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enthusiast club currently around**



The Latest
SCORE

Issue 8 2000

with best wishes from



THE VALUE OF EXPERIENCE



Cappuccino
by **SUZUKI**

Suzuki Cappuccino Owners Register for Enthusiasts
www.score.org.uk

SCORE Message

Once again the British weather rolls in and for some of those members that live on this 'little' Island the possibility rises to put their beloved Cappuccino's to sleep over the harsh winter period.

This a time when salt attacks the not so highly protected bodywork, bolts seize up, damp creeps in and paint starts to dull.

But is it the best thing to do? Many would suggest that constant use throughout the winter would keep those calipers from seizing up, rust from forming in fuel tanks (see Marcel's article) and hone those driving skills in the more difficult and grip lacking times to come.

Of course these means more miles on the clock, constant cleaning from grime and the worry of half asleep, half frozen drivers looking out of the small gap in the front windscreen that so many seem to clear of ice and mist before venturing out.

What's the answer you say? Perhaps we should all go and join our members in Australia where these troubles would be almost non-existent? Or perhaps a winter hack to use and abuse while the Capp stays wrapped up, cosy and warm?

For me my winter will definitely be small and frothy. Almost 6 months without her has been sheer torture and now the wait is over. The engine is finished and back in one piece. All that's left is a 1000 miles of gradual running in.

Now you can see the plan. It might be cold, windy and icy but roof off and heater blasting I'll be out there building the mileage up.

Just in time for Summer frothing!

Dave Benson –Editor

New Members Gallery



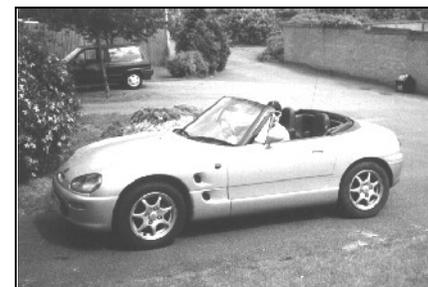
Paul Booth (hope the traffic warden doesn't catch him on those double yellows!)



Caroline Luxon's "Bean Machine"



Nick Morjaria & Daughter Nisha



Hiding behind the A pillar is Catherine Freeman



Brianna Perkins



Barbara Watson in Cappuccino Pose

New Members Gallery



Looks like it's been a tough journey – Michael Krellowetz stops for a rest



Dawn Burton showing that shades are a must when out with your Cappuccino



Brendan Molony's Cappo

Dewi Long's Spiriti di Cappuccino



New Members Gallery



Pernille Knappe of Amersham, Bucks

Stylish shot from Claire Hamer



Jim, Jasmine and Cappuccino

Andrew Benson & Jackie Chapman



Membership update

from Alex Clouter

Continuing to score up the charts.

With 136 renewals in after the deadline we are happy to report that SCORE membership is now 266 strong (21st January 2000): if you are one of those who decided to continue staying a member, thank you.

In 1999 we have had an INCREDIBLE figure of 102 new members join SCORE from the UK and overseas.

This has been achieved from the internet in the main (a continued big thanks to Barry Moore who maintains the site free of charge for us), the occasional froth card that lands on my door mat and telephone enquiries as a result from the extensive publicity SCORE has been getting both in national (we hit the Sunday "News of the World" where we received 8 enquiries and 2 conversions so far) and more local newspapers.

Of the 226 SCORE enquiries received in 1999, 35% have been converted into actual members. There have been 21 froth card returns of which 4 have been converted. Congratulations to the following four, who have brought new members into SCORE:

- James Hogbin frothed Francis Nicholson
- Clive Lacey frothed Elizabeth Pell
- Nigel Atkinson frothed Brianna Perkins
- Max Harvey frothed Kate Southwell

A little token of appreciation has been sent to James, Clive, Nigel and Max.

Following on from our AGM at the National Rally at Marwell Zoo (see our attachment for a full set of minutes) we have re-aligned some of the regional boundaries. This is to give a more effective and reasonable coverage for the busy reg reps to organise their own local events; full details in this news sheet. There are a few vacancies and for those who have expressed an interest in becoming a reg rep amongst the new intake of members, we will be contacting you separately. For any of the existing members who want to do that bit more on the regional scene, please contact me either on the phone or email.

A special thanks to the long standing help of Ian Morgan and Frank Quinn, reg reps for London/ Home Counties and Ireland respectively, who have had to step down for their own reasons. Ian will remain a SCORE member but a busy work schedule ensues whilst Frank has had to sell his car as he breaks out into a new business venture. Your long-standing support for SCORE has been excellent, thank you.

The new SCORE kids on the block.

A welcome to the new "BIG" intake of enthusiasts who show that the Cappuccino froth still continues irrespective of the years gone by when the Suzuki sportscar was available brand new in the UK and abroad. So it is greetings to the following guys and gals who joined us since the issue of the last magazine:

James Palmer	Graham Watson	Andrew Benson
Tony Cowan	Andrew Wadsworth	Jackie Chapman
Dewi Long (Wales)	William McDougall	Mark Benson
Brianna Perkins	(Australia)	Robert Mason
Andrew Ure	Robert Bagnall	Claire Hamer
Russ Brown	(Australia)	Neil Bigrigg
Kathryn Clapham	Paul Booth	James Evans
Dawn Burton	Nitin Morjaria	Debbie Picken
Pol Watine-Guiu	Caroline Luxon	Ronald Goossens
(France)	Doug Gault	(Belgium)
George Ritson	Paula Walker	Alexandra Barnett
(Scotland)	Peter Metcalfe	David Wood
Janice Randle	Campbell Forbes	Martin Harrison
Eric Sciberras (Malta)	(Scotland)	Phiroze Panthaki (India)
Brendan Molony	Jonathan Stones	Alun Jones
Christopher Booth	Zara Svenssen	Brian Henderson
Michael Krellowetz	Susan Wheeler	(Scotland)
(Germany)	Graham Thompson	Sandeep Sethi
Clive Bevan	Rhian Davies	Geoff Horsfall
Rob Gater	Elaine Price	Marjorie Roberts
Barbara Watson	Amanda Dobbs	Kate Southwell
(Scotland)	David Mochnik	Elke Kopp (Germany)
Dr. David Yau (Wales)	(Australia)	Linda Chitty
Neil Shipman	Jane Liggett (Australia)	Anne Langstaff
Amanda Johnston	Simon Latimer (Australia)	(Scotland)
David Stanton	John Lomas	Victor von
Tom Pearce	Martin Hare	Swietochowski
Jonathan Teagle	Pernille Knappe	(Germany)
Paul Hambleton		
Catherine Freeman		

It is certainly good to see a broad mix of countries involved in SCORE, a sure sign

that we are a truly international family.

Associate Members

There are some SCORE members who want to continue membership even though they had to part company with their Cappuccino; this was discussed at the AGM and it was decided that a new Associate Membership could commence.

The agreed annual cost is £25 for UK members and £28 for overseas members.

We are pleased to welcome Sarah Watton and Christine Maynard as SCORE's first Associate Members. Sarah has been with SCORE right from the beginning and her loyal support and enthusiasm to continue is appreciated.

I will be writing to other SCORE members who have also expressed an interest to maintain a social link. Their SCORE Membership Numbers will be a different sequence so as not to affect our own Register.

Membership Numbers

Some of the new intake may be wondering why their membership numbers are quite low. The reason for this is quite simple.

As a register, we want to aim to have a simple counting system that has some relevance to SCORE members' personal numbers. The last number on the SCORE database is 361, owned by Ceri Lambdin, who signed up on 4 December 1998.

During 1998 there were 88 lapsed members, ie SCORE members who decided not to renew. We have therefore transferred these lapsed members' numbers across to the new members who joined us in 1999. The same system will apply this year.

Cappuccino
by **SUZUKI**

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THE MARKET LEADER

SCORE Event Diary

We urge you to make a resolution to participate in at least ONE event over the next few months.. a lot of time and effort goes into planning and organising these events. Less and less support will only mean less and less events, regionally and nationally. You will notice entry charges to some events; these have been kept as minimum as possible to allow for any administration cost, prizes, meals organised or overnight accommodation. The organiser will give further details.

If **you** wish to set up a special meet, fun run, treasure hunt or any other event then contact me in the first instance.

Alex Clouter
SCORE Publicity & Events

To be arranged for 2000!

Date	Event	Contact	Deadline	Telephone	Cost Per car
6-7 th May	Brighton to London	Richard Speed	TBA	01403 242853	£2.50
3-4 th June	National Rally	Alex Clouter	TBA	01342 823951	TBA
15-16 th July	SCORE 5 th Birthday	Alex Clouter	9/6/00	01342 823951	£10 Deposit
29-30 th July	Japanese Auto Extravaganza	Alex Clouter	TBA	01342 823951	TBA
7-8 th Oct	Abergavenny	Alex Clouter	TBA	01342 823951	TBA
1 st - 4 th Sept	Capp660 Euro Run	Hel�ne Missin	TBA	Belgium (+32) 89 35 97 77	TBA

* Current estimated cost

IMPORTANT NOTE: Please respect that all telephone numbers given are HOME numbers so please call during the evening at a reasonable time...up to 9.30pm.

Japanese Car Meeting – Netherlands, 22nd August 1999

From Rob Faes

In August there are several meetings of car enthusiasts in the Netherlands. For instance there is the Italian weekend and the English car weekend all held on the Zandvoort racing circuit.

It is on those days you can see many exotic and rare sports cars which attract a lot of spectators.

Because of the growing popularity of Japanese cars it was just a matter of time that a Japanese meeting would come and 1998 was the first meeting. Unfortunately no Cappuccino's where there because the announcement arrived too late. But in 1999 Rob Faes the Dutch SCORE representative arranged that the Capps were invited.

