

# THE LATEST SCORE

Issue 16

July 2004



The official magazine of the  
**SUZUKI CAPPUCCINO OWNERS REGISTER**

# The SCORE Charter

To enjoy the company and friendship of fellow Cappuccino owners, sharing the fun which comes naturally with ownership

To be a central forum for the interests of all Cappuccino owners

To develop a common team spirit and camaraderie for fellow members

To provide a quality communications to SCORE members, covering all aspects of Cappuccino ownership

To issue adhoc releases to the motoring press

To offer impartial technical advice and support where possible

To organise and co-ordinate meetings, rallies and other events

To support and be represented at relevant auto events

To reflect the needs of the membership through a team of Local Representatives reporting to the Central Steering Group

To manage and control the membership subscription fund in an honest and responsible manner

To capitalise on key commercial business opportunities to benefit the funds of SCORE

To develop and maintain a professional image for SCORE, to in turn complement the Suzuki marque

# The Latest SCORE Magazine

Issue 16 - July 2004

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### **Coming up in the next magazine**

- Reports on SCORE trips in the UK, Italy, Germany  
Australia and New Zealand - Larini Exhausts  
advertorial feature (definitely) and much more!

Opinions, advice, tips and comments expressed in this magazine are those of individuals only and are not necessarily those of, agreed or endorsed by SCORE. Whilst every care is taken in the content of this magazine, no responsibility will be accepted by SCORE for any loss or personal injury deemed to be associated.

The Suzuki Cappuccino Owners Register for Enthusiasts (SCORE) is a private non-profit organisation, run by its members for its members.

If you have any doubt about any particular aspect of this magazine, please contact the Magazine Editor or, if necessary, seek professional advice.

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*Rear cover photograph courtesy of Graeme Hansen, New Zealand  
(Maraetia Beach with Waitamata Harbour in the background)*

## From the Editor

5 - 4 - 3 - 2 - 1. Cappuccinos are go!

With the kind help of a few SCORE members, we thought we should have a Thunderbirds theme to this issue, coinciding with the release of the Big Real Person Movie adaptation of the cult/ popular TV series from the 1960s.

Inside this magazine there's a one-to-one chat with John Tracy from Thunderbird 1, a feature on a special FAB Cappo (no, not a pink model although we're not so sure about the door mirrors!) and a prize quiz from the inimitable scientist Brains who decided to base all his questions from the world of football, what with Euro 2004 now finally over.

There's lots of other interesting features inside to help you get the best out of your car. After all, we're only as good as what you put into the club and ultimately we all benefit from each others' experiences so keep those articles rolling in!

On a completely different tact, we have a new brand name for our club merchandise: the SCORE store. With our wide variety of products, you can order directly from the magazine or from an all-new area on our website which will, in the course of time, include on-line purchasing.

## Your SCORE Flight Deck



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Covering: Greater London and Middlesex

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A special welcome to **Amanda Branton** into the SCORE regional team, supporting club members in SW England. The county of Hampshire has now been absorbed in Adrian's Mid-Southern Region.

And it's goodbye to **Dany Gagnon** (London/ Middlesex Region) and **Paul Joynes** (Central England Region). Dany has moved lock, stock and barrel to France - still with his black CappuccinoSPORT and very much in the driving seat of his new Cappuccino restoration business - full details inside this magazine issue. Paul very reluctantly had to sell his car - needs must as they say - with increasing work/ family commitments. Needless to say, both remain enthusiastic members, Paul in an Associate capacity. A big thanks to the pair of them, for the time and effort put into the club over the years when they were Reps - always warmly appreciated.

## Reaching new heights



Shooting up to 375 SCORE members by the end of May 2004, so far this year we've seen 73 Cappuccino owners enquiring to join the club and of these 63% decided to sign up! Here's all 46 of them, joining the ever growing global SCORE family:

Mark Webb (Glenmore Park, Australia)

John Smith (Staffordshire)

Dorothy Wright (Midlands)

Stephen Ball (Cheshire)

Karen Ellery (Cornwall)

Emma Wale (Berkshire)

George Atsis (Melbourne, Australia)

Rebecca Wright (Merseyside)

William Dickinson (Lancashire)

Paul Eagar (Essex)

Ben Fletcher (Hertfordshire)

Kevin Laidlaw (Bedfordshire)

Sarah Mclean (Cumbria)

Paul Land (West Yorkshire)

Brian Hilton (Bedfordshire)

Dan Batchelor (Berkshire)

David Gresswell (Gloucestershire)

Joan Walsh (Essex)

Lorna Thomas (Surrey)

Hazel Staley (Derbyshire)

Timothy Pattemore (Cornwall)

Kelly Baker (Oxfordshire)

Mark Ayling (Dorset)

Kay Davies (Oxfordshire)

Perry Mitchell (Surrey)

Ben Clark (Hampshire)

Ellen Balmer (Somerset)

Perry Mitchell (Surrey)

David Reynolds (Corrimal, Australia)

Cameron Taylor (Hampshire)

Victor Olive (West Sussex)

Rico Gusman (Suffolk)

Mary Powell (Ceredigion, Wales)

Katherine Snell (Shropshire)

Doreen Atkinson (Middlesex)

Judith Morgan (Dorset)

