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UPDATED

25th JUNE 2004
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PLEASE NOTE:

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



**STAYCOOL
F.A.Q.**



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.

Expeience:

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."

2004

May 2004 be Peaceful and Prosperous

[Link to OLD NEWSLETTER 2001 - 2002 - 2003](#)

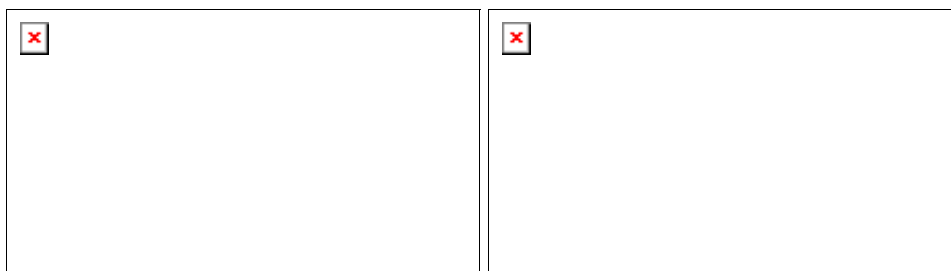


We recently won Rally Tasmania in the Perana beating a line of 911's. We had the attached logo plastered on the car so we had to win !!.

[David McDonough-----21/05/2003](#)

1st JANUARY 2004

For anyone who wants to link to my Website here are 2 .gif pictures 1 static 1 animated
COPY AND PASTE



If you have a **POP UP** stopper you will have to disable it and hit refresh, I think only **.gif pictures** are blocked, but then again it could be FrontPage

Subject: **Acceleration**

* One Top Fuel dragster 500 cubic inch Hemi engine makes more horsepower than **the first 4 rows at the Daytona 500.**

* Under full throttle, a dragster engine consumes **1½ gallons of nitro methane per second**; a fully loaded 747 consumes jet fuel at the same rate with 25% less energy being produced.

* A stock **Dodge Hemi V8** engine cannot produce enough power to drive the dragster supercharger.

* **With 3000 CFM of air being rammed in by the supercharger on overdrive**, the fuel mixture is compressed into a near-solid form before ignition. Cylinders run on the verge of hydraulic lock at full throttle.

* At the stoichiometric 1.7:1 air/fuel mixture for nitro methane the flame front temperature measures 7050 degrees F (**3898 Celsius**).

* Nitro methane burns yellow. The spectacular white flame seen above the stacks at night is raw burning hydrogen, dissociated from atmospheric water vapour by the searing exhaust gases.

* Dual magnetos supply **44 amps** to each spark plug.

This is the output of an arc welder in each cylinder.

* **Spark plug electrodes are totally consumed during a pass.** After 1/2 way, the engine is dieseling from compression plus the glow of exhaust valves at 1400 degrees F (**760 Celsius**). The engine can only be shut down by cutting the fuel flow.

* If spark momentarily fails early in the run, unburned nitro builds up in the affected cylinders and then explodes with sufficient force to blow cylinder heads off the block in pieces or split the block in half.

* In order to exceed 300 mph in 4.5 seconds dragsters must accelerate at an average of over 4G's. **In order to reach 200 mph well before half-track, the launch acceleration approaches 8G's.**

* **Dragsters reach over 300 miles per hour before you have completed reading this sentence.**

* Top Fuel Engines turn approximately 540 revolutions from light to light!

* Including the burnout the engine must only survive 900 revolutions under load.

* The redline is actually quite high at 9500 rpm.

* **The Bottom Line**; Assuming all the equipment is paid off, the crew worked for free, and for once NOTHING BLOWS UP, each run costs an estimated US \$1,000.00 per second. The current Top Fuel dragster elapsed time record is 4.441 seconds for the quarter mile (10/05/03, Tony Schumacher). The top speed record is 333.00 mph (533 km/h) as measured over the last 66' of the run (09/28/03 Doug Kalitta).

