

Capri Style



The Newsletter of the Capri Mk1 REGISTER

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Secretary Isabel Fairbrother

Mob: 07746867832

Plus all your regular features

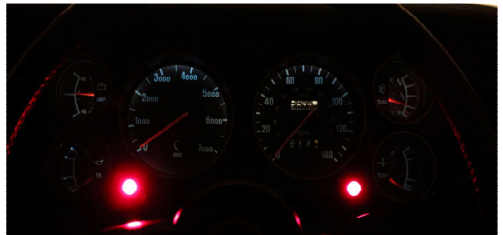
Upgrading Dash Lights to LED

The instrument lights through to the Capri 's life from Mk1 right through to the last of the Mk3s were never the world 's best and in today 's world it is just as important to see the instruments more than ever. Plus as our cars get older we need to be able to see if the temperature suddenly rises, oil pressure drops and also how much fuel have we got left before needing to stop.

Most of us I think use our cars in daylight hours only, but after a visit to my parents I found I had stayed longer than intended and had to drive on roads where I knew there were speed cameras and also down the M6 just after the toll ends. This is when I realised how bad the lights were on the inside; outside the four halogens meant I could see really well!

To avoid accidentally speeding past one of the many cameras on my way home my wife had to hold my mobile against the windscreen so that it could pick up a satellite signal and so indicate my speed. This meant when I was at the NEC later in 2012 I was prepared, so over the winter months I decided to research which were the best LEDs to use. On most of the Capri forums, the modifications were quite involved, soldering wires to the bulb holder inputs and using strips of LEDs shaped round the instruments. I wanted something simpler and I found a blog where an MG enthusiast had compared quite a range of bulbs and the upgrade I have made are based on his findings.

As the warning lights were quite effective I only upgraded the four instruments cluster lights initially. This picture took a 2.5 second exposure with widest possible aperture setting, so don 't look too bad!



As the bulbs are directly behind the dials, most of the light from the standard 2.2W bulbs gets reflected back behind the instruments and very little makes it way past to be of any use. Therefore I used a 5 SMD LED 360° Ultra White Bulbs from Amazon that have the equivalent of a 10W bulb but with a quarter the power consumption of the 2.2W bulb.



Club Sales

New reproduction replacement rear trim Boot finisher, hockey sticks £65 per piece. Connector £15. Chrome side trim sets newly available - Chrome side mouldings £125 these are of a much better quality and finish than the earlier repro sets.



Wing mirrors £60 (+pp) the pair - used but A1 concours condition



GT/RS striping Red - but other colours will be available to order.

Properly finished at each end to original specification, absolute bargain at only £25 +pp

Workshop manuals:- Haynes 1300/1600 OHV £10

Capri 2600 2800 £6 Ford Capri 2600 V6 1972/73 £12

1300/1600 1969 onwards Ford original £20

Capri 2000 Ford original workshop manual £20

Ford Capri Mk1 workshop manual from 1969—1973 on one compact disc—A unique CD - a collection comprising a complete and full copy of Parts Manual/ Workshop Manual /Owners Handbooks and more on one compilation. All for the price of £20 (just one of these manuals would cost that much. This CD enables you to pull up any page onto your computer/ TV and zoom in to see that difficult to read workshop manual or see where



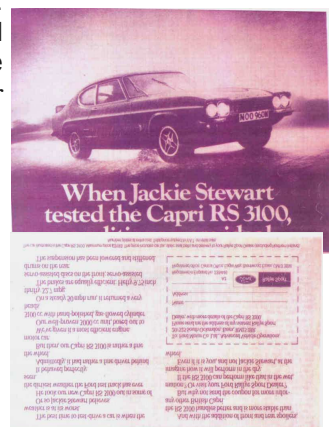
each washer and screw goes in the Parts Manual. Print out the information at a size to suit you. Treat yourself - you'll be glad you did, its the only one you will ever need - £20 plus pp



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Assorted Posters
for Sale £5 each
all plus pp

All items are plus post and packing



Classic Ford 2013 (10th Anniversary Show)

Who would have guessed Classic Ford being ten years old! So how has the show developed? From my point of view it developed in the early years to be a vibrant collection of Classic Fords with clubs given plenty of room to put on a show. There was a good mix of traders and autojumblers but alas no more!

I must admit it is many years since I have been to Classic Ford after when my car was momentarily left unattended on a club stand (nothing to do with this club) towards the end of the show when someone tried to steal my wheels! Today the whole event is on hard standing which means given the Great British summer we sometimes experience as being a little on the damp side is a good thing. Unfortunately this means all the cars are hemmed in and look nothing more than a Ford car park and despite the best efforts of the Escort and Capri boys and girls, these cars are starting to be outnumbered by the more modern cars and to me anything less than 20 years old is yet to be a Classic unless it was built in limited numbers for a specific



purpose such as an anniversary special or motorsport homologation. This year there were few traders and even less in the auto jumble and unless you are in to Run What You Brung I felt there

Powderham Castle Classic Vehicle show 14th July

At last we made it to Powderham Castle. What a contrast to last year when the show was cancelled because of heavy rain, as the field turned into a mud bath. As were so many events. Today it was sunshine all the way.

