
VIN plates – **£8.50**
Trim Clips Black plastic – **35p**
Windscreen Logo – **£2** (inc p+p)



Heater Control Decal – **£8.50**
Headlamp Backing Plate Nearside – **£25**
Original MK1 handbooks – **£10**
Ford Logo spinning key rings – **£5**
Ford Logo air fresheners – **£2.50**
Club T-shirt – **£6** M/L/XL
Used Facelift grille, very good condition – **£15**
• Ford Capri Parts catalogue
• Workshop manual (covering all models)
• Owners Handbooks
All this on a handy CD for **£20**

All prices plus postage and packing unless otherwise stated

Luton Motors Capri



Cast your minds back to the December issue and you may remember an article on LuMo Cars (a division of The Luton Motor Company). For this issue I want to move on from engine swap conversions to what LuMo did to enhance the performance and add a sporty flavour to the already quick Essex engined Capris.



- Webasto sliding roof – **£85.**
- Flared wheel arches and re-spray in metallic paint – **£220.**
- Radiomobile twin speaker radio/stereo tape unit – **£94.**
- Vinyl roof with sponge underlay – **£28 5s.**
- Chromed air cleaner and rocker covers – **£16 16s.**

Like the other well documented tuners of the day such as Broadspeed, Allards and BVRT, LuMo took the stock article and fitted options as requested by the customer.

The option list for November 1970 reads as follows:

- Cylinder head gas-flowed with modified carburettor, manifold and distributor; Piper camshaft with special followers – **£145**
- Lowered and up-rated front struts, special four-leaf rear springs and Spax adjustable dampers – **£55**
- Five 195/13 Goodyear Rally Special tyres – **£77**
- 7 1/2 J by 13 Minilite wheels – **£160**
- Maserati air horns – **£25**
- Kenlowe fan – **£26 10s**
- Cibie QI lights – **£26 10s**
- Inertia reel seat belts – **£14**
- Contour Kendall reclining seats – **£64**
- Twin exhausts – **£24**

A very interesting history lesson I hear you say, but do any of these cars still exist and if they do how can you tell after all these years?

Well unless the customer went for options like the body styling kit (which required radical removal of metal on all four wheel arches) many years and many owners have probably done a great job of concealing the cars historically important identity (I remember in the '80s people at a Capri show getting all worked up about the car in front of them having a Zodiac emblem on its bonnet!). The truth is that because most of the parts were 'bolt on' and therefore could easily be reproduced at any time it is going to be very difficult to positively ID any of the afore mentioned cars without a completely transparent history (I'm thinking about period photographs, magazine articles or other unquestionable documentation).

A little sceptical you may think but if you are going to make claims about something it is always more believable when you can back it up with hard evidence! Anyone remember the race car 'Old Number 1'?

Having converted all of you into disbelievers I'm going to tell you about a car myself and Kevin found at the end of last Summer.

It is a 1971 3000E Auto in white with a factory fitted vinyl roof and black interior. Apart from a couple of door mirrors it is perfectly standard and as it should be. We bought the car because it is a well preserved and meticulously maintained example. It was not cheap but I always try to buy the best cars with matching numbers (often ignored but very important) and a history that 'stacks up'. Well kept standard cars with continuous histories always seem to bring the best money, but that is a completely different magazine article!

Checking the car over we could see that the paint finish was superb and the chassis members had been wax oiled which is always a good start. The owner told us that he, being a body man himself, had started to restore the car back in 1981 and the receipts for paint that came with the car backed this up. It's had almost no use since the '80s, which the MOT's again verify. I have to say there is not a mark on the body shell, it is a real credit to him. The almost impossible to find Executive interior was present and correct, and all the switches and instrumentation looked good too.

Overall we were looking at a seven year old restoration that looked like it was finished yesterday.

Just checking through the paperwork that came with the car I could see it had:

- The brakes renewed, callipers disc's etc
- Both sills
- Front panel
- Front wings
- Various engine consumables
- Laminated windscreen
- Radiator
- Alternator
- Coil etc. etc. etc.

Getting back (at last I hear you say!) to the LuMo link, after agreeing to buy the car we went into the house to sign the paper work etc. It was only then by chance I asked the owner if he had any other documentation belonging to the car. He replied yes handing me a fist full of receipts and a brown envelope containing the original green logbook!

We only really had a good look through the paperwork the day after but as you can see from the picture below the car's first owner (and second as we've since found out) was the Luton Motor Company. Could this be a lost LuMo Capri?

I have from our own archives lifted and copied all the information I have pertaining to these very rare cars and will be taking a very close look at our own car to see how it compares.

Our future plans for the car are to correct what very little is wrong with her (the door mirrors will be exchanged for a pair of period Ford items) then let her go to someone who will keep her in the condition she is now, or better!

