

Take a look at Ed's Perana from Florida USA at the bottom of the p

2001 - 2002

**EVERYTHING CONTAINED IN THIS NEWSLETTER AND OR WEBPAGE
WITHOUT PREJUDICE**

Hi! My name is Justin, and I have owned 2 Capri Perana's between 1970 and 2001, The first was bought from found which was a real mess in every sense of the word, after three years of searching for information and passed the Plate through to the rear number Plate. **Although Basil Green Motors does not exist anymore**, they had had to keep a record of the original engine numbers for the Police and then re-stamped them with their own number plate made certifying that this was a genuine Basil Green Perana which was riveted to the top of the front wheel. (See Picture at the bottom of the page)

May I wish you a Peaceful and Prosperous

Any Ideas on making this, the Year of the Capri ?

NEW:10/10/2001

Well the formula for cooling your radiator is MAX Rpm 5800 divided by Bhp 281 = 20 gallons of water, this is for a stationary motor with no fan. I experimented with having my header tanks increased to 5litres each and it worked like a charm. I could travel at between 120Kph and 140Kph without having the Twin Sierra fans kick in, with the outside temperature at 40 Degrees Celsius. My thermostat kicks the fans in at 80 Degrees Celsius. They only came on when I was in Traffic and cooled the car down rapidly to 64 Degrees Celsius. I also tried another experiment, I fitted a miniature sprinkler (Garden variety) to the support member behind the Grill which gave a 360 degree fine spray towards the radiator of course I had to fit an extra water bottle with an electric pump inside the engine compartment, this also worked very well but tended to saturate the electric fans so I was forever having to take them out and service them with Duralube to repel the water from the electrics, the biggest down factor with this idea is that the road muck builds up rapidly on the fans as rain in Johannesburg is a rare commodity, and the traffic is really heavy.

Please keep sending the e-mails and I will publish any tips that are helpful to other readers. I do have a complete Capri body which I am stripping for spares so get your orders in, It is a 3Litre body Mark 1. I have sent the

11th May 2002

So once again the great Mr BG (many Perana's were built, yesterday like 1500 is the correct figure after why in the world would someone reporter who wrote the story got error. Anyway there seem to be is everyone who owns a Capri Perana. This way we could establish how the highest Serial number is. This get the numbers from the Police records which will give the Capri you who send in their numbers can **displayed on the Internet or to**

Someone e-mailed me and asked the cars, well if you consider it, South Africa theft and hijacking in the World is the hi jackers are serious they still questions, I am a victim of an attack my Military Training and Martial .

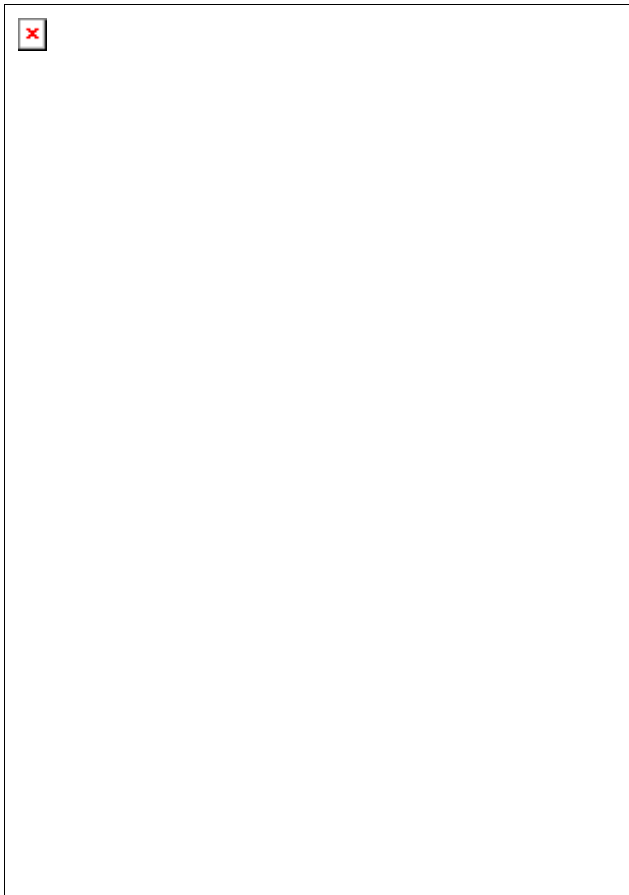
bonnet to have a fibre glass mould made as I intend fitting louvres into the fibre glass bonnet. You will be able to buy a fibre glass bonnet when I get the mould back. I will still have to work out a price but I should imagine it will be in the region of R600.00 per bonnet. This lowers the body weight of the car by 40Lbs.

to have Seventy odd stitches pu whipped. If it happens again I wi seeing in the Lion Park on foot v make sure they never want to le **number plates are of the old s (the T stands for Transvaal w is now called Gauteng and has to the new Government. So go the Traffic Police will haul you**

20 MARCH 2002

Thanks to [Capri Club International UK](#) for the four page spread in your magazine, it's great to feel famous.