Putting all of this into perspective: You are driving the average \$140,000 Lingenfelter "twin-turbo" powered Corvette Z06. Over a mile up the road, a Top Fuel dragster is staged and ready to launch down a quarter mile strip as you pass. You have the advantage of a flying start. You run the 'Vette hard up through the gears and blast across the starting line and past the dragster at an honest 200 mph. The 'tree' goes green for both of you at that moment. The dragster launches and starts after you. You keep your foot down hard, but you hear an incredibly brutal whine that sears your eardrums and within 3 seconds the dragster catches and passes you. He beats you to the finish line, a quarter mile away from where you just passed him. Think about it; from a standing start, the dragster had spotted you 200 mph and not only caught, but nearly blasted you off the road when he passed you within a mere 1320 foot long race course.

That is pure acceleration.

27th January 2004

The Weekend of 31st January 2004



With racing Starting at 10:00 AM and going on into the early evening. Entry fee is R60.00. For this you will be exposed and entertained by some rare and really fast cars.

Motor sport fans are in for a treat this weekend when legendary race cars from the 50s, 60s and 70s will take part in a race meeting at **Zwartkops Raceway**, west of Pretoria. Ferrari's, Porches, Lola's, Chevron's, Capri V8 Perana's (local) and many more famous makes shipped over from Europe were unloaded at the racetrack today to prepare for the event.

Pieter du Toit, of Zwartkops Raceway, is excited about the race. Du Toit says: "I just appreciate these cars. I mean the technology of these cars of 30, 40 years ago, its absolutely unreal compared to what we got today and just the speed they can still attain, and also the International people want to come to South Africa and visit and race in South Africa."

A Porsche 917, is a multiple winner of the LeMans 24-hour race in the later 60s, **and a beast capable of over 400kms an hour**, will be the show's main attraction. Other LeMans winners, like it are the Jaguar C-Type and the Ford GT40, which will also be in action.

<http://www.sabcnews.co.za/sport/other>

RACE DAY

Golden Age Racing

31st January 2004

By [Stephen Brookstein](#)

An early morning start for all competitors, was the order of the day. Arriving at the gates at Zwartkops at 6am, we were greeted by a traffic jam from the main gates to the main road. This was going to be a long day. Approximately 12,000 Spectators.

There are not many sporting events left in South Africa or indeed the world, that can match the Golden Age of Racing. To be able to walk through the Pits and see a wide variety of very rare and expensive racing cars from an era, where teams were many and budgets much smaller then any of today racing car teams.

The variety was endless. The 1971 Porsche 917 was awesome, with its flat 12-cylinder engine (Non-Turbo), which is a work of art. Next to it stood a Ferrari 330 P, an awesome car in its own right.

Garage 2: was the menacing sounding AC cobra, that made most cars sound pretty tame by comparison. 2 beautifully prepared Mustangs and a Lemans version of the Cobra with its enclosed cockpit.

Garage 3: housed many single seaters that were the fore fathers to today's Formula 1 cars.

Garage 4: was the Perana of Peter Lindenberg, which has had some body work done. Peter has replaced the hump bonnet with the original bonnet. The cars look great.

Everywhere you walked, you could see something rare parked in the pits. Five 911 porches, 1 Corvette Stingray, 1 Aston Martin DB4GT, 2 Ford GT40, 1 MG racing car, Chevron B19 Can AM racing cars, Lola T70GT and Ferraris, the list was endless.

Racing was exciting throughout the day, with the 911 Porches showing the way for most of the

events. The GT 40 Replica built in SA by Peter Baily won the one race from the original 1966 Ford GT40's. It was a close race with at least 4 safety cars laps.

The local historic racing cars turned out in the hundreds. The standard of the cars was really high with many drivers going through the pains of maintaining their car in near perfect conditions. One could spend an entire day looking at these cars.

As for the racing, well all I can say was if national races were this exciting, there would be no space for spectators at race days.

How did my race go? Well, good and bad. Being the first on the track is always very interesting. It seem that many of the drivers were still half a sleep as qualifying times were a little slower then normal.

Qualifying times set, we moved onto the first race. The grid was full of finely prepared cars. It was good to see the big yellow Jaguar XL140 of John's back and the debut of Andrew Grant driving the good old Cortina (44) which he now proudly owns and Russel Geddes (Datsun de luxe147) in their first race. Welcome, hope you enjoy the stay with us in fine cars. Alan Grant was back in the 1959 Protea Triumph, after having the car on jacks for a few months, sorting out the suspension. It's always nice to see the Protea. And to all the other new comers, welcome.

