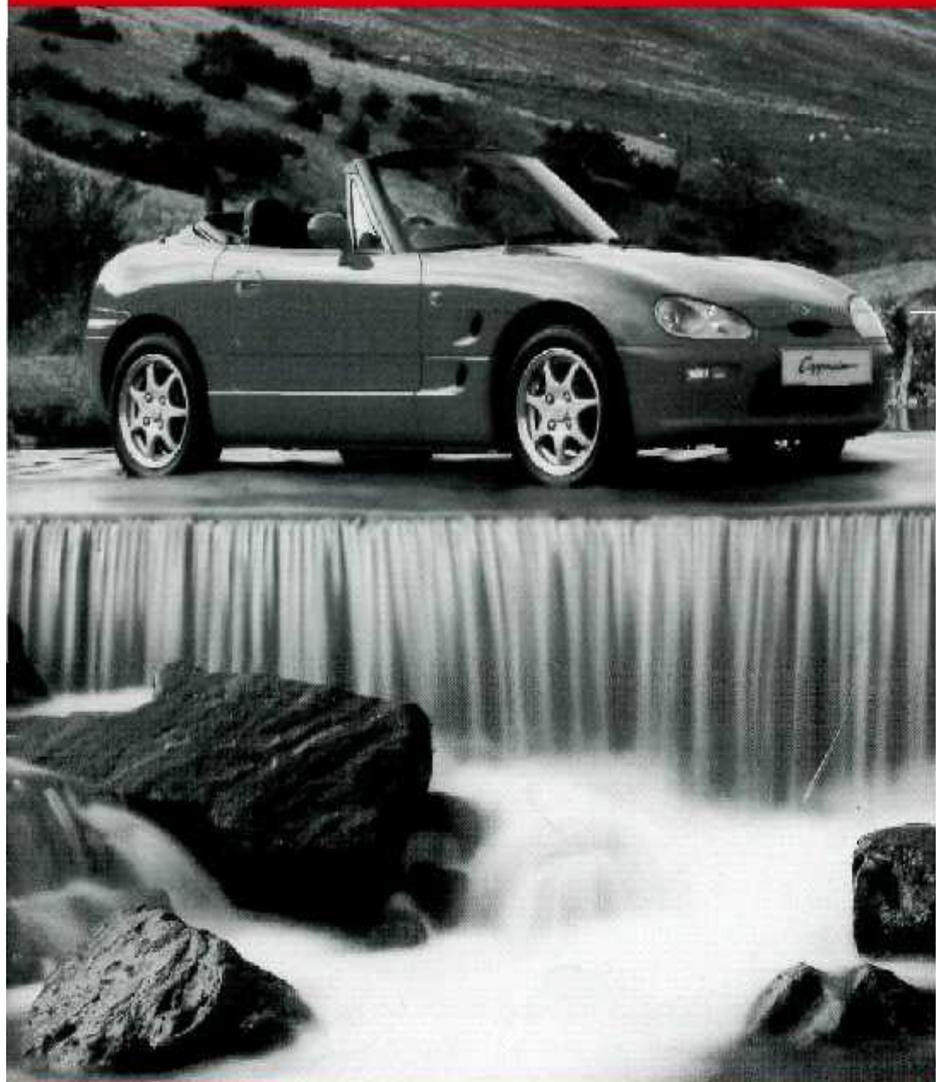


**THE  
LATEST**

**S.C.O.R.E.**



ISSUE No. 5    SPRING/SUMMER 1998

*Suzuki Cappuccino Owners Register for Enthusiasts*

# S.C.O.R.E.

## THE REGISTER'S CHARTER

- 1 To enjoy the company and friendship of fellow *Cappuccino* owners sharing the sense of fun which comes naturally with ownership.
- 2 To be a central forum for the interests of all *Cappuccino* owners.
- 3 To develop a common team spirit and camaraderie for fellow members.
- 4 To provide a regular journal for the membership, covering all aspects of *Cappuccino* ownership.
- 5 To provide regular reports to the motoring press.
- 6 To offer technical advice and support where possible.
- 7 To organise and co-ordinate regular meetings, rallies and events.
- 8 To support and be represented at relevant auto events.
- 9 To reflect the needs and aspirations of the membership through Regional Representatives reporting to a Central Steering Group.
- 10 To manage and control the membership subscription fund in an honest and responsible manner.
- 11 To capitalise on key commercial business opportunities to benefit the funds of the *Suzuki Cappuccino Owners Register for Enthusiasts*.
- 12 To develop and maintain a professional image for the Register to, in turn complement the Suzuki marque.

*The Latest S. C. O. R. E*

Is The Official Journal of The

*Suzuki Cappuccino Owners Register for Enthusiasts*

*Front cover photograph by Julian Mackie, photographer of "What Car " magazine. Reproduced with his knowledge and by kind permission of Suzuki GB PLC*

*Suzuki Cappuccino Owners Register for Enthusiasts*

*JEMessage* .... Here we are in real Cappuccino weather. Hard-tops have been freshly cleaned, taken off and stored away until the winter - or the next deluge of rain! Our comprehensive programme of events for 1998 has gotten off to a tremendous start. Read up on the reports further on in the magazine. There are still lots of events to get involved in so please make the effort, and support those people who are working hard in organising all of these activities for you.

As we approach our National Carnival where we will hold our first AGM you will have an opportunity to shape the further development of SCORE. I am pleased to report that we all belong to a successful and financially sound organisation. We have the basis of a strong structure and are well positioned to develop further and better with more committed SCORE members offering your time and expertise to the Register. Please read the article outlining the way ahead for SCORE.

For my part, I still firmly believe that we should position ourselves differently to your "normal car club". Fun, friendship and the sense of "family" which comes with ownership of the Cappuccino, has got to come first and foremost for most of our members. This warm camaraderie spirit has been shown in the wide variety of organised events with the help of our RegReps ... to whom we are most grateful. We now have the strong support of a TechRep and are well positioned to liaise direct with Suzuki on a professional level. This also allows us to cover all technical issues whilst continuing our main aim objective ... to unashamedly share the pure enjoyment of our beloved Cappuccino.

From your Cappuccino Godfather ..... **JEM**

**John E. Moore, SCORE, 4 West Field, Highnam, Gloucester, GL2 8LX.**

**Tel. 01452 503350 e-mail [score@enterprise.net](mailto:score@enterprise.net)**

**Visit the SCORE web-site on <http://homepages.enterprise.net/score>**

**MEMBERSHIP at end of May 1998 was 215**

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## *Cappuccino a-la-Cappuccino ....*

For your information, an updated list of planned SCORE events. A varied "menu" of Cappuccino activity dishes for you to select from and enjoy. **All are welcome** to the "SCORE restaurant" where **Fun is First and Foremost!**



<b>Date</b>	<b>Event – Venue</b>	<b>Contact</b>	<b>Area</b>
<b>1998</b>			
May 9th/10th	Abergavenny, South Wales	Alex & T.Tod	- Central
May 24th	Brighton to London Fun Run	Alex Clouter	- National
June 7th	North West Regional Meet	Chris & Cathryn	- Regional
June 20th/21st	SCORE at the Rhino Rally	Alex Clouter	- National
June 21st	Cherubs Regional Meet	Don Littlemore	- Regional
July 5th	North West Regional Meet	Chris & Cathryn	- Regional
July 6th	SCORE Track Day- Cadwell Park	Dave Benson	- National
July 25th/26th	SCORE National Carnival	Alex, Lynda, Steve	- National
Aug. 23rd	CHERUBS Regional Meet	Don Littlemore	- Regional
Sept. 5th	North Yorkshire Run	Stuart Falshaw	- North
Sept. 6th	Setright - Lakes Run	Chris & Cathryn	- North
Sept. 6th	Setright - South West Run	Sarah & Paul	- South
Sept. 12th/13th	R.U.M. Micro-Car Rally	Alex Clouter	- National
Sept. 13th	Trax 1998, Silverstone	Alex & D.Benson	- National
Sept. 17th	SCORE Track Day at Oulton Park	Dave Benson	- National
Oct. 4th	North West Regional Meet	Chris & Cathryn	- Regional
Oct. 31st Nov 1st	Topless Rides Again in Blackpool	Lynda & Steve	- North
Nov 29th	RegReps Meeting, Solihull	JEM & Alex	- National
Dec. 5th/6th	London Shop & West End Show	Alex Clouter	- National
1999	New Year Party	Alex & JEM	- National

Our above listing is to help members and RegReps to focus on planned and proposed events. As time moves on we will keep you informed of our progress and how to register your interest in any of the above.

# *Cappuccino* by SUZUKI

Remember to keep in touch with your own RegRep so as not to miss out on anything locally which may be being organised for SCORE members in your own area.

# SUZUKI CAPPUCCINO DAILY USER INSURANCE



**Competitive Premiums for Everyday or  
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driving to work or using it for business or pleasure**

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# **FOOTMAN JAMES**



# **Telephone** **0121 561 4196**

**THE MARKET LEADER**

## *SCORE Annual General Meeting ....*

During the week-end of our National Carnival we will be holding our first AGM. We intend that it should not take too long and it certainly will not get in the way of the fun we intend to share over that week-end. This is, however, your opportunity to help shape and develop the future of SCORE as we enter the next exciting phase. Please support this part of our proceedings.

In the last issue of the Latest SCORE we explained the responsibilities of our SCORE People. We have a network of Regional Representatives who need your support to ensure the continuing success of our Regional activities. There are still areas which could use the help of a RegRep to arrange events for the benefit of other members. If you are interested please contact your own nominated RegRep or JEM to discuss further. Some of our RegReps have large geographic areas to cover which, purely because of distance, does not lend itself to well supported events. Please consider helping us out in this regard.

Now that SCORE is well established, both structurally and financially, it is time for Hazel and I to hand over our responsibilities to others to help develop SCORE into a better and stronger organisation. In the early days it was possible (albeit with many hours of devoted time) to control and progress all of the various activities of the organisation. I now believe that the various duties which Hazel and I cover will need to be spread between a greater number of people in order to maintain the level of effort needed to continue the professional standard of the Register. Both Alex and Dave will be continuing their involvement in support of SCORE, the membership and any new officers of the Register.

In this regard we would like to receive nominations for the following posts ...

- Membership Secretary.
- Treasurer to the Register.
- Magazine Editor.
- Merchandiser

You must ensure that all nominees are agreeable to take over the responsibilities of the position and fully understand both the scale and scope of the role. Both Hazel and I offer our full support in helping the new incumbent to enjoy a smooth transition into their new responsibilities.

Please offer your support to help SCORE remain an independent organisation. We have created something to be proud of, in that we are a self funded Register, organised and operated by our own membership. With SCORE RegReps now operating throughout Europe we are entering into an incredibly exciting period ahead.

### *Events Questionnaire Response . . . . .*

Following last years organised events, we inserted a special questionnaire in with our publication of The Latest SCORE. The primary objective was to find out from members your ideas about the type of activities S.C.O.R.E. should be organising, either nationally, regionally or indeed locally. With questionnaires going back to the home of Alex Clouter, a very interesting analysis emerged ... from which the Steering Group can decide on key "things to do" in the way of events or outdoor activities.

We saw an overall response rate of 16% of the total Register, which is not a bad base to work from considering that bigger organisations or clubs struggle to get 5%.

There were slightly more people wanting to dip in and out of the variety of events going on, especially those of particular interest (40% of responders) compared to those who wanted to attend every event going on in their local area or nationally. 8% were interested about what was going on but do not want to participate in anything. A slightly smaller proportion of responders (names will be passed onto JEM as possible future Reg Reps!) were very keen to do more, getting more involved in bigger national events ... that might indeed help Alex out, as Events Co-ordinator! Only one S.C.O.R.E. member was honest to say that they do have every intention to go but when the push comes to the shove they tend not to make it.

The most favoured activities are as follows, also indicating proportion of responders:

fun run/ convoy:	72%
classic car show:	72%
pub meet:	59%
race track meet:	54%
go-karting:	51%
trip abroad:	46%
stately home:	46%
castle:	44%
gardens:	41%
treasure hunt:	38%
country park:	36%
restaurant:	36%
on the beach:	33%
museum:	31%
bowling:	28%

So a wide selection of activities from the research, yet we hear from our RegReps around the country, tales of despondency as they get poor attendance's for local meets. Perhaps some advice from you S.C.O.R.E. members out there on why such low turn-outs happen, especially as we have quite a full schedule of "a la carte" activities for 1998 all being organised by a hard-core of enthusiastic people. If we do not get ample numbers of people coming to such meets, regardless of "things going on", then the Steering Group will have to review the future of such get-togethers.

