

FORD ZAKSPEED TURBO CAPRI



Technical Data Sheet

Chassis number: ZAK-G5C 001/80 (up to 27. Sep 1980) & ZAK-G5C 002/80 (since 27. Sep 1980)

Engine:	Engine: Four-cylinder in-line engine; Zakspeed-further development of the BDA-power train designed by Cosworth for Ford, based on the 1.3 liter Kent-engine; Cylinder bore/stroke 87.40/72.75 mm; cubic capacity/ displacement 1740 ccm; compression ratio 7.0 : 1.0
Performance:	397 kw (540 hp) at 9000/min, max. torque 482 nm at 6800/min, crankshaft with five bearings, double overhead camshafts, drive by timing belt, four valves per cylinder, dry sump lubrication, mechanical Kugelfischer-fuel injection, electrical fuel pump, 110 liter safety fuel tank. speeding up from 60 to 200 km/h in 6.3 sec.
Power transmission:	Getrag-five-speed gearbox with an oil pump and cooling system of its own, differential lock 90 percent, axle drive depending on the race track 5.14 : 1 up to 4.375 : 1.
Dimensions:	wheel base 2560 mm, track 1650/1575 mm, outside dimensions 5060 x 1980 x 1150 mm, total weight (without fuel) 880 kg
Chassis:	aluminium-tube frame, front independent wheel suspension at McPherson-struts, rear aluminium live axle at four trailing arms, gas shock absorber and titanium coil springs, internal ventilated disc brakes front and rear, alluminium rims front 11.5 J x 16, rear 14.0 x 19, tyre front 280/600/16, rear 330/700/19
History of the vehicle:	Original vehihcle from the German Racing Championship 1980-1982
Former teams / previous owners:	1980 - Würth-Kraus Zakspeed Team 1981 - Würth Zakspeed Team 1982 - Jägermeister Ford-Zakspeed Team Since 2003 we possess the vehicle. The first roll out was in October 2013.
Driver:	Klaus Ludwig, Jochen Mass

History:

The first entry for this Zakspeed Capri was in the 1980 season in division 1 with the chassis number ZAK-G5C 001/80. It had the black Würth design and Klaus Ludwig was the main driver. After the large rear spoiler was banned in 1980, after only a few races, they had to react quickly. At that time Thomas Ammerschläger, designer and inventor of the Zakspeed Capri had already developed a ground-effect vehicle with a big diffuser shaft in the wind tunnel. Within a very short time they modified the vehicle of Klaus Ludwig and entered the next race with a diffuser shaft and once again a small rear spoiler – A terrific improvement which achieved much better downforce than the banned version. Therefore this Capri was the first vehicle of the new generation Zakspeed Capri with ground effect.

At the last race of the German Racing Championship in Hockenheim 1980 the Capri was entered in both divisions and finally it was decided to start in the smaller devision 2. With a possible win in devision 2, they tried to steal

as many points as possible from Hans Heyer, the leader in the championship. This would have given Ludwig a theoretical chance of winning the title.

Due to the change from devision 1 to devision 2 they had to have a new vehicle passport issued which also included the change of the chassis number from ZAK-G5C 001/80 to ZAK-G5C 002/80. This change can still be seen on the car today.

1981 was the greatest success of the Zakspeed Turbo Capri. At that time Klaus Ludwig was able to win devision 2 of the German Racing Championship in the white Würth design.

The following year the Capri was entered in four races in the Jägermeister design before it was replaced by the Ford C100.



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Statistics of the races between 1980 - 1982

Races in 1980:

up to 27. Sep. 1980 Chassis number: ZAK-G5C 001/80 Division 1
since 27. Sep. 1980 Chassis number: ZAK-G5C 002/80 Division 2 (1 Race)

Date	Race	Driver	Strt.Nr.	Div.	Rank
21. Mar. 1980	DRM Zolder	Klaus Ludwig	#1	1	DSQ
28. Mar. 1980	DRM Nürburgring	Klaus Ludwig	#1	1	DSQ
13. Apr. 1980	DRM Hockenheim	Klaus Ludwig	#1	1	Winner
27. Apr. 1980	DRM Nürburgring	Klaus Ludwig	#1	1	Winner
18. May 1980	DRM Mainz-Finthen	Klaus Ludwig	#1	1	X
25. May 1980	1000 km Nürburgring	Ludwig / Mass	#1	1	X
01. Jun. 1980	DRM Spa	Klaus Ludwig	#1	1	Winner
22. Jun. 1980	DRM Norisring	Klaus Ludwig	#1	1	X
06. Jul. 1980	Donington	Klaus Ludwig	#1	1	Winner
13. Jul. 1980	DRM Salzburgring	Klaus Ludwig	#1	1	5th
27. Jul. 1980	DRM Diepholz	Klaus Ludwig	#1	1	Winner
24. Aug. 1980	DRM Zolder	Klaus Ludwig	#1	1	X
07. Sep. 1980	DRM Hockenheim	Klaus Ludwig	#1	1	Winner
21. Sep. 1980	DRM Nürburgring	Klaus Ludwig	#1	1	2nd

Change of chassis number for ZAK-G5C 002/80 for start in Division 2 (same vehicle)

28. Sep. 1980	DRM Hockenheim	Klaus Ludwig	#54	2	Winner
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Races in 1981:

Chassis number: ZAK-G5C 002/80 white Würth Design Division 2

Date	Race	Driver	Strt.Nr.	Div.	Rank
22. Mar. 1981	DRM Zolder	Klaus Ludwig	#2	2	Winner
29. Mar. 1981	DRM Nürburgring	Klaus Ludwig	#2	2	Winner
05. Apr. 1981	DRM Hockenheim	Klaus Ludwig	#2	2	Winner
26. Apr. 1981	DRM Nürburgring	Klaus Ludwig	#2	2	Winner
17. May 1981	DRM Mainz-Finthen	Klaus Ludwig	#2	2	Winner
21. Jun. 1981	DRM Wunstorf	Klaus Ludwig	#2	2	Winner
28. Jun. 1981	DRM Norisring	Klaus Ludwig	#2	2	2nd
05. Jul. 1981	DRM Nürburgring	Klaus Ludwig	#2	2	X
12. Jul. 1981	DRM Salzburgring	Klaus Ludwig	#2	2	Winner
01. Aug. 1981	DRM Hockenheim 2	Klaus Ludwig	#2	2	Winner
23. Aug. 1981	DRM Zolder	Klaus Ludwig	#2	2	Winner
06. Sep. 1981	DRM Hockenheim	Klaus Ludwig	#2	2	Winner
20. Sep. 1981	DRM Nürburgring	Klaus Ludwig	#2	2	X

Races in 1982:

Chassis number: ZAK-G5C 002/80 Jägermeister Design

Date	Race	Driver	Strt.Nr.	Div.	Rank
25. Apr. 1982	DRM Nürburgring	Klaus Ludwig	#1	2	3rd
09. May 1982	DRM Mainz-Finthen	Klaus Ludwig	#1	2	x
23. May 1982	DRM Salzburgring	Klaus Ludwig	#1	2	2nd
06. Jun. 1982	DRM Wunstorf	Klaus Ludwig	#1	2	3rd



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