

VW SCIROCCO TS
CAPRI 2000 GT
TOYOTA CELICA ST

GIANT TEST

ASK PEOPLE TO VISUALISE A SPORTING coupe and they'll think of a Ford Capri. Conceived in the aftermath of the Mustang's impact on America, the Capri came on strong with the pony car image and although it was essentially Cortina underneath it dealt the traditional sports car a body blow. Since then, most major manufacturers have built two-door fastbacks of similar concept around the mechanical components of more mundane cars in their range. The Japanese, too, have learned the same trick and cashed in with models that gave more teeth with



which to bite into foreign markets.

Among the most recent to heft some weight into this sporting coupe market are Volkswagen. True, they had previously had a coupe based on VW Beetle parts—the Karmann Ghia—but their new Scirocco, based on the Golf saloon, is designed to have much wider appeal and, hopefully, bring in more money. At £1959, the Scirocco seemed expensive for a 1500cc 2 plus 2 when it was announced here; now it doesn't seem so steeply priced after all—everything else has caught up or overtaken it. Admittedly,

with the Capri 2000GT you're getting a fair chunk of engine, but the thought of parting with £1963 for it is pretty bad on the nerves. That sort of money used to buy something fairly special, or at least a 3.0litre Capri. Not quite so expensive—yet—is the Toyota Celica ST five-speed which sells for £1806 and therefore seems to represent quite good value in today's market.

There are other coupes in this sector—but they won't hold quite as much appeal to those people seeking a sort of low-priced piece of exotica: one of the points that the

Scirocco, Capri II and Celica have in common is that they are all very attractive and don't really look as if they're built around saloon car parts.

STYLING, ENGINEERING

The Scirocco, announced at the Geneva Show last March but a very recent arrival in this country, preceded the Golf saloon upon which it is based by some months. In the market place, the Scirocco effectively replaces the aging Karmann Ghia and gives VW the cut of dash the new range



Photography: Richard Davies

needs to round it out. There is no doubt that Giugiaro of ItaiDesign did a fine job with the styling: people stop in the street to admire the aggressive-looking little machine. From whichever angle of appraisal it's a smart, fresh vehicle—visually ideal for the market at which it is aimed and right up to date with hatchback practicality.

Such an opening rear door is one of the Capri II's distinguishing points, and a design feature intended to provide the practicality missing in the old Capri. While it is a well-considered, good-looking car of considerably larger proportions, the Capri is more conservatively styled than the Scirocco, retaining a lot of the old car's identity. The Japanese Toyota Celica, based on Carina mechanicals, is an 'old-style' coupe lacking a third door but having very appealing looks just the same. Most people consider it the best Japanese styling car yet, even if the designers haven't been able to resist that recently established Oriental tradition of tacking on totally unnecessary ornate bits and pieces.

While the Scirocco is a modest 151.5in long overall but sits on a disproportionately long 94.25in wheelbase with a fat 54.75/53.5in track, the Capri measures all of 168.8in and has a 100.8in wheelbase with a 53.3/54.5in track. The Toyota nips in between, stretching the tape 163.9in nose to tail and 95.8in along the wheelbase. Typically Japanese in the beam, its track is a skinny 50.4in. Weights go Capri 2337lb, Celica 1947lb and Scirocco a lithe 1758lb.

While the Celica and Capri are extremely similar—and conventional—mechanically, the Scirocco breaks away from the norm. It's a fwd car, having its engine mounted transversely and canted backwards. The transmission is a new VW unit, although it's based on the Audi 80/Passat. It sits directly on the left hand end of the engine. The front wheels are attached by wishbones with MacPherson struts providing the springing and damping and there's an anti-roll bar. It's at the rear that the Scirocco shows some cleverly original thinking: VW came up with a new suspension wherein trailing arms attach at their forward pivot point to a T-section cross member that acts as a torsion beam to provide roll stiffness and maintain constant toe-in and camber on all surfaces. Coils provide the springing. A great advantage of this novel rear end is the space it saves, leaving the Scirocco with a capacious boot. The fat alloy wheels on our test car look nice, but they're a £69 option: the standard rims are 5J by 13 steel discs wearing 155 by 13 radials. Brakes are servo-assisted discs and drums, and to keep things in shape when they're used hard there's the usual VW negative roll radius.

You're settling for less sophisticated engineering in the other two: MacPherson struts and anti-roll bars prop up the front of both, and they have the old, old live axle doing the work at the rear. On the Celica the location is four-link with coil springs, while the Capri makes do with leaf springs and an anti-roll bar. The Capri wheels are 5J by 13, but the Toyota's are slim-Jane 4.5J by 13 units. Brakes are servoed discs and drums in both instances and it comes as no surprise to find that the Celica's steering is that Japanese favourite recirculating ball, while the Capri's and Scirocco's are the sharper rack-and-pinion.

Engines, and in the Scirocco you're getting

a 1471cc four that's undersquare with a relatively high 9.7 to one compression, a belt-driven overhead cam and a single twin-choke carburettor. Yes, it's the Passat TS engine, and it gives 85DINbhp at 5800rpm with a decent 89lb/ft of torque at 3200rpm. There are four gears in the box that mates with the engine, the top an overdriven indirect, and the final drive a low-ish 3.89 to one that leaves the car with 17.4mph/1000rpm. The well-known 1993cc Ford engine also has an overhead cam, also belt-driven, but it has grossly oversquare dimensions. It runs on a 9.2 to one compression and makes use of a Weber twin-choke carburettor. Power is 98DINbhp at 5200rpm and the torque, developed at 3500rpm, is 111lb/ft. Once again it's a four-speed box that takes these products through to the 3.66 final drive for 18.4mph/1000rpm.