*Future Events ....*

***SCORE CARNIVAL: Second National Week-end Rally .... 25 & 26 July '98***

We are calling our second rally a "carnival" because it will be a totally different event, exuding the fun and the thrills of a colourful carnival atmosphere. Plug the last week-end of July in your diary: **Saturday and Sunday 25 - 26 July 1998**

Here's a taste of things to come, all for the incredible price of £10 per Cappuccino...on top of this, expect to pay for B&B and evening meal (or camping) if you plan to spend the night up in the North of England.

Yes, it's the North - primarily due to the majority of S.C.O.R.E. members who told us in our post rally questionnaire from last year that an alternate north/central/south location would be fairer for all. So next year will be the turn of the South.

Saturday will see us participate in what we hope will be the biggest Cappuccino Treasure Hunt that we have ever done, travelling around the countryside of various counties as well as getting out of those exciting sportscars to do other things!

Saturday evening will be a Gala Dinner for all those stopping over - cost yet to be finalised - followed by an informal Annual General Meeting and then whatever takes our fancy!! On Sunday we will be converging onto probably the only museum of its type in the world: The Long Boat Museum, at Ellesmere Port.

A Classic Car Show takes place on Sunday and we will be there in force with our own designated area on the quay-side. Although we will have a S.C.O.R.E. time-table, it will be fairly "open" to allow people to look around this very unique museum, board a few long boats and perhaps go out on a mini-tour. There will, of course, be some wacky competitions, BYO raffle, blind auction and a skills course (not necessarily driving but you have to know your car inside and out).

More details will be sent to those who book: as a reminder the cost is £10 per Cappuccino, £12 per support vehicle, excluding evening meal and overnight accommodation ... again this info will be sent on request albeit telephone number contacts. Please register your interest by sending a cheque, **payable to S.C.O.R.E.**, to **Lynda Edmunton**, 28 Winnipeg Quay, Salford Quays, Manchester, M5 2TY.

\*\*\*\*\*

***National Micro-Car Rally .... 12 & 13 Sept '98***

The Register of Unusual Micro-cars is organising its National Rally over the week-end of **12-13 September 1998**. S.C.O.R.E. member Alex Clouter is also a member of the R.U.M., as it is more familiarly known, and he has been given details about this unique event which will be held at Cyfarthfa Castle & Park, near Merthyr Tydfil in Wales. There will be a minimum entry fee of £5 per car. This would be the first time that S.C.O.R.E. would be at such an event and any additional Cappuccino sportscars on display would be much appreciated. **If you are interested, please write to Alex and enclose a £5 payment by Friday, 14 August at the latest.** Further details will be sent separately at a later date.

*Topless in Blackpool – Again .... 31<sup>st</sup> Oct & 1<sup>st</sup> Nov '98*

It may be the start of the Autumn and those "kiss-me-quick" hats and colourful beachwear may have been put away for another year, but by popular request the successful Topless in Blackpool Run has come back with a vengeance.

Yes, we are organising a re-run of the week-end with a difference. The illuminations will be up, Blackpool's famous Pleasure Park will still be open with all its thrills and spills ... so there is everything to go for in this Second Topless Run.

The running order of things is as follows:-

- **Saturday, 31 October 1998**

- 12.00 meet at the hotel for our coast 'n' country convoy
- 18.00 start of the Illuminations Cruise along the beach front
- 20.30 dinner at the hotel

- **Sunday, 1 November 1998**

- 10.00 breakfast and check out from the hotel
- 10.30 off to the Pleasure Beach for a wild and wacky fun fair time

SCORE have organised a **limited number** of rooms at the hotel, so you need to book early to avoid disappointment later on. All we ask is for a cheque **payable to SCORE** to the amount of £38.50 to cover the hotel fee. There will be an additional cost for Saturday evening dinner plus Sunday breakfast.

To come along, make a date in your diary and send the cheque to ...

**Lynda Edmunton**, 28 Winnipeg Quay, Salford Quays, Manchester, M5 2TY.

We need your answer by Tuesday, 30 July at the very latest.

\*\*\*\*\*

*The National Setright Runs ... 6<sup>th</sup> Sept '98*

For all those who possess the Cappuccino Souvenir Book you now have a chance of personally re-capturing the interesting guided runs described therein. Two RegReps have developed two special runs in September to celebrate the 5th anniversary of the two runs that the famous motoring correspondent, LJK Setright devised and described so vividly in the Souvenir Book. If you have not read them and are interested to do so, then simply buy the book from SCORE Merchandise.

One day has been set aside to do a "combined" national run both in the SW and Northern regions. **Sunday, 6 September 1998** is the date for the diary, so you can contact the following people to register your interest and pay a £5 entry:

SW England Run: Sarah Watton, 2 Longleat Gardens, New Milton, BH25 5XF

NW England Run: Chris Palmer, Mirabeau, 39a Battismore Road, Morecambe, LA4 4QG

**All entries must be received by Saturday, 15 August at the very latest.** Itineraries will be sent out soon after the deadline dates.

*SCORE at the SUZUKI Rhino Rally ... 20 & 21 June '98*

Once a year, Suzuki GB organise a 4x4 owners rally through their own 8,000 members strong Rhino Club. They arrange a wide variety of different activities and entertainment ranging from "skill" and "easy" off-road driving routes for owners to take their vehicles (you can also be driven around a special course with a Suzuki GB instructor) to wacky games and competitions, like "It's a knock-out" and a bucking rodeo.

Last year was the first time that the annual 4x4 rally ran over a week-end, with a handful of SCORE RegReps invited to attend and join in the fun alongside other privately run Suzuki owner clubs, both two and four wheel. This year, we are inviting any SCORE member to attend **on a strictly, first-come-first-served basis**. Numbers are very, very limited. The dates to log for this year's event (being the 11th Annual Rhino Rally) are **Saturday and Sunday 20-21 June 1998**, to be held at Wild Tracks ... a 4x4 driving and training course a few miles from Newmarket and close to all connecting motorways. There will be lots to do and watch: face painting, reversed steering, off-road driving, obstacle course, clowning, magic and lots more.

**To register your interest please telephone Alex Clouter in the first instance on 01342 823951.** Admission tickets to the Rally **are free**, are limited in number - 8 cars only - and are available on a first come first served basis. Please contact Alex on the above, evening telephone number.

\*\*\*\*\*

*It's All Happening in Yorkshire ... 5<sup>th</sup> Sept '98*

There will be a special North Yorkshire Run taking place on Saturday 5 September 1998 organised through RegRep Stuart Falshaw.

To register your interest please telephone Stuart on 01729 840610 who will confirm your booking and send on timing/joining instructions plus tour details.

\*\*\*\*\*

*SCORE Supersport Track Days ... 6<sup>th</sup> July ... and later on 17<sup>th</sup> Sept '98*

With the help of Dave Benson, we are pleased to offer two special SuperSport track days later in 1998. We are keen to organise a "few better" rather than "too many too quickly". The dates and venues are as follows, subject to the numbers of SCORE members who come along to each one. We have to have a minimum of 8 cars per venue.

- Monday, 6 July at Cadwell Park
- Thursday, 17 September at Oulton Park

The cost for a whole day would be 4 separate sessions at £50 each as long as we can get multiples of 4 cars. Included is the usual familiarisation of each circuit with an

instructor. Therefore, you could decide to go for just two sessions, at £100, for a morning and an afternoon slot if you so wish or indeed one session at £50.

In order to register your interest please send the starter price of £50 - cheque payable to SCORE - along with a note to advise which day you wish to get involved with, to **Dave Benson, 4 Hawthorne Road, Corringham, Essex SSI7 7TE**. The outstanding balance would be paid on the day, directly with the organiser. **We need to have response as soon as possible, please.**

It is important to know that you will need to wear a crash helmet for yourself and any passenger who will be accompanying you on the track. A full list of rules and regulations will be sent to all participants nearer the time.

### *TRAX 98 ... 13<sup>th</sup> Sept '98*

We are pleased to confirm details of TRAX 98, the Ultimate Car Club Track Event Of The Year. This event will take place on **Sunday, 13 September 1998** at Silverstone Race Circuit.

There will be around 45 car clubs present, including ourselves, and a host of things going on: sprint tests, dedicated and free for all track events, chauffeured performance car circuit rides and helicopter rides for those truly aerial views.

The SCORE advance entrance price for the day is £10 per couple when booking directly with TRAX HQ directly, much lower than the on-the-day price of £10 per person. An incredible offer for all interested SCORE members to quickly take advantage of - *it is important to bear in mind that no single advance ticket sales can be purchased.*

SCORE members may be able to purchase three advance tickets for only £15.

You can either pay by credit card (Visa, Access or Switch) on telephone number 01509-881015) or by cheque (payable to "TRAX 98") and send payment to TRAX 98, P.O. Box 47, Loughborough, Leicestershire LEU 1XS.

**Tickets need to be booked as soon as possible so do not delay, otherwise you will be disappointed.**

**Additional to the above costs are the individual sessions: track time session (£20), performance car circuit ride (£12 x 1, £22 x 2) and 0-60 mph sprint test (£5 x 1, £8 x 2)... these costs can only be paid on the day, not in advance.**

There is also the added opportunity for displaying our cars on a special SCORE stand in the show arena; SCORE have booked 25 car spaces so as soon as you have secured your advance tickets please ring Alex Clouter to obtain your special vehicle pass, available on a strictly first-come-first-served basis. Unfortunately there is a limit to the display area space.

To add to the variety of things going on at TRAX 98 there will be trade stands, rally simulators, Play-station challenges, mini motorbikes, show merchandise, best visiting club stand award and car trophies, special club offers and, we are promised, plenty of surprises.

So an action packed day for all those SuperSport enthusiasts... book your tickets straight away and **contact Alex to avoid disappointment.**

Your SCORE Regional Representatives :-

**John Lyndon and Yvonne Swinford** of the West Midlands Tel 0121 603 5340  
*Covering ... West Midlands, Warwickshire, Derbyshire, Northants, Oxon, Staffs, Shropshire, Hereford & Worcs, Glos, South Wales.*

**Sarah Watton and Paul Radford** of New Milton in Hants Tel 01425 621261  
*Covering ... Dorset, Hants, Wilts, Avon, Somerset, Devon, Cornwall, Isle of Wight.*

**James Williams** of Storrington in West Sussex Tel 01903 742337  
*Covering ... West Sussex, East Sussex, Kent*

**Ian Morgan** of Mitcham in Surrey Tel 0181 646 7762  
*Covering ... Greater London, Surrey, Berks, Middx.* e-mail ian-morgan@usa.net

**Don and Cheryl Littlemore** of Romford in Essex Tel 01708 749152  
*Covering ... Essex, Beds, Bucks, Herts.* e-mail Don.Littlemore@btinternet.com

**Matthew Alexander** of Norwich in Norfolk Tel 01603 880011  
*Covering ... Norfolk, Suffolk, Cambs* e-mail vachadwick@aol.com

**Mark and Rosie Flaxman-Binns** of Lincoln Tel 01522 687630  
*Covering ... Lincolnshire, Nottinghamshire, Leicestershire, Humberside.*

**Stuart Falshaw** of North Yorkshire Tel 01729 840610  
*Covering ... North, South, East and West Yorkshire.*

**Vacant...** Depending on address and convenience, please contact anyone listed here.  
*Covering ... Greater Manchester, Mersey side, Cheshire, North Wales.*

**Chris and Cathryn Palmer** of Lancashire Tel 01524 425236  
*Covering ... Lancashire, Cumbria, Isle of Man* e-mail M66CAP@aol.com

**Joanne Liddle and Charles Bellwood** of County Durham Tel 01325 381767  
*Covering ... Durham, Cleveland, Northumberland, Tyne & Wear, Scotland*

**Frank Quinn** of Dublin in Eire Tel +343 1 830 3455  
*Covering ... Eire and Northern Ireland* e-mail frankquinn@scope.ie

**John and Hazel Moore** of Gloucester in the U.K. Tel +44 1452 503350  
*Covering ... Any Other Overseas Members* e-mail score@enterprise.net

**Helene and Sam Missin** of Genk, Belgium. Tel 0032 89 359777  
*Covering Belgium*

**Daniela Fischer** of Munderkringen, Germany Tel 073 93-49 77  
*Covering Germany*

**SCORE encourages members to mix and share in the fun and friendship of Cappuccino ownership. How best to do that, than with other SCORE members. Please support your local events and activity. If you believe your area not to be adequately covered and would like to offer your help, then please contact JEM at Central Office in Gloucester.**

*Eastern SCORE Regional Report ...* From **Matthew Alexander**

Starting as a new Regional Representative for SCORE in January 1998 was a bit of an experience to say the least! Being a SCORE member is very different to working for the club, and everything that goes with it. As you might imagine, I am on a very steep learning curve!