The Japanese car weekend took place at the small Midland racing circuit of Lelystad. Although it missed the ambience of the famous circuit of Zandvoort it was a successful day. In total 6 Dutch Capps turned up and later I noticed one Belgium Capps in the car park, a SCORE member perhaps??.



Six cars turned up in all, though only five and a bit squeezed into the photo!

Japanese Car Meeting – *continued..*

The Cappos attracted a lot of people as you can see in the photos



And later four Cappos were invited to drive around the race circuit.



Because all the cars were 'different' i.e Cabrio, T-Bar, Rollbar, and Closed, many spectators were confused thinking that there are 4 models !!!

Even an explanation from Rob Faes who was our commentator on the track, could not convince them that it was actually one model.

North West Meeting UK, May 1999

From Sean Hague

May saw the first meeting of the new North West group.

Eight Cappuccino's graced us with their presence and after the meets and greets, most of us settled down with a drink, some food and a Cappuccino quiz. This had been deviously designed by the organisers and contained such questions as "How many Suzuki Logo's are on the Cappuccino?" and "What is the tyre pressure of the spare tyre?"



Familiar site of Cappuccino's gathering in the car park at the North West Meet

Once the quiz was complete it was time for the "topless" fun run.

The run lasted for 45 minutes, taking in some of the surrounding countryside, more than a fair share of roundabouts and also included a treasure hunt.

There was obviously a disadvantage if you were on your own, although it didn't stop KK Chan doing as well as he did.

After the run it was back to the pub hastily putting roofs back on before the inevitable Manchester rain.

North West Meeting - *continued*

The results of the quiz were given out, discussed and argued over - Sean Hague desperately wanted to win a poster so decided to try and argue himself some points!

Eventually KK Chan, Lynda and Steve Edmundton and Eric Houlden went away happy poster winners.

A great time was had by all - roll on the next one!



Performance Car Book

Andrew Wadsworth via E-mail

Andy came across another publication containing the Cappuccino:

“As promised..... the Book is called Performance Cars, written by Jonathan Wood and published by Parragon ISBN 0-75253-154-9.

I've seen it in several cheap bookshops in London for £5.

Quite a nice coffee table book.”

Andy

Topless in Blackpool UK, 31st October 1999

From Jeff Longley



Things did not start as well as they could have done this year.

The organisers of the event turned up late and the hotel we had booked stopped serving food at 9 and drinks at 11!

A quick reshuffle of the plans saw the evening meal brought forward and the late night drinking session cancelled.

The sturdy tradition of appalling dinner jokes was upheld, once again, by Dave Benson and Jeff Longley, with their "terrible joke ping-pong act", which was mercifully followed by the traditional tour of the lights.



And then Jeff said “If you run out of comments Benson, then just take a picture of me pointing and run a caption competition!”

Answers on a postcard please-with a prize for the best top three!

Dave Benson
SCORE Caption competition
4 Hawthorne Road
Corringham, Essex
SS17 7TE

Topless In Blackpool - *continued*

It was during the tour of the illuminations that the froth started to pour over. Maybe it was to relieve the monotony of it all, maybe it was the cold northern air that had froze some topless owners' brains, but there was much frivolity as Cappo's went two and sometimes three abreast down the prom, trading places as they went.



Three abreast we stopped for a photo – Grand Prix start shortly after picture was taken!

At one point, we all lined up three abreast and stopped for a Photo - the traffic behind didn't seem to bother - after the photo, there was, what can only be described as a Cappuccino Grand Prix start!

After the illuminations, we all snook back to a room, and enjoyed a midnight feast of alcohol and crisps, followed by a hefty serving of Cappo natter.

Finally everyone departed to their rooms, as there was more to come the next day.

Topless In Blackpool - *continued*

We arose Sunday morning, some more early than others because they forgot to adjust their clocks by an hour. After a hearty breakfast we were off for a tour of the north.

Though first the organisers had a sneaky trick up their sleeves.

Before starting the run, you had to try and eat three dry crackers in less than a minute. Most of us tried, all of us failed; the only winner being the camera that caught some of the most embarrassing moments.



Yours truly, provides an embarrassing photo opportunity

The run was certainly the most memorable part of the weekend. Starting with a quick trek along the motorway (all but one of us went the right way!), the route took us eventually through the Trough of Bowland, and was nothing short of breathtaking.

Topless In Blackpool - *continued*



Beautiful scenery and superbly challenging roads; I'm certain this part of the country will be included in next year's event after the positive comments voiced by everyone.

By the halfway stage, we grouped at a pub and tales were told of Cappuccino's being airborne and the pleasantness of local 4x4 owners (not!)

As a five-minute stop turned gradually into an hour, it was decided to let those with long journeys venture home, whilst others ventured off in search of more exhilarating rides at the Pleasure Beach.



*All too much for Steph.
She stops for a 'fag break'*

Suzuki Cappuccino Accessories

Suzuki GB are continuing to make available a range of accessories directly from the factory, despite the fact that Cappuccino production stopped almost two years ago.

They can be ordered from any Suzuki Dealer, although you will be able to get up to 10% discount if you go through a Suzuki SCORE Dealer - you can find these people advertising in this magazine.

The following Suzuki Genuine accessories are available:

Part Number	Accessory	Price (£ Sterling)
99000-99025-62M	Luggage shelf net	115.00
99001-80003	Orderly boot tidy	11.95
99000-99035-CO1	Stripe kit	60.00
99000-99004-915	Stainless steel step guard set	105.00
99000-99023-639	Rear boot spoiler - red	389.00
99000-99004-6FY	Pair of front mudflaps - red	89.00
99000-99004-6RY	Pair of rear mudflaps - red	105.00
99000-99004-6MY	Pair of side protectors - red	135.00
99000-99025-61D	Tonneau cover	465.00
99000-9900R-EO1	Luggage rack	176.25
99001-82812	Locking wheel nut set	19.99
MCPMS	Alpha Dot security system	24.95
99000-STVC1	Suzuki tyre valve cap set	19.00

All prices quoted include VAT.



Cappo 660: A European Trip to Remember 3 - 6 September 1999

From Alex Clouter

Whilst all the elected members of the European Commission in Brussels were slugging it out, causing bad feelings and corruption between themselves and the electorate, SCORE was forging ahead with its very own Euro Summit with an atmosphere of entente cordiale and familiale.

Cappo 660 was the name of the game, pioneered by Hel  ne and Sam Missin with the excellent support of Dominique Mesiti and the rest of the back up crew. Together they drew up a tremendous plan of moving around 20 Cappuccino's from various countries, into a battalion and a strategy of movements that stemmed from Belgium and continued its deployment through Germany, Luxembourg and France.

There was a strong UK contingent of eight SCORE members, with representation from England and Scotland. We had the delights of the Benson Boys: a mobile Dave, using my car, as his own was still off the road, and his twin brother Andrew who has recently purchased a red Cappuccino.

Both brought their partners Sue and Jackie while I managed to wedge myself into the passenger seat of Matthew's Striped Viper, a force to be reckoned with!



Iain Ralston, with friend David, came all the way from Scotland. Clive and Yvonne, our most fervent and passionate SCORE members EVER, were with us alongside Michael and Jennifer Watts, Chris and Annabel Harrison plus Helmuth and Eve Porschen

We were warmly welcomed by familiar and new SCORE members from Belgium and Germany when we arrived at the hotel in Genk. Also in the welcoming party was the most unusual clown, dressed as Sherlock Holmes, showing us into the underground car park. Poor Jackie had her camera whisked away in a bevvvy of instant magic. The clown also took some delight in trying to pick away part of the wide white stripe on Matthew's red Cappuccino

Cappo 660: A European Trip to Remember - *continued*

Our first co-ordinated Euro drive was to the local Suzuki Dealer in Genk, where drinks and snacks were served.



M. Thierry Deflandre from Suzuki Belgium's PR Division gave a friendly welcome then it was left to Sammy and Hel  ne to present the itinerary in a variety of languages to all of us. Of course Sammy was talking far too quick for Hel  ne to translate into French and German, but that added to the fun.



Cappo 660: A European Trip to Remember - continued



After a photo call outside, thanks to Sal our brilliant SCORE paparazzi, we returned in convoy back to the hotel and were treated to a brilliant evening meal.



Our cabaret was the same clown, now dressed in another mode and he blew and sculpted balloons into people and creatures.



Cappo 660: A European Trip to Remember - continued

I was flattered when he made a balloon head caricature from my face (couldn't tell the difference some said!), a bluebottle fly, a motor cyclist on a 'bike which he passionately gave to Eve Porschen and a spider...just to name a few.



*Top right - Alex
Bottom right - Alex
Bottom left - Joker!*

Smiles all round!



Cappo 660: A European Trip to Remember - *continued*

Later on in the evening, when we had eaten and drank what we could, the clown beckoned us outside. It was here on the balcony, overlooking the lake, that he did some very impressive fire eating.



Rumours concerning the Belgium cuisine were totally unfounded



Saturday morning started early and we were soon being timed off in intervals of three minutes. The destination by lunchtime was Monschau in Germany, some 139 miles away as we crossed some beautiful countryside of Belgium and Germany.

We had a few hours to do our own thing in the very attractive medieval town, plus lunch, then we hit the road again.

Cappo 660: A European Trip to Remember - *continued*

We were back in Belgium for a while then into Luxembourg, going through some interesting country roads weaving around valleys and hills. Those that wanted to see ahead for literally miles, as corner led to corner with the ability to see ahead for literally miles, while making full use of the excellent condition of the continental roads. Others, if they wished, could make things less hectic and take in the splendour that went hand in hand with the snaking back roads



There was time to pause at Vianden to see the fine views of the Ardennes from the top of the hills and the neighbouring chateau.



