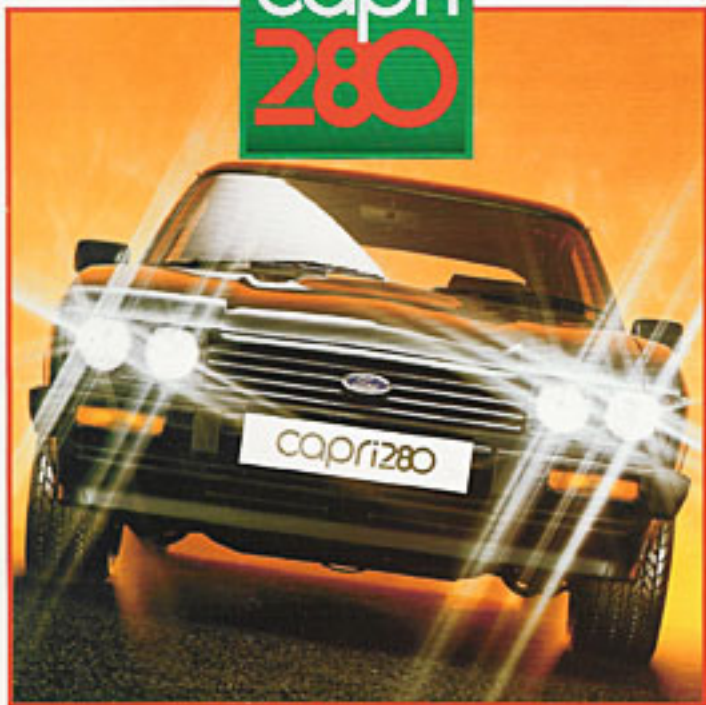


capri
280



The limited edition Ford Capri 280 is the last of a famous line whose unrivalled combination of value-for-money style and race-winning performance has delighted drivers ever since the car you always promised yourself was launched in 1969.

Powered by Ford's potent 2.8i V6 and finished in special Brooklands Green metallic paintwork, the exclusive Capri 280 rides on alloy wheels and features leather-trimmed Recaro sports front seats. This 'rarest classic' is certain to be coveted by collectors who appreciate cars with far more than their fair share of character.



Ford's exclusive new Capri 200 offers a unique expression of a three-foot rearward right-back to the classic Capri of a two-foot coupe whose styling found more a bond with styling of the Mustang rather than the other product line. The new Capri has 200-hp, which is a new 100-hp increase over the previous 100-hp model. The inspiration came from Ford of America's pioneering 1964 Mustang, launched in 1964. Ford was convinced the product demand by 100 per cent, because the Capri raised a new "class" of car on this side of the Atlantic. It was, in fact, a sleek, eye-catching "baroque" that bridged the gap between the traditional two-door coupe car and the family sedan. The Capri concept was made all the more alive by a remarkably wide choice of engines — from a 130-hp to the 200-hp 2.3-liter V6 — and by a range of leather-trimmed option packs. It all added up to a low-weight, wheel performance, better handling and maneuverability, could be tailored to individual preferences and prices.

The American also became a big hit in the United States after appearing at the 87th New York Motor Show. More than 500,000 Capris were reported to have been sold in America. Ford's policy being one of constant improvement, engineers were working on a significantly improved model, despite the original selling the car down to \$21K, the new Capri featured a larger, more

than a conventional boom lid, which made the trunk left-back on even more practical proposition. Other changes included higher side windows — possibly for the benefit of backseat passengers — structural stiffening and the optional availability of power-assisted steering. This version of the 2.0-liter and 3.0-liter Capris could even come with power windows, power door locks, tinted glass, a 50-cd-stereo cassette, and special body moldings. At the top of the performance range, a useful power window accompanied by bigger brakes raised the 3000ci's top speed to 116 mph and changed the 0-60 mph time from 10.2 to exactly 9.0 seconds.*

Another big step forward was taken in 1978, following an extensive research program that concentrated on the subtle science of aerodynamics. The result was a Capri that contained "glue" on every surface, with lines that drew those aerodynamic flows over. Most of the aerodynamic improvements were made at the 1980, when key features included a spoiler, a hood scoop, a grille and a rear window were carefully shaped to reduce air drag and improve fuel economy. Extensive major service intervals to 12,000 miles helped reduce ownership costs by an astonishing 44 per cent over a typical two-year period. A landmark win because standard equipment, right across the range.

Thanks to a dramatic increase in aerodynamic efficiency, the fast-changing Capri 2000ci is now



combined 1100-hp, 8.7-litre, 200-hp, with a 120-hp 100-hp engine? Ford's Special Vehicle Engineering group was concerned with lowering the Capri 200's ride to the level of the 1980 General Motors. Based on the Powertrain and Engineering center in Lima, 173 decided to adopt the 2.0-liter V6 with 100-hp. A revised fuel injection, plus revised suspension, thicker anti-roll bars, gear oil shock absorbers, and wider alloy wheels, fitted with Goodyear's 205/50VR16CT tires.

The specifications also included a five-speed gearbox, a limited-slip differential, and ventilated disc brakes for the rear wheels. All this translates into a car that goes with the best of engines. The Autoblog team estimated after six months that the Capri 2.0 Injection Special with leather-trimmed interior, which features wood-trimmed oak and other white leather, costed the popular 1.6-liter and 2.0-liter lower models in 1980. Packed with performance and character, it paved the way for the superlative Capri 200.

The Ford Capri II
with three doors

The once in a lifetime car



* Ford test figures.