We plan to launch a web site soon (keep an eye on the clubs main site and Kevin's satellite site for a URL) and the car will be featured with photographs and offered for sale.

Mike



For Sale and Wanted



For Sale or possible part exchange

Pre-facelift Tawny 1600 GT, restoration or spares, genuine 85,000 miles from new. Needs restoration work though many good parts on the car could be salvaged if scrapped.



Wanted Pre-Facelift Capri 1.6 GT or 2.0/3.0 must be concours or at least very good, above average condition.

Telephone: 02380 436566 for either of the above

For Sale 1974 1600 GT Auto. 3 previous owners, genuine 53,687 miles Ziebarted from new, minimum rust. Interior though reasonably good, needs attention to drivers seat.

For further information **Telephone:** 02392 510211

For Sale 1972 1600 GT 11 months MOT **Telephone:** 01788 334313

For Sale I have a new Valeo Ford Capri 2300 clutch for sale, model number K7155: 801204. Offers of £80 ono.

Email: michaelimbach@hotmail.com **Telephone:** 07724566102

For Sale Ford Capri 3000 GT, 38000 Miles from new. I am the second owner, had car for 13 years. Sapphire blue. New tyres, stainless steel exhaust, new vinyl roof and head lining. Original bill of sale. Spare manifolds and odds and ends. Fitted with 2.8 Mk 3 suspension and power steering, not been used for 4 years but is a cracking car. £3500 ono.

For further details **Telephone:** 07740394675 or 01637 875688 (after 8.00pm)

For Sale White 1983 Capri 1600 LS one lady owner from new. Retirement from driving forces parting with this mechanically sound car. Always been well looked after and serviced annually. MOT ran out in October 2006. Slight damage to the bonnet and bumper after a slight accident with a lamp post. Would like it to go to an enthusiast.

For further details **Telephone:** 01983 612609

Wanted 1600 Mk1 or Mk2 Capri to swop for my 2.8i. 98,000 miles backed by full MOTs, 6 months Road Tax + MOT to April 2008, Brooklands Alloys.

Please **Telephone:** 0151 449 2822 or 07709 505651.

Ford Capri Stampede



All the talk over the last few months about different engine tuners and companies that modified the Capri prompted Neil from Yeovil to send me a copy of an article about a Capri named the Stampede.

Now we have all heard about the Uren Commanche because I have written about it on many occasions but I had never heard about the Stampede from the Uren stable so to speak.

So what was this Capri all about?

Well the article mentions that in 1974 it was becoming increasingly difficult to find a car that was different. Mergers and badge engineering had a profound effect on the type of motor car being produced. If you were looking for extreme performance and comfort then you would have to look to the likes of Jaguar or Aston Martin – not the sort of money Mr Average could afford to pay. However for £5012 you could get a Uren Stampede.

“0–60 in 5.8 secs and on to 100mph in just 13.8 secs”

The Stampede was a Capri that was re-worked all the way up and really was a model in its own right. With a 5 litre Ford V8 engine courtesy of Boss Mustang it generated the power, but the engine bay left little room for other than an engine driven fan and a special high capacity radiator. Further cooling came from a forward mounted Kenlowe fan. Fuel was used through a single four barrel carburettor and exhaust by Mustang manifolds which led into a 2 in bore twin system.

The 3 litre Capri was acknowledged as being powerful so the acceleration of the Stampede was exciting. It was shod with

14inch, low profile, Goodyear 60 aspect ratio tyres. A soft clutch prevented wheel spin starts. However the take off was very rapid going from 0–60 in 5.8 secs and to 100mph in just 13.8 secs. The car was still accelerating as it topped 120mph – it was assumed that this car would easily top 130mph.

The suspension was uprated and the front struts modified with stiffer springs. At the rear it had stiffer leaves with hard rubber eyes to prevent tramping. A different roll bar and special Girling dampers completed the setup.

The ride was said to be extremely good better even than the RS3100, it was a speedy car which had predictable handling and was stable at all times ensuring that you

took every corner in a speedy and drama free fashion. You needed powerful brakes to stop this beast. So four pot, formula 1, vented discs were fitted with heavy duty pad material all round which coped well with the heat of 120mph panic stops. Body-wise the Capri was slightly different as the floor pan, chassis rails and bulkhead were all strengthened and the wheel arches had been panel beaten to accommodate the 14inch wheels.

The wheels, low stance, twin tail pipes and the V8 badge are the only identification of the car named Stampede.

Miles per gallon – 14...

Members write...

Neil Member 35/0400

I have found a 2000GT which I think may be past restoring! It has been sat in the same place since...1982, yes 25 years ago, don't ask me what it's like inside as it's covered in brambles, it may be a contender for the worlds rustiest Capri, still you know me I'm making enquires about buying it!