To break the "**January** Ice" I started with an early meet and took a big chance on the weather being kind to us. Being a small region with not a lot of members, I was pleased with a good turn out - including new member Simon Mall who arrived topless – brave man! Before setting off on our little tour we had a good chat about our new Region and decided that we would try to organise something every other month. In the late afternoon we all had a good blast around the region followed by a trip across the Broads by ferry. I Hope you all enjoyed yourselves. **In March** we had our next meeting but despite the very good weather the turnout was disappointing. However, we did enjoy an excellent cross country run out to the Norfolk coast. Well done to Felix for turning up despite the long run up north to follow.

Those Eastern SCORE members who did not attend our meet on 3rd **May** really missed a treat. As usual, we met at Dunston Hall before charging off in the direction of North Norfolk. Our first stop was at Bidding Hall, a historic hall set in the most fabulous gardens. Here we enjoyed cream teas whilst enjoying a Cappuccino chat!

Next was a lovely run through rape-seed fields to Blakeney, on the coast. After a very blowy walk along the coastline and around the town (stopping for a warming drink) we drove on to Cley, for supper. All in all, it was a fantastic and I feel it a shame that so many of our Eastern SCORE members did not make it. Thanks to Keron and Carol for coming along.

I am still learning but hope to meet up with all of our local members to get more ideas on events and venues that would be supported. Arguably, East Anglians are not very enthusiastic about meetings but I am determined not to give up on them. Especially as a few members are starting to support my efforts and we have had such good times when we have made the effort to attend. An early reminder for all Eastern SCORE members (and anyone else who wants to join us) that our next meet is on **Sunday 19th July**. I hope to meet up with many of you then.

\*\*\*\*\*

Southern Region Report From Sarah Watton and Paul Radford

Due to the excellent and interesting variety of National events that are being organised during the summer months, we have decided that there will be no regional events until the South West Setright Run on Sunday September 6th 1998. Attendance at regional meetings has been disappointing, especially the cancellation of the Treasure Hunt last autumn and more recently the Indoor Karting in March. Therefore we hope you will all make an effort to make the Setright Run as successful as possible. Remember – without your input there is no Southern Region.

*Sussex and Kent Regional Report ...* From **James Williams**

The first meeting of the Sussex and Kent Region with myself as our new Regional Representative. I have to admit to being quite worried about organising my first event. What would other owners like to do? Would people support the event? And could I make it enjoyable enough so that they would want to attend again?

I decided to take an easy option to get me started and linked up with my local dealer who was hosting an off-road day to launch the new Grand Vitara. A meet-up lunch at a local pub was arranged and then we would all drive along to the off-road event to wave the Cappuccino flag!

Seven cars turned up at the Ansty Cross public house, just outside Haywards Heath. We managed to take control of the car park with seven Cappuccino's lined up together - much to the annoyance of the publican - but causing no ill feeling what-so-ever from other customers. With Peter Scrimshaw's "modified" Cappuccino, we all had plenty to talk about - Roll-over hoops, driving lamps, boot spoilers, mud flaps, engine bay bar and even Suzuki valve caps!



During lunch we were discussing what people wanted out of the Club and although many people enjoy the magazine and the technical back-up, others do appear to want regular get-togethers and drives through the country. It is my intention to select two pubs, one in Kent and one in Sussex so that on the third

Thursday of alternative months we can hold a meeting in each pub. All SCORE Members are welcome and there will be more detail in future magazines. I will also be contacting all of my Regional members separately.

After lunch a number of us went for the off-road demonstration - it was a little off-road just to park the car. Have you ever seen Cappuccino's trying to get across muddy ruts? However, only "yours faithfully" got truly stuck and had to be pushed out! Sorry to those of you who pride yourself on keeping a clean car!

While at the off-road course we met up with Mr John Norman from Suzuki. No one got close to the 1000 low mileage he has on the original Green (UK) Cappuccino.

Thanks to everyone who came along to support this event., especially Clive and Yvonne from Oxfordshire. Thanks also to CMW of Cuckfield for their hospitality on the day.

\*\*\*\*\*

*SCORE North West Regional Report* from **K-K. Chan**

After the last Setright Lakes Run we had had a fairly quiet winter. Five Meets went by, mainly talking about engineering matters such as where the rust is, what the engine sounds like, what steering wheel to change to, and the SCORE website, that kind of things. We were quite surprised that there have been so many problems encountered by other Capps on the website, for our high mileage users John, Richard and myself had not found too many problems.

We welcomed Samantha and Matthew (sister and brother, we all made a different and wrong presumption, until John who frothed their car explained) with their red Cappel they bought from their mother; a Cappel that crossed the generation gap! We also welcomed John and Yvonne over Christmas again, and especially their bottle of home-made white wine which came with a warning: a lovely, tasty (and anaesthetic) 11.5%! It is surprising how many talents there are in our region.

All the time we were thinking about what we should try out in 1998. The Setright Run is a must, but needs a new base as the Swan is really a bit too expensive. Then there is the Isle of Man, Belgium, Alton Towers, Abergavenny, Brighton, Silverstone, and Ellesmere Port Carnival. The list on The Latest S.C.O.R.E. seemed unending, like the Easter eggs in Tesco! But at this crucial moment Chief Chris fell ill and needed time to recover. A few frantic phone calls among ourselves and with Cath later, we had to make some painful decisions. The Setright Run will have to be delayed until 5th and 6<sup>th</sup> September, and the Isle of Man postponed till 1999. We all have to thank Cath who has extended her wifely duty to co-ordinating the region. In return we are all chipping in to hold some regional events to keep ourselves busy, so that she can concentrate on nursing Chris back to driving condition. So we are still meeting at Hampson House (M6 Junction 33, turn south to Garstang and immediately left to Hampson Lane, hotel on the left over first bridge) every first Sunday of the month at 12 noon, but there will be drives, barbecues and outings over summer.

Further Regional Notes from **Cathryn Palmer**.

We resumed our monthly meetings in March and are continuing our series of "Members favourite roads with K-Ks in May. In July John Callaghan will be taking the lead, culminating in a Summer B-B-Q with the promise of home made wine and ice cream to follow.

Thanks to John Callaghan and K-K for their support with Regional activities earlier this year when Chris was poorly.

Welcome to new members - Stephanie Goodwin, Barbara Ferguson & son Richard.

Forthcoming Dates :-

- |  |  |
|--|--|
| May 3rd. Regional Meet + K-Ks Run      | June 7th. Regional Meet + Members Run    |
| July 5th. Regional Meet + John's B-B-Q | July 25th & 26th National SCORE Carnival |
| Sept. 6th. Setright Lakes Run          | October 4th. Regional Meet               |

**JEM** ... *Nice to see so much activity going on in the NW and nice to know that Chris is on the mend. Thanks to those of you who rallied round Chris and Cathryn at that time.*

*CHERUBS Regional Reports ...*

From **Don Littlemore** and his CHERUBS

The first CHERUBS meeting of 1998 was on February 15th where we were blessed with mild spring weather and I was pleased that 10 Cappos turned out bright and shining for the get together in Margaretting Tye. Good going I think for a "winter" event! A brave few even went topless. Thanks to Dave Benson for his impromptu technical surgery, he even had a few examples of kit to display. He had a nearly new exhaust (not stainless) if anyone cares to make him an offer.

After food and drink we arranged to convoy across country down winding Essex lanes to the local country park near Chelmsford (large car park and free entry!) for a photo call. Our little ride took us through a fast running ford, which was a good few inches deep, but I'm not sure whether it cleaned off the dirt underneath or added to the rust problems down below. I've yet to look under mine for fear of apoplexy. Any way, those with the roof down avoided getting water over the gunwales!

The next CHERUBS meeting was on Sunday 19th April at the Gaydon Heritage Centre, just off junction 12 of the M40.1 relied on the listing in the previous Issue of The Latest SCORE magazine for people to contact me. Just one member rang up, and of course at the end of the day no one turned up apart from me! A bit disappointing to say the least. This confirms what we all knew, that we need to get sufficient detail in the Latest Score well in advance. Hopefully our August event will give people plenty of notice and enough basic detail to generate some interest.. All members are welcome and if anyone wants more info, call Don Littlemore on 01708 749152.

JEM ... *the Midlands Region met at Gaydon last year and had a most enjoyable day.*

Please note ... the next Cherubs meeting is scheduled for **Sunday 23rd August** when we will run a treasure hunt devised by John Statham, starting at the Royal Oak Barrington, near Royston Herts, just a few miles off June 10/11 of the M1. If we meet up between 12 noon and 1pm we will be able to have lunch before moving on to the Treasure Hunt ending at another fine pub!

\*\*\*\*\*



*Rosie's Recipe ...*

Another Cappuccino recipe supplied by **Rosie Flaxman-Binns** (Lincoln)

**White Chocolate Cappuccino Gateau.**

*Luscious, lavish and laced with liqueur - this is strictly for adults only.*

**INGREDIENTS:**

4 eggs.  
115g/4oz/half cup of castor sugar.  
15ml/1tbsp strong black coffee.  
2.5ml/half tsp vanilla essence.  
115g/4oz/1cup plain flour.  
75g/3oz white chocolate ... coarsely  
grated.

**FOR THE FILLING:**

120ml/4fl oz/half cup double cream.  
15ml/1tbsp coffee liqueur.

**FOR THE FROSTING &  
TOPPING:**

15ml/1tbsp coffee liqueur.  
1 quantity White Chocolate Frosting.  
White chocolate curls.  
Cocoa powder or powdered cinnamon,  
For Dusting

*Serves 8*

1) Pre-heat oven to 180C/350F/Gas 4.  
Grease two 19cm/7\_ in. round sandwich  
cake tins and line the base of each with  
non-stick baking paper.

2) Combine the eggs, castor sugar,  
coffee, vanilla essence in a large heatproof  
bowl. Place over a saucepan of hot water  
and whisk until the mixture is pale and  
thick enough to hold its shape when the  
whisk is lifted.

3) Sift half the flour over the mixture;  
fold in gently and evenly. Carefully fold  
in the remaining flour with the grated  
white chocolate.

4) Divide the mixture between the  
prepared tins and smooth level. Bake for  
20-25 minutes, until firm and golden  
brown, then turn out on wire racks and  
leave to cool completely.

5) Make the filling. Whip the cream with the coffee liqueur in a bowl until it holds its  
shape. Spread over one of the cakes, then place the second layer on top.

6) Stir the coffee liqueur into the frosting. Spread over the top and sides of the cake,  
swirling with a palette knife. Top with curls of white chocolate and dust with cocoa or  
cinnamon.

*White Chocolate*  
**Cappuccino** by SUZUKI  
*Gateau*

*The Cappuccino Heritage . . . . .* by Alex Clouter

Part 5...