Special thanks to Sally for sending me a copy. So go visit their site and see how big they are. Click on the link above.....



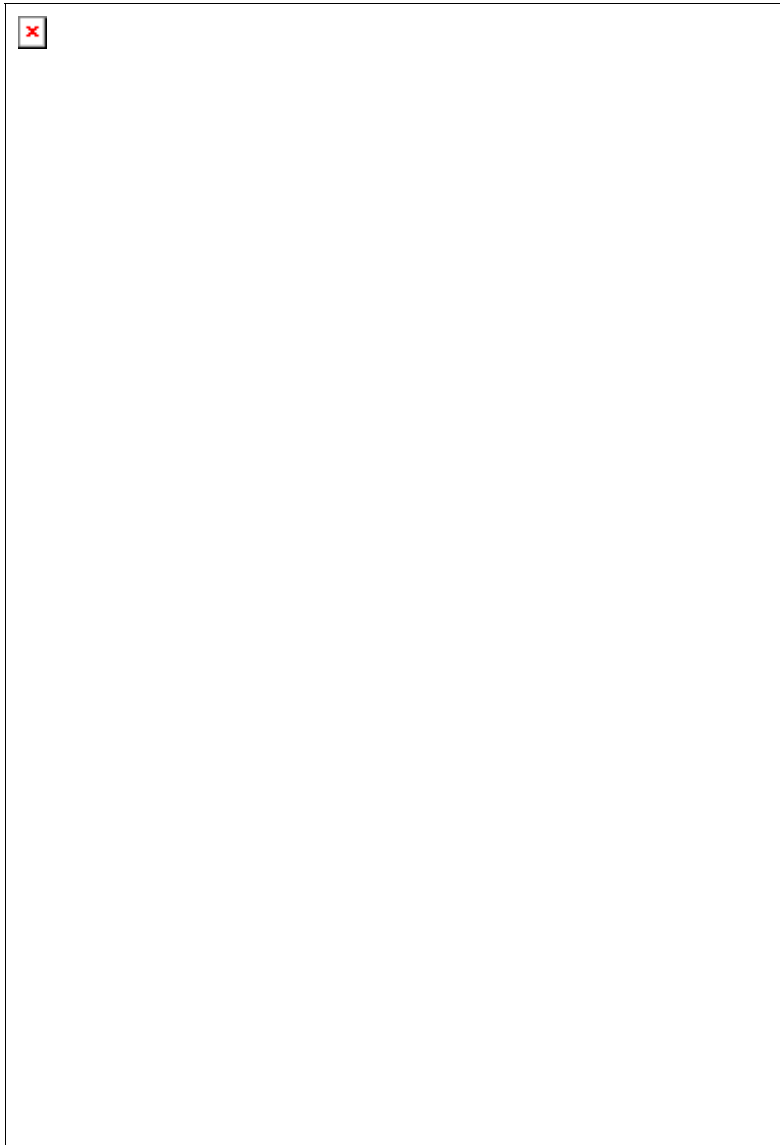
1st J

HOW TO IDENTIFI

Coming this week, all the inform. Basil Green Capri "**Perana**". A car has been changed owing to come from the coast, this in no v now over 25 years old, it falls int body makes no difference, as th body, namely the engine and mc and the differential, which is no l South Africa or anywhere else in [Africa discontinued the Capri Lin ever made here, if there are any the Uk or Australia and only a ve Left-hand drive Rack \(FOMCO\) engine mounting and of course, to compensate for the extra weig and all the other data are under webpage. The distance from the mounting etc will be in the article **coming to see me and claimin** no idea who designed the car ar specifications are, they can't eve Intake manifold. Yet they claim t measuring the Basil Green Plate half a millimetres in the size of th that takes place especially if one colour\) I am surprised that there simple test for the "**experts**". He stretches and try and get it back what " **it wont fit back in to the panel beater** you would know ho would get waves in the surface, simple test, then I don't want to bothering me with absolute crap](#)

4th June 2002

So **BASIL GREEN MOTORS E** quite happy, now all the B....S.... having all the available data on t correct measurements how the c made (designed) them etc. So y truth from now on. We are movir will allow me to update more qui questions you might have. Once "**EXPERTS**" out there and fake one of the South African Police \ is also East of Johannesburg I c



moment.

