# Ford Capri Premium AWD – Road Test

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**The Ford Capri name is back and turning heads some 55 years after the original model, writes Robin Roberts (and WheelsWithinWales).**

The first Ford Capri, designed by the same man who styled the Ford Mustang, was produced from 1969 to 1986 and covered three generations with two million models registered.

Originally made in Ford's Halewood, Liverpool plant, the new all-electric Capri uses the Volkswagen Group platform and battery and is assembled in Cologne, Germany.

Whether or not you consider the new Capri launched in 2024 is a worthy successor to the original, you cannot fail to spot some styling influences in the latest version, probably the most noticeable is the treatment of the swooping C-pillar above the rear wheel arches and flattened rear lights cluster.

At the front it tends to become lost in the almost uniform styling of so many electric SUVs.

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Looks mean a lot in the car world but it’s what’s underneath which really counts in the practical world and by using Volkswagen’s MEB flexible platform underpinning so many of their models as well as proven traction battery technology, Ford has come up with a good rival to competitors.

The test car included first year road tax and the following extras: Driver assistance pack, heat pump, 21-inch alloys and Blue My Mind special paint, an extra £4,150.

There are Style, Select and Premium model grades with a choice of 125, 210 or 250 KW motors and 52, 77 or 79 kWh batteries so they are highly adaptable to particular needs while prices rise from £42,075 to about £56,175 before optional equipment is added.

The powertrain really was faultless with sit and start switching, column direction selection and responsive throttle. Ease off and the system’s

regeneration really slowed down the big Capri before touching the brake pedal. A park button on the direction lever securely held it while in-traffic stop & start worked through a hefty shove on the brake.

The performance of our AWD model was impressive too from standstill to the legal UK maximum and while not a sports car it was brisk without being brutal. Over a variety of roads and traffic we calculated the battery range from a full charge would be typically 334 miles, a little bit less than Ford

claims, but a respectable distance. It will also fast charge to near maximum capacity in around 30 mins..

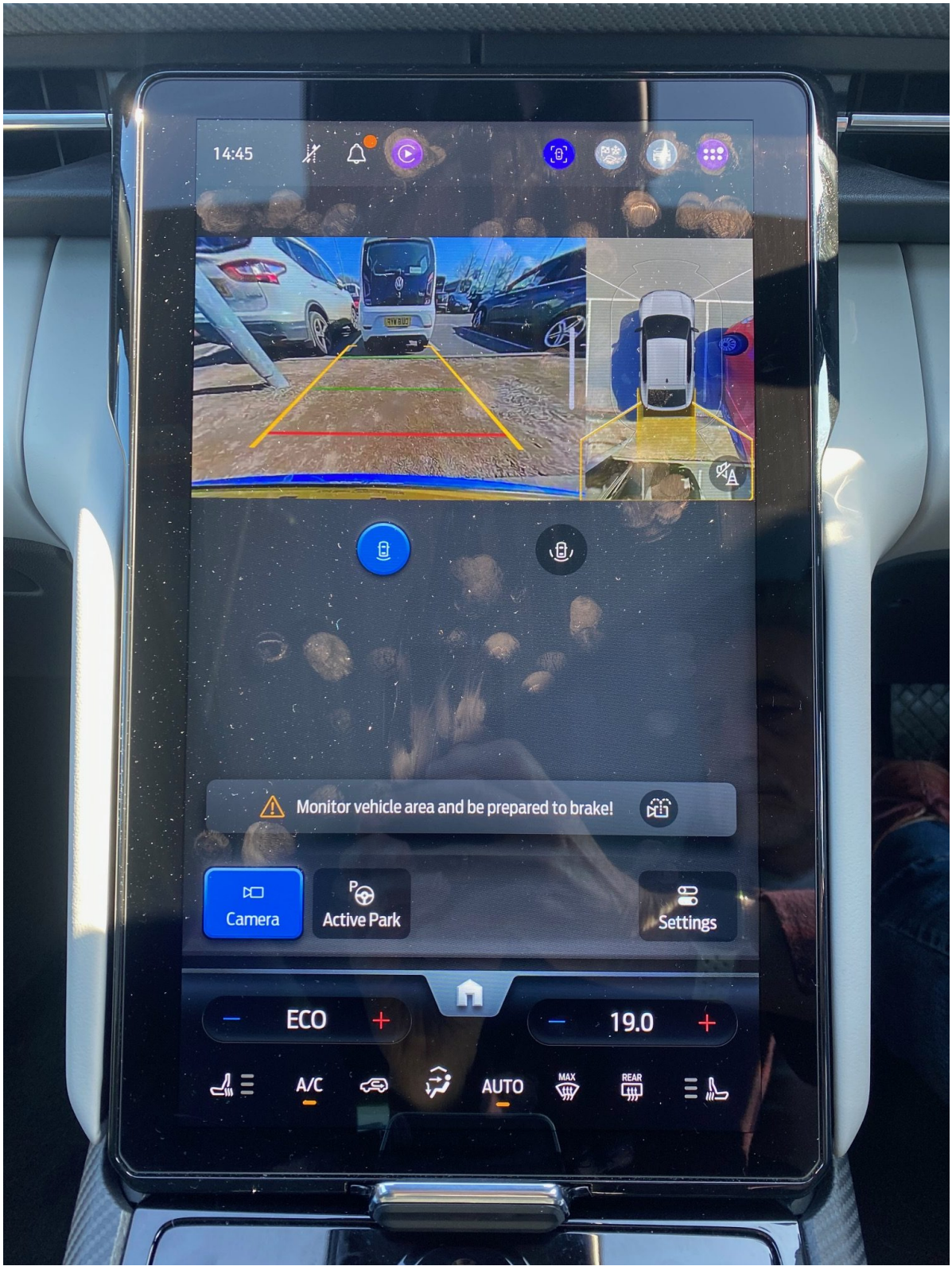
The Capri EV is a very composed long distance family car and with a very big boot it effectively makes the Mustang Mach-E redundant and seriously overpriced.