Froth of a different sort was created when Suzuki unleashed three Cappuccino demonstrators to the press in late 1993, either journalists working for (or freelance to) selective national/regional newspapers or road test editors of the specialist motoring magazines. Combined with the launch press release issued by Suzuki GB and more press demonstrators in the second year for road testing, almost at once the press was stir-crazy about the Cappuccino ... headlines both nationally and locally were as follows (and this is only a few of the hundreds written):

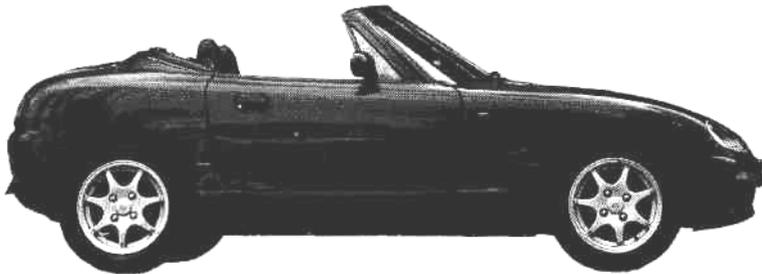
- "A frothy little brew" (Jeremy Clarkson)
- "A Cappuccino to enjoy" (Chris Wright)
- "Trendy and cute" (Newcastle Evening Chronicle)
- "A classic blast from the past" (Norwich Evening News)
- "Pint sized Cappuccino causing an instant stir" (Daily Telegraph)
- "Cappuccino set to be an instant hit with fun lovers" (Daily Express)
- "Midget for the '90s" (Fast Lane magazine)
- "Cappuccino puts class into classic" (Peterborough Evening Telegraph)
- "The fun of fresh air motoring" (Enfield Advertiser)
- "Tasty little Suzuki set to shine" (Auto Express magazine)
- "Sounds like a cup of coffee but looks brilliant" (Ken Gibson, The Sun)
- "A sportscar with a licence to thrill" (Dundee Evening Telegraph)
- "Express yourself in a Cappuccino" (Guernsey Evening Press)
- "Suzuki re-lives the golden age" (The Staines Informer)
- "The spirit of sportscars" (Avon Advertiser)
- "Fun, fast and frothy" (Leicester Mail)
- "Setting this season's style" (Lytham and St Annes Citizen)
- "Small but lovely" (Northampton Mercury)
- "Car for cafe society" (West Sussex County Times)
- "It's fun, frothy and fab" (Oxford Star)
- "Open top delight" (Coventry South Citizen)
- "Cappuccino notches up niche" (E. Antrim. Times)
- "Cappuccino the cream of the convertibles" (Wirral Globe)
- "Tiny gem sports bags of appeal" (Romford and Brentwood Recorder)
- "Suzuki's rocket in the pocket" (Worcester Evening News)
- "Sportscar of the Year 1994" (The Northern Echo)
- "One of the star cars of 1994" (Bristol Evening Post)
- "Fun of 1994" (Manchester Evening News)
- "Thriller in miniature" (Western Daily Press)
- "Fashion and flair on wheels" (Darlington Advertiser)
- "When small really is beautiful" (Belfast Telegraph)
- "Cappuccino: a winning blend" (Now! Magazine)
- "Our car of 1993" (Aberdeen Press and Journal)
- "Passion on wheels" (South London Press)

Such was the wide press coverage of the Cappuccino enthusing those who drove the car as well as those who were photographing it... amazing, but so true.

The taste of the Cappuccino has been well savoured, leaving the froth well and truly on the lips... just feel the performance from the lively lightweight 12 valve inter-cooled turbo-charged engine, as the following road testers did.

	0-60 mph (secs)	Top Speed (miles)
Max Edwards, Bucks Herald 22/10/94	7.5	88
Eric Rayner, Nott Herald & Post 22/12/94	7.5	88
Jeremy Taylor, Bristol Evening Post 5/1/94	8.0	85
What Car Magazine 2/94	8.0	85
Jim Tomlinson, Hinckley Times 3/2/94	8.0	85
Car Magazine 9/94	8.0	83
Quentin Letts, Country Life 3/2/94	8.1	85
Frank Page, Mail on Sunday 29/5/94	11.2	85
What Car Magazine 1/95	11.3	85
Autocar Magazine 28/12/94	11.3	83
Jonathan Crouch, Bath Chronicle 18/10/94	11.3	83
AutoExpress Magazine 2/6/94	11.3	83
Fred Manby, Yorkshire Post 14/12/94	12.0	90
Top Gear Magazine 11/94	13.8	82

One comment that came back loud and clear from all those who road-tested the Cappuccino: Suzuki had re-invented the MG Midget/Austin Healey "fun factor" people enjoyed in the '50s and '60s well into the 1990s.



The Cappuccino features the classic front engine/rear drive layout; at its heart is a tough and reliable DOHC 12 valve engine with an inter-cooled turbo charger. Its excellent power-to-weight ratio delivers spirited performance. Its monocoque design with a rigid floor pan and sides, combines with the aluminium bonnet, hard top and rear pillar amongst 4 other body panels to produce a lightweight yet strong body. Its handling is superb thanks to its near perfect 51/49 front/rear weight ratio balance, rigidly mounted double wishbone front

independent suspension and lightweight alloy wheels with radial sports tyres. The Suzuki Cappuccino has been likened to a 1990s MG Midget/Austin Healey, but look at the following statistics ... to include the Lotus Elan.

	Lotus Elan 1600	MG/Healey	Suzuki Cappuccino
Length	12ft 1in	11ft 6in	10ft 8in
Width	4ft 8in	4ft 4in	4ft 5in
Height	3ft 9.5in	4ft 1in	3ft 9in
Bhp/litre	66.1	45.4	96.0

Incredible as it seems the Suzuki Cappuccino has the best bhp/litre at 96.0. As a reference the Cappuccino produces 63.1 bhp from its 657 cc engine compared to the Austin Healey's 43 bhp from a 948cc engine and the Lotus Elan's 105 bhp from a 1588cc engine ... with the latter having less than twice the Cappuccino's output from an engine that is nearly three times the size. That is certainly some froth, man!

In Japan, the only like-for-like competitor to the Cappuccino is the Honda Beat ... a similar size 2-seater sportscar with a 656 cc engine, deploying 4 valves per cylinder but instead of turbo-charging its normally aspirated 12-valve, Honda has single overhead cam (rather than Suzuki's twin cam arrangement). The Honda engine is mounted amidships to make what must be the smallest mid-engine machine built. Like the Cappuccino, the Beat is rear-wheel drive. Both models quote a standard 63 bhp but that is where the similarity ends, each stands alone. Honda states that their horsepower peaks at 8100 rpm while Suzuki has a more practical 6500 rpm point at which to harvest maximum power. Maximum torque shows the sharpest divergence; that of the Honda Beat reluctantly unravelling 44 lb ft at 7000 rpm, and the Suzuki Cappuccino miles ahead with a 63 lb ft at 4000 rpm.

Cars and Car Conversions Magazine (March 1993 edition) actually road tested two uprated versions of the Beat and the Cappuccino. Overall, although no performance figures were quoted (i.e. acceleration/top speed), the preference was for the Suzuki: as they say "It runs through traffic with near motorcycle ease (minimal width and more accessible power band than the Honda, especially in modified trim). This cup of Cappuccino provided a taste of fine finish and driving pleasure that we would honestly not have thought possible in a 0.66-litre two seater."

What more froth can we talk about?

**The froth of the Cappuccino** ... the excitement of the brilliant 12 valve inter-cooled turbo charged DOHC engine, the pulling power torque and the lightweight classic sportscar front engine/rear wheel drive combination.

**The taste of the Cappuccino** ... the experience of the body-hugging seats, the low driving position, the hard top removed and wind-in-the-hair (or wind-on-the-head if you haven't got the hair!) sensation.

## **Suzuki Sport Co. Ltd.**

Is this part of Suzuki Motor Corporation, rather like other motor manufacturers who set up a specialist subsidiary to focus on the sport racing prestige and engineering technology? **The answer is no!** Suzuki Sport Co. Ltd. is a completely different setup, a separate company in its own right and has no commercial links with Suzuki Motor Corporation. They have two offices in Japan, in Tokyo and Hammamatsu and two special showrooms in Tokyo: "Chofu" and "Takaido". Suzuki Sport Co. Ltd. produce an extensive range of sporty styled body/interior accessories and uprated engine, suspension, braking, clutch/differential and bush/mounting packages. The Company has been in existence for the last few years, geared up to exploit the popularity of the Cappuccino in the domestic (i.e. Japanese) market with keen enthusiasts wanting more dynamic, racing enhancements. They also produce similar sports accessories packages for other selected Suzuki models like the Vitara. Although Suzuki Motor Corporation offered body accessories directly, the range for the Cappuccino was somewhat limited and "conservative".

Now, thanks to Suzuki Sport Co. Ltd., the Cappuccino is made to look the business: a purpose-built racing car with all the looks and performance to stand out and be noticed. Availability of such enhancements to European Cappuccino owners is yet to be determined, although a few UK owners have already dealt (independently of each other) with Suzuki Sport directly despite the horrendous costs ... of the accessories, freight and VAT.

Nevertheless, there are die-hard Cappuccino enthusiasts in Japan who have actually entered single and multi-marque race meets. One prestigious event in Japan - the All Japan Gymkhana Championships - saw one specially adapted "Power Filter-Suzuki Sport Cappuccino" take first place in the C-1 Class. Whether the car was driven by Mr Nobuhiro "Monster" Tajima is unclear, due to the limited information available... a photograph of the winning Cappuccino shows the word "monster" on the bonnet! Mr Tajima is the owner and president of Suzuki Sport Co. Ltd. and also a famous rally driver in the Asian countries.

Such is the diverse range of characters the Suzuki Cappuccino has for its many enthusiastic owners: from the occasional country drive to the more frequent use as a main car for commuting/shopping and leisure, from the pride in one's garage to the roaring lion on the circuit.

The logo features the word "Cappuccino" in a large, elegant, cursive script. To the right of the word, the words "by SUZUKI" are written in a smaller, sans-serif font, with "SUZUKI" in all caps and a horizontal line extending from the end of "Cappuccino" over the "by" and "SUZUKI".

**In our next Issue of The Latest SCORE the final chapter on the Cappuccino Heritage will focus on the car's cult status and the start of various owner clubs, in the UK and abroad.**

## *Suzuki SCORE Dealers .....*

Here listed are those Suzuki dealers who recognise and support *SCORE*. You must declare your *SCORE* membership **FIRST**, offering your membership card for inspection before you enter into any transaction.

*With a 10% discount off all Servicing & Parts ... and 10% off all Cappuccino Accessories, the following dealers are supporting SCORE*

### **Buckinghamshire**

DGL Garages  
Tel 01494 535811

Littleworth Rd., Downley, High Wycombe, HP 13 5XE  
Service Manager ... Russell Hird

### **Cambridgeshire**

Herbert Robinson  
Tel 01223 242222

315-349 Mill Road, Cambridge, CB1 3DF  
Suzuki Team Leader ... Peter Conroy

### **Cumbria**

Mint Motors  
Tel 01539 723318

Mintsfeet Road, Kendal, LA9 6LU  
Dealer Principle ... G Wightman

### **Derbyshire**

Autoworld  
Tel 01246 450450

Brimington Rd Nth. Chesterfield, S41 9AJ  
Aftersales Director ... Andy Brindley

### **Essex**

Levoi's Limited  
Tel 01206 544233 & 579579

Berechurch Road, Colchester, C02 7QB  
Service Manager ... John Hillyard

### **Gloucestershire**

John Wilkins Cars  
Tel 01242 224477

Leckhampton Road, Cheltenham, GL53 0AA  
M.D. ... John Wilkins

### **Kent**

Haxted Motor Co. Ltd.  
Tel 01732 867888

Marlpit Hill, Edenbridge, TN8 6HZ  
Director ... Patricia Smith

### **Lincolnshire**

Linpac Garages Ltd.  
Tel 01522 521345

Kingsway & South Park Ave., Lincoln, LN5 8EL  
Service Manager ... Keith Walker

### **Manchester**

Ashton Quality Cars  
Tel 0161 330 5148

279-285 Stamford Street, Ashton-under-Lyne, OL6 7QU  
Administrator ... Rose Vella

*Suzuki SCORE Dealers .....*

**Middlesex**

Buntings of Harrow  
Tel 0181 427 6225

16-26 Bonnersfield Lane, Harrow, Middx. HA1 2JT  
M.D. ... Roger Bunting (or Paul Dainton)

**Scotland**

Gael Suzuki  
Tel 01563 537116

49 Main Road, Hurlford, Kilmarnock, KA3 6JT  
M.D. ... Alf Henighen

**Surrey**

Citygate Tadworth  
Tel 01737 812461

90 The Avenue, Tadworth, Surrey, KT20 5 AA  
Service Manager ... David Baitup

**Sussex**

C.M.W. Automobiles  
Tel 01444 452621

Ansty Cross, Ansty, Haywards Heath, West Sussex,  
RH17 5 AG Service Manager ... John Dunn