Race 1. The first race was filled with all types of events. Lap 4 or 5 saw John (Jaguar XK140 #13) spin big yellow, only to be helped off the track by Kevin Oldfield (Lancia #59) who was trying to overtake some one at the time. This left double waved yellows at turn 4 and one badly damaged Lancia in the kitty litter. Not a good day if you were driving a Lancia. Simon Taylor's Lancia (#20) decided to blow its engine on the way into turn 1 (or should I say finally blew, as it had been threatening to do so from the start of the race). This lead to some very interesting exit lines from turn 1 into the hair pin.

Ahead of this chaos Jamie Burns (Alfa #77) was setting the pace, only later to find out he had broken his own lap time. Along with Simon Taylor (Lancia #20) David Beard (Triumph TR6 #42) and Derek Grose (Mini #145). So the first race went to Danny Kloes (Alfa Romeo GTV #145) followed by Heyns Stead (MGA # 211) and Headly Whitehead (Mini Cooper S 125). Well done gentlemen. Sorry to the gents who broke their own their lap times.

Then followed the long wait, but it also gave us time to watch some of the other racers.

Race 2. All the times sorted out. Not a Lancia Monte Carlo in site. The race was on. Racing was very close from the word go. Leon Botha (Alfa #32) blew his engine on the beginning of Lap 5, exiting the hairpin. This made for some interesting driving as he then decided to drive it back to the Pit's. Exiting the Hair Pin most driver's thought they were developing punctures, as cars were revving but going nowhere. It felt like you were driving on snow .Up in to turn 4, caution had to be taken as Andrew Grant (Cortina 44) discovered the kitty litter after finding some Alfa oil, and was left facing the on coming traffic, hoping no one else would fall off the track. Turn 5 was one of the most interesting. Just add Oil and your car has a mind of its own. My Capri (#28) tried to go into the corner backwards.

Rick Wall (Mirada #15) came charging through the field and was very quick through turn 4. He would finish in second place. Steven Dick (Anglia #32) on the other hand, found the edge of the track on turn 2 or was that 3 and would end up in 12th place. Ever consistent Don Thompson (Alfa #67) would finish second, just 0.802 of a second behind Hedley (Mini Cooper S #125). Well done gentlemen.

Once again Fine Cars had presented a huge field of cars (34 or 35), some of the closest racing on the day and one unfortunate crash. All had good fun.

Sand bagging the course will be presented at the next race. We intend to have some Masters on hand, to show all the new comers how it is done.

Check out the lap times positions at <http://www.mylaps.com> this site is awesome. Click on the button "Show lap chart" to see you progress or the lack of progress in the race. I really hope it is going to stay. Well done to the organisers and to Steve for sorting out our lap times. Thanks we appreciate it.

(Names have not been change to protect the innocent or guilty parties) **My Note: If your name is**

spelled incorrectly blame Stephen.

Fine car's are fine but Ford's rule.

Regards

Stephen

5 FEBRUARY 2004

Well at last my car is on the road again. The people I have to thank are Johan from <http://www.caprifever.com> for the steering rack in Holland, JoE from <http://www.capriv8.de> who phoned Johan for me from Germany to check that the shipment was on it's way.

The people I won't be thanking are: The A/Hole who wrecked my steering in the first place. The South African Postal Services who sat on the parcel for over a week and were supposed to deliver it to my house, which they did not, I had to travel 100Km to go and fetch it personally. South African Customs for not knowing there job. All the information is available on the Internet under SARS (South African Revenue Services). I really have no clue as to how this country is run anymore. It is no use phoning as you are put on hold for well over 10 minutes and they say we are moving ahead ????? The word " **SERVICE** " does not exist in this country anymore, but just be late with any type of payment and they are breathing down your neck, before you have time to put the phone down. Maybe we should all stop paying our taxes and then see what comes out of the woodpile. It would be to shocking to even mention. I am not just mouthing off to fill the newsletter, I have proof, as one of my complaints made it into the Newspaper. Then and only then, did I get the **SERVICE** that I had been waiting for, **for 4 Months**.

