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1st JANUARY 2004

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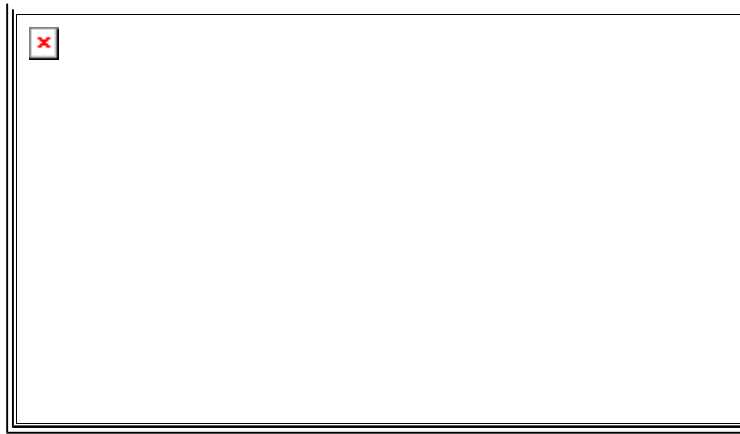
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I don't know how many of the readers are aware of this: When ever an E-mail address is published on any site on the Web it is picked up immediately by **"SPAMMERS"** (Junk Mail) the stuff you get in your letter box at home. So I am not going to publish any E-Mail address's, unless I have a signed document, that is Faxed to (27 11 794 1980), exonerating me (AJ Stephenson) from any legal action, for publishing any E-Mail address on my Websites.





* **This is my car now** (2002) Re-sprayed with Spies Hecker Paint



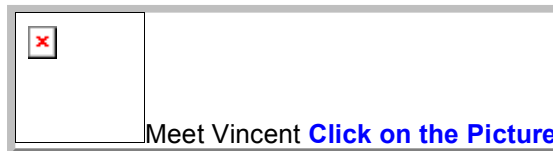
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**STAYCOOL
F.A.Q.**

[FREQUENTLY ASKED QUESTIONS](#)

Click on [LOGO](#) to go to [STAY COOL](#) Information. **There is a warning on the page.**
Get your [STAY COOL](#) directly from me @ R95.00 per bottle, you only need [1] one.



Vincent Ciulla

has been a professional automotive technician for over 30 years and is a certified master technician with experience in both domestic and foreign cars and light trucks.

Experience:

He has been a shop foreman in a BMW-Nissan-Volkswagen dealership overseeing the training of the techs in that shop and providing help with any special problems or diagnostics that develop. He has also been a lead technician of a large Nissan-Porsche-Ferrari-Lotus dealership overseeing a team of technicians and performing quality control on all serviced vehicles. He also has

many years of experience working on passenger car diesel engines.

Education:

He has been factory-trained by Ford, General Motors and Chrysler, as well as BMW, Nissan and Mercedes Benz. He has also attended hundreds of seminars and clinics for everything from anti-freeze to Z-bars as well as new model classes for every major make of automobile.

From Vince Ciulla:

"Fixing your own car can be a fun and satisfying experience. I will show you how to fix your car correctly and safely, and have fun doing it. There's nothing like the feeling of doing a job well and having a person come back and say, 'My car has never run this good, Thanks.' I want to help you get that same feeling."



We recently won Rally Tasmania in the Perana beating a line of 911's. We had the attached logo plastered on the car so we had to win !!.

David McDonough -----21/05/2003

[Link to OLD NEWSLETTER 2001 - 2002](#)

I will be releasing some more news over the weekend, more information on the Gunston Capri. Also a lesson in asking someone to help fit Power Steering, only to find out that he was a B...S... and really cocked my car up. I haven't been able to use it for over 11 Months now. I have to ask myself, when am I ever going to learn that 99% of people talk absolute crap. **" Empty vessels make the most sound"**. You would think at 58 years old I would have learnt by now. Sometimes **so called friends** do more damage than good, I think my generation had it drummed into them **" If you're going to do a job, then do it right the first time"**.

January 14th 2003

I have added a Second Picture Gallery to answer some of the e-mails I received about the Gunston "Perana's", and pictures that were e-mailed to me, if I have got the wrong information about your car, please e-mail me and if I have no information about your car please also e-mail me. Please when you send a picture of your car please send it in .jpg (JPEG) format and some information about it, if you did the conversion etc.