Shoreham Suzuki  
Tel 01903 753535

339 Brighton Road, Lancing, West Sussex, BN15 8JT  
Dealer Principal ... Robin Williams

Brighton Suzuki  
Tel 01273 705090

76 Preston Drive, Brighton, East Sussex, BN1 6LB  
Service Advisor ... Matthew Taylor

**West Midlands**

Colmore 200  
Tel 0121 377 8169

1163 Chester Road, Erdington, Birmingham, B24 0QY  
After Sales Manager ... Gary Johnson

**West Yorkshire**

Colin Appleyard Ltd.  
Tel 01535 606321

Cornmill Garage, Halifax Road, Keighley, BD21 1AH  
Parts Sales ... Aziz Ahmed

**Wiltshire**

Pebley Beach Ltd.  
Tel 01793 812235

1-3 Moormead Road, Wroughton, Swindon, SN4 9BS  
Aftersales Manager ... Steve Brown

**Worcestershire**

Percy Tait Cars  
Tel 01562 822255

George Street, Kidderminster, DY10 1QD  
Aftersales Manager ... Steve Smith  
*No discount on 3,000 mile lubrication service*

*Cappuccino* by SUZUKI

## *A Sunday Drive In The Forest ....*

Report by **Sarah Watton**

Some members may have seen the recent article in the May issue of Classic Cars magazine, featuring a comparison between the Austin-Healey "Frogeye" Sprite of the 1950's with a 1970's Fiat 850 and, you've guessed it - our very own beloved Cappuccino. The article wanted to focus on affordable, sub one-litre sports convertibles. Although the Cappuccino is not strictly a classic (shown by its absence in the listing on the front cover!), it is seen as one of the future.

I was contacted after the journalist had seen my name in our S.C.O.R.E. magazine. He wanted to write an article about the Cappuccino and wished to take the photographs in the New Forest - hence his call to me being the Southern area representative and living in the New Forest! The slight problem he had, was that he had found the Fiat 850, however he still needed to locate a Frogeye. This was most fortunate, as my boyfriend Paul Radford, just happens to own one! Paul was a little concerned about putting his car forward for the article as he has restored and re-built it completely himself. It is also unfinished and slightly unoriginal! However, the fact that it has the original 948cc engine and wheels made it more than suitable. (Actually Paul does not do himself justice - he has done a fantastic job on the car).

We all met at The Clump car park opposite Beaulieu Road Station Hotel at 9.30am on Sunday March 1st. After a quick chat and coffee at the hotel we started by getting the hoods down (fortunately it was sunny). Our first task was driving along the same stretch of road about 30 times in convoy, about two feet from each others bumpers. Fortunately, I was



*Sarah and Paul in total Cappuccino*

at the back, but Paul at the front was driving about a foot from the camera car, out of which, the photographer was leaning precariously from the boot, with his camera lens approximately 2 inches from the road surface. This resulted in some very impressive shots! Either the camera car or we were driving on the wrong side of the road, dodging on-coming traffic so we could get the background of the sun and clouds correct.

We then took a break for lunch, when Mark (the journalist) took each of our cars off for a test drive. He was gone for some considerable time with my Cappuccino and I was beginning to get a little worried. However he returned with a big smile on his face obviously having enjoyed what we all know as the Cappuccino experience!

After lunch, we headed off for another location, by this time it was pouring down with rain. We sat in the cars, while individually we drove for some action shots in the spray. By this time I was beginning to feel a little dejected, as despite the original brief being to concentrate the article on the Cappuccino it had become obvious that the photographer's love was particularly for the classic cars (especially Paul's Frogeye much to both of our pleasure). I had also taken rather a nasty fall from the horse I exercise the day before, hurting my back badly (ironic, seeing as I'm a chiropractor!) and all the getting in and out of the car and driving in the cold was taking its toll. A brief interview with each of us followed (again, mine considerably shorter than the others) during which I managed to get in a couple of plugs for S.C.O.R.E.

We then drove to the final location which was a derelict warehouse/boatshed complex on Southampton Water. It was most impressive for a photo-shoot, and some spectacular pictures were taken as the sun started to go down. Here we did our posing shots where I had to lean backwards whilst standing on my front seat (looking sexy!?) and Paul did his leap-frogging out of his car. As the sun went down and the temperature dropped, it was time to go home for something hot (or something stronger) and a rest. The photographer took over 25 rolls of film during the day! - surprisingly few were actually used for the finished article.

When the article came out, for me it was a little disappointing, although the photos and article about Paul was absolutely brilliant. The journalist wrote extensively about the Cappuccino's distress flare which seeing as it was not available on the UK model seemed somewhat irrelevant. However, he was most complimentary about the performance describing it as being "absolutely brilliant - like a miniature Lotus Elise and the appearance was described as a cross between a Porsche and a TVR. He even told me he would like to buy one. Presumably this is why the main picture shows him driving the car and not me! At least I fared better than the chap who owned the Fiat of which it was said to be "a curiosity piece, in which you can imagine women of a certain age dropping poodle and handbag on the passenger seat before taking a motorised promenade along the seafront!"

**Nevertheless, I was most honoured to be asked to promote our fabulous car and S.C.O.R.E. for this feature.**

# Classic Cars

**THE PRIDE & THE PASSION**

## *GREEK NEW YEAR PARTY .....*

The SCORE diary for 1998 really started at the end of January when a frothy party of Cappuccino cars converged to middle England to have a ball of a time. It was the first of its type and on all counts will be repeated every year.

We all collected at The Gresham Hotel at Edgbaston, Birmingham late afternoon, Saturday 31 January, and caused mayhem with the local taxi firm as we required five vehicles to take us to Bambos Greek restaurant. The cars all turned up at different times and the drivers were initially unsure where they were going ... so our motley crew were going all over the place!

Eventually we got there and that's where the fun started, eating and drinking merrily away with the wide variety of dishes on offer ... then there was the live Greek folk music that followed which enticed our very Spanish looking SCORE RegRep, Rosie, to suddenly jump onto our long table and commence to dance amongst our plates and glasses. Not to be out done, another RegRep - our very own Doctor Sarah - heaved onto the table and that's when the belly dancing started ... well! not with Sarah but with a traditionally dressed - or should we say half-dressed - lady dancer, wiggling away from table to table. It looked like Rosie and Sarah started a trend as soon enough other tables followed suite... including the "Guys From SCORE"!!!

The party mood was well into motion with lots of photos taken as we all got progressively intoxicated by the liveliness, the music and of course the wine. Dave began doing his own rendition of flat belly dancing causing a stir for everyone else!



*A Belly Good Evening was had by ALL!*

The music changed to another style and we were all on the floor, forming a human train as we danced around the tables, through the exit door and outside. On the way out we had to pick up as many plates as we could and the inevitable happened...plate-thro wing: excellent fun as we linked arms and danced and kicked our legs in small circles.

It all finished around 1.00am and we had to wait for our famous taxis to take us back to the hotel. When we eventually got back, we hit the hotel bar which was still open and there we stayed for the next few hours.

There were a few sore heads the next morning as we had breakfast at 8.30am. We were stuck with ideas on how we should occupy ourselves for the morning until Jennifer came up with Cadbury's Chocolate World; so that's where we all went, driving in

convoy for a few miles, after our now traditional photo call.

The smell of chocolate greeted us as we arrived; we had a walkaround tour of the factory learning a lot about how chocolate is made, the story about Cadbury, its extensive chocolate range - of which we had quite a few samples - and joined in a children's fun ride...all good fun. We also watched a vintage reel of Cadbury's TV commercials from the '60s,'70s,'80s and '90s and finally visited the so-called biggest chocolate shop in the UK.

A thoroughly enjoyable time was had by one and all. A big thanks to all those who came along with their partners: Jennifer, Clive, Sarah, Paul, Chris, Rosie and Sporty Dave.

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*Future Reports to look out for ....*

An enjoyable Saturday evening Cappuccino party including line dancing followed on the Sunday by a run through the beautiful Welsh countryside. Pictures and a report in our next magazine.

*Breeze into Belgium ....*

For those of us who travelled to Belgium to meet up with our Cappuccino Cousins across the Channel, it was the most wonderful week-end. A week-end of fun and friendship that will take something extra special to match. We will have a full report with lots of pictures in our next Issue of The Latest SCORE. Watch this space !!!

*The Annual Brighton to London Fun Run ...*

By the time this Issue of the Latest SCORE is published, we will have had our Main Event for the South East of England this year.

The date was: Sunday, 24 May      The stalling point was: Peacehaven

The country route took our Capps to Richmond Park at around noon followed by a convoy through the Capital City - both the fashionable and the city side.

We will have a full international report for you in our next Issue of The Latest SCORE.

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## *The London Classic Car Show ... Event Report*

The London Classic Car Show saw a new award -winning club participate for the first time...and we all know who that was! Three enthusiastic members came from different directions - well two from Essex and one from Sussex - to show off their cars at a well sited stand in the impressive Great Hall of Alexandra Palace in Muswell Hill, North London. Setting up was on Friday, once the cars of Alex Clouter, Iain Eyres and Dave Benson were allowed in...there was a wait of just over an hour whilst other older vintage classics were being moved around; in fact a "classic" hearse had broken down in an aisle! Many hands make light work and in no time the S.C.O.R.E. stand was soon set up, ably designed by the Design Expert, Sue Oakley...she did wonders to the postcards – a very nice fan effect - plus provide some very posh looking material for the merchandise table. Dave was not too keen with the special Paul Mitchell/ Cappuccino Promotional Poster behind his dashingly sporty car...wonder why?! JEM and Alex did the final touches later in the evening then retired to a rather interesting hotel ten minutes drive or, in painful memory, a 25 minute up-hill walk away.

On all counts it was a very successful week-end event for S.C.O.R.E., promoting the Register first and foremost to a totally new audience of people. We were pleased to see some familiar visitors to the stand - thanks to those in S.C.O.R.E. who came along to support us. Two families converged on us on different days – the



*S.C.O.R.E. Crew at Alexandra Palace*

Moore family on Saturday, with Barry doing the business showing the web-site and Lee helping wherever, and the Benson family on Sunday just to see how their gesticulating son was busily displaying the ups and the downs of the sliding section of the hard top. It was not for too long when some people expressed interest to actually sit in some of the cars; the pride of Alex in his car, nicknamed "Mr Newboy" because of the 7000 mileage, was reflected in the gentle pressure he made for people to actually remove their shoes before stepping inside. Equally for "Mr Classy" with Iain showing off his new Raid steering wheel and rather unique remote boot release just to save those dirty finger marks on the bootlid...but then how do you shut it?! In fact it was these two who were keen to take advantage of specially styled number plates available on the stand ...we will look out for the pictures.

There were lots of interest in the Cappuccino with the web-site used on the question of "what's for sale?" We were all pretty sure that at least 20 could have been sold from the stand, witnessing the positive zeal of the visitors. Around eleven froth cards were handed out over the week-end to those who knew others who owned a Cappuccino. A number of these "froths" have already been converted into new SCORE members. We know that the mother of one of the Sky TV camera crew owns a Cappuccino also. Yes, we were on Sky News which was broadcast live at Ally Pally and we are led to believe on Channel 4 but this latter point is being researched.