Toyota, who do know how to build overhead cam engines well enough, settle for a camshaft mounted high in the block with short cross-over pushrods for the Celica ST. And while we're crossing over, the alloy cylinder head is a cross-flow unit, putting the seal on 1588cc of oversquare dimension and a 9.4 compression. Power, the manufacturers claim, is an impressive 105DINbhp at 6000rpm with 101lb/ft of torque coming at 4200rpm. Apparently thinking Italian when they planned the Celica, Toyota offer both four-speed and five-speed transmissions. Top gear in this box is well and truly an overdrive, but a 4.111 final drive means the end result is 19mph/1000rpm—not startlingly high, but above the figure of most 1600cc cars.

PERFORMANCE

A distinguishing feature of the new VW range of water-cooled, in-line four-cylinder engines is the performance they provide. They thrive on revs, they are extremely smooth and flexible, and even in the saloons they feel sporting. All these ingredients abound in the Scirocco engine, and for its capacity the acceleration figures are excellent. So too is the top speed—108mph. The Scirocco, given a few revs, will step quickly off the mark, helped by a trace of wheelspin as the nose rises with the torque of the keyed-up engine, to record a 0-60mph time of 11.5 seconds. Thus the Scirocco feels as nippy and sporting as it looks. But on the other hand, the flexibility—dropping below 1000rpm in top is quite possible—makes it civilised. Excellent aerodynamics help the engine wind right out to record such an impressive top speed, a speed that the car is happy to hold for long stretches. However, these very same revs bring a good deal of buzz, for the damping of engine sound is nothing like as impressive as the suppression of wind and road noise. A fault that plagued our test car was a carburation problem that made the engine momentarily hang onto its revs—around 5000 of them!—after the throttle was released, giving a gigantic flywheel effect and making upshifting difficult. Apparently others among the Scirocco test fleet have suffered this fault although the cars we originally drove at the press release in Germany were free of it. If it is prevalent, VW will need to take urgent steps to cure it; putting up with it just isn't on. Could it perhaps be that the engine, throwing itself forward with torque as it revs, is stretching the throttle linkage and keeping the fuel flowing in that way?

The gear ratios are particularly well-chosen to make the best of the 6700rpm redline. While first is just right for quick starts and lugging off on steep hills, second and third are high enough to provide plenty of overtaking scope. Third permits itself to be used up to 83mph and has excellent mid range torque for winding road work, thus furthering the sporting character of Volkswagen's Scirocco.

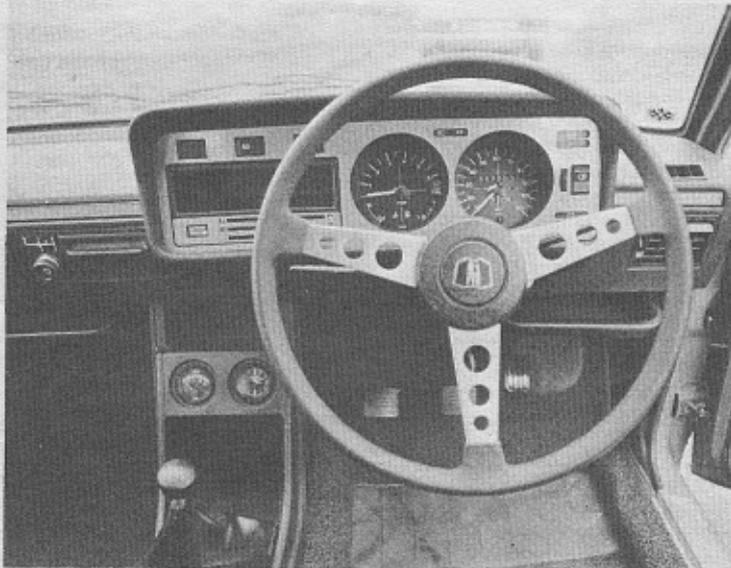
By contrast with the Scirocco (and the Capri) the Toyota has a manual choke, and is somewhat fussier in its warming up. Once properly underway, however, this little ohv unit is smooth and tractable, pulling happily from 1000rpm in fifth if you so desire and revving freely (though not so quickly and potently as the VW) to its 6500rpm redline. Performance is above average for the capacity, but not so impressive as the Scirocco (nor the bigger-engined Capri, of course). The gearing is biased towards the low side in the intermediates but the steps between the first four are all even so that the drive train is a pleasurable one if unremarkable. Again, that word 'competent', so applicable to the Japanese products, can be used. Toyota claim 109mph for the car, and we got to 105mph.

The Capri is untroubled to blow the others off for acceleration, being altogether lustier in its performance though not so quick as one would expect from a 2.0litre up against cars of considerably smaller capacity. Especially good in its starting, the sohv Ford is never fussy; then again, it's never an impressive engine either for it is reluctant to rev really hard and becomes harsh if you insist on pushing it towards its limits. It is not a sporting engine, getting its performance from capacity rather than anything else. Ratios provoke no grumbles; but the noise from the engine certainly does. Despite the addition of a sound-deadening kit to the test car, its engine noise still intruded tinnily into the cabin and high-speed work was uncomfortable because of the mechanical racket. Here, the Celica is the best of the three (windnoise is another matter and we'll discuss later).