Note: I have added Stephen Brookstein's account of the Golden Age of Racing at Zwartkops in the paragraph above. Sorry No Pic's as yet.

THANKS TO THOSE WHO REMEMBERED JoE in his time of need

9th MAY 2004

My Apologies for no updates over the past few months.

I have had some unfortunate things happen in my personal life. My brother two years my senior passed away on the 6th April 2004 and I had to go in for a stomach operation a week after his passing, which left me bed ridden for three weeks. I am busy now working on a news update and will post it to the website as soon as I have finished. Please bear with me it won't be long.

More news to follow shortly " **I at last expose some fraudulent Perana dealers** "



MY CAPRI MAY 2004

I have added a spoiler and the lines on the side are now straight, no curve. Still have to fit the spot lights and number plate so its not quite finished as yet. One question I have been asked quite a few times is, was the Capri Perana FIA - homologated. Reply from **MSA** below.

Hi Justin

To the best of my knowledge, **the Capri Perana was never FIA-homologated.**

Regards

Adrian Scholtz

MSA Manager Sporting Services **MSA** stands for **Motorsport South Africa**

Read further down what Peter Lindenberg had to say.

Would someone be so kind as to e-mail me what the word "homologated" means, I honestly have no idea and it's not in my Dictionary. Front Page has it as (homogeny : standardization) is this what it means????? If that is the case then the car certainly fell into the South African Rule Book at that time 1970, you had to have 200 Standard Production Cars made, before it was given a class and allowed to race. I can see an argument beginning here, if it was recognised for racing here in South Africa (We use to have Formula One racing here at the old Kayalami race track in the 1970's and 80's. John Love and a fire marshal were killed on the track in a tragic accident), so we must have had FIA approval for racing. Then surely it was registered with FIA. I suppose someone who has a contact in the FIA could find out, unfortunately that is way out of my league. Maybe someone who reads the newsletter has contacts and could find out, I would be eternally great full if we could settle this matter, for those who want to enter various sporting events where this "homologation" is required.

I cannot believe how stupid some people are, look at this Plate from a Capri Perana. This is a works car built during the testing phase and would have been worth a fortune today, but the A/Hole who bought it, sold off all the parts as scrap.

WITHOUT PREJUDICE OF RIGHTS



Here is the proof that the BOSS Mustang motor was used. No more guessing. You can also see the type of stamp that was used, so the plates with the little BG are fakes, or somebody is making plates and has it wrong. Now you know why I am so insistent that you check out with me, before you go buying one of those cars from the other website. If you do then offer only half the

asking price, that would then be fair.

I have to take a break as I am in agony and will be seeing the Doctor to-morrow. I will put up some more news on the weekend.

GOOD NEWS

OK guys here is what Peter Lindenberg has to say re: "Homologation" he owns one of the Gunston Capri's. A picture is in my last years newsletter:

Peter Lindenberg wrote to me that the Gunston was built to full International FIA Group 5 specification! So you should be allowed to race in historic races Group 5, if this is what you want. ("Yes" thanks to JoE in Germany)

SAD NEWS

It is also with heavy Heart that I write that Bob Oltoff has passed away. If anything, it was he that really cemented the Capri Perana as a legend in SA. Thanks to Jacques Rossouw for keeping us informed.

9th JUNE 2004

See Notice at End of Article

Well here is more news on the Basil Green Saga

This is really interesting: Chris Smit of South Africa sent me these news clippings, I will try and scan the unfortunately a faxed copy loses a lot of quality and Chris did not let me know what paper/ magazine/ book it so I can't even try and get a back issue. Chris if you read this, please oblige as to where the articles came from also like a picture of your **Escort RS2000 "Perana"** which I e-mailed you about, for the Newsletter. I think I was once on my cell and I might have come across as bit short tempered, my apologies for my rudeness, but I am going to well at the time you phoned. I promise you I am not a rude person, unless I am very sick. At the moment I hope to be for a long time to come, only one more operation left. Also I am back at Gym and feeling a lot more