Come 6 pm on Sunday and the London Classic Car Show came to a close ... Sue looked on sadly as the SCORE boys pulled the stand to pieces. Jacalyn looked even sadder as she had to face her pupils on Monday rather than more older and enthused members of the general members of the public ... she was amazed at how much she learned about her Cappuccino in two days compared to the length of time she'd had it! We will not mention rear wheel drive to JEM though!! Jacalyn has compiled a list of the top ten questions asked at the show. They went something like this:-

- How much are these new? ... *not as much as most people thought!*
- Why did Suzuki stop bringing them into the country? ... *Q - Alex!*
- What size engine has it got? ... *Q- open bonnet - followed quickly by ... What!*
- Is it fast - fun to drive? ... *flies in the teeth as you smile the miles away!*
- How can I buy one? ... *we all agreed to being able to sell 20 on the day!*
- Is there much room in the boot? ... *Q- open boot... you must be kidding!*
- How does the roof work? ... *Q- Dave our Demonstrator!*
- How many are there in this country? ... *not a lot - but I've got one!*
- Is there a problem with parts or servicing? ... *we haven't come across any yet!*
- Have they all got a turbo? ... *Yes, and air con - and, a built in hair dryer in Dave's!*

It was a brilliant showcase for S.C.O.R.E. as we made our debut; Alex had sent out some press releases to various London newspapers the previous week to **capitalise** on this (love the pun). S.C.O.R.E. was voted to attend The London Classic Car Show alongside 50 other car clubs - there was a total of 300 who nominated themselves originally - by a panel of people representing the organisers, Greenwood's, and other sponsors like Footman James and Practical Classics Magazine.

The logo for the Suzuki Cappuccino. The word "Cappuccino" is written in a large, elegant, black cursive script. To the right of "Cappuccino", the words "by SUZUKI" are written in a smaller, black, sans-serif font. The "SUZUKI" part is in all caps and is slightly larger than the "by" part.

*Fun at Alton Towers ...*

Report from **Joanne Liddle**.

On Saturday 25th April 14 Cappuccino enthusiasts met to share some fun at Alton Towers, the Midlands Fun Park. After eagerly awaiting for everyone to arrive, it was a mad dash for the new ride at Alton Towers - "Oblivion". After a long couple of hours wait caused by both demand for the ride and some "technical difficulties"(!) we were eventually seated on the ride before it started to climb the steep tracks.

I can't remember how high it was - but it was very high! The "ride" literally consisted of being dropped right from the top and then being spun around after the descent had just about reached the bottom.

From being strapped into the chairs, our two hour wait was all over in less than 15 scary seconds!

As we were discussing what each of us thought of this new white knuckle ride, it was noticeable that everyone's arms and legs were trembling. Despite this, I think everyone enjoyed the ride, or at least they were pleased to say that they had survived it!

After a Macdonald's lunch, more white knuckle rides were tackled before we enjoyed the more sedate versions. The water rides were left till last, which made sense when you saw how wet we all got - especially Charles.

Another highlight of the day was perhaps when, after being on Nemesis (leaving Lynda decidedly queasy) we went for a stroll, ending up at a kiosk to enjoy tea and fresh doughnuts. Lynda

decided to have one of Steve's doughnuts and had only taken a couple of bites when an uncaring bird decided to deposit "good-luck" all over Lynda's hand. Needless to say, the doughnut was never finished!

Lynda did win a dragon and others were seen clutching soft toys which they had also won as we all said our good-byes, commenting on how much we had all enjoyed our SCOREday at Alton Towers.



*All the fun of the fair*

*Cappuccino* by SUZUKI

*A Cappuccino Model of Success ....*

A special for SCORE members is this Cappuccino Pewter Model. If you are interested in one of these models which make ideal presents, please place your order with Hazel as soon as possible. Please remember however, the restriction of one model per member at this time.

To order your boxed model, please send your written request (no telephone orders please) quoting your SCORE membership number - and enclosing a cheque for £30.00 **made payable to SCORE**, to Hazel Moore, SCORE, 4 West Field, Highnam, Gloucester, GL2 8LX. Delivery will be within 4-6 weeks from receipt of order.

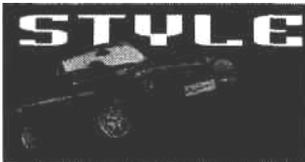


*A- superb model... comes with its own hard-top*

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*New & Original Promotional Cards ....*

SCORE has secured through Suzuki, a supply of the original 3 Set promotional post cards. You may remember that there was a Red Cappuccino with the word STYLE above the car. There was also a Silver Cappuccino with the words HI-TECH and finally another Red Cappuccino with the word FUN.



SCORE is able to offer these to our Members at £1.50 including postage, for the full set of 3 or 60 pence individually if preferred. Please state STYLE, HI-TECH or FUN. Order with Hazel through SCORE Central Office.

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*Showroom Posters....*

Newly available is an impressive dealership showroom wall poster (60cms x 84cms portrait layout) in the familiar gloss red background. Showing a Red Cappuccino as in the "STYLE" Promotional Card and proclaiming the words - Ready for Pure Excitement. The poster is delivered to you in its own protective tube and the UK cost including postage and packaging is £ 3.50

Remember to place all of your merchandise orders with Hazel through SCORE Merchandise at Central Office, Gloucester. **All cheques to be made out to SCORE.**

*Members Comments . . . . Following High-Level-Brake-Light Article*

From **Pete Griffin** (Chiswick, London)

Well, with grateful thanks to The Latest SCORE, I've done my first bit of DIY. I did the high-level brake light conversion, and it all went without a hitch. I'd been keen to fit the high-level brake light kit ever since I realised that that red thing isn't a high-level brake light at all, just a cruel joke. But my local car-spares shop wanted £35 for an LED-type light - a little steep, particularly since I wasn't convinced it would fit. I also wanted to avoid the stage at which so many of my projects seem to get stuck, the *bits-all-over-the-kitchen-table-for-several-weeks* stage. This is invariably accompanied by the nagging feeling that six screw-holes surely suggests six screws and not just the five that I can find!

But check these figures - received The Latest SCORE issue 4 on Tuesday... ordered light-kit on Wednesday... received it on Thursday... job done by Saturday lunchtime! By my standards, this is 0-60 in about four seconds!

My thanks are due to Jeremy Spillane for his clear instructions, which are worthy of a Haynes manual. I also postulated Griffin's first law of automotive DIY: the length of a sentence within a given set of instructions bears NO RELATION to the length of time that it takes to carry it out. Let's look at this one: "If fitting the LED unit yourself then prise the two parts of the dummy unit apart." Be warned - this simple-sounding procedure, so easy to envisage, involves nearly two hours on the kitchen floor, six attempts to establish a suitable tool and several light flesh wounds.

Still, bolstered by this success, my next project involves swapping the turbo for a Boots three-speed hair dryer. I'll keep y'all posted!

From **David and Romy Dawson** (Mitcham, Surrey)

John, I have a small article to be included in The Latest Score if it is of interest. It concerns the instructions to make the High Level Brake Light Dummy operational. The instructions were very good but we would like to add two things:

- 1) Please, please be aware that it is in fact VERY difficult to take the dummy apart and takes a lot of care and time. It took my husband David two hours to prise it apart and he had to use one of his small electric tools on it in the end. After that, it took about half an hour to get the LED in and glue everything together into a working unit. Use all the tools mentioned in the instruction, and if you do not have them, BUY THEM. Then another 1+ hours to get the dummy back into it's previous position and in working order. The space you are working in is very tight and if you have big hands you might have a bit of a squeeze. (David's fingertips are still a bit sore!)
- 2) Also the LED which you order and receive is in fact a whole unit, which you have to brake apart carefully to get the LED light out before you glue it into your dummy.

**BUT:** it is worth it. It looks brilliant, works beautifully and I certainly feel much safer knowing I am seen.

*Members Comments ...* From Romy Dawson Mitcham, Surrey

**Flashback : 5 years ago ...**

I was standing at the Suzuki stand at the London Motor Show, drooling over the cutest car I had ever seen, yes, a Cappuccino! It was love at first sight. I elbowed my way towards the car to have a sit in it and as I did so could instantly imagine myself thundering down the motorway with the roof down. Such delight, such fun, such ... wait! Be realistic ... just far too expensive for my little pocket. With a big sigh and a wave of my hand in sad farewell, I made my way to other stands, fighting the urge to have one more parting look ... not even daring to hope.

**Present...**

A few months ago my husband David and I were visiting our local craft market at Merton Abbey Mills. As we strolled along with our bikes David spotted it. IT! A CAPPUCCINO! and best of all, it was for sale. As we both circled it again and again, we admired its shape, its shine, its impeccable condition and in particular THE PRICE! I fell in love all over again and this time it WAS within my affordable price range and I had to have it ... NOW !!! As David dragged me off, away from the Cappuccino, he tried to calm me down. "Let's have a look at the Suzuki dealers" he said, "They are only in Wimbledon and we can cycle there. They have had one standing there for at least a year, unloved, and maybe the price will be right too." So off we went.

When we got there we noticed the little car straight away but upon examination there were dents and scratches all over it. It looked dull through lack of care, love and car shampoo. This Cappo was a year older, had done 10,000 miles more and the price?!!

In short, it was laughable. It took me about a week to make up my mind, should I shouldn't I? So impractical,



*Romy with Diablito*

but it looked like so much fun !! We eventually went back and asked for a test drive. I loved it but still could not make up my mind. Private sales can be dodgy, but we did the works and checked out Parkers, ran an API check and everything was clear.

The last Saturday in January 1998 was the day we went to have a test drive. Apparently the then-owner had only been at Merton Abbey Mills for half an hour. He took us both for a test drive and as I sat in the car noticing admiring views, I knew that I had to have it. The owner told us that his girlfriend did not like it - IS THIS POSSIBLE?! - and as he had recently got a Company car, he had finally succumbed.

Now I am the proud owner of El Diablito Rojito (Little Red Devil) Diablito for short. I admit to being a bit obsessive about my Diablito but after reading The Latest SCORE, I realise to my relief and joy, that I am not the only one.

*Members Comments ...* From **Paul Denison** (Nottingham)

John, I've spent the last couple of lunch breaks putting the following together at work. Its the story of how I first came across my Cappu and I thought you might like to include it in the Latest SCORE magazine. The article is entitled ...

### **An Expensive Trip to Cornwall**

**Wednesday 1st January 1997:** I took delivery of a white J reg Toyota Corolla. As part of the dealer's Christmas promotion it came with a free gift – a cappuccino coffee maker. What did this mean? I had no idea how prophetic this gift was to prove.

**Thursday 28th August 1997:** My friend Richard and I were on the 6th day of our holiday in Newquay, Cornwall. We decided to go for a walk and it started chucking it down. A greasy spoon cafe looked like a good place to go and get some shelter and a cup of tea. I picked up a local tabloid from a pile of newspapers on the table. Whilst idly scanning through the car ads I came across an interesting car for sale at the local Suzuki garage. It was a Cappuccino. I'd often wondered what these cars were really like. I'd seen the odd one here and there but the thought of going to look at one in a warm dry car showroom on a wet dismal day in Cornwall seemed like quite an appealing way to pass the time "How do you fancy going to look at a Suzuki Cappuccino?" I asked Richard "A Suzuki what?" came the reply. Ten minutes later we pulled up outside the dealer's premises and walked through the front doors to see an amazing, gleaming little topless top red sports car right in the middle of the showroom. We had a good look around it, I took it out for a test drive in the pouring rain, came back to the showroom got some detailed information from the dealer about finance and told him I'd think about it. I had to admit to myself -I was hooked.

**Friday 29th August 1997:** Well I thought about nothing else that evening and by breakfast time the next morning I'd made up my mind. So, back we went to the showroom where a serious haggling session got underway. After about twenty minutes the deal was struck! Only problem was we were due to go home that day and I didn't have the registration document for the Corolla so that I could trade it in. I could feel a return visit to Cornwall coming on!

**Saturday 6th September 1997:** Set off once more from Nottingham to Cornwall to pick up my newly purchased froth on wheels. We turned up at the showroom at just about closing time and all the formalities were quickly completed and within minutes I was shoe-horning myself into the snug cockpit. There was just enough room for me, Steve (Richard couldn't face another journey to Cornwall!), our luggage and a huge bouquet of flowers (seems to be the in thing for car dealers to give to customers these days). I'm sure that rear parcel shelf was made for those flowers!

Anyway, off we drove, back to our guest house and then out for half an hour with the roof off before guest house and then out for half an hour with the roof off before returning to get ready for an obligatory tour of Newquay's ale dispensaries (on foot of course!).

***Sunday 6th September 1997:*** We got the car back to Nottingham at about 7pm. Steve's wife instantly fell in love with it and demanded a trip round the block. Later, I drove it over to my place and I was amazed - Now I had room for things like lawn-movers and bikes in the garage as well as a car !