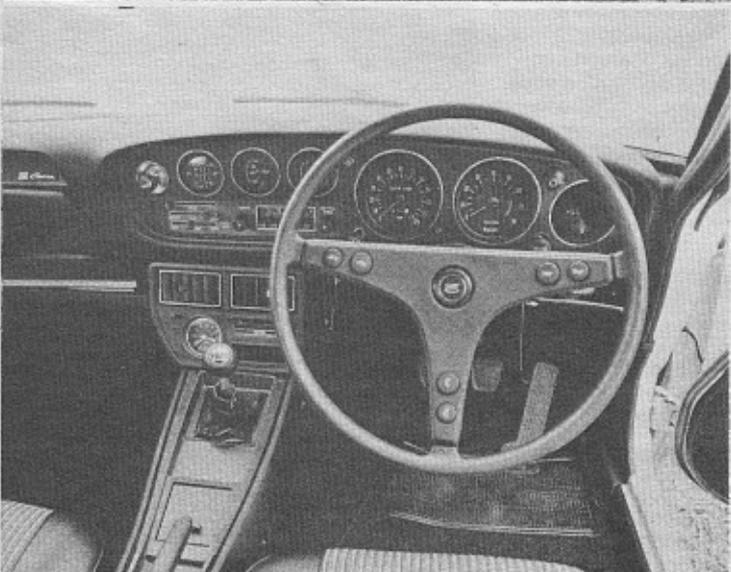
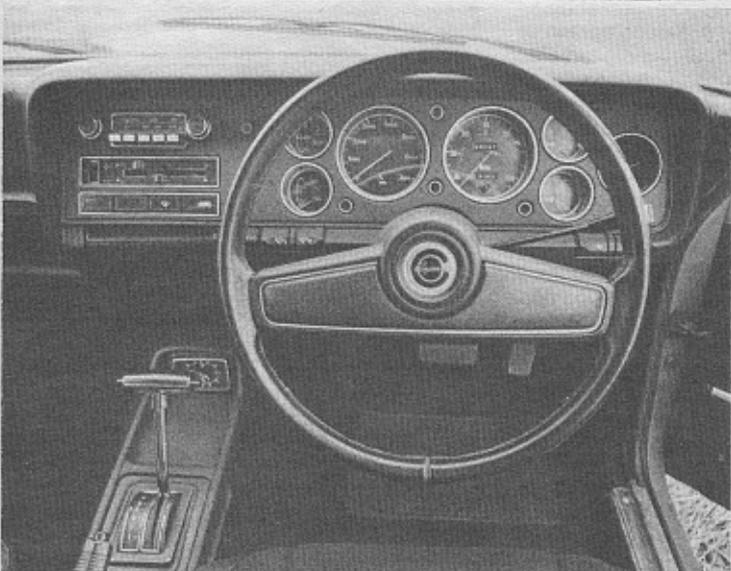
RUNNING COSTS

Predictably, the Capri is the thirstiest of the three, returning 25mpg if it is hard-pushed, about 27 as an average and just on 30mpg if things are taken very steadily. By contrast, the Scirocco is relatively frugal, never dropping below 26.4mpg despite the most severe thrashing and giving 32mpg if the second choke of the carburettor isn't opened up so frequently. Better figures are possible with more pussy-footing. But even so, the VW can't match the Toyota for leanness of appetite. At worst, we recorded 29mpg with the average running at 31mpg and gentle driving bringing 34mpg. Thus, the Capri is going to cost significantly more than the others in fuel bills each year, while there won't be that much separating the German and Japanese cars so long as the Scirocco's full performance isn't used too much. But the Capri spares, especially body parts, in general will cost less than the other two. Some of their spares prices are very high and it obviously isn't as easy to get their bits as from the huge number of Ford dealers scattered about the country. Or at least it shouldn't be, if the Ford people do their job correctly. The Ford requires servicing less frequently than its opponents,

Despite neatness, some of VW's dials are hard to read, and wheel is rather large. Both Capri and Celica have wide range of easy-to-read instruments. Buttons on Toyota's helm are for rather feeble horn



Plaid seats in VW are well shaped and neat with integral headrests. Ford's seats have short squabs but give good support overall. Toyota's seats are nothing special, but like VW have integral headrest to conform with regs in many countries



and when it does have to have repair work done it requires less time. Unfortunately, work times for the VW aren't yet available, but under bonnet accessibility is a feature of the design.

HANDLING AND ROADHOLDING

No contest: the Scirocco wins hands down and falling off the proverbial log. With extremely sharp and light steering, it is a car that can be aimed really precisely into the bends, the wheel turning smoothly to prove how well the engineers have overcome all the old fwd problems. The Scirocco is as free from fight under hard power as the Alfasud, and that's saying something. Moreover, the car's responses are machine-gun fast and it is loathe to understeer. Soon learning that it can be ripped along the road, you find that it behaves like a very well balanced rear-wheel-drive car, the tail creeping out deliciously with throttle lift-off, or under hard brakes into the apex. Backing up this superb handling goes really potent roadholding; it's so good you can lift a rear wheel in pouring rain!

The Capri can't boast roadholding a quarter so good if the road is wet. In fact, the grip is very poor and the only saving grace is that the warnings of loss of adhesion come quickly and clearly and the handling is good enough to make correction easy. Of course, understeer is prevalent, but if a shade too much power is used oversteer rears its head as well. In the dry, the roadholding is good and the handling efficient if not inspiring in this heavier model Capri. There is a little centre vagueness in the steering, and the normal touch of in-built understeer. But this can be negated by judicious choice of line and early application of power at the apex so that the Capri can be cornered rapidly. The steering doesn't convey a great deal of feeling though, and a lot of the time the car seems less secure on the road than it should. Around town, the steering is a touch heavy compared with the other two cars.

The Toyota is a persistent understeerer, handling more like an average family saloon than a sporting coupe. Most annoying is the usual Japanese centre vagueness in the steering which, thankfully, at least is pleasant and smooth and has reasonable feel once lock is wound on. With patience and enough knowledge of advanced techniques, the Celica's understeer can be greatly reduced and it will go through a series of bends quite briskly (though still behind the Capri) until the understeer that remains finally imposes a limit: a limit that is low by the standards of the Scirocco. To spin a Celica on a dry track seems almost beyond comprehension because come what may the tail just will not let go. Toyota obviously believe that such qualities are to be offered in large degrees for your average driver; let him back off because the car understeers, not scare himself if it oversteers. Despite this engineering bias, it isn't an unpleasant car to take out for a day's driving because it is smooth and effortless if hardly sporty. In the wet, the tail shows that, like the front, it is only too happy to let go; the roadholding here is terrible because of inferior tyres. Celicas we've driven on good rubber hold on well in the rain. When the car does go, it is at least easy to control, answering the steering quickly and obediently and without that over-correction wallow of the Capri.