Rodney Rasmussen (Shropshire)

David Scanlan (Hampshire)

Billy Thompson (OC, California, USA)

John Huntley (Worcestershire)

Wolfgang Hehs (Wipperfirch, Germany)

Chrissie Gansbuehler (Northamptonshire)

Adele Kaighin (Isle of Man)

Allan Brown (West Sussex)

James Graham (Isle of Man)

Avril McPherson (Buckinghamshire)

A very very special welcome to the first ever Cappuccino in America: Billy Thompson who lives in Fullerton, Orange County in California. He pulled out all the stops to add the Cappuccino to his car collection: *"I love the Capp to bits and it's so much better in every respect than the Honda Beat that I also have. Thanks to the wealth of advice, tips and other information on the website and the great help from both Alex and Brendan, I don't feel alone anymore on this massive continent."*

It's also hello to three new guys joining the OZ Chapter and one new addition (hi Wolfgang!) to our German SCORE family, making this Euro country the biggest in club membership outside of England. Across another sea (an Irish one) and greetings to our growing membership on the Isle of Man!

SCORE Member Gallery



Brian Hilton



Doreen Atkinson



Kay Davies



Mary and Paul Eagar



Cameron Taylor



Dave Reynold's Cappel in Australia



Lorna Thomas



Stephen Ball



Chrissie Gansbuehler



James Graham



Mark Ayling



Sarah Mclean's Cappo



William Dickinson's Cappo



Ron Dunn



Regional Rep Paul Hope

# SCOREstore Summertime Sale



Cool 6 Coaster Set

*choice of green, burgundy or mixed*

**only £2**



Unbelievable Umbrella

*red golf umbrella that actually fits in the boot*

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The Latest SCORE Magazine Back Issues

*Your chance to purchase the back issues you have missed, from #1 to #15!*

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**only £1.50 per back issue**

Prices include packing/ posting for UK members only.

For details of postage charges for Overseas members please email  
[merchandise@score.org.uk](mailto:merchandise@score.org.uk)

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## What's on in 2004

*SCORE Events being organised for you*

The second half of 2004 seems to be just as busy as the first half!

There's quite a team of SCORE enthusiasts keen to organise events for everyone. As we hope you can appreciate, it does take a lot of time, effort and commitment to do these things so have a look at our "events menu", make your choice and go for it! Book early to avoid disappointment....

And if you are keen to do something, then do make contact with your local SCORE Rep (see pages 3 - 4) to ensure you get their assistance.

SCORE is all about fun as well as sharing our technical expertise and knowledge.

<b>DATE</b>	<b>EVENT</b>	<b>WHO TO CONTACT</b>
3/4 July	Motorex, Sydney, Australia	Ernst Luthi + 61 2 9879 7069
10 July	Movies Music Concert, Waddesdon, Buckinghamshire	Fiona Watts 01992 718881
17/18 July	FridayAd Show, Halland, East Sussex	Katy Dobson 01825 762 048
23/25 July	Black Forest Cruise, Germany	Roland Beck +49 782 22 142
1 August	Suzuki Sunday at the Ace Cafe, London	Alex Clouter 01903 267 770
6/9 August	Benelux Tour	Marcel Spoelstra +31 204 822 601
8 August	Yorkshire Dales Drive	Martin Jones 0113 282 1693
21/22 August	Suffolk Culture & Chips	Graham Farley 01376 564 228
28/29 August	Cornish Piskie/ Pastie Tour	Amanda Branton 01209 219 469

28/29 August	Test Valley/ Berkshire Downs Drive	Adrian Furniss 01252 664 399
5 September	TRAX 2004, Silverstone Circuit, Northamptonshire	Alex Clouter 01903 267 770
11/12 Sept.	Isle of Wight Car Show	Katy Dobson 01825 762 048
19 September	Heckmondwike Charity Car Show, West Yorkshire	Martin Jones 0113 282 1693
19 September	Thornfalcon Classic Car Meet, Bristol	Ellen Balmer 01460 281 578
3 October	Kosciuszko Park Run, Australia	Justin Pickering +61 2 9520 2439
23 October	Supper & Sparkles on the Beach, Southend, Essex	Graham Farley 01376 564 228
30/31 October	SCORE 8th Birthday Weekend, Birmingham	Alex Clouter 01903 267 770
12 December	Santa "Claws 'n' Paws" Pet Food Run, Ace Cafe, London	Alex Clouter 01903 267 770

## AND IF THAT ISN'T ENOUGH....

It's the turn of the South to host our National Rally in 2005.

Next year's event will be the ninth one in succession.

The following are the sort of things we have done before around the UK:

1997	Air Show, Biggleswade	2001	Forbidden Corner Secret Garden, Yorkshire
1998	Long Boat Museum, Liverpool	2002	Bodiam Castle/Camber Beach Party, Sussex
1999	Treasure Hunt, Marwell Zoo	2003	Farm Museum/ Country Run, Oxfordshire
2000	Nene Valley Railways, Peterborough	2004	Treasure Hunt/ Convoy, Peak District

Expect the unexpected for next year!