Before I begin I would like to thank my wife for the typing and translation of the parts that are very hard to read. I am having a speedy recovery from her operation, which was similar to mine and done only One week ago. We have been married for Twenty Seven years quite a feat in these modern times. But then again we love our Son very deeply and anything to hurt him (Mentally or Physically). **I am a staunch advocate against child abuse** and heaven help anyone who catches abusing a child, I will cripple him so badly he will never walk or talk again. Strong words? Yes, but the person, my favourite party trick when I was 25 was to pick up the back of a (VW Beetle) by the exhausts. I had a stomach problem, they had to stitch my stomach muscles together with permanent stitches, and it bothered me till now, at the age of 58. The Plus side is I don't have a beer bop (Stomach) any more, just nice and easy. Enough of the chit chat here is what we deciphered:

Firstly the most successful drivers of The Capri "Perana" during the Seventies (1970's) were: Bob Oltoff, Basil Green, Koos Swanepoel and Peter Gough.

NOTE: To Peta Lee, if you read this article and still have the Pictures I would really appreciate it if you could send them to me. Please use the box at the top of the page to make contact.

Peta Lee

Talks to the Man Behind the Perana Badge.

Going to interview Basil Green was a trip down memory lane for me. How well I remember owning and driving V6 Perana back in the days of the rinderpest circa 1978/79. How vividly I recall learning to wheel spin that magic machine, being urged by my husband to take it round the clock along Durban's freeways in the early hours of the day. I especially recall that throaty V6 purr as I idled it at robots, taking up dices proffered by other Cortina's and the V8 Capri Perana. There wasn't much that could touch that Cortina. It was a sad day indeed when we decided to part with it, sitting at Basil Green Ford, talking to the man himself, brought it all back. Indeed, framed photos on the walls of his tasteful office encapsulate that wonderful Perana era. There, the original Cortina, and beneath it his V8 Capri. To the left, his famous Basil Green Anglia, the forerunner of those famous engines inside which he's fitted the twin-cam.

Think about it, 24 years ago Basil was doing 0 -100Kph in 6.3 seconds in the Anglia. Only now are manufacturers achieving a figure in that vicinity. The Perana years, admits Basil Green now, were the highlight of his career at an extremely successful Ford dealership in Edenvale, with various plaques attesting to his being Dealer of the Year (1985), another declaring him SA Motor Industries Achievement Award Winner (1970), and so on and so forth. But there's not quite the same excitement in his life.

Exciting Times

"Racing is something in your veins - you never lose that yearning for it", he told me almost listlessly. "And those days when we were designing and building - and successfully selling and **exporting** Perana's ... I miss those days indeed for a young man in the late '60s. After working for a spell in Rhodesia, young Green set out for greener pastures in search of experience to the far shores of Britain. There he worked for Coventry Climax, a company specialising in racing engine used in the sports car and most of the formula cars. (Remember the Cooper Climax?) "I was very involved in the racing scene, and when I returned to SA decided to try the racing business here". There was nothing going on at the time. Being a man with initiative, Green came to the conclusion that if there was nothing going, he'd start it up.

Set up business

"I decided to start modifying standard production engines, which after all is what I'd been doing with the fire pump at Coventry Climax". Under the name BG Speed Equipment, Basil began manufacturing dozens of performance makes of cars. "The cost was negligible. In those days, you'd pay about two and a half or three thousand for a car. Add another two hundred rands for a kit to improve your performance by twenty-five percent". At the same time he was racing saloon cars. An 1800 Anglia, to be precise, it was a winner - zero to one hundred Kph in 6.3 seconds, and a quarter of an hour in under 30 seconds. It had a top speed of 130 miles per hour. Even by today's standards, that's quite a feat. The government's introduction of sales tax. "This tax hit all luxury items and those performance equipment packages were damned expensive. I thought about it, had a chat with a couple of people including government people, and they said no. A big engine into a small car would qualify for tax. They said no". "Enter the Perana. I took a 1600 Cortina and fitted a V6 to it, plus a few other modifications to things like suspension and brakes, which resulted in an incredibly fast car. The market right at the moment, I asked him, for these high performance cars? Or are the multi-valve jobs the future? "I think there is definitely a gap now. And yes, I want to do it again. In fact, I'm busy now on so many projects. I'm playing around with some ideas". The man was obviously being cagey. "You need some reputation as the Perana's, something even more durable, something equally reliable and affordable. To produce something now with the Basil Green name and Perana badge, it has to be better than anything I've done before. To produce something with favourable price, durability and performance the result has to be outstanding. Although Basil is involved with SASOL Sapphire Cosworth currently driven by Graham Duxbury and looking for a winner, somehow I think he has got something up his sleeve. Does the car that Basil Green drives a Basil Sapphire 3.4 Litre have anything to do with the future Perana masterpiece? I hope so. And taking into account his unbeatable record for producing outstanding cars I can only wait with baited breath for the final outcome.

