


CLASSIC DRIVER

1970 Ford Capri

- Lot sold
USD 0
GBP 0 (listed)
Year of manufacture 1970
- **Lot number** 345
- **Drive** LHD
- **Condition** Used
- **Location** 
- **Exterior colour** Other
- **Car type** Other
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Description

During the 1960s in Johannesburg, South Africa, Basil Green established a reputation for modifying European saloons to great effect, notably Minis and more latterly Ford Cortinas.

In 1969 his imagination was set alight by the arrival of the Ford Capri. Instantly he could see the potential to make a bespoke, more powerful and exciting version for the road. What followed was the birth of the Ford Capri Perana. Based on a Ford Capri, but with many specialist components, the cars had engines derived from the Ford Mustang (the 5.0 litre '302 Windsor' engine running on a four-barrel Holley carburetor) with a Borg Warner Limited slip differential, alloy bell housing, alloy inlet manifold, a large capacity radiator and a specially made strengthened propshaft. The road car included modified suspension and brakes to cope with the increase in power to nearly 300bhp.

Production and sales looked promising at first with over 500 road cars sold and delivered between 1970 and 1973 in South Africa, but cash was sadly lacking and production of the road car ceased early in 1973.

A limited few numbers were taken to be converted to full house racing saloons to compete head-on with the dominant American cars of the time, such as Mustangs and Camaros. Indeed, Basil himself drove a racing version to win the South African Championship no less than three times.

These cars do not come onto the market often, let alone in this superb restored condition. This Ford Perana Capri is arguably the best currently available and was on display at the NEC Classic Motor Show in 2013.

The car was sourced by our vendor from inland South Africa and upon receipt it was subject to a complete back to metal, nut and bolt restoration which took place over the last three years. Anything that needed replacing was replaced, with original Ford items where possible. If genuine Ford spares were not available then it was remade to the original Ford specification.

The body was media blasted back to bare metal. There was very little rust as it came from inland South Africa but what was there was changed to new metal. This included new lower wings, rear quarter and driver's side floor. The chassis and wheel arches were then completely sprayed with the high quality Epoxy Mastic body protection. The rest of body was sprayed in correct Perana Yellow and Black paint scheme to a very high standard.

The running gear was stripped down and rebuilt with all new suspension bushes replaced, new coilovers on front, gas adjustable shocks on rear and 2.8 single leaf springs fitted. The brake system was also rebuilt with new 2.8 discs and calipers on front with new slave cylinders and brake shoes on rear meaning this car now stops as well as it goes.

Similarly the drivetrain was subject to a complete rebuild with new half shaft bearings and original Borg Warner diff serviced and new Union Joints on the propshaft.

Inside the car the seats were reupholstered using period basket weave. New molded carpets imported from Australia were fitted and a bespoke front parcel shelf made to order. All dash electrical wiring was modified with connectors to allow easy removal of dash binnacle.

Under the bonnet the engine was totally rebuilt, retaining the standard bore 5.0 302HO with the fitment of new pistons, rings, rod bolts and shells. The crank was also balanced by Classic and Modern. The engine was fitted with new Ford X303 roller cam and lifters and also new Trickflow 170 Ally heads bought complete, assembled with springs, valves, retainers and pushrod guides. Replacement roller rockers and pushrods were also fitted at this time. Bespoke headers were made for the car by Nouvalari in Nottingham and a new Edelbrock Carburetor fitted with Boss 302 intake manifold whilst the Exhaust pipes and boxes were made and fitted on the car by Pipecraft in Essex. The car is fitted with the original Perana T4 Toploader manual gearbox with Boss 302 Ally bell housing, which was fitted with a new diaphragm clutch and plate.

Full photographic history of restoration is included in the sale along with a plethora of invoices and bills. If you're after a Capri Perana we're not sure you will find a better car than this. These cars are becoming sought after classics and are an important part of both Ford and Capri history.

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