DRIVER APPEAL

The Scirocco is easily the most appealing to a sporty driver in terms of roadability—its engine is a goer, the handling is excellent, the roadholding tenacious and the brakes fine. Initially, the cabin seems to back up these good points. But the instruments aren't as good as they could be, the gearlever is too far forward and so is the clutch at full depression. These things take the impact away from the attractive tartan-cloth seats, the drilled-spoke steering wheel and the neat dashboard. Apart from that, the driving position is good. Pedals are light to use and well set-up for heel-and-toeing. Two stalks control the minor operations, the left one working indicators and light flashing and dipping with the right one looking after the two-speed plus intermittent wipers and washers. The stalks could be a shade longer, but they work with a precise action. The heater controls are set into the instrument panel, and are easy to reach. A space for the radio is provided there as well. The instrument dials are large, and while the speedo and tachometer are easy to read, the fuel gauge and temperature gauge, set into the bottom half of the speedo, require more concentration than usual. Disappointingly, there is no oil pressure gauge.

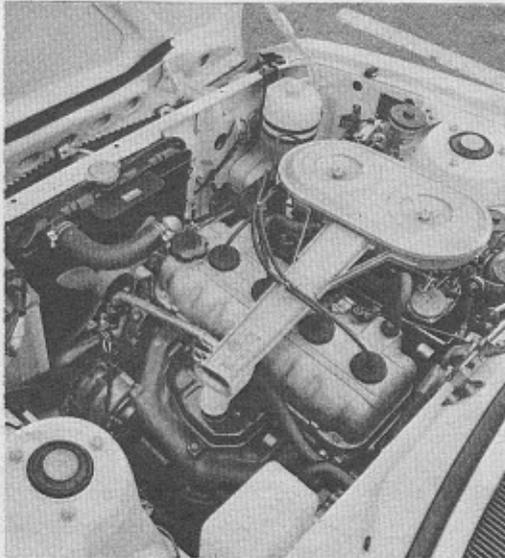
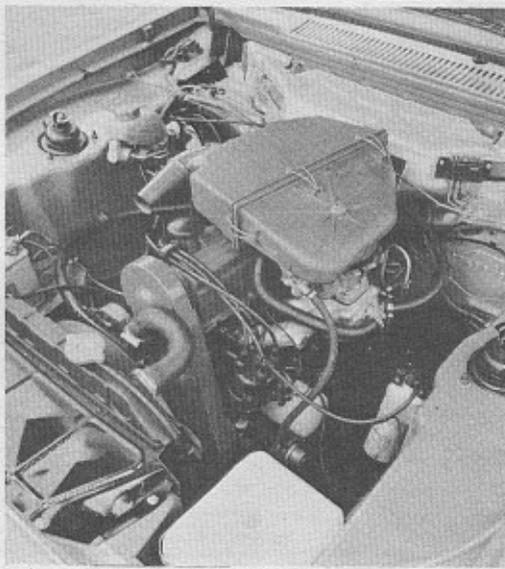
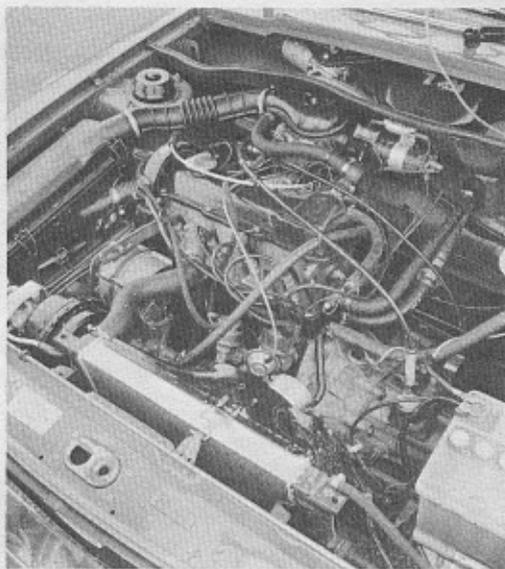
Both Toyota and Capri have more complete instrumentation, arranged excellently in both cases. The Capri dash is more efficiently sporting than the Celica's, having the minor gauges grouped around the two big ones. The panel is covered in black vinyl and looks terrific, and the faces of the dials are simple and easy on the eyes. Full points to Ford here. The Celica's minor dials are spread across towards the centre of the fascia in a far more elaborate arrangement. But apart from the artificial wood of the panel and its elaborate shape, there's not much to criticise. The heater controls are set in the lower edge of the panel, with the radio just beside them. So, reaching supplementary controls in the Celica is unusually easy. For ergonomics, Toyota also score very highly. The gearlever (the first four gears are in the H, fifth is forward and to the right) is well-placed and flows beautifully. A Toyota strong-point is the ventilation: besides the eye-ball vents in the outer edges of the fascia, there are another two big ones in the centre console. Minor control layout isn't quite so impressive: instead of all-stalks operation, the wipers and washers are worked by a knob on the dash. It involves reaching around the wheel rim to get at it, and it just doesn't work as quickly and easily as a stalk.