Our resting point was at Hotel Dahm. An enjoyable evening was had by all, as all nationalities split up rather than stay together table by table. There was much eating, drinking and merriment. Roland Beck, from the Black Forest in Germany, stood proud and gave us a round of jokes. Heléné and Sammy, as always, good hosts, flitted

around from one table to another, just to ensure that everyone was enjoying themselves. That we truly were.

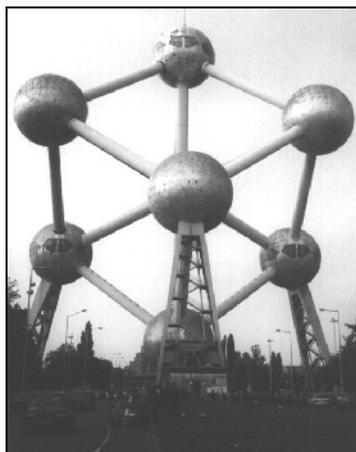
Cappo 660: A European Trip to Remember - *continued*

Another day of journeying began; we all checked out and set off for Chateau Beaufort - our first challenge, as we had to climb the tower and visit the torture chambers. We were given a toy medieval soldier and a numbered wheel nut as a souvenir, each to symbolise something later on.



We then continued with the driving, all the way to Rochehaut, back in Belgium. We had Sunday lunch on the kerb side of a really nice restaurant. Back on the road we were treated to a fine panoramic view of the Bouillon Valley, before heading off for France.

This particular driving stretch was 113 miles long. This was made longer by some heavy traffic from a fete going on in an attractive town called Namur *plus* the effects of an air display, which was very impressive...we did not know that Heléné and Sammy could organise such a lot for us!

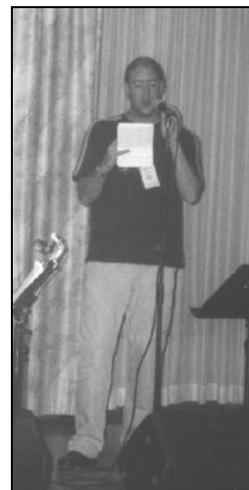


The weather took a turn for the worse as heavy rain descended and a quick stop to put the hard tops on. Our final resting point was at the Atomium, in Brussels, where we arrived too late for the journalists due to the earlier traffic problems.

No matter as we had all enjoyed ourselves.

Cappo 660: A European Trip to Remember - *continued*

Then we returned to the Alfa Hotel, in Genk, where we all freshened up and had our last night together. As a grand occasion, there was a live band with a singer making us all get up and dance.



Then there was Dave who got up to do his singing number. This is now a tradition, with Dave being plied with drink and then having to write and sing a Cappuccino blues.

After the meal, Heléné stood up and it was the prize giving ceremony: who would get the trophy? This was when the numbered wheel nuts came in: we all had to deposit them in an ice bucket and our sponsors of the event had to pull out the winning wheel nuts. As with our previous Euro Tour last year, everybody walks away with a prize: a superb, high quality marble ornament.



The final nut drawn belonged to Elke Koppe, from Germany. She had recently purchased a Cappuccino and had been frothed by Roland Beck. Whether this was the clinch as a few weeks later, she joined SCORE officially: welcome to our club!

Cappo 660: A European Trip to Remember - *continued*



I stood up and said a few words of thanks and appreciation to everyone involved in the planning and preparation of the weekend and Hel  n   and Sam were presented with a bottle of champagne. And so we continued into the early hours of the morning.

Monday morning was emotional, with farewells and kisses all round. After a brilliant weekend we had to break up our close European family, and go back our separate ways in life. We had a final group photograph in the hotel reception and that was it...the end of Cappo 660.

A special thanks goes to our sponsors of the event; without their support, financial or otherwise, we do not know where we would be, so in no particular order:

Arrow Interim	Bank Brussel Lambert	
Interwand Belgium	Suzuki Belgium	
Suzuki Genk Dealership	Suzuki Germany	Suzuki GB



Cappo 660

From Eve & Helmuth Porschen

COUNTRY: BELGIUM

POPULATION: 10,040,939

AREA (Km2): 30,519

CAPITAL: BRUSSELS

POPULATION: 951,217

LANGUAGES: French, Dutch, German, Flemish

This is the information you can find in an encyclopaedia.

What it doesn't tell you is that in this country lives a small group of less than two dozen happy Cappuccino owners.

And it doesn't tell you either, that a handful of these Cappo owners managed to organise the most exciting meeting of the year.

Thanks to Hel  n   & Sam Missin plus all the other organisers and helpers in Belgium and the UK (Alex!) for this exciting weekend.

Where do you get the best Cappuccino? In Italy?

No, in Belgium, with Hel  n   and Sam!

Eve & Helmuth



Japanese Auto Extravaganza UK, 31st July - 1st August 1999

From Alex Clouter

This annual get together is quite unique with lots of like minded Japanese car enthusiasts meeting up and simply enjoying each other's company, interests and having fun.

The event is organised by the Toyota Enthusiasts Club and is sponsored by Blue Print, supplier of components for Japanese and Korean vehicles.

SCORE was well represented over the weekend with 7 cars each day, but different people...no bad thing. A special hello to three new members and their first "outing" with SCORE: Max Harvey, Caroline Luxon and Cathy Renshaw.

We joined up with two other Suzuki owner clubs to put on a good display of vehicles over the weekend: there were various 4x4s (Samurai, Vitara and Grand Vitara), Swift GTi's and GSi's, SC100's and Cappuccino's.

I organised the SCORE side of things with good support from members on each day. We took part in a tug of war competition as well as the timed car pull, with plenty of competition from the members of the SC100 owners club.



Japanese Auto Extravaganza - continued

Then it was onto the concourse display, where a number of Cappuccino's were initially driving at a leisurely pace around the ring whilst I was talking about the club. But plans had been made in the meantime and it was Jeff Longley that was rumoured to be the ringleader.



"Doing donuts" was the key phrase and all of a sudden Dave Benson, Sean Hague and Jeff Longley were unleashed with Cappuccino's spinning around on the grass...all while Alex was doing his spiel about SCORE. We probably captured more attention and more photos than any other club. The Honda Beat Register tried to copy us but as we did it first...

The Z-Owners in the background salute the Cappuccinos with synchronised bonnet raising..



On the second day there was a more sedate historic presentation, showing the evolution of the Japanese car from the oldest to the newest in the central arena. The event was a great opportunity to meet other clubs and learn from them their experiences in membership renewals and event management, plus display SCORE with the likes of Toyota and Nissan amongst others. The rest of the time was spent talking proudly about our cars to the many visitors to the event or just simply wandering around to view as many cars as one could.

Japanese Auto Extravaganza - *continued*

SCORE signed up a new member over the weekend, having called in from Scotland; so a big welcome to Campbell Forbes with his wife.

Next year's Japanese Auto Extravaganza is at the same place - Billing Aquadrome, near Northampton - on 29/30 July 2000. Details on application.

For Further information about Blue Print: call 01622 833007 or fax 01622 833001.

There were a restricted number of SCORE personalised plaques available for sale, either to participants or others on a first come first serve basis. Made of brass, the unit price is £4 each. Contact Alex by letter and enclose a cheque, payable to SCORE.

SUZUKI RHINO RALLY

UK, 3rd -4th July 1999

From Alex Clouter

SCORE was made welcome with other Suzuki Car Owner Clubs - Swift and the SC100 - to attend this 12th annual event.

The event took place at Trentham Gardens, Stoke on Trent over a full weekend where over 3500 people came along.

Clive and Yvonne were down for the weekend but as hard as we tried, we just could not persuade them to enter the "It's A Knock-out" competition. It was left to Chris Morris and his partner, Michaela, to be with Alex and compete against the SC100 Club. Two teams aiming to win a prize and guess who came second?!

A good time was had by all concerned.

And thanks for the invite Suzuki!



Brighton - London Fun Run

UK, 9th May 1999

From Alex Clouter

Starting off as a regional event a few years ago, the Brighton - London Fun Run has now become a national activity.

19 cars competed together, to make the 1999 event the best yet. Holland was well represented this year with six cars involved, although only two owners were SCORE members. Needless to say, we did put application packs in the others' fun run briefing documents...one is about to be signed up.

Richard Speed, the new reg rep for Sussex and Kent, helped pull this year's event together...ably assisted by his "baad daad", who wasn't that bad really as the route to London was devised by him. More about this later.



Brighton - London Fun Run - *continued*

Telscombe Tavern was the base where everybody met, exchanging greetings, looks of cars, news and views etc etc. On the Brit side, reg rep Chris Morris was the furthest travelled from Yorkshire...eee baaa gum!

The local Suzuki dealer, Suzuki Brighton, came down to help with the starting off, a phased departure for all the cars, in two-minute intervals, with mileage's (and kilometreage's) logged before each Cappuccino pulled away. Needless to say, that each car had its photograph taken.



The Telscombe Tavern team made the SCORE picnic lunch (a good spread thanks to Barry and Eileen Ransome, new owners of the tavern) and Suzuki Brighton kindly paid for it as a sort of sponsorship (so thanks to them as well....it all helps).

In return they parked up a Wagon R+ and a Carry van either side of the entry point.

The first leg of the journey was to Brooklands, the museum of racing cars, set within a now disused track, which had its heyday in the roaring 1930's and 1940's.

Richard and his father planned a typical country road route, most suitable for the Cappuccino, going through the rolling fields and meadows of Sussex and Surrey. There was a quick tour of Brighton and Hove before the small lanes beckoned and picturesque villages were privy to a clean cavalcade of compact Japanese sportscars.

The Dutch and the Brits managed to stay on course, with not too much to cause alarm and the opening of the "panic envelope" just in case anyone got lost. The actual mileage between Brighton and Brooklands was 62.5 miles and nine cars got close to it.