Anyway, that was last year and a few thousand miles ago (I expect my mileage to decrease significantly next year). Sadly after I'd had my Cappu for only three weeks it was broken into. The damage to the car itself was not major and I got a new stereo with removable front out of the insurance company. I'm now a bit more security conscious when parking it and I'm pleased to report that the car was quite quickly restored to its original state.

My Cap is a red '94 L reg and it had 19,500 miles on the clock when I bought it. Cosmetically, it's in mint condition and I've been told by my local Suzuki dealer that it's better than average for its age. It has central-locking and I've since fitted a modification to the alarm immobiliser which allows the alarm to be set with the roof off. I've also had the Suzuki treadplates fitted with though extortionately expensive at £105, I would recommend to anyone. I've been told



*Paul with his Cappuccino*

by my local Suzuki garage that the rear discs are corroding but fortunately this is not serious yet. Having read the last issue of your magazine, I may have the car undersealed next Spring.

The Cappuccino reminds me of three cars I've driven in the past - a Swift GTI, a Mini Cooper, and a Triumph Spitfire, it is however, abundantly better than all three rolled into one. It is a truly capable, fast, reliable and above EVERYTHING else, fun car to drive and to own and leaves me wondering why I drove for so many miles in the past with three empty seats and a huge empty boot.

Here's to many thousands more fun miles and a great owners' club!

*Members Comments ....*

From **Zoe Bridges** (Rotherham)

Thank you for my first magazine, as a new member I am really impressed with The Latest SCORE which is very professional for an enthusiasts' club. I thought you might like to know how I came to own my lovely silver Cappuccino.

My husband Melvin says I always get my presents in advance of the occasion and I was quite content with my silver Peugeot 205 1,6 GTI, which I had from new. It was still immaculate after eight years with very low mileage until one day last January he insisted I took a stroll with him around the Suzuki showrooms in Sheffield. Hiding behind a Vitara in the middle of the showroom was this adorable little silver 2-seater sports car, every girls dream to own, with only enough luggage space for my handbag.



My husband quite casually asked me if I'd like it for my Silver Wedding present. I thought he must have been joking as we had another year to our anniversary but he commented "If you can drive it you can have it a year early". I am rather tiny and thought even if I have to sit on a cushion, I'll manage to drive it. I took it for what should have been a half-hour test drive, and an hour and a half later I didn't want to take it back. I even went home

for a CD to put in the player, just to make sure it worked. Of course, I had to take it back until all of the paperwork was completed. My husband had it delivered it to me on the morning of our 24th Wedding Anniversary all wrapped up in pink ribbon and laid across the parcel shelf was a bouquet of long stemmed red roses. For my birthday Melvin gave me a Cherished Number Plate for my beautiful Cappuccino .. What more could a girl want?

*Zoe in Chatsworth Park - Derbyshire*

When I go out alone in it, I get plenty of wolf whistles, waves and smiles from the men. They don't seem to want to race me any more burning rubber at the traffic lights to see if they can beat me, they are just fascinated with my car. You know the advert for the car you have to ask to borrow, well that's just how I feel about my lovely silver Cappuccino.

*Cappuccino* by SUZUKI

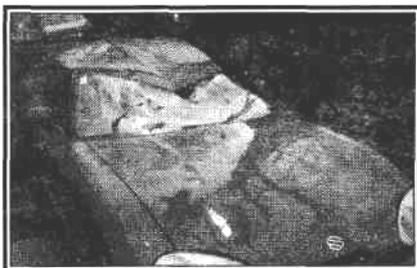
'Members Comments . . . . From **Sean Hague**, Sheffield.

Have you ever wondered what would happen if you and your beloved Cappuccino (mine is called Erica, after Erica Roe who also enjoyed going topless!) were to encounter a couple of stray horses whilst doing 70mph along a dual carriageway.

No! I don't suppose you have really. Well! I don't wonder any more ... done that! ... got the tee shirt... and the pictures to prove it!

What happens is this: You see the horses and think that there is no problem - then you very quickly realise there is a **big problem**. You consider what coloured underpants you put in whilst also straining a muscle in your braking leg as you try to bring your car down from 70mph to 20mph in a couple of furlongs. Honestly, as the time slows down you actually have the time to decide that if you can't miss them both - steer for the smaller one of the two - **honestly!**

The horse's finally relate the sound of screaming tyres, screeching brakes and a blaring horn to the possibility of some sort of danger - and turn their heads in your direction. The way their eyes nearly popped out of their heads with fright was almost cartoon-like. You could just imagine them thinking "What coloured horsey underwear did I put on this morning!" The horse - which I am now headed directly for - still thinks that it can get away



*Sean's ex-horsted cappo*

with the situation and leaps into the air, missing your bumper and bonnet completely but kicks its back legs in order to fend off this red peril. Imagine seeing a horse's hoof inside your car, less than 20cms from your face through the windscreen!

I don't remember anything after that until I scrambled out of my car to call the police. The horse's owner and the vet were also called and I'm sorry to say that Erica was not the only one written-off that day!



*Sean with his new Cappo*

After that nasty experience, I can report that I am the proud owner of an N Reg Japanese Import Cappuccino in Dark Green with an exhaust pipe the size of a catering tin of baked beans. It has a leather steering wheel, turbo gauge and a device that keeps the car running after shut-down (my turbo likes that!) It also has low profile tyres and a mean looking skirt on the front as well as being "chipped".

Considering what might have been - I suppose that I have not come off too badly although I still have nightmares (no pun intended) seeing a horse's hoof flying straight towards me!

**JEM** ... Nice to know that it didn't end up worse for Sean - one has got to feel sorry about the horse though!

### *Members Comments . . . .*

From **Murray Betts** (Kenilworth)

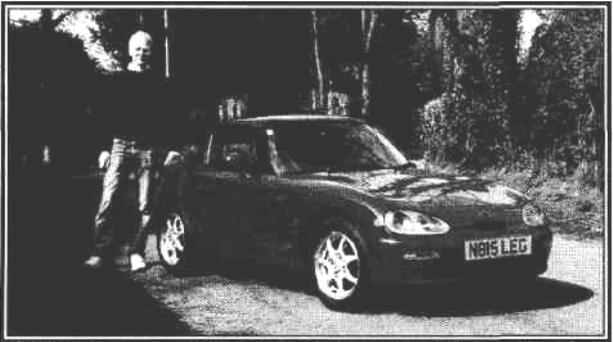
Delighted at becoming a member of SCORE I decided to briefly describe myself and how I came to be a Cappuccino owner.

I worked for Rolls Royce Motors and then Jaguar Cars for almost 15 years in Powertrain Engineering - basically Engine Design and Development - but also involved to a greater or lesser extent with peripheral systems such as Cooling, Exhaust, Fuel Systems and the like. My last position was Senior Manager responsible for V12 Engines and Vehicle Fuel Systems including all Mechanical Design and Development work, Engine Management System Application and Emission Compliance etc. I also did some early concept work on Performance and Economy on, what is now, the new V8 Jaguar engine. I did quite a lot of development work on twin-turbo 3.6 & 4.0L six cylinder engines and was responsible for putting together the first prototype Supercharged car, which eventually reached Production ... *This sounds like a C.V. doesn't it!*

I left Jaguar in 1991 to become Self-employed and enjoy more free time! I now earn a crust by working part-time on short contracts to an Austrian Engine Consultant Company whilst filling in with some Handyman work locally, as an interesting diversion.

The first time I saw the Cappuccino was on Top Gear many years ago, with Jeremy Clarkson driving through a Supermarket. My advancing years (now 41) have made me more environmentally

friendly where I no longer feel that that 4,5 or even 6 Litre engined vehicles are really a good idea. Having always been a keen motorcyclist (still am) **and** never having owned a sports car (although I've driven lots) the concept of a very small and technically interesting Convertible appealed enormously.



**Murray with his Lincoln Cappuccino**

I often drive over to my parents in Norwich and, since I have a cousin living in Whittlesey near Peterborough, I usually go by that route. In Summer '95 I spotted two Red Cappuccino's in the Suzuki Dealers (Vindis) in Whittlesey. When they were still there at Christmas I could resist temptation no longer and went in to do some serious time-wasting. Within a couple of weeks I had arranged a test drive and negotiated a deal. So that's how I ended up with N815 LEG - the twin of Rosie and Mark's in Lincoln (N825 LEG) which was the other Cappuccino in the showroom.

I have to say that buying a Cappuccino was not without some degree of trepidation; I knew from Jaguar (then owned by Ford) that Suzuki did not rate at all well in the

Reliability and Customer Satisfaction Surveys (J.D.Powers etc) being in a different league to the likes of Honda, Toyota, and Nissan. Interestingly when I had the car serviced for the first time by Vindis, they loaned me a small Suzuki hatchback which I hate to say, must rate as a strong contender in the "Worst Car I Have Ever Driven" stakes. The Cappuccino, on the other hand, really was (and still is) a true delight. Mind you! At the price, it ought to be better than their hatchback efforts! I haven't found anything on the Cappuccino that I would describe as "tacky" or poorly engineered. Incidentally, I have enormous respect (from experience) for Nippon Denso; their components have possibly the best reputation for reliability of any in the Industry and I was delighted to see all of those ND bits and pieces under the Cappuccino bonnet ... the new Jaguar V8 uses ND Engine Management Systems!

Having bored you with the above I would like to stress that I am NOT a "Technical Anorak" or "Rivet-Counter" - I fully support SCORE'S approach to the Cappuccino and the Club being about FUN and a means to social entertainment and enjoyment.

While a lot of my friends are from technical backgrounds, those that I have allowed (!) to drive my Cappuccino, all emerge with a big grin and lots of chuckles. I feel it is best described like the Ronseal advert ... "It does exactly what it says on the tin!" ... and to **Capp** it all, it fits into the garage with the motorbikes, as well!

I look forward to many fun filled years with SCORE and would like to offer my services if there is anything you think I might be able to assist with.

*JEM ... Murray has provided us with a useful technical document which we will be making available in the near future following further discussion with Dave Benson. We also have some TechnoTips which will be published in our next issue of The Latest SCORE. Thanks for your article and contribution Murray.*



*Cappuccino* by SUZUKI

*Members Comments . . . .*

From **Peter Wood** (Tadley, Hants)

Thought you might be interested in the enclosed cutting in my local Thames Valley Autotrader. A bit pricey methinks when I consider I purchased my Cappuccino new in 1995 for the ex-works price which included for me delivery, one year's road fund licence, full tank of fuel, alarm system incorporating central locking and Sony stereo system. It has now reached 49,000 miles+ , is totally reliable and shows no signs of the problems so far experienced by other owner members of SCORE.

JEM ... *With this note Peter sent a copy of his local Autotrader showing a brand new unregistered standard Suzuki Cappuccino priced at £15,000 !!!*

*This takes me on to ask for someone's help in the following area ... Cars Wanted and For Sale.*

*Cars Wanted and For Sale . . . .*

For some time now we have been trying to get to grips with a simple and effective way of handling those people with cars for sale and also pointing in the right direction, those people who are seriously looking to purchase a Cappuccino. Hazel and I receive at least two or three phone



calls a week from Cappuccino owners who are aware of SCORE and never got around to joining. As soon as Cappo is up for sale, guess who they telephone first!

We also have existing SCORE members who, for whatever reason, have to let their Cappuccino go - here, I think, we have a responsibility to help if we can. We have had a dedicated page on the web-site but this is soon out of date as people are forgetful in keeping you up to date with changes in the circumstances. This has now been removed and we simply suggest that people use the Web-site message board if they wish.

**What we require** ... Someone willing to take this duty on. Someone ideally with a PC to create and maintain a separate "Cars For Sale" and "Cars Wanted" list. Someone prepared to be listed in our magazine, prepared to take phone calls and to add to the listing, those cars which are newly for sale. Someone prepared to send off an up-to-date listing of Cars For Sale to any prospective purchaser following a serious enquiry. Then to add that name to the Cars Wanted list and so on ...

Clearly, to have an insight into the mechanics of the Cappuccino and their value, would be an asset but more importantly is the need to compile and maintain the two separate listings to help put potential seller and buyer together professionally, on behalf of SCORE.

If you can give of your time to this project and are interested to talk it through in more detail, then please give me a call at Gloucester Central Office.....**JEM**

# TAKE COVER!

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*Price: £86.00*

### The Indoor Cover:

Dust proofed nylon textile, breathable, elasticated both ends.