The same sort of criticism can be levelled at the Capri's minor controls. They look good, set so neatly into the lower-edge of the dash. But you have two push-push switches for the two wiper speeds, then a separate button further across the dash for the washers—it's all unnecessarily complicated; don't be surprised if the system is swapped over for the current Cortina's all-stalks arrangement soon. But the Capri has a good location for its optional radio, and the gearchange is both well-located and works pleasantly. Pedals are good too, and the overall driving position is the best of the three cars.

COMFORT

The Capri's seats, although low in the squab, have big side bolsters for lateral location and are comfortable for long trips. The squab angle adjusts, as in the other cars, by

Transverse Scirocco engine offers many positive advantages in compactness and crash protection. Like VW, Capri's single overhead camshaft is belt driven, whereas twin-carburettor Celica relies on cross-over pushrods for valve operation



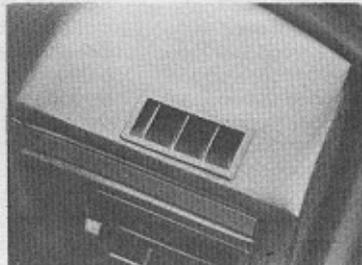
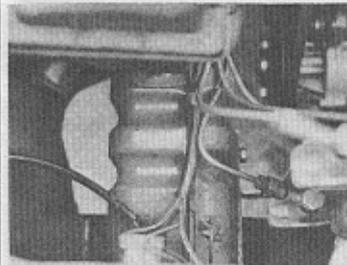
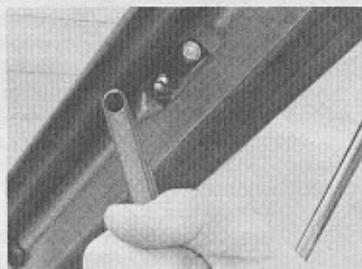
| PERFORMANCE | | | | | | SPEEDS IN GEARS | | | | | |
|-------------|------|------|------|------|------|-----------------|-------|--------|-------|--------|--------|
| | 0-30 | 0-40 | 0-50 | 0-60 | 0-70 | | FIRST | SECOND | THIRD | FOURTH | FIFTH |
| Scirocco | 3.7 | 6.0 | 8.2 | 11.5 | 15.5 | Scirocco | 0-33 | 5-58 | 13-83 | 20-108 | - |
| Celica | 3.8 | 6.8 | 8.3 | 11.9 | 16.0 | Celica | 0-30 | 5-53 | 14-77 | 18-103 | 20-105 |
| Capri | 3.5 | 5.9 | 8.0 | 10.9 | 14.9 | Capri | 0-30 | 0-56 | 10-80 | 18-101 | - |

FUEL CONSUMPTION Celica 29-34mpg, Scirocco 26-33mpg, Capri 25-30mpg

FOR

SCIROCCOTS

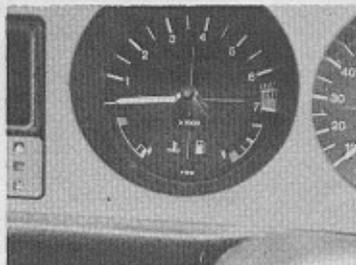
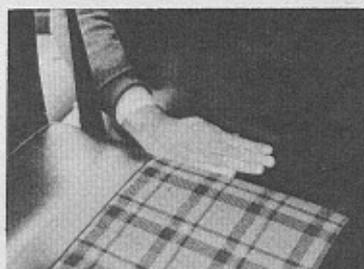
Rear shelf supports unclip easily for mini estate car configuration (right). Massive longitudinal corrugated girder is part of VW's formidable crash/safety (below)



AGAINST

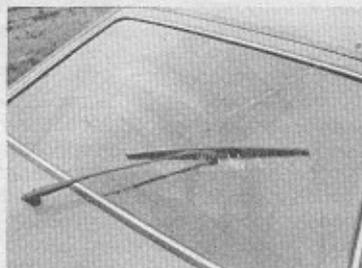
SCIROCCOTS

With front seat in normal 5ft 10in position, rear legroom is . . . er . . . limited (right). Temperature and fuel gauges in speedo face are hard to read (below). And gear lever is too far forward (below right)



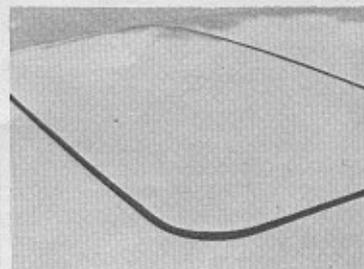
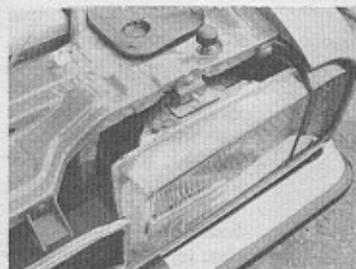
CAPRI 2000

Optional rear window wash-wipe is invaluable in bad weather (right). Split rear backrest arrangements enhances versatility (below). Belts retract down inside the cabin trim for neatness (below right)



CAPRI 2000

Appealing wiper (and lighting) buttons are in fact clumsy to use (right). Glass/metal headlamps will lead to corrosion problems (below). Optional sun roof sits proud of roof itself (below right)



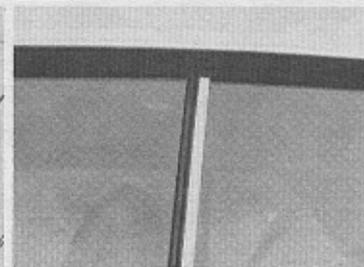
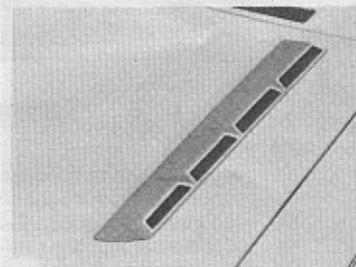
CELICAST