# Cappuccino Conundrum

Answers to the Cryptic Puzzle from Issue 15

**E** K I H **L O T** T G D G **N M W** V  
**R** D F **O D U N E** F G I **O R H** K  
**O P V U N W N I** D L **D I F E** C  
**C E G I Y I** Z H **C I I S O E** H  
**S X N V G L D L F C R N S L** W  
X **G X N P O L I S H U E** O X J  
**S P E E D A C A C M V P P O X**  
**S Q O A M A V C R N C S P S B**  
Z **P B S T G O M Q L O U C A I**  
**S C O I Q T U M F D S S C S C**  
T **I O R E G R A H C O B R U T**  
O **N L L T Y E U Q I N U K Z D**  
**S L N V T W F O O R P U Z U E**  
W H E A **E Y W M B B F O F K R**  
U H H I W **R F J Q I V P D I V**

Start from the top left square...

(Across,Down,Direction)

CAPPUCCINO (15,10,NW)

ENGINE (3,7,NE)

FUN (13,14,NW)

LOVE (5,1,SW)

MODIFICATIONS (13,1,SW)

POLISH (5,6,E)

RALLY (9,8,NW)

RED (15,14,N)

ROOF (10,13,W)

SCORE (1,5,N)

SILVER (1,10,SE)

SMALL (4,9,NE)

SPEED (1,7,E)

SPORT (1,8,SE)

SUSPENSION (12,10,N)

SUZUKI (14,10,S)

TUNING (7,1,SW)

TURBOCHARGER (15,11,W)

UNIQUE (12,12,W)

WHEEL (14,1,S)

A special thanks to Sally Baker for devising this!



“This is what happens when a Cappuccino slips on a banana skin!”

Gavin Radforth, Ossett, West Yorkshire

Well... not really. This photo shows Gavin's silver Cappuccino during some much needed sill repairs using his father's car roller machine. Congratulations to Gavin who wins a Cappuccino plastic assembly model.

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## Benson Memorial Trophy

With feedback from 69 members, Dave Benson's name was the top nomination as the individual who had "done their bit"/ "made their mark" within the club magazine.

The results were as follows:

1. Dave Benson	31
2. Murray Betts	16
3. Alex Clouter	12
4. Ian Linden	10

Dave has left an immense and immovable tablet of stone within SCORE, inscribed with his incredible Cappuccino knowledge, enthusiasm, advice and useful tips as well as his sense of fun... These are permanently set in the back issues of club magazines as well as on the website. Also in our memories - to those who have been in SCORE for a long time - and in the photos of the many events Dave attended and showed us all his insatiable lust of the Cappuccino.

The Memorial Trophy has been sent onto Sue Oakley, who was Dave's partner.

## Website News



Thanks to the help of Adrian Furniss and Ian Linden, we now have the Suzuki Parts Catalogue for Type 1 and Type 2 Cappuccino online.

Go to the message board area on the website. By clicking on the "manuals" icon on the top navigation bar, you get the exclusive use of these manuals as well as the Cappuccino service manuals (original Japanese manual and the UK spec. supplement), the owners manual and fitting instructions for the Suzuki tonneau cover.

SCORE has had the written approval from Suzuki in reproducing their literature on the website for the exclusive use of club members.

## Servicing your Cappuccino

### A Plug for Suzuki

If you prefer to have the real “hard copies” of the main Cappuccino service manual and/ or the UK Cappuccino specification, you can!

They are available to order, from any Suzuki Dealer. The part numbers are as follows:



#### **Main Service Manual**

99500 - 80F00 - 01E

*Price: £54.89*



#### **UK Supplement**

99501 - CAPP - 1

*Price: £11.03*

Prices quoted exclude VAT. You will get SCORE discount if purchased through a Suzuki SCORE Dealer - please see list of Dealers on pages 81 - 83 in this magazine.

Don't get put off by the SX306 branding on the front cover. In Japan this was the internal code reference attributed to the Cappuccino by Suzuki for their offices and the Kosai factory where the car was produced from 1991 - 1997.

Inside the manuals there's a massive Cappuccino databank. The main service manual runs through all procedures for diagnosis, maintenance, adjustments, minor service operations, replacement of components (for servicing) and for disassembly and assembly of major components (for unit repair/ overhaul).

The main service manual relates to the original Japanese specification. When Suzuki developed the UK specification, the Cappuccino had to undergo 30 modifications for the vehicle to meet the then British Type Approval. This is where the UK supplement has to be read in conjunction with the main service manual.

Feel free to use the general forum on the SCORE website for any technical questions: learn and be amazed by the answers from other members and their knowledge.

## Fitting the High Level Brake Light

By Ian Linden

This article is culled from the SCORE Germany website (<http://www.cappo660.de/>) and several posts on the main SCORE site. The original article was written by Sven Koch and translated by Adrian Furniss. There are some excellent photos by Steve Lewis in the FAQ area on the SCORE website. *Editor note: we have included these images later on in this article.*

The European Cappuccino is a victim of a decision (by the then British Type Approval authorities) not to permit the vehicle to have a High Level Brake Light (HLBL). One imagines this was because it was considered not high enough! Consequently, the Japanese factory made a "dummy" HLBL unit, which does not contain the array of Light-emitting Diodes (LEDs) fitted to the home market cars. However, the cabling for the light was fitted, and a socket can be found behind the boot carpeting, near the jack stowage position. Nowadays, there are many examples of HLBLs at or below the level of the Cappo's, and there is no reason all European models should not have this rather attractive safety feature enabled.