Brighton - London Fun Run - *continued*

Once at Brooklands people were free to wander around the museum, both indoors and outdoors, with lots to see: not just racing cars but also aeroplanes and trains. At the appointed time, the SCORE picnic came out and after a word of thanks to the sponsors and makers, the start of the wacky quiz: "know your car without looking at it". This sorted out those who knew, those who thought they knew and those who thought better the devil you know. And there were those who knew their direct import better than the question master!! Scoring was done on this exercise and the results of this were combined with the Brighton country drive to give the final league table. Top prize was a specially engraved trophy and bottom prize was a wooden spoon. Out of maximum 100 points, Clive Lacey and Yvonne Austin achieved 92 points so were proud possessors of the trophy. The wooden spoon was given, somewhat painfully, to Sarah Watton and Paul Radford.



And they thought it was all over...now the fun started.

Our next event was well orchestrated by Richard and the negotiations with the museum to take all the Cappuccino's onto the sole surviving section of the historic track. The result was almost an hour of unadulterated fun, driving in a long line then in a Grand Prix pattern. There were plenty of photo opportunities plus video as Marcel Spoelstra from Holland had his camcorder. It was really impressive to see so many cars together: truly a historic one.



Brighton - London Fun Run - *continued*



We then split up into smaller groups, thanks to our experiences last year, to head off for a sightseeing tour of London. The three heads were myself, Richard and Dave (in Sue's rather purple Mini...Dave's Cappuccino was somewhat incapacitated!!).

Being much more manageable, we were able to keep within our pack and created just as much attention as last year. The likes of trendy Fulham Road and Sloane Square were full of shoppers and tourists so eyes were glued on us as we travelled in our three groups. From Trafalgar Square to Oxford Circus, from Regents Park to Euston, from Fleet Street to Tower Bridge...and this was

where we timed it perfectly. The route was such that we would cross Tower Bridge twice, south and north. Just as the first group crossed northbound, the second group were crossing southbound so there was a cacophony of horns. Then the third group saw the second on their return so another blast of toots. Excellent!!

The London route continued along the northern side of the River Thames, crossing Battersea Bridge and then a tour around SW London: Clapham, Earlsfield, Wandsworth and Putney...typical London suburbia.

The numbers of Cappuccino's depleted, as some folk had to leave. Nevertheless there were still around 9 cars when we eventually finished at "The Star", a pub on the outskirts of Chessington. We had a farewell dinner together then we split our separate ways home.

A special souvenir badge was produced, free of charge to participants of the Fun Run. Any other SCORE member keen to own one of these EXCLUSIVE badges, illustrating Brighton Pavilion and Tower Bridge and showing the date of the 1999 run, can order one by sending a stamped addressed envelope to Alex Clouter.

Only 40 were produced so it has to be first come first served.

Another point of interest is a "Spoelstra Special": Marcel has produced a video of the Fun Run, from a Dutch point of view as he started the filming in Holland before they set off. Marcel has captured the froth of the event, especially at Brooklands and whilst in London. Any SCORE member wishing to purchase a copy of this video must send an initial payment of £5 (cheque payable to SCORE) to Alex Clouter; prices are currently being negotiated on the copying so the remaining balance will be advised to interested people accordingly.

National Week-end Rally 10-11 July 1999

From Alex Clouter

This was the Third National Rally in the history of SCORE and it was the turn of the southern region to "stage" the event.

A big thanks goes to Sarah Watton and Paul Radford who carried out all the "hands on" wheeling/ dealing and planning/ organising for the venue - Marwell Zoo - and the quiz convoy. It took almost two months to pull everything together, with plenty of phone calls between Forest Row and New Milton plus a visit with the three of us to the zoo - as a pre-production meeting - and then to search out a suitable place for the Saturday night out. Separately, Sarah and Paul devised the country route for the convoy, plus plan the questions. As if that wasn't enough, the AGM had to be planned plus the special treat of hiring a TV projector for live transmission of the British Grand Prix. A busy time for the three of us!

We were rewarded with lots of smiling faces as people began to arrive at Marwell Zoo on the Saturday....42 of them!!!



National Week-end Rally - *continued*

The morning was fairly flexible, allowing folk to look around the zoo, look at each other's cars, meet familiar faces, make new friends...almost anything within reason. our very special visitors were Sammy and Heléné Missin who came over from Belgium (with some stylish graphics (Cappo 660), the name for the Euro meeting later in the year) and Marcel Spoelstra with his friend "Up" from Holland.



Once most of the people were there, with Sarah checking them off, Paul and myself led everyone by car into

the zoo and park in front of The Old Hall. This was a really impressive mansion with a large gravelled area where the Cappuccino's could be reversed into and displayed to the rest of the world visiting the zoo over the next couple of days.

Promptly at 2pm, Sarah briefed everyone about the treasure hunt. The first part was on foot, ensuring that no stone was unturned in the zoo as SCORE members had to walk around and answer the cryptic questions by looking for the clues around the zoo. What fun! Once that was over, the answer sheets were returned and the next stage began: another cryptic quiz combined with a hopefully fun drive, taking in some of the sights of Hampshire countryside. There was a bit of mayhem at first but soon everything fell into place and many Cappuccino's were darting around here, there and everywhere.

National Week-end Rally - *continued*

There were serious drivers, going backwards and forwards, keen to get all the questions answered; then there were the relaxed drivers who just wanted to follow the route, maybe answer a few en route but really wanted to savour the smells, sights and sounds around. It was each to their own.

Saturday evening saw us at Ocean Village, a very cosmopolitan marina with expensive yachts and numerous bars/ restaurants. We all tried to drive together, as a

convoy, but speed and traffic split us up. In the process, the Missins were missing so it was left to myself and Sarah to track them down and drive them in. Heléné and Sammy were soon bombing back to the coast with us, once we located a petrol station as Heléné was now missing a full tank of fuel. We all dined at Tex Mex and had a great time together, stuffing ourselves silly with food and the like.

Sunday morning dawned and we three were at the "meet and greet" for the new intake of SCORE members coming for the day as well as saying "hello again" to those who were up for the weekend. There were another 23 new faces. This meant that over the weekend we had 38 Cappuccino's which was great.

Whilst the chatting was going on, some of us were having kittens on finding out that the wrong equipment had been installed for the British Grand Prix viewing...and there was only an hour to go before the start of the AGM immediately before the start of the race. Urgent dealing with the Marwell Zoo administrators, using their own equipment, which they themselves had no training on, managed to save the day. Then a quick meeting between myself and Dave to finalise some of the detail on the meeting. Phew, SORTED!

The minutes of the AGM are printed separately; suffice it to say that the meeting was productive and constructive, with plenty of feedback from SCORE members - the all important thing for such get-togethers. There was plenty of direction given in a number of areas, and good discussion of opposing views.

Up to date reviews were made on membership, finances, communications and merchandise.

Without further ado, the lunch buffet was announced, the lights were lowered and the TV projector switched on to watch a thrilling couple of hours with Schumacher having his incredible smash and Coulthard battling it out with the rest for that ultimate prize.

National Week-end Rally - *continued*

During the last hour of the race something else was battling away using miles of ink, as the final results of yesterday's quiz was being worked out by Sarah, keen to do it by herself with the minimum of disturbance.

John and Sue Cater won the top prize, for the highest number of points for both quizzes, taking home with them an unusual but exclusive Cappuccino picture, courtesy of Performance Car Magazine and a pewter Cappuccino model.



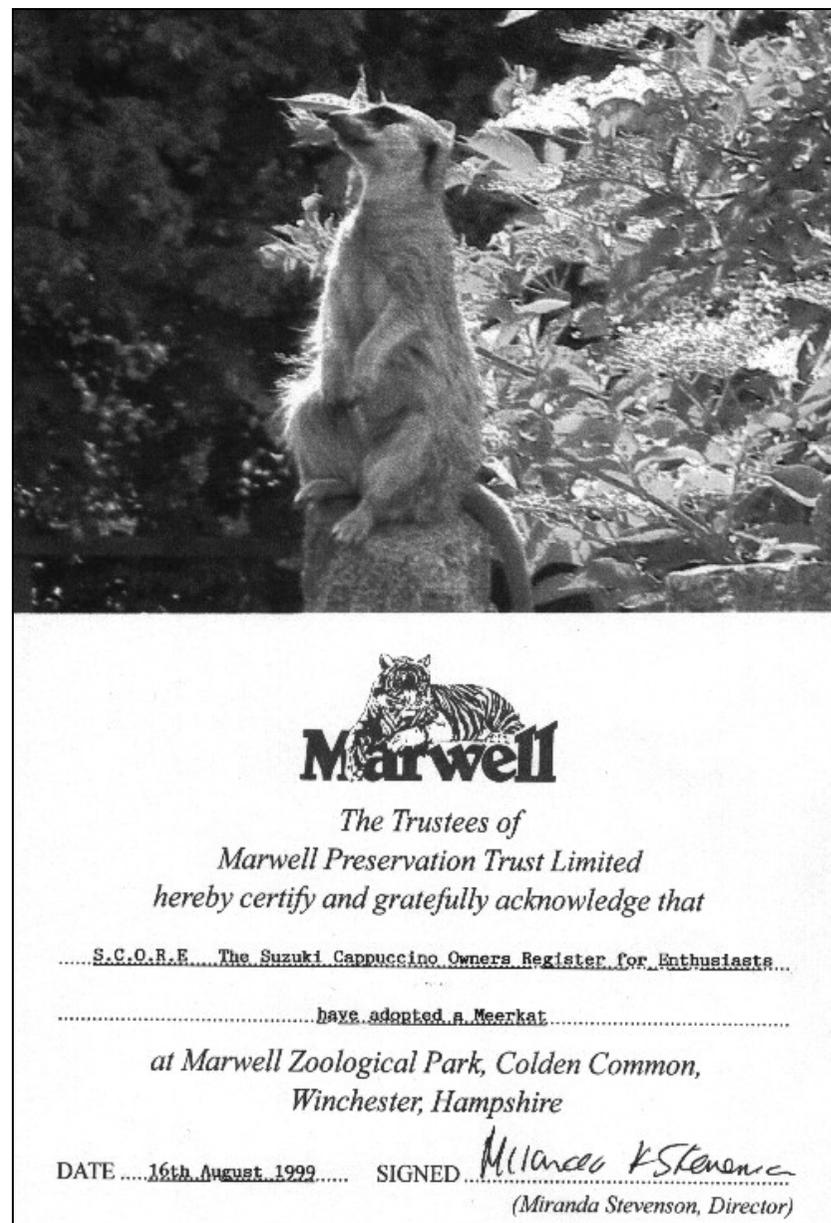
Left to Right: Ann Anderson, Alex Clouter, Mike Roberts, John Cater and Pat Roffee

We were also pleased to announce that we had achieved our budget of £75 to sponsor a Meerkat at the zoo, just to give a permanency of the club's name and promote the caring side.