Properly integrated dash makes controls easy and pleasant to use (right). Fresh-air ducts contribute to car's good ventilation system (below). Warning lights on doors reduce risks (below right)



CELICAST

Wash/wipe switch is hard to reach behind wheel, would be better as column stalk (right). Louvres on bonnet are meaningless tizz (below). Frameless windows can generate massive windnoise (below right)



VW's shelf (below) lifts with rear door, but can be detached for big loads. Capri's shallow luggage area is exposed (centre) but can be covered with optional plastic tarpaulin. Although thoroughly conventional, Celica's boot (bottom) is well shaped and capacious



movement of a lever on the seat's side. The rear seats are well shaped but there is nowhere near enough legroom; the car is little more than a 2 plus 2 despite its large external dimensions. And if the seats are good, they aren't well-supported by the ride. A good deal of the time it is comfortable enough, but there isn't sufficient quality to ensure adequate soakage of the more trying bumps and harsh surfaces. Besides, the suspension sounds permanently 'loose', making the car seem tinny and lacking in the feel of quality.

Another factor that robs the Capri of proper all-round comfort is the combination of engine noise and wind noise. The car is also very directionally unstable in crosswinds, moving well across its lane on the motorway.

The Celica has less comfortable seats but its ride is better in all conditions. The tombstone-backed buckets are too flat, but they have fair lumbar support and don't produce aches on long trips. Most men will find that the seats' travel isn't great enough, forcing them to settle for a compromised driving position. The Celica mightn't look as roomy as the Cortina, but it carts people in the back more comfortably so long as their knees are splayed around the front squabs. Seatbelt location is poor on the Celica, cutting into the driver's neck. Overall, the Celica is quieter than the Capri—so long as the pillarless side windows are sealing properly. If they're not joined exactly right, windnoise is terrible. Mechanical noise is low, the suspension works quietly and transmits little road noise. The very high equipment level—the radio, trouble lamp, lockable fuel cap and door safety lights are all standard—make the Toyota complete internally and satisfying.

The VW's seats grab attention in their bright tartan patterns, and they're thoroughly comfortable. What's more, they blend with the excellent ride to put the Scirocco into a comfort class of its own among small sporting coupes: you'll have to go to a Lancia Beta or Alfetta GT to better it. The suspension is set reasonably firmly, but the damping is of such quality that each and every bump is absorbed. Windnoise is at a minimum, road noise is well shut out and at fast cruising speeds the engine noise fades to a hum.

But all is not well in the Scirocco: headroom is very poor, even in the front, and rear legroom is practically non-existent. This makes the car annoying for tall drivers, and reduces it to a limited 2 plus 2 for the most part. With a small passenger in the front left-hand side, enough room can be found for a small woman in the rear but she doesn't have any space to spare. Of course, there is no answer for such a serious fault as this low roofline, and it's a crying shame.

The car is, then, best used a two-seater with the driver and his passenger perhaps pulling out the rear Renault-like parcels shelf and maybe the back seat as well to turn the little machine into a rakish sort of estate car. Certainly it is versatile in this respect, carrying just about as much as the larger Capri (whose rear deck is too high to be as useful as you would expect).

We were extremely concerned about the number of rattles, creaks and groans afflicting our test Scirocco. It creaked when cornered hard, suggesting that the light body isn't as well put together by Karmann as it should be, and the rattles abounding at all times were among the worst we can recall in

a new car. Naturally, these points are unacceptable in a VW where the quality image is so firmly entrenched that even the slightest squeak sounds like thunder. But should we not give VW the benefit of the doubt and assume that the test vehicle was a Monday car or a very early rhd production model? If they aren't restricted to a few cars, these faults could do the new VW range irreparable harm.

By contrast, the simple little Celica shines for its quality. It doesn't rattle, its trim fits beautifully and detail faults of any description are hard to find. Of course, being a notchback the Celica doesn't have the versatility of the Capri and VW, nor does it carry as much luggage.

SAFETY

The Wolfsburg engineers made several major safety advances with the design of the Scirocco. The transversely-mounted engine will help absorb frontal impact, and there is special front-end construction whereby the framework extends out to mate up with the bumpers, forming two highly deformable structures. The fuel tank is placed well out of harm's way and there is a high level of crumple potential at the rear. The car's sheer roadholding is an obvious safety aspect in itself. Meanwhile, the Capri and Celica have to be content with the more ordinary levels of regulation safety apart from one or two detail points. Both car's poor wet road grip inhibits their primary safety.

CONCLUSIONS

Without doubt, the Scirocco is the driver's car of the three. It has formidable roadholding, handling that's in the Alfa class and strong performance with good fuel economy. It is visually exciting and highly individual. These points make it a very good car. However, we can't be totally enthusiastic about it because of the limited headroom (a point that concerns us more than the lack of rear legroom—you don't always have to carry extra passengers, but you do need front headroom). And if our test car is anything but an isolated example, we also have reservations about the quality of body construction.

For roadability and in terms of the driving pleasure they offer, the Capri and Celica are decidedly inferior. The Capri is a substantial vehicle in body size, it's attractive and besides the practicality of the hatchback there's the split rear seat which allows three or four passengers to be carried a la Scimitar GTE. Performance is quite good, but the engine isn't a pleasure-giver. Ride is poor by today's standards and the car is far too noisy for a 2.0litre. Once again, we have to say that it feels and sounds tinny but at least it does have the backing of a vast dealer network, and cheaper parts than its rivals which must count for something against the hard days ahead when every pound will count like it never has before.

The Celica? A surprisingly pleasant little coupe spoiled only by its excessive understeer and poor wet weather grip (a problem correct tyres can cure). It is very well built, performs adequately, is known to be reliable, pretty in its own way and well-equipped. For the money, it represents very good value, offering a little individuality and maintaining its appeal to the owner through its frugality.