Wish me luck...

Darren Member 231/0506

Says “keep up the good work”.

Isabel – Mk1 Register Secretary

I thought you might like to see a picture of our first Capri. It was a beautiful car in Daytona Yellow with a black vinyl roof. It was a 1972 'K' registered 1600XL and as Radio 1 had just started and they were giving away free sun visor stickers, I had one of those too.

Where is the car now?

I'd love to say it is still going strong but the truth is we were involved in an accident in France and the Capri was written off – we had to leave it there and never saw it again. I always credit the Capri as saving our lives through the safety features incorporated into it and the strength in its build. Roy and I owned the car for about 3 years. I didn't have another Mk1 Capri until 1990 (UKE) but we had Mk2s and a Mk3 – the Mk3 we still own. The 1600 XL was the first Capri we could afford to own, but we have owned one ever since.

What about you?

We'd love to hear stories we can print about your past Capris...

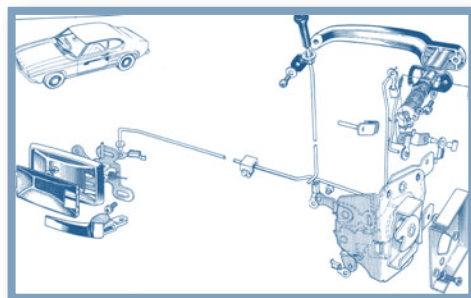


Restoration and Rebuild – Part 7



This month we will be looking at removing the door locks, windows and door frame.

Now you will need the window winder again. Temporarily replace the window winder handle and wind the window up fully. We did suggest removing the polythene sheet earlier, but if it is still attached to the door now is a good time to remove it.

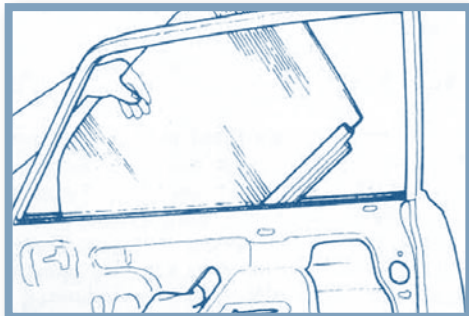


Slide the door handle assembly forward you should now be able to disengage it from the inner door panel. Turn the handle as needed to disconnect it from the lock operating rod. On early Capris the lock remote control assembly is fixed to the inner door panel by three retaining screws.

To remove control assembly: first remove the spring clip securing the operating rod to the lock assembly and disconnect the rod. Prise out the rod nylon guide clips from the door panel. Remove the three screws securing the control assembly to the door panel and remove the assembly.

The remote control operating rod can be disconnected directly from the door lock lever. Remove the plastic clips securing the rod to the inner door panel. Detach

the spring retaining clips from the locking rod and disconnect the exterior handle operating rod and locking rod from the lock mechanism. Remove the two screws on the rear edge of the door which secure the window frame to the door panel remove the screws which secure the lock assembly to the door and withdraw the lock assembly for the door through the lower access aperture. The exterior door handle is secured by two screws onto the outside of the door panel, the handle and its locking rods can be extracted through the small aperture.



Window removal: with the window winder handle back in place fully wind down the window glass. It might be a good idea to remove the weather strip first. The weather strip is a very soft anodised metal and is easily kinked and damaged, once this happens there is no way of repairing it, so take it easy and take care. There are usually six clips holding it on and these are not replaceable so don't break them or lose them.

Members write...

Tom: Member 040/0400

Ever wondered if one of your former cars is still on the road? There is now a link on the DVLA website that allows you to view limited information about any motor vehicle. By typing in a vehicle registration number and manufacturer you can see details of the date a vehicle was first registered, its colour, engine size, its current road tax status and its "date of liability". The "date of liability" is the date when the last road tax licence expired. If this date is in the future the car is still taxed and hopefully running.

To try this out, go to www.vehiclelicence.gov.uk and click on the Vehicle Enquiry link on the left hand side of the web page. This first takes you to a search information page. Click the Next link to move to the page where you enter the registration number and make.

After entering these details click Next and the results are displayed.

Classic Car Auction

A quite nice 3000E was put in a Bonham's auction in March of this year and it stunned the entire classic car world (but not our members) by selling for just a few bob short of £10,000. Now we have been telling you for ages that the price of the Capri is going up, indeed when there has been a fall in the Classic car sales the Capri has still been climbing and demand hasn't fallen for our favourite cars.

Capri ownership has become a major investment. Some of us have had a Capri forever, or so it seems, so value doesn't come into it other than for insurance cover. Now however with the sale of a 3000E reaching £10,000 it is important that you check your insurance and make sure the valuation is up to date especially if you haven't increased it for some time.