Next year it will be the turn of Middle England again, with a date now confirmed (3-4 June) but the venue still to be sorted.

All will be revealed by 31 March 2000, if not slightly before if we can!

Make a note in the diary, there is no excuse!



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SCORE Merchandise, 41 Bradenham Road,
West Wycombe, Buckinghamshire HP14 4EY
cappuccino@totalise.co.uk

Merchandise - continued

Introducing **Kerry Brown**, the new SCORE Merchandise Co-ordinator.

Allowing Dave to concentrate on the magazine and a new series of newsletters, we are pleased to advise members of the appointment of Kerry Brown as the new SCORE merchandise contact. Although it is her husband, Russ, who owns the Cappuccino and is an active member of SCORE, it was the decision of Kerry to take on the role of looking after our existing stock of merchandise and look at new areas. Both are keen car enthusiasts, owning NINE vehicles both four & two wheels.

" I just like the exhilaration of dynamic cars," says Russ, " and we were down at our local Suzuki Dealer, DGL Garages considering the replacement of our Vitara for the new Grand Vitara GV2000 Soft Top. Kerry spotted the Cappuccino and it was love at first sight. We took the Cappuccino for a test drive and we were all smiles".

Russ is the second owner, the first being Bob Jarrett who was in SCORE and forced to sell the Cappuccino. Russ continues: " We were so impressed by Bob's diligently kept car file as he had all the paperwork, correspondence and launch materials almost all untouched. Bob had even written a "to whom it may concern" letter to the next prospective owner, plugging SCORE as well as useful tips and advice".

The Cappuccino is an occasional car for the Brown family, as they have a second home at Selsey and a garage where the Cappuccino is kept over winter.

The Cappuccino complements the other range of vehicles they possess, including a Sierra Cosworth, Vauxhall Senator plus Yamaha RD500 and MotorCross Bikes. Russ works in IT, in a family run computer consultancy, which has been in business for around ten years. Kerry is a housewife and very keen to help with the merchandise.

" With Russ' involvement in other specialised car clubs, I hope that we can bring into SCORE some things we have learned from others," says Kerry," We have some exciting ideas which we will discuss with Alex and Dave some time early 2000; the important thing is not to run too quickly with new product lines.

Already we have the help of Sue Oakley - Dave's partner -in sourcing some new clothing, but one stage at a time.

Merchandise - *continued*

"New things we now have available is a 'Cappuccino' bean bag dog and a red 'Cappuccino' branded umbrella."

Unfortunately we cannot accept orders on line, because we do not have the facility of credit card payments.

More merchandise is on its way including new clothing, car mat sets and others.

For now though, we have two new items to introduce;

'Cappuccino' the dog - This cute beanbag dog called Cappuccino was discovered by Alex, on his travels. SCORE has taken delivery of this item that makes a wonderful gift

Member Price: £5

Cappuccino Umbrella - Previously only available to Suzuki dealers involved with the Cappuccino launch these smart umbrellas are just the right size for putting in the boot.

Member Price: £24

*****STOP PRESS*****

**Cappuccino Pewter models have now been re-ordered and delivered.
Please remember that it is strictly one per member.**

*****STOP PRESS*****

Orders are by post only please!

**To: - SCORE Merchandise, 41 Bradenham Road,
West Wycombe, Buckinghamshire HP14 4EY**

The SCORE Regional Team

The following regional team looks after the interests of all SCORE members from around the world. Please feel free to contact them to find out what is going on. Please note that the telephone numbers given are home so respect the fact that you should try to call them between the hours of 18.30 - 21.30.

Region 1

SARAH WATTON

Hants, Dorset, Bristol, Wiltshire, Somerset, Devon,
Cornwall, Isle of Wight

01425 621 261

Region 2

RICHARD SPEED

West and East Sussex, Kent

01403 242 853

Region 3

CHRIS MURRAY

Greater London, Surrey, Berkshire, Middlesex

0208 974 8752

Region 4

DON LITTLEMORE

Essex, Beds, Bucks, Herts

01708 749 152

Region 5

MATTHEW ALEXANDER

Norfolk, Suffolk, Cambs

01603 747 222

Region 6

RICHARD MORRALL

West Midlands, Warwickshire, Northants, Oxon, Staffs

0121-356 6222

The SCORE Regional Team - continued

Region 7

VACANT POSITION
Shropshire, Hereford & Worcestershire,
Gloucestershire, Wales

Region 8

GEORGE BARNETT
Lincs, Notts, Leics, Derbys, Rutland
01933 443 627

Region 9

SEAN HAGUE
Greater Manchester, Merseyside, Cheshire, Lancs
0161-442 2800

Region 10

CHRISTOPHER MORRIS
North, South, West and East Yorkshire, Derbyshire
07970 383 602

Region 11

VACANT POSITION
Cumbria, Isle of Man, Durham
Northumberland, Tyne & Wear

Region 12

IAIN RALSTON
Scotland
0131 552 3606

Region 14

VACANT POSITION
Northern Ireland, Eire

The SCORE Regional Team - continued

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Region 16

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France
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Region 17

DANIELA FISCHER
Germany
+ 49 73 93 49 77

Region 18

ROB FAES
Holland
+ 76 54 18645

Region 25

JUSTIN PICKERING
Australia
+ 61 29 520 2439

Region 50

Other Overseas Members
ALEX CLOUTER
01342 823 951

If you live in an area where there is a vacant position and are interested in being a regional rep please call Alex Clouter - Region 50 . The regional rep is responsible for welcoming new SCORE members and organising regular local meets for their region, plus help in various national meets where necessary.

The SCORE Regional Team - *continued*

Following on from the AGM, views were expressed about a more effective coverage for the regional reps.

This has now been reviewed, and the structure on the previous pages is the final one.

As you will see, each region has been re-numbered and various counties have been switched across various boundaries of regions.

The aim is to give SCORE members a more efficient back up of regional contact either for events or other advice from SCORE.

There are some vacancies for regional representation. Interested SCORE members should contact either Dave or Alex in the first instance.

What does a reg rep do? All we ask centrally is the following, always understanding that the role is what you make it:

- personal welcome, either by phone or letter, to new SCORE members on receipt of the advice form from Alex

- organise a series of regular or ad-hoc meets with members in the region

- submit a regular quarterly report to Dave for inclusion in the magazine

- help Alex with any "national" meets if in the region

Again, from the AGM at Marwell Zoo, there was an agreement that each reg rep can have a £50 float to cover costs of postage, stationery and phone calls on behalf of SCORE. Claims must be submitted with receipts to the SCORE Treasurer, Andi Davies. It makes sense that there has to be a minimum £10 "accrued" claim to Andi, each time the reg rep incurs costs.

If you are not a reg rep and keen to continue the froth flag flying more locally, in support of the national events that Alex orchestrates, please contact us.

The reg rep network is a vital backbone to SCORE.

We plan to have our annual reg rep meeting on **Sunday 27th February 2000*** in the West Midlands, a central point to make it fair for every reg rep in terms of travelling. If you, as a SCORE member, have a particular issue to raise, please contact the reg rep who will convey it at the meeting.

** Reg reps: please note this in your diary!*

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**Alex Clouter,
6 Blenheim Fields,
Riverside, Forest Row,
East Sussex
RH18 5EW**

Security and the Cappuccino

From Jeff Longley

The car security market is a bewildering place with alarms, electronic immobilisers, steering wheel immobilisers, pagers, smoke screens, microwaves - just where do you start if you want to keep your Cappel safe and sound? This is by no means a definitive guide, but should hopefully give you a better understanding of the car security market.

We can divide security systems into two categories: Thatcham approved and non-Thatcham approved. When the security market started to boom in the late eighties, some companies decided to offer insurance reductions if you fitted their particular system, although usually, it was only with a specified broker and you could often beat their premium. As more and more products entered the market, there was a need to categorise them, sorting the wheat from chaff, and find out which products actually worked - enter Thatcham.

Without going into too much detail, products are split into categories, Cat 1, 2 and 3. Cat 1 products have a combined alarm/immobiliser, with a minimum of 3 immobilisation points and automatic immobilisation after a pre-set period of time. Cat 2 products are immobilisers with a minimum of 2 immobilisation points, again with auto arming. Cat 3 products are physical deterrents - stoplocks and the like. These are good items but rely upon owners using them, hence not many insurance companies offer discounts on them.