15th June 2002

I have decided not to make the r for the " **Perana** " but only to the people who e-mail me and are b that if I do make this information "**Perana's**". I am making contac Vintage Association as they hav with the South African Police (Pr of Authentication which is recogn the car a genuine "**Perana**" and page showing the changes to th in a graphic format, but no meas for the Capri MKI and am busy s **(190)** Hundred and Ninety Graph Code for each item on the Capri I will sell copies of the CD. It out Place, because even if the part r from this manual as it is the Orig ramifications of having the "**Per**

22nd June 2002

The changes made to the Capri not an artist so they will have to B&W of the shell and the change

2nd July 2002

It's all here (write up and picture **Granada** [4 Cylinder] in the worl **Joel Olsen of Norway**...

[Click here for all the specs](#)

3rd July 2002

REPLY FROM Stefan Gronlund 2002

Dear Justin - I hope!

My name is Stefan Gronlund - fi water pump available here to my combination I have yet tried. I ru computer supplied with the pum noticed a jump in power - honestly! A reall the original water pump complet leading into the front of the motor and pl timing cover).

Cost: pump \$200 Australian

Computer: \$195 Australian

Yours in friendship Stefan !

30 MARCH 2002

Coming this weekend the CAR Magazine Specs and Write up - on the Capri Perana done in January 1971, this test car had a four speed Mustang Manual gearbox and was tested at Sea Level and not in Johannesburg which is 6000ft above sea level. The performance figures differ quite a lot with a maximum speed of 228.4 Km/h or 142 Mph in a straight line. As I have said else where I don't think Basil Green gets his facts straight or the reporters of one of the two magazines needed glasses and to know when someone was **B....S.....** him. For instance they claim that Basil Green had a special steering rack made for the Perana absolute **B....S....** the rack is a Left Hand Drive Capri rack inverted and brought in from Germany for RHD cars and there are no valves in the front suspension it takes any McPherson shock, you can decide whether you want Gas Filled or Adjustable Shocks (but I suppose we were all pretty ignorant about suspension in the 1970's) Koos Swanepoel of Windsor Motors in CapeTown developed the single leaf spring at the rear for racing, which is now standard in the newer Capri's (C Spring) bear with me as I try to get to the truth. Any way when you read the article you will see the differences between the TECHNO CAR report and CAR Magazine. The person I would dearly love to get hold of is Ronnie Rosin as he was the brains behind the

Capri Perana and never received any credit for his work, after I presume, a fall out with Basil Green. So Ronnie if you are out there somewhere please contact me (Its your time to get the credit you deserve). I met you back in 1970 when Basil Green still had a garage in JHB it was either Market St EXT. or Commissioner St EXT. I remember it being around Jeppe or New Doornfontein. You were most helpful to me and true gentleman. my e-mail address is at the top of the page, if anyone knows anything about Ronnie as to his where a bouts please tell him to contact me via E-Mail. **THE ARTICLE IS UP CLICK ON TECHNICAL SPECS AND AT THE TOP OF THE PAGE IS THE LINK (UNDER THE CAPRI LOGO)**

1st April 2002

Well by now a lot of you have read the CAR Magazine report on the Capri Perana.

Its now time to set the records straight.

1. The Prop shaft was not Imported or specially made in Australia. In South Africa we have a company called Dorbyl <http://www.dorbylautotech.com/> to prove a point click on this link I have just added which is part of Armscor (South Africa's Weapon Manufacturing Giant) most of the car parts are made at Dorbyl like steering racks, prop shafts etc you can check this out on the Internet in any search engine just type in the word Armscor + South Africa and in Instant you are there. If you use Google you will get there even quicker as Google has a search engine for South Africa its called Aardvark you can find it on my homepage under search engines

My website www.agent.co.za. Be sure to check out Kentron and all the companies listed.