January 19th 2003

Sorry I have lost the pictures of the changes made to the Capri "Perana" they will be back soon.....

January 20th 2003

OK the pictures are back.....

January 28th 2003

Ok! here is something really **COOL**. There is a new product here in South Africa called **STAY COOL** which is a Super Coolant for your Radiator that **"really works"** it can reduce the overall temperature of your radiator by 15° Celsius. You know how much of an advantage this is for the

Capri "Perana's", who's primary function is to overheat, whenever it gets the chance. **E-Mail me your orders NOW and save your motor.**

February 22nd 2003

Check out the [Capri Gallery 2](#), shows what enthusiasm can achieve

February 24th 2003

I can't believe it! My "**Perana**" is on the road again after exactly one year to the day. Howard Richards, a friend of mine, took my car down to his factory "**DESIGN CRAZY**" (they do displays at the various shows through out the country for Large Corporate companies, Logo and stands etc.) Having a good working knowledge of angles and perspectives, he got under the car and re-designed the Power Steering rack and in Two hours had fixed it. It is only a pleasure to drive it once again with the added feature of the Power Steering. **To Howard: " you are the best"** To top this wonderful day he would not accept any money from me, now that is what I call a friend. I did insist that I pay his assistant to which he agreed.

April 2nd 2003

Well it is a whole month of nothing to report, except the my wife was rushed into Hospital for Emergency Surgery and that put paid to everything else, while I helped nurse her back to full strength. Thank goodness for Laser Surgery. I am trying to find the pictures of my car and the state it was in when I bought it, I will do a collage of pic's as to what I had to do to get into the condition it is in now.

April 5th 2003

Click Here [Rebuilding My Capri](#) sorry **RESTORING** my Capri.

THE SUBSCRIBE PAGE IS WORKING AGAIN

April 24th 2003

So at last the Government agrees with me that it is not **SPEED** that kills, but get this, **DRUNKEN DRIVING** and **DRUNK PEDESTRIANS** accounted for the majority of **DEATHS** over the Easter Weekend. [JoE correct me on this](#) but in Germany, certain Makes of cars are allowed speeds in excess of 120 Kph on the Autobahn, I think I am right. It is time they looked at the correct problem, and not how much money they can make, from Speed Traps on Luxury Cars that cruise at 160Kph. [Should we start a petition, any suggestions are welcome.](#)

From JoE in Germany: April 26th 2003

In Germany we don't have a speed limit on the Autobahn.

Most car manufacturers limit their cars electronically to 250Kph (Mercedes, BMW, Audi...), but for exa limited and if you have a car that goes 300Kph you are allowed to drive it at that speed. There is only c limit to be 130Kph, if you drive above that speed, which you can, the penalty is that you are presumed c 130Kph, on the grounds that if you were traveling at the recommended speed, you would not have bee high speed.

-----> **Yep we are definitely a 3rd World Counti**

April 30th 2003 **Capri 2005**

Well I suppose it is keeping up with the times. **Hey! I still think the Mark I was the best Capri made.** Maybe Ford should look at redesigning the Mark I and bringing it up to the new road standards, like a wider wheel base, Disc brakes all around etc.etc,etc.



This is the new Capri [Launch Date] 2005

May 4th 2003

I am going to offer a service to overseas people, after what happened this weekend. I went all the way to Newcastle in South Africa which is exactly 971Km there and back plus Toll Gate Fees to check out a Capri "Perana" for a friend of mine in Germany. Why guess? it was a fake it had the wrong Basil Green Numbers on the Plate the car was a wreck in in every way, Oh it looks good in the photograph, but the car is a V8 conversion it does not have the double plate over the front shocks which were fitted by FORD at the factory for the "Perana" to take the extra wait of the V8, the braking system wasn't even Capri or Ford, the radiator was a complete cock up, The bonnet was a fibre glass mess, It did not even look like a Capri bonnet, the paint work was crap with over-spray every where and worst of all the owner tried to argue with me that it was genuine. Well he will end up in jail on fraud and theft charges.