GIANT TEST

VW SCIROCCOTS

| | |
|-----------------|-----------------------------|
| Capacity (cc) | 1471 |
| Bore (mm) | 76.5 |
| Stroke (mm) | 80 |
| Compression | 9.7 to one |
| Valve gear | SOHC |
| Carburettor | One twin choke, downdraught |
| Power (DIN/rpm) | 85bhp at 5800 |
| Torque (rpm) | 89lb/ft at 3200 |

TRANSMISSION

| | |
|--------------------|------------------------------|
| Type | Four speeds, all synchromesh |
| Ratios—mph/1000rpm | |
| 1st | 3.45 to one/4.9 |
| 2nd | 1.94 to one/8.6 |
| 3rd | 1.37 to one/12.3 |
| 4th | 0.97 to one/17.4 |
| Final drive ratio | 3.89 to one |

CHASSIS & BODY

| | |
|-------------------------------|---|
| Type & Method of construction | Unitary |
| Suspension front | MacPherson struts, lower wishbones, anti-roll bar |
| Suspension rear | T-section axle, coils |
| Steering, type | Rack and pinion |
| Turns, lock to lock | 3.3 |
| Turning circle | 33ft |
| Wheels | 5J x 13 |
| Brakes, type | Servo-assisted front discs and rear drums |

DIMENSIONS (Inches)

| | |
|--------------------|----------|
| Wheelbase | 94.25 |
| Track, front | 54.75 |
| Track, rear | 53.5 |
| Length, overall | 151.5 |
| Width, overall | 64 |
| Ground clearance | 4.75 |
| Fuel tank capacity | 9.5 gals |

CABIN DIMENSIONS (inches)

| | |
|------------------------------------|---------------------------------|
| Headroom, front | 36 |
| Legroom, front (seat forward/back) | 10.5/15.5 |
| Headroom, rear | 32 |
| Legroom, rear (seat forward/back) | 7.5/10.5 |
| Shoulder room, front | 54 |
| Shoulder room, rear | 54 |
| Luggage capacity (cu ft) | Parcel shelf up 10.5/ down 17.5 |

MAINTENANCE

| | |
|--|-------------------|
| Total cost 12,000 service | Not yet available |
| Sump (capacity/oil grade) | 6/10W50 |
| Oil change intervals | 5000 miles |
| Grease points/intervals | None |
| Time for removing/replacing engine/gearbox | N/A |
| Time for replacing clutch | N/A |
| Time for renewing front brake pads | N/A |
| Time for renewing exhaust system | N/A |
| Number of UK dealers | 300 |

MECHANICAL SPARES PRICES

| | |
|------------------------------|-------------|
| Engine on exchange | will be |
| Gearbox on exchange | introduced |
| Differential on exchange | on exchange |
| Clutch unit | soon |
| Brake disc | £11.67 |
| Set brake pads | £8.05 |
| Set drum linings | £2.83 |
| Fuel pump (exchange) | £4.92 |
| Damper (front) | £17.81 |
| Exhaust system | £33.90 |
| Oil filter | £1.60 |
| Dynamo/alternator (exchange) | £30.44 |
| Starter motor | £71.36 |
| Speedometer | £11.25 |

BODY PART PRICES

| | |
|----------------------|--------|
| Front door (primer) | £76.30 |
| Front bumper | £21.59 |
| Bonnet (primer) | £47.26 |
| Windscreen | £28.96 |
| Headlamp unit (each) | £6.45 |
| Grille | £9.26 |

TOTAL COST, INCLUDING CAR TAX AND VAT

| | |
|------------------------|-------|
| Price without extras | £1995 |
| Price as tested | £2082 |
| Model range price span | £1995 |

GUARANTEE

| | |
|-----------------------|--------------------------|
| Length and conditions | 6/6 (12 months on parts) |
|-----------------------|--------------------------|

CAPRI 2000GT

| | |
|------------------|------------------|
| Capacity | 1993 |
| Bore (mm) | 90.82 |
| Stroke (mm) | 76.9 |
| Compression | 9.2 to one |
| Valve gear | SOHC |
| Carburettor | Twin choke Weber |
| Power (DIN/rpm) | 98bhp at 5200 |
| Torque (DIN/rpm) | 111lb/ft at 3500 |

TRANSMISSION

| | |
|--------------------|------------------------------|
| Type | Four speeds, all-synchromesh |
| Ratios—mph/1000rpm | |
| 1st | 3.65 to one/5.0 |
| 2nd | 1.97 to one/9.3 |
| 3rd | 1.37 to one/13.4 |
| 4th | 1.0 to one/18.4 |
| Final drive ratio | 3.66 to one |

CHASSIS & BODY

| | |
|-------------------------------|--|
| Type & Method of construction | Integral |
| Suspension front | MacPherson struts, coils, anti-roll bar |
| Suspension rear | Live axle, leaf springs, anti-roll bar, telescopic dampers |
| Steering, type | Rack and pinion |
| Turns, lock to lock | 3.4 |
| Turning circle | 32ft |
| Wheels | 5J x 13 |
| Brakes, type | Servo-assisted front discs and rear drums |

DIMENSIONS (Inches)

| | |
|--------------------|----------|
| Wheelbase | 100.8 |
| Track, front | 53.3 |
| Track, rear | 54.5 |
| Length, overall | 168.8 |
| Width, overall | 66.8 |
| Ground clearance | 5.5 |
| Fuel tank capacity | 12.7gals |

CABIN DIMENSIONS (inches)

| | |
|------------------------------------|-------|
| Headroom, front | 37.4 |
| Legroom, front (seat forward/back) | 33/40 |
| Headroom, rear | 36.2 |
| Legroom, rear (seat forward/back) | 11/3 |
| Shoulder room, front | 50.9 |
| Shoulder room, rear | 50.6 |
| Luggage capacity (cu ft) | 9.3 |