**Step 1:** Buy a LED brake light strip of the right length to fit the space. This should be less than £20, depending upon number of LEDs. I bought a complete fitting, intended for the interior of a car, and removed the strip from it. Note: LEDs light up 100 times faster than conventional lamps.

**Step 2:** Optionally, remove the plastic moulding behind the seats to give easy access to the following stages. (You can manage without doing this, but it's not too difficult to do, and it will give you the opportunity to check for corrosion in the area of the fuel tank). Take care when disentangling the side mouldings from the seats' belts and mountings.

**Step 3:** Underneath the rear window, you will see 4 screws which secure the black coaming which houses the brake light. Remove these screws. This step is easier if the back window is raised out of the way. I found it helpful to pull it forward of the hoop, so that the bottom comes clear of the coaming (lubricate it well when the time comes to get it back inside the coaming, and it will go in). While it's in the forward position, hold it there with some soft cord, passed round the hoop, under the rear of the window, and forward to (say) the steering wheel.

**Step 4:** Optionally, to lift the coaming away, yet another 2 screws, one each side, may be removed. The screw is near the hinge point of the roof pillar and is covered with a leatherette strip. Pull this away, and you will see the recessed crosshead screw. (As a reference, at this point, on the exterior of the coaming is a sort of rivet.) You can if you wish dispense with this step, if you are very careful to limit the amount by which you raise the coaming in the next step, and I've not heard of anyone coming to grief by doing that (but there's always a first!).

Step 5: Now you can lift the coaming (only a small distance if you omitted Step 4; the plastic is very brittle!) and unscrew the brake light dummy. The lamp unit is secured to the coaming by two upwards-pointing screws. Because you must lift the coaming the minimum amount (to avoid snapping the coaming), any old screwdriver won't do the trick. I managed with a removable bit from a power screwdriver, held in pliers. *There is a photo of Steve Lewis using a very short screwdriver later.*

Step 6: The engineer who specified the glue which fastens the lamp unit lens to the body did not intend you to open it! The lens material is very brittle, so great care is needed. Loctite release fluid has been suggested for dissolving the glue. I had success with a paint brush cleaning agent, which did not attack the plastic, but, very slowly, dissolved the glue. Try on an inconspicuous corner, and expect to take a long time. Very gentle pressure only. Alternatively, cut the dummy open using a small rotary tool e.g. Drehmel, or a craft knife, and thus separate the red lens from the black housing. Caution: These parts are re-used.

Step 7: Attach the LED strip to the housing. What you use for this will depend on the exact form of your strip, and what you have to hand. Silicone, or similar, and superglue have been used. Some strips benefit from being attached to a reinforcing piece, which can be screwed to the blind posts in the housing (Drill the posts carefully to make the holes for self-tapping screws). With great care, feed the cable out and through an available hole in the housing into the vehicle interior.

Step 8: Stick the red lens back to the black housing and leave to dry.

Step 9: Feed the cable over toward the driver's side and thence through an available hole into the boot. It will help to push a wire coat hanger, or that flexible plastic-coated "net curtain rail", through the grommet from the boot side into the cabin, attach the LED cable to the end of the coat hanger and pull it through into the boot.

Step 10: If you do not have the male equivalent to mate to the harness socket connection then cut off the harness socket and replace with bullet or spade connectors, or solder the ends together. The car cable harness is GW (Green with White tracer) for Positive, and Black for Negative. Make sure that everything is insulated. Test first before you finalise this step - because the lamp unit you are fitting is an array of diodes, it only works if the voltage is applied in the right direction. I knew this and took great care to get it the right way round - and failed! Maybe my diodes were mismarked! So the moral is, if it doesn't work, swap the connections in the socket (the diodes will not be harmed by the misconnection, they just won't light).

Step 11: Re-assembly, as they say, is the reverse of disassembly. If you followed the advice to pull the window forward of the hoop, you now have an opportunity to treat the rubber edging with a suitable preservative. If you removed the plastic trim behind the seats, have a good check for corrosion, and treat any affected areas.

Step 12: Get someone to press the brake pedal while you're behind the car. Enjoy!

## Fitting the High Level Brake Light... from another angle.

By Steve Lewis... with contributions from Christine Maguire and Ian Linden

I finally got around to installing a high level brake light on the weekend. I thought I'd take some pictures of the process to add to the descriptions given by other members.

### Tools required:

Philips screw drivers (stubby and long).

Wire snips/strippers.

2 pairs of connecting terminals (if you do not have a male end to fit the original connection).

Wire coat-hanger (straightened).

Long nose pliers.

LED strips can be sourced from several places, I picked up a 28 array LED from Ebay for a fiver. They are usually encased so you will have to strip them apart - take care not to snap the LED circuit board.



*Christine Maguire wrote:* Remove 4 screws ( of the six) beneath the comb ( you can't get at the front two but no matter). *Ian Linden continues:* The rear window can get in the way. I found it helpful to pull it forward of the hoop, so that the bottom comes clear of the coaming (lubricate it well when the time comes to get it back inside the coaming, and it will go in).



*Christine Maguire wrote:* GENTLY waggle comb till it comes free and lift max of three inches to reveal the two screws holding rear reflector/ empty light fitting.....