So what I propose is this:

If you see a Capri "Perana" for sale in Auto Trader or any other magazine here in South Africa, contact me first and I will go and look over the car myself as long as you pay all my expenses, I am not going rip anyone Off, it's just that I am tired of these fake "Perana's" which are worthless and it would be very difficult and expensive to bring a Court Case against the culprits, I have at my disposal a company called "**Legal Wise**" who are attorneys and will tend to any disputes for a much lower fee, as I subscribe to them for all my legal requirements. In other words I pay a monthly fee for their services.

27th May 2003

--- Douglas Thomas: From USA another way to do a proper conversion -----
[Thanks a million Douglas](#)

In the USA for our V8 conversions on English Fords. We use a Pinto / Mustang II rear diff from a V6 car. We narrow the left side down to the right side length with the use of an additional right side axle. The rear end fits perfectly in a Cortina. The 8" housing offers a wide choice of gearing from 2.65 to 4.+ and offers limited slip too. Best of all the bolt pattern stays the same with an increase to a 1/2" stud and bigger brakes!

28th May 2003

OK Guys it is up to you to be there, I will be there that's for

sure. I will put up all the details as I get them

Just to let you know Gosforth Park is having the opening of the track on 26 July. Peter Lindenberg has organised a Ford Parade lap as it is the Ford Centennial year. So there will be a 3 lap parade. Thought you might like to join some other Fords and bring your Capri and if you could get the rest of you members to join that would be Great. I will be racing that weekend and so will Peter, he will be bringing out his Famous Z181 (B181). I'm not to sure about the non racing public, but I will have some more details by the end off the week. I have spoken to Cindy Evans who is organising the event. If you could get some "Perana's" there for the week end that would be great.

Regards
Stephen Brookstein

DETAILS:

Please E-Mail Cindy Evans at: ***@*****.*** and let her know what Ford you are bringing so she can correlate the event, no hic-ups please, lets get it to run smoothly. Website: <http://www.gosforth.co.za/>

See logo at the top of the page..... it's really good..... I added the words.....>

We recently won Rally Tasmania in the Perana beating a line of 911's. We had the attached logo plastered on the car, so we had to win !!.

David McDonough - 21/05/2003 the owner of the DAKAR PERANA

09 JULY 2003

Firstly let me apologise for not updating the News Letter, but things have been a bit hectic i.e.: **I have been trying to get money back for one of my members a good friend** who was ripped off by a low life here in South Africa who tried to sell him a fake "Perana". The battle with the Bank is still raging but we are getting there. **Please read my article " So what I propose is this:** as this will make life much easier for **YOU** and **ME** as I somehow feel responsible when a South African deliberately tries to de-fraud someone overseas with a **FAKE "PERANA"** because a fake is not worth anything at all.

20 JULY 2003 **URGENT**

Can anyone help: I am looking for the **drop down arms** for the tie rod ends from the 3Litre MKI Capri for myself.... If you can, please e-mail me at the address at the top of the page.....Thanks Justin

20 JULY 2003

FOR THOSE OF YOU WHO WANT TO RACEBY [Stephen Brookstein](#)

30 JULY 2003

Well owing to the fact that only **two people** tried to help find drop down arms for my Capri (I still have not found any, which means if the worst comes to the worst, I will have to have them cast), I was unable to attend the opening of Gosforth Raceway, but I am sure that Stephen will e-mail me some pictures and a write up, as to how the opening went down. So look forward to some interesting pictures and information. In fact anyone who was there, I will gladly accept your E-mails and pictures in either .GIF or .JPG format for the webpage.

16 AUGUST 2003**Opening of Gosforth Park Raceway
26-07-2003****From the Rookies point.** by [Stephen Brookstein](#)

Well I guess all I can say is awesome. Sure many people, for many different reasons, will remember Gosforth/Wesbank, but what will stick with me is the sheer size of the event. And not to mention the terrific job done by Peter and his team, to make it a real good day for all. Well you know it going to be a big event, when you get to the gates and there is a queue all the way back to the highway off ramp. Well I guess like most racers on the day, I just went up the road and pushed in, so we could get into the racetrack.