A Although designed as a family car, the sleek Ford Capri became a formidable competitor in trucks, utility vans, taxis and other special areas. Constant updates to its chassis allowed it to excel in Japan's South Mountain Race, where Subaru's 1300 won the World's Grand Prix in 1975 and 1976. Capri driven in the 1978-80 period is known from its world champions—Amateur Pilot, Gables Hill, Hill Laidie, Jody Scheckter, Jackie Stewart and Jock Macneil—in this sleek hard-charging class at Roger Clark's Zaber Cornhill, Royal Leamington, Warwick, before Mass and Goodwood Speed.

Like the Capri, launched a year earlier, the Capri was to find even better days of glory in race. Millions of excited motorists flocked to watch Alan Clark towing his way to victory in the National Grand Prix at Croft, the main activity of Carlisle, in

February 8, 1980. He was driving a very special 2.0-litre Capri with 152-hp, 6100, owned by Ford of



Germany dominated the four-stage European Touring Car Championship series in 1977 and 1978. The tally included overall class wins in Austria, Czechoslovakia, Germany, Belgium, France, Spain, England, Ireland and Italy plus an equally impressive haul of top records.

The 1977 season's highlights included a triumph for Dieter Glasner and Aljos Sailer-Bulg in the 24-hour race at Spa-Francorchamps in Belgium, where their Capri averaged 123 mph. A year later,

Capri took first, second and third places in the grueling marathon. Driven by Hans Stuck and Jacky Mass, the winning ST2000 averaged 120.3 mph and covered nearly 2800 miles. Capri's first night out of race Francorchamps in 1972. The team had to contend with second place in the 24-hour race. That was also the year in which Capri won first and second in their class in the 24-hour classic at Le Mans, the world's most famous and

caption: 1.8 litre (1097 cc) 115 hp engine with 1000 rpm redline. The engine has 1000 rpm redline.



the 1972 being Capri by former Britisher driver. The engine was 1000 rpm redline. The engine has 1000 rpm redline.

performance combined to a thrilling of four records, the Capri won the 1977 British Touring Championship with Eric Nelson at the wheel, while the British driver won Europe's most important hill climb event, the 1000m, Capri drove with winning race and domination by Gordon Spice and the British driver. Capri's performance was an extraordinary success, winning the title every year from 1975 to 1980. Sponsored by Betty Paine of England, Spice also won 1978's 24-hour race at Spa-Francorchamps after averaging 117 mph for two-thirds of the race.

British firms dominated in various stages of the Capri race programme in the 1970s. In 1978, it included Renault and Caterham. Taking the lead going 153.11 mph on their starting power, Caterham's race was then to beat over 400 km by finishing the 70 to 2.5 km, averaging four miles per minute and using Lotus fuel injection. Performance figures, reported on going, included 0-60 mph in 4.1 seconds and a 100-mph top speed.



But the most dramatic racing Capri of all came from the 1970s when it dominated the car built for Group 5 events in 1979 led Rover bodywork, were nearly a foot lower and wider than their road-going counterparts, and were built to 400 hp from a turbocharged 1.8 litre version of the Ford-Cosworth 254 engine.

*Source: Ford





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Ford's new Capri 280, an instant classic, if ever there was one, will long be remembered as the last of a famous line. The last — and the best. The meticulous styling of this limited edition automobile is made all the more attractive by exclusive Blacklands Green metallic paint. The colour is very appropriate in view of the Capri's prestigious heritage. Blacklands Green is the colour chosen by many of the world's greatest drivers, used between 1967 and 1974. The 280's dramatic lines are additionally enhanced by a body colour rebar grille, headlight surrounds, deep mirror housing and black halogen spoiler. Powered by Ford's renowned 2.8-litre V6 with fuel injection, the Capri 280 rides on seven-spoke 16" x 7" alloy wheels, and has a locked-axle differential to control wheel spin. The steering system features ventilated discs on the front wheels. Speeded by Ford engineers, the 280 reaches 100 mph after springing from 0-100 mph in a breathtaking 7.8 seconds.*

*Based on Fiat data.

Tune to the Capri 280's radio, for 280 combines all the appeal of a swift, sure-footed sports car with the comfort and convenience of an exceptionally well-equipped saloon. It takes good care of passengers as well as delighting enthusiastic drivers.

The top of the line model's interior is distinguished by seats fully trimmed with leather, high-quality three-spoke wheels, handbrake piping. The front seats are Recaro design carefully shaped to provide all the support needed for long motorway drives, and when the Capri 280's superb roadholding and handling characteristics are being exploited on roads with more corners than straight.

The variable leather-trimmed back seat becomes the convenience of a 30-50 split 60:40. This enables extra luggage to be carried, while ensuring space for a passenger to

lean in to comfort. The boot's contents are concealed by a concealed parking tray. Diesel gives a standard, of course, and the Capri 280 also comes complete with a steel manual that can be slid back, or just closed open to suppress the ventilation system in frigid weather. Both ensure the car is as comfortable for a motorist as it is to take of a smooth, spirited engine whose power curve climbs to a spine-rattling 260 PS at 5700 rpm. Drivers who appreciate details that give a car that extra touch of class will also note the leather-trimmed steering wheel and gear lever knob. Dual instrumentation is provided by Ford's best 1200 1200 Cosmo radio system with four speakers and an electrically operated radio-sound. Classical music would be appropriate, because the 280 is a classic car that ends the Capri story on a very high note.

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Overall it's all been fun, and that is the point of a car like Capri. As much fun for your money as the restrictions of today will allow... and in Capri's case that's still a lot more for your money than any of us has a right to expect.

Focus Capri — The Development and Competition History of Ford's European GT Car. By Jacqui Wilson. First published in 2001 by Haynes Publishing Group, Sparkford, Trowbridge, Wiltshire BA27 7JF.