*Christine Maguire wrote:* remove these with very small stubby posidrive type driver.



*Ian Linden wrote:* The engineer who specified the glue which fastens the lamp unit lens to the body did not intend you to open it! The lens material is very brittle, so great care is needed. Loctite release fluid has been suggested for dissolving the glue. I had success with a paint brush cleaning agent, which did not attack the plastic, but, very slowly, dissolved the glue. Try on an inconspicuous corner, and expect to take a long time. Very gentle pressure only.

*Christine Maguire wrote:* Open with craft knife( scoring along glue line) CAREFULLY.

*Steve Lewis wrote:* I didn't have any solvent so I used Christine's method - be warned you need to take great care and it is a long and laborious process.



*Steve Lewis continues:* Attach the LED strip to the mount - various methods can be used - silicon, glue etc. Silicon takes a long time to set (besides I did not have any) so I used superglue and further reinforced this with strong elastic cord - you do not want the LED coming loose within the housing. Superglue the reflector onto the backing.



To get the wires into the boot I pushed a wire coat hanger through the grommet from the bootside into the cabin, attached the LED wire to the end of the coat hanger and pulled it through into the boot. If you do not have the male equivalent for the original connection then cut off the original connection and replace with bullet or spade connectors - make sure that everything is insulated.



Test that the LED works - voila! Job well done.

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The Market Leader



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# Fitting the Remote Bootlid Release

By Don Littlemore

**Editor Note:** Over the past year SCORE has been assisting online club members with obtaining a remote boot release kit than enables opening the bootlid by a "pull up" lever that is sited with the fuel flap release in the centre console. This saves you having to switch the ignition off if you need to quick access to the boot of the car whilst the engine is running.

## Preliminaries

These instructions are written to assist those who have little or no experience of playing around with car trim parts, and so may seem over detailed for those car "techies" amongst us. However, when I started on this task I would have found the following information re-assuring and that it was possible to do it in a few hours without damage to myself, the car or my pocket. The information is offered with no liability for errors or any problems or damage resulting from using these words of advice.

Pick a nice dry day and allow yourself a couple of hours. Once you have removed all the trims described below, it should become clear how the new cable routes through from the boot to the centre console. Remove the roof panels and then drop the rear window down fully. Turn the courtesy light switch to the centre off position. Some of the trims are secured with black plastic co-axial clips. You release these by lightly pressing the small central button with a small screwdriver until it clicks, then lift out the whole clip taking care not to lose the centre button pin. If you push the little button in too far you may lose it forever inside the bodywork - you may be able to get your fingers behind the clip in some places to stop it disappearing! To refit the clips, pull the centre pin halfway out, insert outer ring in bodywork and push centre pin back flush with the ring.

### 1. Remove Centre Console

There are two screws under the rubber mat inside the cubbyhole, two screws under caps beside the gearshift and two screws beside the rear window latch lever. Pop out the separate plate housing the courtesy light switch (a bit fiddly - you may need to jiggle the rear window latch and lever) and pass it through to the back of the console so that you can fully lift the main console forward. You can ease the console off the hand brake lever by opening the press-stud around the gaiter.

### 2. Remove Parcel Shelf Centre

There are two screws holding the bottom edge just above the rear window latch, and then with care unclip the centre panel along the edges of the side panels. Be careful not to crack the plastic trim.

### 3. Remove Parcel Shelf Side Panels

Each panel has a co-axial clip at the top (now exposed by removing the centre panel), two co-axial clips behind the seat belt webbing and one co-axial clip shared with the doorsill trim. Carefully ease the lugs/clips holding the side trim to the doorsill trim. There is a flat metal clip holding the top edge around the seat belt moulding, ease one side of this off and you should be able to extract the trim from around the seat belt and its mounting pillar.

### 4. Carpet behind Passenger Seat

Ease off the clear clip retaining the carpet to the rear bulkhead top lip, and pull it away, exposing the run of the existing fuel cap release cable. I found it helpful to cut the small section of carpet directly above the fuel cap lever to give better access to the lever bracket.

### 5. Remove Existing Lever

Undo the single screw holding the existing lever to the body and remove it. Take off the fuel cap cable - I found it easier to remove the return spring from the lever first, then prise off the outer sheath and inner cable barrel end from the assembly.

### 6. Remove Carpeting From Boot

First remove centre floor carpet and then the jack. Remove the right hand carpet (unclip the lid lifting spring from the bracket at the rear of the car first) by taking out all the co-axial clips and one screw-on cap over an exposed thread at the rear of the car. Next take out the co-axial clips holding the carpet covering the boot lid catch mechanism underneath the boot lip, and then remove the two screws fixing the roof panel securing clip and lift out that section of carpet.

### 7. Rubber Grommet

Ease out the rubber grommet carrying the car radio aerial lead (top one of the pair located at the right-hand corner) and cut a small slit alongside the aerial cable with a Stanley knife so that you can feed the boot release cable through later.