2. The steering rack - It is a Left-hand Drive rack from Germany inverted and mounted behind the engine cross member. It is also the same rack used in the Escort MKIII 1982 which is mounted on the firewall of the Escort all you do is turn it upside down and you have a Capri Rack so bang goes Basil Green's myth and the same applies to the side (Half) shafts in the limited slip diff, do you for one moment think that Borg Warner were going to fit underrated half shafts in a Limited slip diff when in 1952 they had already made a Limited slip diff for the Ford Fairlane V8 (9" Diff) ratio 2.76.

3. The front shocks are those that fit the Mac Phearson Strut suspension, so you can fit any shock you like it all depends on what you are going to do with your Perana.

Mr Green it seems liked to stretch the truth or was so scared someone else would pinch his ideas.

4. Another thing he was not constant with the production of the Perana some cars had the Ford F250 4 speed gearbox fitted with a Fulray Conversion to make it a floor shift, the starter motor also comes from the F250 Ford Truck. The bell housing's were not Aluminium as claimed (Maybe on the Test Car) the rest are good old Cast Iron. The front springs were updated from 11mm to 14mm but shortened by 50mm or 1.5 inches. On my car I had a thicker anti-roll bar fitted and it is held in place with Aluminium Machined Blocks (see photo). A hint you can fit the Volkswagen Jetta Steering rack if you want the luxury of power steering with out a struggle.

4th April 2002

Ok so we have changed the look of the website. All the pictures of the Gunston Capri are now under the Link [Gunston Capri]

A Big thank you to my son Gareth who changed the look of the site - he's job description: (code developer for websites).

17th July 2002

Members page has been update we get the better the chances of [International UK](#) they have ever know spares in South Africa are kits etc are. If any of you want to let me know and I will set one up

30th July 2002

Ford are set to re-launch the Ca



This is a drawing of the car which

4th August 2002

Have a look at our new pages w

feel fre
you are looking for.....IT'S

NOVEMBER 23rd

Well I bet a lot of you thought th
NOT SO. We have had unbeliev
moved, to another service provi
and threats of going to Court, w
new Service Provider. Lets hope
have now opened a "[PERANA](#)"
although not complete yet, the p
water. I have also been very bus
one of the companies I maintain
summers in History in South Afr
JOHANNESBURG averaging da
average 22 degrees in Novembe
warming is here to stay. We are
that came every day at 4:30pm v
amateur weather watcher and d
from <http://www.sat.dundee.ac.u>
can get.

I have fitted power steering to m
real headache. I will do an article
same need not go through all th
further on in the newsletter is no
Certificate from the Piston Ring
Africa. I will be starting a petition
Africa, from my webpage and in
over the licensing of cars, more

I have had offers to help compile a newsletter, so if anyone has anything to say and want it published on this page please feel free to e-mail me and I will gladly put it up on the net. I heard to-day that there are three Capri's in South Africa that are MK1 3litre V6 with a factory made front spoiler permanently attached to the car, it is not an add on, I repeat it is not and add on it is a standard factory fitting (maybe this is the Capri Bullitt) the police have one at the confiscated cars yard in Chamdor outside Johannesburg. Evidently the guy who resprayed the car said the owner took the car to be registered and the Police confiscated it as he did not have any papers for the car..... This is a new Law in South Africa even if you do a rebuild you have to have the papers of the cars you rebuilt it from, otherwise they impound the vehicle. I will go out there sometime next week and see if I can get some pictures of it. What would be nice, if someone who owns one of these cars could tell us more about it and send me some pictures....

Police have no idea where to locate the car, the only person who succeeded in doing was damaged. The Government is going to pay for it.

DECEMBER

WISHING YOU ONE
OVER THE

DEATH TOLL FOR

6th April 2002 FROM This



This time of the year is probably the worst in South Africa, because of the **LARGE** number of accidents. Please if you are going to be on the road and drive **defensively**. **BECAUSE** of the barrier lines, blocking the High Speed limit downhill and then driving at speed 40Kph on the up hills, because of and more than likely drinking **and** or **right without warning**, **stop** safe following distance and then say **ARRIVE ALIVE**. Contrary to **buying a code (10) licence for** kill, loose or over tightened wheel pads kill, wet roads kill, long distance kills, incorrect wheel alignment (with the correct grease) kills, only when and only then high speed might **R800.00** and have not been to a sense, and your peripheral vision chance to live as both my parents in a car accident and they have not gotten one chance (all the rest are **wheeler truck**.