MAINTENANCE

| | |
|--|------------|
| Total cost 12,000 service | 7.3 hours |
| Sump (capacity/oil grade) | 6.6 pints |
| Oil change intervals | 6000 miles |
| Grease points/intervals | None |
| Time for removing/replacing engine/gearbox | 3.6 hours |
| Time for replacing clutch | 2.0 hours |
| Time for renewing front brake pads | 0.6 hours |
| Time for renewing exhaust system | 0.7 hours |
| Number of UK dealers | 1249 |

MECHANICAL SPARES PRICES

| | |
|--------------------------|---------|
| Engine on exchange | £182.52 |
| Gearbox on exchange | £67.13 |
| Differential on exchange | £21.05 |
| Clutch unit | £14.81 |
| Brake disc | £5.09 |
| Set brake pads | £8.23 |
| Set drum linings | £2.27 |
| Fuel pump | £7.01 |
| Damper (front) | £14.85 |
| Exhaust system | £20.46 |
| Oil filter | £2.01 |
| Dynamo/alternator | £29.01 |
| Starter motor | £36.48 |
| Speedometer | £10.82 |

BODY PART PRICES

| | |
|----------------------|--------|
| Front door (primer) | £28.70 |
| Front bumper | £5.28 |
| Bonnet (primer) | £31.36 |
| Windscreen | £14.75 |
| Headlamp unit (each) | £9.62 |
| Grille | £9.08 |

TOTAL COST, INCLUDING CAR TAX AND VAT

| | |
|------------------------|----------------|
| Price without extras | £1963.92 |
| Price as tested | £2108.46 |
| Model range price span | £1576 to £2831 |

GUARANTEE

| | |
|-----------------------|-------|
| Length and conditions | 12/12 |
|-----------------------|-------|

TOYOTA CELICA ST

| | |
|------------------|---------------------------|
| Capacity (cc) | 1588 |
| Bore (mm) | 85 |
| Stroke (mm) | 70 |
| Compression | 9.4 to one |
| Valve gear | OHV |
| Carburettor | Two 2-barrel downdraughts |
| Power (DIN/rpm) | 105bhp at 6000 |
| Torque (DIN/rpm) | 101lb/ft at 4200 |

TRANSMISSION

| | |
|--------------------|------------------------------|
| Type | Five speeds, all-synchromesh |
| Ratios—mph/1000rpm | |
| 1st | 3.587 to one/4.5 |
| 2nd | 2.022 to one/8.1 |
| 3rd | 1.384 to one/11.8 |
| 4th | 1.000 to one/16.3 |
| 5th | 0.861 to one/19.0 |
| Final drive ratio | 4.111 to one |

CHASSIS & BODY

| | |
|-------------------------------|---|
| Type & Method of construction | Unitary |
| Suspension front | MacPherson struts, lower link |
| Suspension rear | Live axle, 4-links, coil springs |
| Steering, type | Recirculating ball |
| Turns, lock to lock | 2.75 turns |
| Turning circle | 37ft 6in |
| Wheels | 4.5J x 13 |
| Brakes, type | Servo-assisted front discs and rear drums |

DIMENSIONS (Inches)

| | |
|--------------------|-----------|
| Wheelbase | 85.5 |
| Track, front | 50.4 |
| Track, rear | 50.4 |
| Length, overall | 163.9 |
| Width, overall | 63.0 |
| Ground clearance | 6.9 |
| Fuel tank capacity | 11.0 gals |

CABIN DIMENSIONS (mm)

| | |
|----------------------------|-------|
| Headroom, front | 36.25 |
| Legroom, front (seat back) | 25.25 |
| Headroom, rear | 35 |
| Legroom, rear (seat back) | 6 |
| Shoulder room, front | 51.25 |
| Shoulder room, rear | 50.5 |
| Luggage capacity (cu ft) | 6.53 |

MAINTENANCE

| | |
|--|------------------|
| Total cost 12,000 service | 4.30 hours |
| Sump (capacity/oil grade) | 6.6 pints 20W/50 |
| Oil change intervals | 3000 miles |
| Grease points/intervals | None |
| Time for removing/replacing engine/gearbox | 4.4/2.1 hours |
| Time for replacing clutch | 2.6 hours |
| Time for renewing front brake pads | 0.6 hours |
| Time for renewing exhaust system | 1.7 hours |
| Number of UK dealers | 213 |

MECHANICAL SPARES PRICES

| | |
|--------------------------|-----------|
| Engine on exchange | Not known |
| Gearbox on exchange | Not known |
| Differential on exchange | Not known |
| Clutch unit | 24.05 |
| Brake disc | £11.82 |
| Set brake pads | £7.02 |
| Set drum linings | £5.09 |
| Fuel pump | £7.36 |
| Damper (front) | £28.38 |
| Exhaust system | £27.62 |
| Oil filter | £2.15 |
| Dynamo/alternator | £41.32 |
| Starter motor | £35.67 |
| Speedometer | £17.39 |

BODY PART PRICES

| | |
|----------------------|--------|
| Front door (primer) | £43.48 |
| Front bumper | £22.14 |
| Bonnet (primer) | £24.55 |
| Windscreen | £40.43 |
| Headlamp unit (each) | £12.13 |
| Grille | £15.90 |

TOTAL COST, INCLUDING CAR TAX AND VAT

| | |
|------------------------|----------------|
| Price without extras | £1807 |
| Price as tested | £1807 |
| Model range price span | £1721 to £2345 |

GUARANTEE

| | |
|-----------------------|-------|
| Length and conditions | 12/12 |
|-----------------------|-------|