The club can value your Capri and issue a valuation certificate for £5 per car.

If you need any help or advice with this call us.

Haynes Books – Scalextric: A Race a Through Time

The official 50th anniversary book

Fifty years of continuous production is a remarkable achievement for any product - but especially so in the fickle hobby market. There are very few games that have remained popular for half a century and Scalextric can now stand shoulder to shoulder with evergreens such as Monopoly, Snakes & Ladders, Chinese Chequers, Chess and Draughts in the public's affections. By Roger Gillham with Foreword by Sir Frank Williams



If you wanted an amazing day out, or if you wanted to rub shoulders with past famous drivers from the world of race and rally, or if you are into autograph hunting, then you wouldn't have wanted to miss this show as at every step there was another famous face connected to racing or rallying to be seen.



Autograph signing sessions were held at specific times throughout each day but that didn't stop enthusiasts having their books signed on and around each and every avenue.

It was a three day show and not a cheap day out, but from opening to closing there was something to see or do, but then it's only once a year so it's a treat, and as members were able to buy generously discounted tickets in advance that helped the budget.

It was all last minute but we managed to get Mikes Rally car to this show. Never having been before we didn't know what to expect but we were told it would be a great show and it was. The Capri stand was in Hall 1 alongside all the other classic rally cars, next to us on one side was a Land Crab on the other side an Escort and opposite us were Mini Coopers. Our stand was under a balcony and really not deep enough to take the length of the Capri so it jutted out a bit, this was no bad thing as eyes alighted on the Capri from the length of the gangways

and people quickly made their way to see the car in close up. On the back wall we had a multitude of racing rallying pictures which in themselves drew many people onto the stand for a closer look, or just to reminisce. Club members had travelled from all areas of the UK to see the show and they made a bee-line to look at their favourite car in all its rally splendour, it was a pleasure to meet you all as well as welcoming quite a few new members to the club.

I said it was a big show, it spread over all of the halls at Stoneleigh Park and every inch was filled to capacity with racing cars, bikes, engine builders and suppliers as well as a huge autojumble which unearthed some old literature and as it was all racing it was stuff that wouldn't be found at the usual classic car shows. There was so much to see that we had to take it in turns to leave the stand, but because there was so much interest in the Capri we wanted to be on the stand as well in case we missed something, oh decisions, decisions.



The Mk1 Capri Register...

As well as cars there were bikes and these were found in Hall 3. There was a huge display of classic motorcycles, with the Isle of Man TT racing as the theme. Many of the bikes on show had taken part in the TT at sometime in their history.



As with the cars there were some of the older riders present to talk to people and sign autographs. Further down in Hall 4 was the jumble section and after this was the opportunity to watch a Motorcycle Trials display as they had a small course set up at the end of Hall 4. This comprised of teams of riders going round an obstacle course. That was also where there was an American fire engine serving beer and food.

The major shows are a great source of information as people always have a story about the Capri and we are always ready to listen. Three men came onto the stand and as one looked at the picture display another excitedly looked around the car, he asked if the car was in the stable of Jean Francois Piot "Yes" I answered. "I knew it" the man replied "I drove this car". He then proceeded to tell us all about the people and cars in our pictures, he seemed to know everyone so I politely asked his name "Barry Williams" he said – was I the only person on the planet who didn't know him? Like many of you when we see a publicity picture or a racing picture of a Capri we wonder where it finally ended up. For example, there is a picture of two rally cars racing round a track one is HVW 813H and we learned that this Capri was sold to someone in Trinidad in 1975

Keeping the Mk1 Capri Alive and Kicking...

– who told us? The person who drove it there – Barry Williams, he was a huge source of information.

An RS2600 owner told us he was entering his Capri in the Classic Safari Rally. You can follow the progress of this rally and hopefully the Capri on the internet at www.classicsafarirally.com

Rumour has it that there were around 10 right hand drive 2300GTs made, what happened to them? Well I spoke to three owners of this rare Capri. So its my guess that most of them have survived and are tucked away somewhere safe.

In Hall 2 Westfield were building a car. The aim was to start it on Friday and have it completed and ready to fire up by Sunday afternoon, I assume they completed it, as time didn't allow for us to go and look. Other action going on during the weekend were Autotests driving skills against the clock and Historic Karts tearing round an outdoor course. Further across the park was Group B Live Rally stage - buses were laid on to get to these. On the Classic Ford stand was the Hermitite Capri which can be seen in today's classic Saloon car races and there was a Mk3 racing spec Capri for sale too. Offers over £12000



There were reporters from across the globe and many pictures of the Capri were taken by these roving reporters, so people throughout the world would be able to get a glimpse of Mike's rare car, a special Capri one of only a few to survive.