TO This



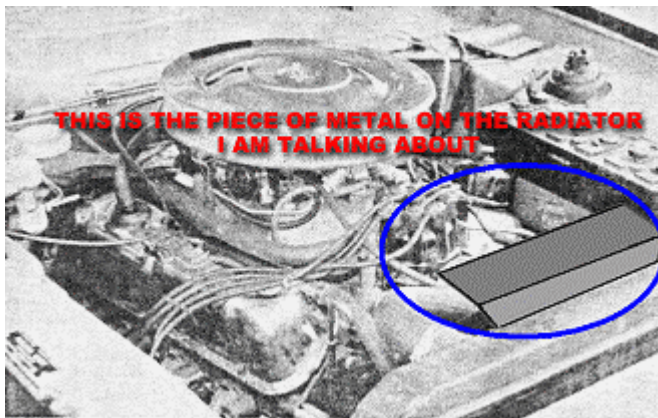
December 8th 20

- I need some information. I have any information about MK1. The settings for Car the Wheel Fitment Centre have it on their computers on all the places I have visited in Africa don't have the Information. I have the measurement's of the Capri Book but no other or if you have had your wheel the computer will give me the car is a 1600 - 3000litre V

28th April 2002:

December 10th 2

- [IT PAYS TO ADVERTISE.](#)



This is the part on the top of the radiator that every one removes, so causing the airflow under the bonnet to be incorrect which leads to **overheating**. If you still have it **don't** remove it. Your other alternative is to fit Twin Ford Sierra fans that Suck the air through the radiator, that means you will have to remove your mechanical fan and fit a thermostat to the radiator, the Peugeot one works well as it kicks in early around 65degrees Celsius, I would also advise fitting an over ride switch so if the thermostat fails you can then switch the fans on manually..... The radiator is a four core in line make sure your header tanks can hold a minimum of 5 litres of water each and use **Duralube Radiator Treatment** as it has an oil in it to keep your water pump in good condition. If you can't get hold of Duralube use what they call **Bulls Milk** this is a very fine water soluble oil used in engineering shops on their lathe's. (Hope this helps all of you especially Stefan Gronlund in Australia who is battling with a heat problem) **Stefan I am interested in the remote electric water pump manufactured in Australia. It is computer controlled (you remove the thermostat) and it adjusts the speed of the pump to maintain constant engine temp.** Please send me more information so other readers can benefit from it and a jpeg (.jpg) picture of it if you have one.

[SEE REPLY AT THE TOP OF THE PAGE](#)

Many thanks
Justin

8th MAY 2002

I have just found an article on my car that was done in March 1994 and appeared in Classic and Sports car - Vol12 No22 - February 3rd. Now for the depressing news it seems only 500 Perana's were built and 50% of those were used for racing (Circuit, Drag and Street) which now means that there are even less of the cars available. For all of you who own one it means the value has sky rocketed as I am sure there can only be around 20 left in South Africa this information was obtained from Basil Green. (Some how I do not think it is accurate as I heard or read somewhere that 1500 cars were built and 600 or 800 were exported to England, Australia and the USA). I will get to the truth even if I have to go through old Police records, as each car was given a Serial No and this was stamped on the block. To change the Serial number in South Africa, you have to get clearance from the Police. So some where on a Micro fish in South Africa (Johannesburg) must be a record of all the numbers. Keep your thumbs crossed until I find out the truth. If what Basil Green told the reporter is true (Alexander Corne) and you know what I think of BG the latter is probably true. If not then there are some fake Perana's out there. I came across one a couple of days ago the wording on the Perana Plaque like the one at the end of this article was **WRONG**. It said **Manufactured** by Basil Green Motors this is incorrect as the car was **Manufactured by Ford South Africa and redesigned (Modified, Re Built, Built Up)** by BG. That is why I removed some of the critical information from the Original Plate at

Thanks to JOE (You're the g needed, herewith the **wheel** Received on the 9th Dec 2

CASTER: 1° + / -30' differ
CAMBER UNLOADED:
TOE-IN: 1.5 - 3mm



THE DEATH TOLL

I will release the figure's wh

In a month or so I am go from December 2002. I v

the bottom of this page.



This is the Basil Green Plate found in the Engine Compartment.

I have removed some Critical Information to stop fraud

IN MEMORY OF

ANDY WALKER

"It's not easy, but it can be done"

**will always live with me until its my time
to get the one way ticket.**

ANDY WAS LAID TO REST - ON THE 30th of NOVEMBER 2001