A Category 1 or 2 system should be a must for most Cappel owners. These will have to be professionally installed at a recognised fitting centre (look for the VSIB approved signs). Most Cat 2 immobilisers rely on some form of "key" to be used before the vehicle is allowed to start. You should not be afraid to ask the installer where he or she intends to site this "key" and warning LED (if it is a separate item), and which systems they intend to immobilise (ideally one of these should be the fuel pump circuit, the second either ignition or starter). Do spend as much time as possible looking at different systems and different installers - do not simply plump for the cheapest quote. As a word of warning, there are certain procedures a fitter should follow in order to be VSIB approved, however, once approved there a little or no checks on any subsequent installations.

Security and the Cappuccino - *continued*

Cat approved installations have to have the control box fastened securely to the body with tamperproof screws and all connections into the wiring loom should be soldered and insulated - needless to say the author has seen a few Cat 1 and 2 installations that could have been bypassed in seconds!

So should we only buy a Thatcham approved system? Well, yes and no. It all depends on your ultimate aim. Don't think that a Thatcham approved system will slash your insurance renewals - typically it'll knock a few pounds off, but never more than the cost of the install! If you simply want to prevent the car from being stolen, then a correctly installed immobiliser system should be enough. If you wish to deter thieves from entering or even approaching your vehicle you'll need an alarm.

Alarm systems are full of bewildering options. I'll attempt to explain the most common below:

Voltage drop sensing - This is where the alarm monitors the vehicle battery voltage. If there were to be a drop in battery voltage (i.e. interior light coming on) the alarm would be triggered. Unfortunately on the Cappuccino it is all too easy to leave the interior light in the off position!

Pin switch protection - This protects items such as the bonnet and boot from entry. If either is opened, a small push switch will be triggered, setting off the alarm. This does however, sometimes require drilling into the bodywork to locate the switches.

Ultrasonic - This is interior protection where an ultrasonic wave is emitted by one sensor in the car, bounced around the interior and received by a second sensor. Should anything disrupt the wave (such as an intruder) the alarm will sound. Unfortunately it cannot work when you're roofless!

Microwave - Again, interior protection, however, a microwave produces a "bubble" within the car and activates the alarm when the bubble is pierced, making it ideal for convertibles. The bubble size is set by the installer, and with some systems can actually protect the perimeter of the vehicle!

Security and the Cappuccino - *continued*

Selective features - Some of the alarm features may be able to exclude when arming. This is useful, for example, if you have ultrasonic alarm system and wish to park topless.

Central locking - When you arm the alarm it locks the doors. Disarm the alarm it unlocks the doors. However, you also need central door locking motors installed!

Total closure - Arm the alarm and impress your friends as all the windows close and the electric sunroof slides shut - Unfortunately, as we only have 2 windows the results aren't as impressive! Plus if it isn't a selective feature, it'll roll the windows up every time you park topless.

Auto arming/Passive arming - Auto arming will activate the alarm a few seconds after the ignition is switched off - useful if you're the forgetful type. Passive arming will activate after a longer period of time and will usually only activate the immobiliser.

Of course these are just a selection of the most popular features - let the installer amaze you with the more specific features of the alarm!

So what else is available? Well, how big is your budget and how paranoid are you? You can have tracker systems to follow the car should it be stolen, pagers to alert you if the alarm is going off, protective film applied to the glass to prevent it from shattering, a system that fills the interior of the car with thick smoke and much, much more. But before spending huge quantities of money, let's think about the thieves.

Usually, thieves can fall into 3 categories as well as the category of "Pond scum"!

The opportunist thief will take your radio and any other visible valuables.

How to deter him:

- *Removing the radio (DON'T put it under the seat or in the glovebox!).*
- *Hiding all valuables from view.*
- *Parking in a public and well-lit place.*
- *Locking the glovebox and centre console.*
- *Locking wheel nuts*

Security and the Cappuccino - *continued*

The joyrider wants to steal your car, thrash it about and usually crash or burn it.

How to deter him:

- *A good immobiliser/alarm system.*
- *A visible deterrent, such as a stoplock or disklock.*
- *This is usually enough to make him have a go at the XR3i your next to.*

The professional thief.

How to deter him:

Unfortunately, very little will stop these - if they want your car badly enough they'll have it.

Parking in reverse gear and pointing the wheels to the kerb will help prevent towing away but that's about it!

Thankfully as the Cappel is something of a specialist vehicle, we're not really at threat from the professional car thief.



Latest from 'The Net'

The Internet still brings in a wide spectrum of interested parties into Cappuccino life and yet more members and Cappuccino owners have found the SCORE website an important source of information.

A bit of web trawling picks up on some amazing pictures mainly from Japan.

So here's a couple to feast your eyes on:



This white Cappuccino wears a rather chunky looking body kit, how far out are those rear wheels?



A bonnet vent... and then some!

*******Stop Press*******

K-Cars unite!

The Honda Beat club has now started their own club and website check out the following –

<http://freespace.virgin.net/paul.whittaker/beat/>

Cappuccino Technical - A Different View

From Helmuth Porschen

The Suzuki Cappuccino Engine

The Suzuki Cappuccino is equipped with an exciting turbocharged 3-cylinder 12-valve DOHC water-cooled four-stroke internal combustion engine. You might wonder why Suzuki has chosen this engine concept for their small sports car. Here are the (*almost*) official answers.

First question: why an internal combustion engine?

Due to the size of the car other power sources like steam (where to place the boiler?), electricity (where to put the batteries?) or solar power (where to place the solar cells?) were not an option. The only choice was between an internal combustion engine and pedal power. For some time pedal power was seriously considered, but again due to the limited size of the legroom this idea was abandoned. Thus the only viable option was an internal combustion engine.

But why is it a four-stroke engine? To answer this question we have to look back into history and the development of the combustion engine. Early in the 19th century a now unknown mechanic tried to invent the one-stroke engine. But because it had no ignition system etc. it always stalled after half a revolution, just one stroke. Finally, the mechanic gave up.

Adding another stroke helped: the two-stroke engine really worked and still works today in motorcycles, chainsaws, lawnmowers etc. A French engineer called Jean-Pierre Cul-de-sac tried to improve the two-stroke engine by adding a third stroke, but it never worked. The final third stroke was to throw the whole thing away.

The invention of the four-stroke engine finally revolutionised the world, and today it is the most commonly used type of internal combustion engine.

With the one-stroke and the three-stroke engines not being a real option, the Suzuki engineers had to make a decision between the two-stroke and the four-stroke engine. You might think that for a small two-seater sportscar a two-stroke engine (one stroke per passenger) would have been the obvious choice. But because the engine is small, the Suzuki engineers decided to add another stroke per passenger and put a four-stroke engine into the Cappuccino. This gives the car a more sportive feel.

Cappuccino Technical - *A Different View (continued)*

By Helmuth Porschen

And why is it a three-cylinder engine when most cars have got a four-cylinder engine? The answer is simple.

Some manufacturers build big and expensive cars. Because these cars sell in small quantities only, these manufacturers have plenty of surplus pistons and cylinders. They incorporate these surplus parts into their engines and build motors with 6, 8 or even 12 cylinders. With Suzuki the situation is vice versa and because Suzuki not only builds cars, but motorcycles as well they have to keep some pistons and cylinders for their motorcycle production. This is why they can afford only to use three cylinders for the Cappuccino engine.

This also answers the next questions: why 12 valves and two camshafts. Some of the motorcycles produced by Suzuki use two-stroke engines, which do not need any valves and camshafts at all. The surplus valves and camshafts are incorporated in the Cappuccino engine.

Whether to use air or water for the cooling system of the engine was an easy decision for the engineers. As we know, Japan consists of a group of islands, which is surrounded by water, plenty of water. Because there is more water than air, the choice was quite obvious. And the Cappuccino was never intended for export into the Sahara or the Antarctic.

And finally, why is the Cappuccino engine equipped with a turbocharger? As already mentioned, the Cappuccino engine is relatively small and so it has to work harder than bigger engines. We all know what happens if we have to work hard: we start perspiring. This is the same for the Cappuccino engine. The turbocharger is a bit like a fan, which helps to keep the engine's head cool. It is an air-conditioning system for the motor.

*If you have any further questions, please **do not** contact Suzuki referring to this document.*

Rust In the Fuel Tank

From Marcel Spoelstra

My car is a 1996 Japanese version and travelled so far 20.000 km.

I am the second owner and bought the car with 11,000 km on the clock 2 years ago.

As some members (John, Alex, Dave, Heléné) may know I join most (inter) national meetings in a hurry. I am always late registering and don't stay the complete event due to lack of time and social obligations.

I planned to come to the national SCORE meeting and visit it like a "Blitz Krieg"; Amsterdam, Marwell Zoo and back in 48 hours but lucky Alex advised me not to do that. Why lucky? Because although the Suzuki's are well known about their reliability, I experienced big motor-problems.

On my way on the Belgium motorway my speed suddenly dropped from 140 kmh to 80 kmh and I just managed to pass the Kennedy tunnel in Antwerpen. Pumping the throttle did not help only making it worse. But the strange thing was that those symptoms went away after I filled the fuel tank.

I thought the heat, due to vacuum lock in the tank, caused it. I landed in England and managed to finish at Marwell Zoo without any problems.

But on my way home on the M25 it happened again. The speed almost dropped from top speed 140 kmh (too fast I know.....) till 60 kmh !!!! Just managed to drive the car from the right fast lane to the left emergency lane. Because there was no fuel station for miles the only thing I could do was waiting to cool down the engine and wait. This happened twice, losing me one hour and placed me under a lot of time pressure because the HoverCat would not wait. Lucky I could find a fuel station and reached Dover without any problems.

After I crossed the channel the same thing happened just outside Antwerp (AGAIN !!) but lucky I filled the tank and just got home around midnight.