### 8. Fit Cable to Boot Catch (*not the lock where the key goes*)

This is easier to do than describe! Have a good look from the LHS and RHS first just see where things go. Take the new cable with the little ball on the end of it and fit it to the lid latch mechanism as follows: look from the LHS into the latch mechanism & you will see an empty slot (with an angled protruding lug which I think prevents the ball sliding out of place once fitted). You now need to feed the ball end of the cable from the RHS of the catch, but continue looking from the left and hook it into place by jiggling it about (the opening for the slot is towards the front edge of the

latch plate). Have patience and it will suddenly slot in, the art seems to be not to try too hard, but if you are not successful then stop, have a cup of tea and try again after a break. Now pull the outer cable as far as possible to the right and looking from the RHS of the latch you will see the slot that the outer sheath end pushes in to on the fixed part of the latch. Again with a bit of jiggling fit the outer sheath to the fixed part of the latch. When you pull/push the other end of the cable in/out you should hear and see the lid latch operating - if not keep drinking the tea and try again!

#### 9. Fit cable around boot edge

Feed the far end of the cable behind the rear light cable loom and push the end through the slit made in the grommet a little way into the car

#### 10. Pull Cable into Car

There is plenty of plastic and foam sheeting on the inside around the seat belt anchor, so you may have difficulty finding the end you have just fed through. The knack seems to be to lift the rear window frame so that you can look directly down to where the cable comes through. Unlatch the rear window and pull up the roof spar frame, but leave the window itself unclipped from the roof spar and continue to pull up the window itself past the plastic sill on the boot top into the underside of the roof spar. This should give you a couple of inches room to see and feel where the cable feeds through into the car. It should appear from behind the vinyl and foam sheeting on top of the wheel arch when you wiggle it about a bit. Pull the cable fully



DID YOU  
KNOW?



Thunderbirds was named after a U.S. Airforce base in Arizona, where Gerry Anderson's brother learned to fly.

The actual marionettes used in the TV series were 20 - 24 inches tall, made from wood and leather (used as a hinge on the moving lips) with fine wire.

Anthony Perkins (from Hitchcock's film 'Psycho') formed the inspiration for Brains, whilst Scott Tracy, eldest of the sons, was based on Sean Connery.

The television series consisted of 32 episodes.

The Tracy brothers were named after famous U.S. astronauts.

What did FAB mean? In the 1960s the buzz word was 'fabulous' which shortened to 'fab'. Gerry Anderson: "So we used 'FAB' as a code meaning 'your message has been received and understood'."

through into the car, leaving it neatly tucked around the edge of the boot and then replace the rubber grommet in to the bulkhead. Lay the cable across the car over the fuel tank until you get to the existing fuel filler cable, and then run the new cable along with it to the new lever.

#### 11. Fit Cables to New Lever

Take the two return springs off the lever. Fit the fuel cap cable first to the inner lever in the reverse way to how you took it off - i.e. fit the inner cable barrel on to the moving lever first and then the outer sheath to the fixed part after, then replace the return spring. Fit the new cable in the same way to the outer lever. You should now be able to operate the fuel cap and boot lid latches. If all is well, then screw the lever assembly back onto the centre console, and fit the two cables behind the carpet with the sticky tape.

#### 12. Refit

Now refit everything back in place in reverse order, ensuring that the rear window doesn't snag the cable as it is raised and lowered. Take care when you push the rear window back down that you do not damage the rubber seal on the black plastic trim.

#### 13. Lucky for Some - Final Test

Place your ignition keys in the boot and slam the lid shut. Walk round to the side of the car and raise the boot release lever and retrieve your keys! Thirteen is your unlucky number if your keys remain in the boot - perhaps I should have suggested that you check that the console lid is not locked down before you do this final test!!!

#### 14. Remember

You must keep your central console lid locked when you leave the car unattended with the roof down if you want your valuables kept safe in the boot, but don't leave your keys in the boot when the console lid is locked otherwise you will be back at square one!!

**NOW THAT YOU HAVE READ ABOUT FITTING THE REMOTE BOOT  
RELEASE KIT, HERE'S HOW TO ORDER ONE DIRECTLY FROM SCORE**

UK Members: £45 - Euro Members: 68 Euros - Oz/ NZ Members : 125 Oz Dollars  
*Price includes the kit, packaging and postage to all country zones*

As we want to order in bulk, you must send your order with payment to Alex Clouter (details on page 2) by **16 August 2004**. If you want to pay by bank transfer (details on page 84) do this by the deadline using your name as a reference (so that we can identify your details on our online bank statement) and then phone/ email Alex to confirm the date/ time of the money transfer. We will place the bulk order during the last week of August. Please expect a 2 month delivery turnaround.

## Nitrous Adventure - Part 3: The Pictures

By Adam Jarvis

Got the project finished, so here are some pics as promised... enjoy!



I put the main primer switch in the ash tray, just so it doesn't get accidentally switched on, plus the fact it's hidden away. I am thinking of wiring up an LED in front of the hazard switch so I can easily see when it is armed.



I mounted the bottle at a slight angle in the end, so it was easier to fit and remove for refills. It's right in the corner of the passenger footwell in front of the speaker. It's hard to see in the pic but the bottle has been polished to a mirror finish (not by me).



After wiring the main switch I mounted the pulsoids right at the front of the engine bay. All mounting brackets etc came with the kit - I just had to adapt them slightly. The red (well, in the above picture, the one on the left) is the fuel pulsoid and the blue (on the right) is the NOS. It's pretty simple to wire up: the main switch is wired to an ignition feed and then connected to one wire on each of the pulsoids.