So good, in fact, that the Perana won the SA Saloon Car Championships that year. "Because it was in a class where we were racing against cars like the Sunbeam Tiger - a V8 driven by Dirk Marais - but nevertheless, we still won. Perana became famous, as did Basil Green. Why Ford? I asked him curiously. Why not any other make? "I suppose because Ford was the dominating force as far as SA's number one manufacturers were particularly effective in the small car and medium car market, with General Motors taking second spot, but quite a bit behind. They didn't have anything quite as exciting as Ford, who were always out there with a car appealing to

Ford versus GM

Determined to retaliate on the track, GM came out with their Holden Monaro - a 5.7 litre V8. Ford co commissioning Basil Green to design an even higher performance car than the Cortina Perana. "I got stuck I came up with the 5,0 litre Capri V8 Perana". The car made him. It was unparalleled on the track, and at one s four of them racing. Drivers were Bobby Olthoff, Basil van Rooyen, Peter Gough and Koos Swanepoel. Why one of them? I asked. "I did, (tongue in cheek) until I got what I think is one of the biggest breaks in approached by Gunston - who'd only ever sponsored top Formula One cars and drivers, to get a Perana tear myself as team manager. "Naturally I couldn't drive and be manager at the same time, so I did the latter". T very successful with the team winning the SA Saloon Car Championships two years running. At the same tim SA Guild of Motoring Writer's Achievement Of The Year Award. But the industrious Green didn't stop at the Ca He went on to build Perana versions of the Escort, the RS2000 and the Granada V8. Another highlight of tt was the fact that Lee Iaccoca, then Vice President of the Ford Motor Company in the USA, had a Gran freighted to him for personal use and Ford evaluation purposes. The Granada Perana also went on to win the Year Award in 1973.

Fuel crisis

No one could have anticipated what was to happen next. The world was hit by a chronic fuel shortage, which among both the industry and the racing scene. "It hit the whole world, and as my line revolved around high pe I was really badly hit. Although we continued to build cars, production was dramatically affected". Fuel conse the order of the day. "Ford withdrew from the racing circuit - they felt it was negative publicity to be racing whe a scarce commodity". Motor racing in general took a tremendous knock, went on Basil. "I tapered off the buil business and became a Ford dealer". So which was the last Perana he built? "The Escort. I had to build 1 homologation purposes. Peter Lanz, in fact, would have won the championships that year in one, had we nr the two hundred mark. "They were only 13 short of the 200, which doesn't sound like a lot but Lanz was disq of this. For those who don't know, AA Motor Sport Control have a rule that for a car to be eligible for a saloon i to be identical to those sold on the road, and there have to be a certain number available, in this case 2 (E&O,E.)



Exporting Capri Perana's with BOAC



THAT FAMOUS BASIL GREEN ANGI

As I said the quality of a Fax is extremely bad.

25th JUNE 2004

FORMATION OF CAPRI CLUB INTERNATIONAL in SOUTH AFRICA

I would seriously like to start a charter of the **CAPRI CLUB INTERNATIONAL** here in South Africa, I have their permission to do so. What we will need is a Chairman, Club Secretary, Organiser, an Authentication Officer and a person to write the Newsletter about the club. I will approach Ford SA for sponsorship of the magazine.