I went to the Suzuki Dealer, explained what happened that every time when it is hot and the fuel tank gets empty the car slows down and starts to bump and jump.



Rust In the Fuel Tank - *continued*

They inspected the car upside down; turbo pressure, fuel-filter/pump/injection etc. Finally they checked the content of the tank. And found out that there was 2 litres of water in my tank!!! Not only that, the complete inside of the tank was covered by rust!!!



This rust blocked the fuel line to the pump. Every time the fuel came to a certain level or the car took a corner to the left this rust blocked the fuel gate and pump. What could be the cause of this rust? According to the dealer, fuel should not be left behind in the car for longer than 3 months and never half full. After those months a chemical process starts to separate water from the fuel itself, together with condensation a mixture of water and (polluted) fuel will be left behind in your tank. This damages the inside of the tank. So be aware to drive your tank empty every 3 months and park it with a full tank to prevent rust!!!

Stainless Exhausts

I purchased a stainless exhaust from Quicksilver, as I think a number of Cappuccino Owners did recently. (Probably accounted for the delay in delivery - 1 week indicated, 3 weeks actual delivery time) at a cost of £289.40.

I fitted the exhaust myself with a friend, which was not difficult, using a couple of axle stands and a trolley jack. All in all, the job took about half an hour.

The build quality is fair, obviously not up to the same standard as the original, though undoubtedly a better quality material (and a good deal heavier). No nuts, bolts or gaskets are supplied. You will need longer bolts than originally used by Suzuki as they are too small, the flanges on the pipes being larger in diameter.

Although there is only one gasket originally fitted - where the pipe is fixed to the cat- (I managed to re use mine) the other two unions are a sloppy fit. The original system has a lip and recess in the respective flanges to aid sealing without the use of a gasket, but presumably with some form of sealant. The Quicksilver system relies solely on the flat of the two flanges and requires a sealer.

Quicksilver state that the exhaust is a replica - not strictly true - the original 'hangers' have a mushroom head on them to stop the rubber mounting coming off.

This results in the exhaust shifting and hanging slightly to one side, knocking on a chassis member when cornering hard. It may be that I shall have to 're adjust' it from time to time. In addition, the tail pipe has a permanently fixed polished end, circular, instead of the oval original section. A minor detail perhaps, but if you are a purist it counts!

Hope this is of use.

Bill.

Ed - Apologies Bill, as I don't seem to have your surname, please get in touch!

Cappuccino
by **SUZUKI**

The River Thames Crossings

UK, 5th December 1999

From Alex Clouter

Having devised the tour last year and with little take up to participate, we decided to promote the Thames trip in 1999.

The help of family and friends brought the guided tour across London slap-bang up to date, especially as new landmarks have recently been put up, close to the River Thames, which is most fortunate.

So we had a total of 12 Cappuccino's turn up, fresh eyed and bushy tailed at 9.30am on Sunday morning at the Thurrock Service Station. It was great to welcome some new faces: Doug Gault, Alex and George Barnett, Mark Benson (aaagh, another brother!!) and Chris Booth. We had a slight wait for the Manchester mob, Jeff and Steph, and the Rugby Rover, Cathy Renshaw: all three had had a heavy night and were the worst for wear.



We then hit the road, starting off by crossing the Thames at its widest point as we travelled over the Queen Elizabeth II Bridge with its £1 toll charge. Within minutes we had to give away another quid as we went under the Dartford Tunnel.

After that it was zig zagging south and northbound, across the River Thames...

Including the above crossings, we covered 21 bridges and 3 tunnels travelling around 60 miles:

- Blackwall Tunnel	- Chelsea Bridge
- Rotherhithe Tunnel	- Albert Bridge
- Tower Bridge	- Battersea Bridge
- London Bridge	- Wandsworth Bridge
- Southwark Bridge	- Putney Bridge
- Blackfriars Bridge	- Chiswick Bridge
- Waterloo Bridge	- Kew Bridge
- Westminster Bridge	- Richmond Bridge
- Lambeth Bridge	- Kingston Bridge
- Vauxhall Bridge	- Hampton Court Bridge

The River Thames Crossings - continued

by Alex Clouter



Having covered nearly all the bridges of London (unfortunately Hammersmith Bridge was closed for road works) it was appropriate that we should rest at the Streets of London, a pub with Pizza Hut inside, overlooking the River Thames.



The break was a great opportunity to talk about anything and everything about SCORE and of course, the technical characteristics of the Cappuccino. It was not too long before some bonnets were yawning open with heads peeking underneath. Well, how often is this done in company?!

With nights drawing in fast, goodbyes were said - as well as happy Christmases - and the merry pack of members went their separate ways home.

Better than Prozac

By George & Alexandra Barnett

We're George and Alex, and are members 366, owners of a red Cappel, K143 KNU. George is now the regional rep for the Leicester etc area so you'll see us around a fair bit. Like many owners, we have a story to tell about how we got the car, and many stories to tell since having the car.

It started when after a couple of years of being a one car family it became apparent that we could do with a second car for those odd occasions when Alex needed the car for an overnight job somewhere. After thinking about it, we decided that we should get a car with a social life because we were sad workaholics. We both work at the National Space Centre in Leicester, a millennium visitor attraction opening in 2001). We did a web search on convertibles and found the SCORE web site.

As soon as the picture came up, George couldn't believe it.

Being American, the concept of a tiny fast car was hard. All the cars on the site were too expensive for us, so we sighed and moved on. The next day we stopped by our Honda dealer. We've had a couple of Hondas and our current main car is a gorgeous 1.6Vti Civic. We asked Dave there to look out for a convertible of some kind, and he said he'd got something he was sure we'd like. In the garage there was a Jensen Healey and a Spyder, but there in front of us was the red Cappel, and we could afford it.

Needless to say that we were sold on the test drive, but we were cautious and asked for advice on the web site. Aside from some good humour on imports vs UK cars, we learnt some valuable tips which resulted in Alex spraying the car with the high power washer at the dealers to check the roof seals. So we became owners in August. Between then and the London Bridges Crossing (when we took to the air on a bump), we only ever saw two other Capps. A red one near Northampton (hi Kathy!), and a silver one in Leicester who has a SCORE tax disk holder, so we hope to meet him one day. Several of our friends and family have gone through phases wanting to get one, and none of George's American friends can believe it exists. George is looking forward to doing some modifications, particularly in the stereo department and getting a smaller steering wheel so his legs fit a bit better, and Alex just likes the fact that you can't be in a bad mood and drive the Cappel. EVERYBODY looks at it and smiles. Taking the videos back to Blockbuster has never been so much posing fun. K143 KNU is a 1992 model, imported in 1999.

Like most imports, there isn't a major mark or any rust on it, and to top it all, we found a lucky Yen wedged in the dash which now hangs from the rear view mirror. We look forward to some frothy events in our part of the Midlands – Car Boot Sale anyone?!

Mountains, Med & Bubbly

From John and Sue Cater

On the first weekend of September we meticulously squeezed 3 weeks luggage into our Cappuccino (did Suzuki design Dr. Who's Tardis?), before dematerialising in West Yorks and rematerialising at Lake Annecy in the Alps, a mere 825 continuous miles later.



We also visited Chamonix and ascended the two cable cars and a lift to the Aiguille du Midi for that memorable view of Mount Blanc.

Just under 380 autoroute miles and we were on the shores of the Mediterranean at Antibes. Although we had the same pleasant temperatures during most of our stay we seemed to spend minimal time on the beach, pity to waste good driving weather when there is so much to see. The number of small hill top towns along the valleys were endless but we also visited some better known places including Grasse, the world centre of perfume, Eze perched high above the Med, and Menton on the Italian border. We also called at the Musee Automobile at Mougins, which not only had a vintage and veteran cars and motorbikes but many racing cars from different eras, no Cappuccino's though.

Cappel visiting the Motor Museum at Mougins, Cote d'Azur.



Mountains, Med & Bubbly - continued

The day we went to Monaco it poured down and set a 24 hour rainfall record, at least until we bought a large umbrella which magically made the sun reappear. Driving round the Grand Prix circuit proved how difficult it must be to race on these public roads, but I felt a Cappuccino would have a good chance against a F1 car through the famous hairpin complex. I would have proved my point but Michael Schumacher refused my challenge, claiming to have a broken leg.... a lucky escape for him and Ferrari!



It was a long haul of 700 miles back up the autoroute to Compiègne and the temperature dipped to a reasonable 20 degrees as we drove north. We only had a few days here but managed to cruise across to Beauvais to see the highest Cathedral Nave and the astrological clocks and visited Paris by train, not wanting to risk the Cappuccino amongst the Parisian dodgem cars. We also went on a pilgrimage to the birthplace of Dom Perignon, the inventor of champagne, and had to force ourselves into the Castellane Champagne house in Epernay to do a tour and tasting. Just to prove those 'Tardis' qualities again we managed to fit 6 bottles in the boot for the 450 miles return journey.

Well, we covered 3,700 miles and had a great 3 weeks touring amongst outstanding scenery on a variety of roads, which Cappuccino's seem to have been created for. So get out there, get driving, enjoy yourself, and let your Cappuccino have some fun... it's what the car was made for!

Cappuccino Surprise

From Tony Cowan

Like most good stories, this one starts a long time ago when, as a young man, I set my heart on owning a Frog-Eye Sprite. But at the time I was too young (expensive insurance) and I simply couldn't afford to buy the super baby sports car from Austin Healey. As the years rolled by I owned a number of sensible cars such as Ford Cortina's and a Morris Marina. I then discovered the diesel engine and for sheer practicality it would be hard to beat the Peugeot 405 turbo diesel. Whilst I am please with the 405, my wife is also happy with her Peugeot 205 – diesel of course! Ah, I almost forgot, a few years ago we also had some fun with a MG Midget. Unfortunately, it was not the very nice Mk3 with the chrome bumpers and 1275cc engine but the rubber bumper 1500cc, designed for the US market.