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Coversystems (COR) Rushden,

Northants, NN10 0RB

All prices include VAT and UK delivery.

**\*\*\* TAKE CARE OF YOUR CAPPUCCINO \*\*\***

### *SCORE Press Service*

Quite a few people have now taken advantage of purchasing a collection of Suzuki Cappuccino **road test reports** from Joanne and this paragraph is another "plug" to promote the work that Joanne does for us with the SCORE Press Service.

We have over 50 road tests available for sale exclusively to SCORE members. What follows is a small selection of road tests that can be purchased directly from Joanne at the **SCORE Press Service Office in Darlington.**

- Autocar January '94 road test, 6 page colour. ref. 04 £1.50
- Top Gear November '94 road test, 8 page colour. ref. 06 £2.00
- What Car January '95 road test, 7 page colour. ref. 09 £1.75
- Performance & Style January '95 road test, 1 page colour. ref. 20 £0.50
- Jeremy Clarkson April '94 road test, 1 page mono. ref. 24 £0.50
- Car Sport February '94 road test, 2 pages mono. ref. 28 £1.00

To order direct - please quote the relevant reference numbers to help with the administration at the SCORE Press Service. Send your written order – **cheque payable to SCORE** - to the address below. If you require a full listing of the articles we have, please send a stamped addressed A4 size envelope to Joanne at the following address:-  
**Joanne Liddle, SCORE Press Service, 10 The Green, Cleasby, Darlington, Co.Durham DL2 2QZ.**

## *SUZUKI ACCESSORY UPDATE ....*

S.C.O.R.E. are pleased to advise members of selective Suzuki genuine accessories at "special offer prices" for a limited period plus a range of "Suzuki Sport" body style accessories.

The special offer runs until 30 June 1998 on the accessories listed and there will be no additional discounts on these advertised "offer prices".

The latter range of accessories is a new direction for Suzuki GB and they will be gauging initial customer interest from the variety available via Suzuki Sport Limited, which is a different trading company. Refer to the local Dealer with regard to delivery detail; they in turn will have to confirm timing with the Suzuki HQ at Crawley, so be patient....it's worth the wait!!

Suzuki Genuine Accessories - Special Offer Prices (to 30 June 1998)

<b>Part Number</b>	<b>Description</b>	<b>Offer Price#</b>
99000-99023-639	rear boot spoiler	£262.62
99000-99025-62M	luggage shelf net	£86.37
99000-99035-C01	stripe kit	£33.48
99000-990D9-W14	walnut dashboard kit	£227.39

"Suzuki Sport" Accessories

Please refer to the table on the next page outlining the full list available.

The asterisk (\*) signifies the following text: "supplying high performance products of top quality with technology drawn from motor sport action".

# ALL PRICES QUOTED INCLUDE VAT AND EXCLUDE LABOUR CHARGES;  
REFER TO YOUR DEALER FOR FURTHER DETAILS.  
THE "SPECIAL OFFER" PRICES ARE EXEMPT FROM THE SPECIAL S.C.O.R.E.  
DISCOUNT USUALLY AVAILABLE FOR S.C.O.R.E. MEMBERS





<b>Part Number</b>	<b>Part Description</b>	<b>Special Retail Price#</b>	<b>Comments</b>
99000-99036-E64	front under spoiler	£183.86	
99000-99036-E65	side under spoiler set	£318.21	supplied as LH/RH set
99000-99036-E66	rear under spoiler	£212.14	
99000-99036-E67	rear boot spoiler	£346.50	
99000-99036-E68	triangle bar	£191.06	accenting driver seat
99000-99036-E69	sports exhaust muffler	£300.21	
99000-99036-E75	sports suspension kit	£409.39	set of 4 shocks
99000-99036-BA1	"SuzukiSport" graphic	£71.34	lower bodyside
99000-99036-A61	"SuzukiSport" graphic	£20.48	for doors* (blue)
99000-99036-A66	"SuzukiSport" graphic	£17.06	for doors* (silver)
99000-99036-B20	"SportsMind" graphic	£12.28	silver 450mm x 220mm
99000-99036-B30	"SportsMind" graphic	£12.28	d.blue 450mm x 220mm
99000-99036-A10	"SportsMind" graphic	£5.63	silver 225mm x 100mm
99000-99036-A15	"SportsMind" graphic	£5.63	d.blue 225mm x 100mm
99000-99036-A11	"SuzukiSport" emblem	£10.25	blue 760mm x 62mm
99000-99036-A51	"SuzukiSport" emblem	£6.84	blue 350mm x 29mm
99000-99036-A12	"SuzukiSport" emblem	£10.25	white 760mm x 62mm
99000-99036-A52	"SuzukiSport" emblem	£6.84	white 350mm x 29mm
99000-99036-A53	"SuzukiSport" emblem	£6.84	silver 350mm x 29mm
99000-99036-A54	"SuzukiSport" emblem	£6.84	gunmet 350mm x 29mm
99000-99036-A13	"SuzukiSport" emblem	£17.06	silver 760mm x 62mm
99000-99036-A14	"SuzukiSport" emblem	£17.06	gunmet 350mm x 29mm

*Cappuccino* by SUZUKI

### **Increasing Braking Performance**

The Cappuccino braking system is of a very high specification for such a small and light vehicle. Vented discs at the front and a solid set at the rear, haul the car up in an astonishingly short distance, as of course you already know! Already more and more owners are looking to performance enhancements to increase top speed and acceleration and although suspension, drivetrain and braking is pretty much up to the job there is nothing like having just a little extra in reserve. The front disc units on our little machines are, thankfully, shared within the Suzuki range and are also fitted to the 1.0 & 1.3 Swifts. This means that performance discs can be produced to bolt straight onto the car which is a pretty simple job.

### **Cross-Drilled Discs**

Drilling allows the discs to cool quicker under extreme circumstances and help reduce brake fade.

### **Grooved Discs**

Grooves are cut into the disc. These work by allowing excess gases to escape and to skim the brake pad thereby de-glazing them as they are applied, this further increases cooling, reduces fade and increases braking efficiency. Grooved discs can come with up to 40 grooves around the disc surface. Cross drilling is generally easier than the engineering needed to groove discs and therefore can work out cheaper but for the full effect both techniques can be applied on the disc for a set of Grooved & Cross-Drilled Discs. The original brake pads can be utilised in all these situations and are very effective, though my experience with grooved discs has shown that, due to the 'cutting' nature of the grooves, more brake dust is produced.

**When changing discs it is always wise to change the pads to allow both to bed in correctly.**

### **The Fitting**

- Jack and support via axle stands and remove road wheels.
- The brake callipers can be undone via a couple of bolts and supported via a hook or bungee ... DO NOT allow it to be supported by the brake hoses.
- Four cross head screws fix the disc to the hub, undo and remove unit.
- Fit new disc, normally the grooves and or drilled holes are directional and care should be taken to check any instruction for the correct side each disc is designed for. The use of thread lock is a wise precaution to take when refitting the disc screws.
- Replace pads and refit calliper.
- Replace wheels.

As with all cars, when new pads and discs are fitted, braking should preferably, be gentle and gradual until they are fully bedded in. If you wish to carry this procedure out yourself, I can supply the specific torque settings for the bolts as per the workshop manual. Once fully working and bedded in, the brakes should allow you to brake quicker and in a shorter distance than was previously possible and if bigger and better rubber has been fitted, you can find yourself braking later than anyone else and yet still stopping before them!

I wonder if a Swift GTi brake conversion could be done? Let me know if you plan to try! Dave Benson can be contacted on 01375 361356, 0973 759458 or by e-mail at dbenson@thehartford.com.

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*SCORE Technical Tips ...*

When stopping the car after a long, hard run, switch on your air conditioning and turn the heater to full. The heater will draw heat from the water system and the air conditioning system automatically switches on the radiator fan. This will drop the water temperature quite quickly and at the same time cool the oil as the Cappuccino has an oil-to-water heat exchanger fitted.

Along with a couple of minutes allowing the car to idle this should decrease any chances of the turbo bearings 'coking' which can reduce its working life.

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*Techno Tips* from **Tom Golland (London)**

The concentrated version of fuel injector cleaner, added to your petrol about every 3,000 miles makes a BIG difference to power.

Land Rover use the same headlight bulbs (dip beam lensed unit) as the Cappuccino.

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*Techno Tip* from our last Issue

As the weather heats up and we all go topless please remember to apply some sun cream to the forehead to avoid "dry skin syndrome". Think of Cappelletti as well and apply some "sun cream" in the form of Vaseline or a silicone spray or gel to all of the rubber trim in order to keep supple and flexible.

Be kind to your Cappelletti ... you know it makes sense!

YOU'D BETTER BELIEVE IT.

*The VRX8370R from Clarion. Leading the way into the age of automotive multimedia.*

**IN-CAR NET** Nothing is more astounding than a music Clarion's audio innovations have always been phenomenal. But now they're opening up a whole new horizon you can see, and you won't believe your eyes. Introducing the VRX8370R, a connecting in-car multimedia center providing entertainment with the rich sound you're accustomed to. Point to point pathfinding with our pathfinding navigation system. Boundless comfort cruise via computer link-up and 24 features, as well as video monitoring systems to eliminate blind spots when reversing. Steep and controls located on the dashboard. This is no miracle, but simply CLARION leading the way again with their IN-CAR NET.

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*Back Issue Copies ....*

Of The Latest SCORE, whilst still available, can be supplied by Hazel, from SCORE Central Office in Gloucester. Just ask for the particular Issue Number, enclosing a cheque for £2.50 per copy, including p&p. (members only - subsidised price).

*Advertising Rates ....*

To those business people out there who may consider it useful to advertise in The Latest SCORE, you can receive a copy of our advertising rates from Alex. Just give him a call (evenings only on 01342 823951) and he will be delighted to discuss your requirement with you.

*Deadline Deadline Deadline ....* The deadline for articles to be included in our next issue of *The Latest SCORE* is ... **31st JULY**. Please remember that our magazine can only be as good as the content that you, our members, provide. Help us to continue in providing you all, with an interesting, informative and quality journal. Thanks again to all of you who contributed with the content of this issue.

**JEM** ..... **Your Cappuccino Godfather**

*The Latest S.C.O.R.E* ..... is **your** magazine, with our next issue already being prepared. **Please take a note of the deadline for receiving articles to be included in the next issue** and help us to produce a worthwhile journal by sending us your stories, articles, comments and questions. No item is too small and certainly there will be no article too big ... *it can always be edited ( ooohh, the power that I have!!)*

*The Latest S.C.O.R.E.* has been planned to be sent out to you quarterly throughout the year in April, July, October and December/January



*The Latest SCOREsheet* is **your** newsletter and is our way of keeping you up to date between magazines. We believe that there will be times when we need to update you on certain matters which cannot wait until the next issue of our magazine. On these occasions we will publish and send you... *The Latest SCORE sheet.*

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*Data Protection* ..... A full list of members' names, addresses and telephone numbers along with limited information of your *Cappuccino* is held on the Register's computerised database. This is to ease the administrative burden but should any member object to personal data being held by the data user *SCORE* oblige by transferring their details to a manual system. As new members are recruited to *SCORE* contact details and limited information will be passed on to your own Regional Representatives to ensure that you are informed of events and activities in your own local area.

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## *The Suzuki Cappuccino Owners Register for Enthusiasts*

Is recognised by Suzuki GB PLC

We are, however, a private organisation run by enthusiasts for enthusiasts.

The opinions and comments expressed in this journal are those of individual writers and not necessarily agreed with or endorsed by your S.C.O.R.E. Steering Group, fellow S.C.O.R.E. members or Suzuki GB. PLC

Whilst every care is taken in the content, comments, advice and guidance offered in this journal, no responsibility will be accepted for any loss or injury deemed to be associated.

If you should have a doubt about any particular aspect, please contact us and, if necessary, seek professional advice.

**Congratulations to *S.C.O.R.E.*  
the fastest growing sports car  
enthusiast club currently around**

*with best wishes from*



**SUZUKI**



*We hope that **S.C.O.R.E.** achieves  
everything set out in its Charter, within the  
true spirit of an owners club encompassing  
fun and friendship*

*May the FROTH be with you*

*Cappuccino* by SUZUKI