I took the fuel feed from the main supply to the rail using the supplied tee piece and connected the pipe to the red pulsoid.



They were the easy bits... The worst bit of fitting the entire kit was the fitting of the micro-switch somewhere on the throttle body so it knew where the full throttle was. Hmm. There was a mounting bracket with the kit which had to be cut and grinded in order to fit and give a solid mount for the switch. It turned out well in the end as the switch is almost hidden.



But after a lot of mucking about the switch now knows where full throttle is. So the NOS will now only cut in once you have armed it from the ashtray and only when you hit full throttle.



From the pulsoids, both the fuel and the NOS feeds go into this supplied injector. There is a locking ring on the inside of the hose that holds the injector tight, which I have used loctite on as I didn't really fancy it coming off.



Well, that's it - finished job looks nice and the results excellent. If anyone wants to know more, please let me know via the Private Messaging facility on the website.

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## Obsession is a Peculiar Creature (or The 'Smart' Alternative)

By Vic Olive

Being susceptible to this trait, I was forced into a position where I had to buy this little red sports car at virtually any cost to my dignity.

I had been considering the purchase of a Smart Car for a long time since I commute daily to my workplace which is a twenty five mile round trip. My faithful and utterly reliable Mercedes car estate (sorry to harp on about this but it must be said that Mercedes cars are definitely the best in the World on every score, regardless of price) isn't exactly frugal when filling up with rolling juice, but I have to keep her as I tow a large trailer from time to time. I decided the best option would be to buy another car in addition just for the regular daily rat run. The additional car would have to be as small as possible to yield savings in fuel that would pay back the cost of the car within a year or two.

This was all quite sensible thinking at the time, with fuel prices rising on a daily basis, up to the point where my mind started wandering. Being the perfectionist that I tend to be, led me to squeeze every last drop from my thoughts, in the search for the perfect additional car.

I can't now remember when the penny finally dropped, but somewhere along the line I saw a picture of a red Cappuccino, probably on the Internet I guess. Hmm, that looks really cute. I remembered then desperately wanting to buy one when they first came to the UK, but not having pockets nearly deep enough, didn't take it any further than salivating at the advertising hoardings of the time.

Once the thought had set in there was absolutely no going back, obsession set in - racy and professional styling, efficient tiny engine with turbo, economical to run, low road tax, the more I delved into the world according to Cappuccino, the more obsessed I became, there are never any negative ingredients in a compulsive buy.

The only problem I could foresee was that I am a touch over 6ft 4inches tall and fairly bulky around the middle. Would I fit into this car? I had my doubts, but held out hope as I had previously owned a beautiful little red Honda S800 convertible back in the eighties. The S800 was very similar in size and character to the Cappuccino and although small on the outside, was like a Tardis inside, I'm not quite sure what I mean by character only to say that they share a uniqueness that is hard to describe, build quality, superb styling, sheer efficiency, ride quality etc. that no other cars I have owned have ever approached.

By the way, if any of you ever have to opportunity to buy a 1960s Honda S500, S660 or S800, particularly the convertible versions, to add to your micro car collection, I would grab the opportunity with all four hands. These are stunning little cars in the extreme with styling like a miniature 1950s Thunderbird, twin cams, four huge side



Honda S800 (not mine!)



Cappuccino (which is mine!)

draught carburettors, four into two exhaust headers, and a roller bearing crankshaft that allows the engine to scream like a Ferrari (really) up to 11,000 or 12,000 rpm, with 100mph cruising at 10,000 rpm easy for hours on end. Nowadays these little wonders are sadly beyond the reach of most of our budgets.

Sorry, I couldn't help that, back to the main story. Yes, I needed an economical car, something a little more exciting than the now somewhat clichéd Smart car - sorry. The Cappuccino was the only choice, really, the only choice as far as I was concerned, but I had to fit in.

I eventually stumbled over the SCORE website and have to say that this is one of the best owners club websites I have ever had the privilege to use. I'm not just saying this because Alex is looking over my shoulder and will be editing this article later, it really is! The information available to members (and non members in most cases) is superb, somebody deserves a large round of applause. On the other hand it is almost a genetic clone of the Mercedes Benz owners register site in many respects, please see - <http://www.mboa.co.uk> - take a look at the forum section, who copied who?

The SCORE website was browsed with the enthusiasm of a dog after a rat the night I discovered it, but still I couldn't find any reference at all to interior space and the big question of whether I could fit in (or not). I must apologise to Alex at this stage for bombarding him with emails about this, he took it well though and suggested as I suspected that a larger frame would probably fit, which it did.

Now the hunt really heated up. I had to have one, had to, this was it, my perfect car. The next day I followed up a classified ad for a car up country a bit. I drove to see it but was bitterly disappointed to find that I had been misled and that this car, far from being "untouched" was actually very badly sprayed only on the front half with over-spray extending to every corner, even the aerial was covered in it. The interior was very tatty and the roof panels were absolutely peppered with dents (like a golf ball all over), presumably as no transit bags were present. I couldn't even force myself to take it for a test drive, but now having sat inside a real Cappuccino for the first time allowed me to see that I would just about be able to drive one. Said goodbye and drove straight back home (another 150 miles or so). I'm pretty sure that the vendor was not a member of SCORE.