We had especially looked forward to this show as we had heard so much about it when we lived in the Midlands - and it didn't disappoint us.

We arrived early and were allocated a spot at the beginning of a row, it's still strange for us to be out without a club stand and fellow enthusiasts alongside. However it proved to be a good spot for reaching everything easily.

A little while later we spotted Mike arriving in his Capri 1600GT but he was parked at the opposite end of the next row. Shame we couldn't have parked together, maybe one day we will arrange it.

It proved to be a big event with all manner of cars of all ages and makes, bikes, steam engines, static engines, lorries, even a steam train put in an appearance as it passed by at the bottom of the field, tooting its whistle with everyone waving from the carriages.

The Duchy Capri Club had a club stand with a nice turnout of Mk2 and Mk3 Capri's and on another stand we came across an RS3100

Well the day passed lazily along and I relaxed in a chair whilst Roy twiddled under the bonnet (as men



do) when one of the organisers gave me a piece of paper saying that my Yukkie had been awarded **'CAR OF THE SHOW' post 1955** to say I was pleased is an understatement I was thrilled. Out of all those hundreds of cars my Capri was the chosen one.

Isabel

CAPRI RS 3100

Some facts about -



Did you know:-

Basic car is a Capri Mk1 3000GT

Engine bored out to 3091 cc

Fastest Ford Production car

148 bhp @ 5200 rpm

Top speed 125 mph

Speed 0 - 60 in 7.6 seconds

Suspension as on the RS2600

Front wings are slightly flared

Half

ported

Rear

Duck-

Head-

Some gear knobs are leather some are plastic.

No radio fitted as standard

Spa Special on the paint code plate

6 pre production cars built

Some have red pointer needles on dash dials some have white

2 4 9

South

Com-

In June

The

ment

The South Ockendon car has fixed rear quarter windows

This car was used for the Brochure picture (as above)

This car has black rocker cover (usually blue) and BF not BB on VIN plate

The Capri was never badged RS3100

Unique striping round bonnet bulge and sides strip

The Capri RS3100 was priced at £2,402 but were heavily discounted to 'shift' them

23 were registered to Ford area salesmen

Nowadays attaining values of anything up to £49,000 (subject to condition and history).

For Sale 1 set only RS3100 stripes comprising of 13 decals, £110 + pp. Packaging prices will depend on how they are shipped. The decals are shipped flat because of the size of the boot lid and bonnet stripes



bumpers at front end finished in black and supported by the aid of a pair of spot light brackets

bumper has apertures for two number plate lights

tail spoiler was designed for racing stability at high speeds

lining is Black



built in November 1973 at Halewood+ 1 built Ockendon

participated in Touring Car competition

and July 1974 50 were exported to Australia

hand book is a 3000GT with an added supplement

Capri's and school proms

I read with interest about using your Capri to take your grandson to the prom, the reason why this is of interest my daughter has asked me to take her and her friend in my Crayford Capri.

My daughter Aimee is the one in the red dress her friends name is Gabrielle

Their prom was on the 12th July the pictures are the best I can find that we took - my wife took most of the pictures and they got the girls in really well but seem to forget I wanted more of the car in the pictures



The school they attended was the Gateway Academy in Tilbury and the event was held at the 'very posh' Derougemont Manor in Brentwood.

It was lovely and I was so proud that she asked me to use the Capri for her prom car. I had lots of comments from people saying it was one of the nicest

cars there.

As you can see from the pictures we were much luckier than Richard, the weather was lovely but I did have to stop halfway to the venue as the wind started to mess the girls very expensive hairdos.

John



My daughter too asked for my Capri Perana to take her and friends to their prom. The prom drive started very well, both my mates daughter and friend very excited loads of photos, then rain by the time we got to the hotel only two of her friends were outside no official photographer nothing it was such a let down for them and me in the end they just jumped out said thanks and ran out of the rain. *Richard*

I was really proud and pleased to take my grandson Bobby and his girlfriend Emma to their school, Holsworthy Community College prom, it was an honour to be asked.

The date was July 5th and everyone was designated a 'time of arrival' to avoid congestion at the venue - Bobby's arrival time was 6.50pm.

We couldn't have asked for a better day, it was sunny, warm and perfect. Bobby wanted the minimum of ribbons on the car—being a 'man' but I managed to add a few bits.

The event was held at the Falcon Hotel in Bude, Cornwall, about 14 miles from us, we had a great drive there, especially when a small boy shouted 'awesome'.

We arrived at the hotel to find a huge crowd had gathered to see the parade. The air



was thick with excitement. Vehicles were held back so each one had its own special moment in the spotlight. When it was our turn there was an outburst of clapping and through it we could hear the words Capri, Capri, Capri..... A red carpet had been laid out and photographers were waiting to take the 'official' photograph. The youngsters then passed through a massive archway of balloons as they

entered the hotel.

The tears came as I turned the car around through the dense crowds.

Lucky the Capri has a brilliant turning circle.

Isabel