Being the type of track it is with its long, long straight and tight in field smooth was the order of the day. However that was one thing I left behind. Smooth. And as Simon Taylor will tell you I had a Capri all over the track on the in field. But "You live and you learn. "

Tri Oval what? Now being new to the motorsport game you get used to the apex being outlined by a piece of nicely round concert strip but in the tri (And we did try) oval there are so many lines. So I watched the class A and B cars go high up the banking especially Peter Lindeberg in the Perana who seemed to run almost to the wall. Now this is where slicks play a huge part I think. So out I went for my Qualifying laps. Try as I might, road tyres do not like or act the same way as those slick do. So high up the banking was my plan of attack, but I had to back it off and run in a little slower, that still left me with ton's of under steer and some really interesting language, when the wall was getting a little too close for comfort. And as for the exit onto the drag strip now that's fun. Getting it just right once or twice, meant I had a really good run down the straight but cooking it in the oval meant trying to realign myself so I would not clip the wall on the way out. Interesting to say the least.

The straight and man is it long. Running out of rev and gears was common on the day and seeing 180KM/h on my Speedo, was a new experience. (Don't ask about the rev's), my rev counter, it has been out of commission for the last few races, (due to some electrical problem that I have not solved). Well out breaking myself once or twice, was all to be expected as I found out later, I was not the only late breaker as few cars seemed to make some last minute attempts to make the 90° right at the end of the straight. So as for the race, it went okay-finished 17th. **Well my best experience of the day.** Being passed down the straight by Johan Botha Cortina on the right and the GT40 of Peter Baliey on the left, all at about 170KM/H.

O Yes! Last word. I have spoken to the HRCR committee about setting up a Rookie Representative. The person would be responsible for introducing new comers to the sport and arranging driver instruction days and class rooms, where all aspect of racing will be presented. One of the main topics will be Safety and What The Historic Racing mission is. **Please would you send me any suggestions and ideas or topics**, you think are important? You can contact me at ***** or give me a call on 082*** ****. *(My Notes: "I don't publish any type of Phone number on the Website for safety reasons").*

Fords Rule: OK!

Peter Lindenberg's Racing "Perana" Z181 at Gosforthpark Raceway

Pictures By: **Harry vd Merwe**





STAYCOOL --- SUPER COOLANT

STAYCOOL - SUPER COOLANT is designed to provide improved metal wetting and excellent corrosion inhibition to a vast array of engines.

Over and above its use as a wetting agent for automotive cooling systems, where it is used in radiators to reduce temperatures by up to **15 °C**, the product has general-purpose and high-performance applications that make it ideal for use in industry, mining equipment, closed circuits, and in other machinery that requires a liquid coolant to lower the high temperatures caused by sustained use.

However, **STAYCOOL** is more than a coolant. It also provides the proper corrosion inhibition for all cooling system metals, including aluminium, cast iron, steel, copper, brass, and lead.

It offers rust and corrosion protection in high-speed and low-speed engines, which means that anything from drilling equipment and liquid-cooled industrial engines, to high-speed stationary engines and periodically-operated machines will benefit from its use.

Furthermore, any engine that requires the cooling of cylinder heads, which obviously includes many industrial machines, can use the super coolant that reduces temperatures in cooling systems **up to 200% faster than a 50% glycol-based solution.**

STAYCOOL reduces rust, corrosion and electrolysis of all metals in a cooling system.

It provides long-term protection, and cleans and lubricates water pump seals in engines that have those parts. While it reduces cavitation corrosion, the product also softens hard water and reduces scale in a cooling system.

One 500 ml bottle of **STAYCOOL** treats 12 litres of water, or 50% ethylene or propylene glycol solution, while its antiscaling ingredients even allow its use with ordinary tap water.

SO HOW DOES IT WORK?

STAYCOOL works by doubling the wetting ability of water, which substantially improves the heat transfer of an engines cooling system.

While water has excellent heat-transfer properties in its liquid state, it has very high surface tension that makes it difficult to release water vapour from a metal surface. **STAYCOOL** reduces the surface tension of water by a factor of two, which means that much smaller vapour bubbles will be formed on the metal surface, allowing more heat transfer to take place.

Many modern engines in the automotive industry and in a host of other sectors use aluminium for heads, radiators, water-pump housings, and nearly all hose fittings. These engines require significantly greater corrosion protection than their cast-iron counterparts.

Also, because it is an electro-active metal, aluminium requires an impenetrable corrosion inhibitor film to prevent rapid corrosion.

STAYCOOL provides excellent protection from cavitation erosion and provides effective film formulation and smaller water vapour formation, which cools and protects aluminium engines and other engines that require a liquid coolant.