Now with children that are no longer children I decided to look out for another sports car. My initial search was for the ubiquitous Mk1 Sprite, and I found quite a few. Sadly they were no longer the dream car of my youth. Even the good ones which had been rebuilt since they were first registered at the beginning of the 1960's had plenty of problems, particularly rust, and, by modern standards, they are pretty primitive with bolt on side windows and fussy hoods, which are certainly not windproof, and probably not water proof either.

My attention then shifted back to MG Midgets. There are plenty about, with plenty of spare parts and a very active owners club. At one point I was close to buying a Mk3 with the round rear wheel arches, but in daylight the paint work didn't look too good and a garage inspection indicated that it was overpriced by £1,000 and needed another £1,000 to make it reasonable.

By this stage I'd decided that the car, of whatever type, would be a birthday present for Ann who's managed to put up with me for the past 29 years. Now I was looking for something really special – a Mazda MX5 perhaps? A colleague at work had seen one at a local garage, together with one of those Suzuki Cappuccino's with the 'clever roof' – a silver one. The next day I called at Stephen A Sims, the Suzuki dealer in Darlington. Yes they had a silver Cappuccino and a red one as well. Next door at the Toyota garage they also had a red Cappuccino, which gave me a choice of three. The one at the Toyota garage had 42,000 miles and had been 'chipped' the silver one, at the Suzuki garage, had 36,000 miles and was selling for 9,475. The second red one, also at the Suzuki garage, was a year older than the silver one, but had only 26,000 miles and had been undersealed by the previous owner who, as a

Cappuccino Surprise - *continued*

bonus, had left a couple of copies of SCORE! I paid a deposit and went away to read about the end of the decade Japanese equivalent of the Frog-eye Sprite.

After a couple of long telephone conversations with Michael Barker, the previous owner, plus a chat with Alex Clouter and Dave Benson, I went back to the garage to give the car a thorough inspection. There were no signs of rust, apart from some superficial surface deposits on the inside of the sills where the underseal had become a bit thin, and that other 'bogey' the rear brakes were fine. The garage Stephen A Sims, were extremely helpful and agreed to apply 'stoneguard' to the inside of the sills, change the exhaust, replace the fuel filter, complete a pre-delivery inspection, and add a 12,000 mile service. A month after my first visit (by which time they had another Capp for sale – 13,000 miles and in mint condition) I paid the balance of the agreed price and drove the car home to hide it in the garage of a neighbour.

On the morning of Ann's birthday I presented her with the Suzuki model of the Cappuccino (thanks Dave) together with a note – "Every girl should have a sports car, one day I'll get you a real one!" When Ann walked out of the front door and saw her red Cappuccino on the driveway she was absolutely speechless, which for a girl from Hartlepool, is, to say the least (excuse the pun!), most unusual!!! Oh, by the way, the Cappuccino also has a Hartlepool registration so, if it were to acquire a name, I guess it would have to be called 'Andy Cappo'!

So, what's in it for me? That's easy. I get to drive it on the weekends!!



"Every girl should have a sports car.."

SCORE NEEDS YOU!

(With a calculator)

SCORE Treasurer

Due to work circumstances, Andi Davies has to resign from the SCORE Treasurer post.

Are there any SCORE members who are accountants or auditors, who would be keen to take on this role?

The basic job is to administer the ongoing payments and expenses for SCORE and produce a quarterly financial report for the Steering Group.

Please apply to Alex Clouter in the first instance: 01342 823 951
(between 18.00 - 21.30) alex@blenheim-fields.demon.co.uk

Applications need to be in by 29 February 2000 latest.



SouthEast Regional Report

From Richard Speed.

I've decided to start these reports off with an update on the status of L566VGJ.

Date - 1st Jan 2000

Mileage - 44,538

Latest costs - £47.84 (MOT, winter check and headlight bulb replacement.)

L566 VGJ isn't enjoying his retirement much at the moment. Having been a daily driver, covering 80 miles a day from Jan 99 through to August 99 he's suddenly dropped to 80 miles a month, if he's lucky, if it doesn't rain. Spud (christened by my wife) is not happy about this one iota. He misfires, collects condensation and blows light bulbs regularly in protest. Doubtless next he'll start rusting as well.

He passed his MOT with an advisory on the rear discs (a common Cappel problem) which I'll need to look at before the next MOT comes around. He's also developed a scraping sound from the back, which may be related. I'll persuade Jeff and Dave to have a look at him at the next Brighton to London run (then I'll ask their advice on tyres and run for cover!)

Speaking of runs, there've been a couple of small SE get togethers over the last few months. The current plan of SE events coming up is:

March 19th - A Day At The Wells. A drive in the country around Tunbridge Wells.

Cost - free.

June 18th - Day Trip To France. Just how much beer can a Cappuccino hold?

Cost - TBA.

September 5th, 6th, 7th - Run to the Nurburgring. A chance to take your Cappel around the most famous track of all...Cost - TBA.

If you're interested in coming along to any of these events, please write, call or email me:

Richard Speed
213 Comptons Lane
Horsham
West Sussex
RH13 6BZ

Phone: 01403 242853 (not after 8pm, please)

Email: rspeed@cix.co.uk

Yorkshire Regional Report - 27th June 1999

From Chris Morris

First of all, I would like to thank everyone for attending the meeting, Especially Matthew Alexander who travelled all the way from Norwich and Alan Sandilands, who had been partying in Carlisle all Saturday night and managed to arrive first!

I got up at 8.30am the weather was nice and sunny. As the time passed by, the weather declined and at 12.30 everyone had arrived and the heavens decided to open. Not heavy rain, but just a taste of things to come.



The photographers arrived from the Sheffield Star and the Eckington Leader, and out we all went to have our group photos taken. Wet though it was, this didn't deter us Yorkshire folk. In all 14 Cappel's parked up, and I was delighted with the turnout.

We held the meeting, having discussed that we would like to do in the future, and resolved that we would hold a meet at the old Post office, just off of the M1 Junction 38, on the 22nd August to kick off at 12.00.



After all this talk I started frothing at the mouth and we all departed to go on a little jaunt. As we did the rain came down, and down, and down. We passed through Chesterfield, by the well known church spire, on into Bakewell, then stopping at a remote pub on the Peak National Park for lunch.

After lunch we went through to Buxton. Most people by this time had said their farewells, and on their way they went.

Once again thanks to everyone. I hope you enjoyed the car wash (I mean drive!)

Chris & Micky

Yorkshire Regional Report - 22nd August 1999

From Chris Morris

As arranged we all met at the old Post office, just off of the M1 Junction 38. In all 7 cars turned up. More than I had expected due to holiday's etc.

We had lunch, and set off for a short drive and ended up at the National Coal Mining Museum at Copthorne Colliery, Overton, near Wakefield.

We donned hats and lamps and got into the lift (about 18 in all), very cosy, and down we went into the mine. Our guide talked us round, starting from early mining to the latest technologies. I would like to think everyone found it interesting. I thought it was the PITS. HA HA!

After surfacing and a well earned cuppa, we agreed that we would all meet up at the Blackpool meeting.

Thanks to everyone for turning up, especially 'rent-a-crowd' from Oxford.

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You must declare your **SCORE** membership first by offering your membership card for inspection before you enter into any transaction.

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Essex	
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Kent	
Haxted Motor Co. Ltd. 01732 867888	Marlpit Hill Edenbridge TN8 6HZ Director - Patricia Smith
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London	
Henlys - Palmers Green 0800 731 3398	Hedge Lane Palmers Green N13 5SH Service Manager - Jon Camberis
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Halfway Garage 0115 940 5640	Loughborough Road Bunny Nottingham NG11 6QR
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Zygmunt Curry & Sons Ltd 01904 425800	Glen Garage 12 Hawthorne Grove York YO31 7TS After Sales Manager – Ian Bell
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Randles (Garages) Ltd 01782 717170	Keele Road Newcastle under Lyme ST5 2HN Aftersales Manager – Paul Wilkinson
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John Banks 01284 715020	Kempson Way Moreton Hall Bury St. Edmunds Suffolk IP32 7AR

Sussex	
C.M.W. Automobiles 01444 452621 www.cmw.co.uk sales: sales@cmw.co.uk repairs: mechanics@cmw.co.uk	Ansty Cross Ansty Haywards Heath RH17 5AG Sales Manager – Kevin Walker Service Manager – John Dunne
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Brighton Suzuki 01273 705090	76 Preston Drive Brighton East Sussex BN1 6LB Service Advisor - Matthew Taylor
Shoreham Suzuki 01903 753535	339 Brighton Road Lancing West Sussex BN15 8JT Dealer Principal - Robin Williams
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Colmore 2000 0121 377 8169	1163 Chester Road Erdington Birmingham B24 0QY After Sales Manager - Gary Johnson
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Percy Tait Cars 01562 822255	George Street Kidderminster DY10 1QD Service Manager - Steve Smith <i>No discount on 3000 mile lubrication service</i>

SCORE

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 Register for Enthusiast*.
- 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

The Latest SCORE is your magazine and requires articles, thoughts, comments and help in any way or form to make it a success. Please take a moment to jot down your ideas or articles to send in for future issues. No item is too small and certainly no item too big!

Apologies go out to all members for the late running of the magazine, these operational difficulties are being solved and already plans are in place to give you something more from the magazine.

Already we have a new logo and colour front page! This page will be changing every issue but for that we need interesting pictures to use!

Also look out for something very special leading up to the 5th anniversary of SCORE. All will be revealed!

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 will 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 local area.*

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 SCORE steering group, fellow SCORE members or Suzuki GB PLC.

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