The SCC Festival of Motoring is a motoring extravaganza to be held over two days with a regional/club race day being organised on **Saturday 17th July 2004** and a 2-hour endurance race for Prototype Sports Cars known as the Vodacom 200, for which these regulations apply, a CRRASA Classic regularity rally for which the attached CRRASA regulations apply, a Concourse

d'Elegance and various static displays and demonstrations to be held on **Sunday 18th July 2004**. The Kyalami Members Club Clubhouse will be open both days for the convenience and benefit of competitors and their families. A full catering service will be available on the Saturday with a traditional "bring and braai" on the Sunday. The prize giving will be held at the Clubhouse for the racing events on Saturday 17th July.

I would appreciate it all **Capri Owners** would attend in their cars on **(S.C.C Day) Sunday 18th July 2004**. I will see what arrangements can be made to accommodate us. Austin Healey, Jaguar, 4X4's have their own clubs as do, MG etc, etc, etc. We will have the advantage of being able to purchase from **Capri Club International UK** and they have the biggest selection of **NEW** spares you could think of. I am going overseas at the end of July and will go to see them and finalise our affiliation with them.

Below you will find a box to fill in, if you are interested. Also please let anyone you know, who has a Capri and does not have the Internet, about the event. **Capri was the biggest seller that Ford ever produced.** People who have any Ford Cars prior to the Last "Perana" that was built are also welcome (1987/9). The Last "Perana" was the V8 Sapphire. I know a lot of you belong to other clubs, but the **CAPRI CLUB INTERNATIONAL (SOUTH AFRICA)** could become the biggest club in South Africa. I will find a place for meetings and for those in other Provinces you are also welcome to start a branch in your Province. We will give you all the assistance we can. Lets make the club the biggest in the Country.

Some Stats as to how many Capri were sold:

CAPRI MKI :	1,209,100
CAPRI MKII :	404,169
CAPRI MKIII :	309,578

Hey! if you don't want to join then you don't love your Capri.

As you have read I have Imported parts from overseas and I am sure with the muscle that FORD SOUTH AFRICA has. we won't encounter any of the problems that I did. **Below please be as accurate as you can, when filling in the form.** No e-mail address's will be published on the Internet or phone numbers. You will be notified by e-mail and for those who don't have, you can write to:

CAPRI CLUB INTERNATIONAL (SOUTH AFRICA)
 P.O.Box 1064
 Roosevelt Park 2129
 JOHANNESBURG
 SOUTH AFRICA

Would you be interested in forming the

CAPRI CLUB INTERNATIONAL (SOUTH AFRICA)?

if so

Please complete the following questionnaire and hit the submit button:

To start we will be looking for a Chairman, Secretary, Committee, Authentication Officer, Liaison Officer, Newsletter Writer, Events Organiser and a Venue.

1. Are you Interested in Joining?

2. Your Occupation

3. Your Date of Birth and Age

4. Your Gender (Male) (Female)

5. What position would you like to hold?

6. Do think the Venue should be in the Suburbs?

7. If so, which suburb?

8. Do you belong to another Motor Car Club?

9. The name of the Club you belong to?

10. Will you attend the Event at Kyalami on **Sunday 18th July 2004**?

11. Do you think all Ford Owners from 1987 backwards are entitled to join?

12. What do you think the primary function of the club should be?

13. Ford events, rallies, track racing, general outdoor activities. Other?

14. Are you qualified in Medical Emergencies?

15. Are you a qualified Mechanic?

16. Are you a qualified Auto Electrician?

17. Are you a qualified Panel Beater and Spray Painter?

18. Are none of the above but, an ultra keen enthusiast in Fords, all models?

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19. Do you like meeting other people with similar interest's?
20. Do you have any special skills you can offer to other members? Do not have to be Motor car related?
21. Do you like the idea of being affiliated with **CAPRI CLUB INTERNATIONAL (United Kingdom)?**
22. Would you like to be on the Committee?
23. Are you a qualified Driving Instructor, for road or track?
24. Your E-mail address.
25. Phone Numbers not mandatory.
26. What do you think is a fair Annual Membership Fee?
27. Are you interested in helping to write the Club Charter? (Rules and Regulations)