Thus, with its myriad of uses, **STAYCOOL** really is far more than just a wetting agent for automotive cooling systems. The product is available in 500 ml, 5 Litre and 220 Litre containers. Phone: **Justin (011) 888 6529 for Sales Enquiries**

25 SEPTEMBER 2003



For the more technically minded, click on the Logo:
[STAY COOL](#) read the warning on the specs page.

NEW

CLICK HERE

[FREQUENTLY ASKED QUESTIONS](#)

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COMPANY NAME: STAY COOL OILS & LUBRICANTS CC T/A STAY COOL: CK #: 2002 / 022168 / 23

25 OCTOBER 2003

Ford Escort RS2000 "Perana"

Unknown to my self Basil Green also built 187 **Ford Escort RS2000's** it never got to race as the minimum amount of cars required for Saloon Car Racing is 200. Unfortunately the world was hit with a Fuel crisis in 1973 and racing came to a stand still here in South Africa as a 70 Kph speed limit was applied to every road in the country and no fuel was available over the weekend. Chris Smit has sent me some news cuttings where the car is mentioned and that is about all the information I have at the moment. I would appreciate it if someone out there who has a Ford Escort RS2000 (Basil Green "Perana") could supply me with pictures and Technical Information on the car. Please send the pictures in either .gif or .jpg format to my e-Mail address at the top of the Newsletter.

Stephen is looking for: **"Wanted"** I'm looking for a Ford Capri V6 MK I break drum still Please E-Mail me if you have a pair for sale. Even one will do.

5 DECEMBER 2003

Take a look at the **For Sale** page there are quite a few parts for sale from MKI 1600 to V8's for those of you that are overseas we can ship to you using **FEDEX**, for your expense, some of the parts are really rare. I will update the newsletter more intensively in the New Year. We have been through quite a few heat waves here in Johannesburg over the past months. I do not use my PC once the CPU reaches 40 Celsius. So I will write more over the holidays, by burning the midnight oil. To all the readers may I wish all the best over the **Festive Season**. Watch out for the blind spot if you're traveling especially here in SOUTH AFRICA. More pedestrian's are killed here in South Africa because of drinking, so be aware of them especially at night, beside's hitting them which carries a manslaughter charge, you will seriously damage your vehicle.

25 DECEMBER 2003

Well its Christmas Day and already over a Thousand (1000) South Africans never made it to today. All died in car accidents and as pedestrians. The saddest part of this mania that gets hold of the drivers is the Children who have died. For What? Over 700 drivers have been arrested for drinking and driving, the fine is **ZA Rands 250,000.00** or 6 years in jail. Arrive Alive Campaign is sadly, not as successful as hoped. The South African Police have done the most outstanding work, with huge road blocks at the Major Toll Gates where vehicles have been impounded on the spot for not being roadworthy. Sadly it is not enough as the death toll shows. Speeding is way down the list with one woman being caught at 202Kmph, if you exceed the speed limit by over 40% you are arrested and appear in court, either in the Roadside Courts that have been setup, or in the Magistrates Court the next day with fines up to **ZA Rands 25,000.00 or more**. Until South Africans learn to be more tolerant of other users of the road and keep the correct following distance the carnage will continue. Those that made it to the Coast still have to return so the death toll is going to get higher.

If I was the Minister of Transport I would appoint **Deputies** or **Marshals** from the **ordinary citizens**, who are prepared to do their licence test over again and supply them with digital camera's that date and time the image as its taken, of offenders who cross the No overtaking lines, who overtake in the face of oncoming traffic etc, and that these pictures be deemed as hard evidence in a court of law. This would make a great deterrent as no one would know who is taking their picture or following them, this would force them to drive within the rules of the road and then maybe more people would arrive Alive at their destination. **The cost of each accident to the State is in the millions of ZA Rands**. So buying the photographic equipment is minimal and the result's will be a safer country to travel in. The Deputies or Marshals do not have to confront the driver after the offence has been committed, as this would be to dangerous with Road Rage on the increase, they could just hand over the memory flash card to the next Police Vehicle on the highway or at the Entrance or Exit of the Toll Roads. That is my theory and I hope someone will take note of it.

I have discovered a wonderful link for Capri Spares go take a look for yourself, just click on the **Image below**.



How's this for an incredible picture

From: **The Club Capri Passion**
<http://www.ford-capri.net>