Sporting drivers can play around with eco, normal, sport and individual driving modes in the Capri, which are highlighted by different cabin lighting for each and the car's responses really change to suit each style very simply.

AWD gave the Capri a firm footing and taut handling but the turning circle was large for urban use and at over 4.6 m (more than 15 ft) long and over 2 m (nearly 7 ft) wide it needed room to manoeuvre and park, thankfully helped by a good camera and all-round sensors.

The bigger wheels and tyres really picked up bad surfaces and potholes or tarmac ridges and it was a firm to hard ride all the time as well as being noisy as a result, with little sound deadening.

The infotainment touch-screen in the centre of the fascia was over 14-inches deep, prone to showing finger marks, but very easy to use with a big display for the contents and quick changing between them. The driver's essential information directly infront of the wheel was just over five-inches with selectable display between the power meter and speedometer and the test car also had a useful head-up indicator on the windscreen.


14:45
Monitor vehicle area and be prepared to brake!
Camera
Active Park
Settings
ECO
19.0
A/C
AUTO
MAX
REAR

Once you worked out how to operate, the heating and ventilation the system was highly effective, powerful and with good directional adjustments.

Oddments room was abundant but the compartments were not big except for the deep central console box.

Apart from the mode changing lighting across the dash and door casings, the trim was uniformly flat and lacked highlights but the B&O sound pack looked very good atop the fascia.

Access to the cabin and boot was very good. The powered tailgate operated by a switch or remotely through the keyfob and opened to show a wide, long and reasonably deep luggage area which easily extended with offset split seatbacks folded nearly flat.

Climbing into the seats was easy with wide opening doors, a lot of headroom and legroom as well and those in the back even had adequate elbow space.

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Powered front seats had good soft backrests and cushions with a lot of adjustment settings but taller users might notice a lack of under-thigh support on long trips.

Visibility was good all round when you adjusted to the thick roof pillars and relied on sensors and cameras up to a point. There’s no rear wiper but the front pair sweep a big area of glass and the lights were bright, wide and far reaching, instantly dipping for oncoming traffic.

Noise levels were low, apart from the incessant road rumbles, and wind noise was almost non-existent.

## VERDICT

The new Ford Capri EV in Premium trim is a very capable and comfortable family car with good range, head-turning looks, some good but expensive equipment options and a serious challenge to competitors.

**For:** Lively for size, fair handling, selectable driving modes, roomy, good access with big boot, well equipped, reasonable range and long warranty

**Against:** Lumpy & noisy ride with big wheels and tyres, lot of smooth plastic inside, wide turning circle, easily marked infotainment screen.

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## FAST FACTS

### **Model:** Ford Capri Premium

**Price:** £60,335 as tested, inc 1 year road tax

**Mechanical:** 340 PS moto r, 77kWh battery, 4WD, autobox

**Max Speed:** 111 mph

**0 – 62 mph:** 5.3sec

**Range:** 334 miles

**Insurance Group:** 30E

**C02 emissions:** Zero

**Bik rating:** 3%, £10FY, £195SR

**Warranty:** 8 years/ 100,000 miles

**Size:** L 4.64 m (15.22 ft), W 2.07 m (6.79 ft), H 1.63 m (5.35 ft)

**Bootspace:** 572 litres (20.20 cu.ft)

**Kerbweight:** 2,114 kg (4,661 lb)

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