Next day I trawled Ebay as I'm a regular Ebay junky nowadays. A car appeared, at £2,500 it looked like a snip and had attracted no bids. Although the seller had taken some trouble to highlight a patch of blistering paintwork on the bootlid, the rest of the car looked fairly good in the photo. I had made my mind up, in the light of numerous Cappuccino corrosion problem reports, to find a car that had never had its bodywork touched - ever, whether good or bad, depending on price. This way at least I will know that when I have corrosion repaired I can dictate that it is carried out the highest standards and that subsequent complete internal and external 'Waxoyling' will have a good effect. To anyone unaware of this corrosion inhibitor, should take note that it really works, it stops rust period mostly by making the metal totally impervious to moisture. If you want your car to last for more than 5 years you should have it Waxoyled by an expert who will get into all the little crevices and cavities.

The mind of a perfectionist works in strange ways. My theory is that one can buy a lovely looking car that has been re-sprayed, and filled, new panels etc. etc. and then find that in a couple of years lots of little problems start appearing from nowhere. With this in mind, I plumped for a car that had never been touched and had a full owner and service history including a full engine rebuild a few years back by a Suzuki dealer, but did have lots of evidence of corrosion and had also covered nearly 100,000 miles, but at the same time was fairly reasonably priced. I emailed the seller, got in touch, made some phone calls and arranged to visit to see (and buy) the car at eleven o'clock that evening after offering £300 over the odds for it.

I bought and paid for it with lots of notes that night and convinced my poor confused wife to drive me to Winchester to collect it the next evening. On collecting the car, as I had not test driven it previously, I discovered that it made a horrendous noise as the brakes were applied. My little daughter of five years was ecstatic to be allowed to sit in with me on the way home, in driving rain, almost running out of petrol, with wipers that barely worked and brakes that sounded as if I had thrown an anchor out when applied. Somewhere between Portsmouth and Chichester I almost felt a bit silly for making such a rash decision, although I wouldn't ever admit this to my wife. But just as we approached the slip road for Worthing on the Arundel bypass where the road curves and opens up into a dual carriageway and at the same time starts down an incline just as the driving rain happened to cease I rediscovered the joys of my youth.

My wife was following in her 2 litre Mitsubishi, I felt a little more comfortable with the car by this time and decided to try a little harder. Foot down, third gear, down the slope, utterly amazing, my heart sang, memories of the sublime S800 came flooding back. This really was paradise and my wife had disappeared into a little dot in the distance. "Oooh faster Daddy" my five year old insisted and got it. Reckless, perhaps, but worth every penny!



Over the next few days, I had repaired the brakes, these are a piece of cake, contrary to popular belief, very similar to motorcycle callipers that are also always sticking on their floating pins. The alarming grinding noise turned out to be a complete lack of lining on one of the pads, although the three remaining rear pads still had 6mm of lining to go, strange but true. I can only surmise that one of the linings had become unstuck and had fallen off at some point, these were aftermarket pads - beware.

Now that the basics are sorted out and the car has been checked over, I am delighted with her and race about within reason at every opportunity. Nothing really compares, I have had so many cars in the past, obscure, sports and otherwise up to 6 fi litres, only the S800 and my Cappuccino have truly delighted me, great things do come in small packages indeed.

I have now bought a second damaged red Cappuccino for spares since I have since found that these tend to come new from Suzuki at almost Porsche equivalent prices. I have stripped it completely to leave only a bare shell which I am now taking apart and photographing to enable me to see exactly how corrosion is set up on Cappuccinos and how to cure it and prevent it getting worse as I intend to keep this car for the rest of my natural. Alex at SCORE may be interested in running a future article on this aspect of ownership for all of our Anorak oriented members...

In the mean time, if you would like to take a close look at the body shell in Sussex at my warehouse, just ask, now, as it will have to go to the scrap yard in a couple of weeks I'm afraid. I can lift it to any angle with one of my forklifts, which incidentally did a splendid job of lifting my complete Cappuccino over my head to allow me to pressure wash the underside etc!

Postscript - little known fact: It is possible for the average man (me) to lift the complete body shell minus doors, bonnet, bootlid etc. of a Cappuccino above his head, weightlifter style. Would anyone like to bring a camera and dare me to do it again? Has anyone seen the infamous 1950s American promotional picture of the man lifting the Corvette floor pan above his head, somewhat similar effect. Not difficult to understand why Cappuccinos go so well now it is?

## Not a nice experience

By Mark Turner



*Before I passed my test!*

I call it an experience because it is the only way I can talk about it without any bad language and a lot of punctuation. It all started on my birthday, 18th October 2003. I was 20, so I thought perhaps I should actually leave my secure, safe village and get a taste of the real world, but the real world was a bit far, so I settled for Leicester.

I had arranged to meet some friends outside a club at nine o'clock, but a hardened Leicester party person advised that this was about five hours too early to start, so we drove down to let the waiting masses know. As it turned out they were all on a field trip, so the journey was wasted.

On the way back my friend (the hardened party person) said 'Turn right here'. I went through all the usual stuff with mirrors and whatnot, checked the junction was clear, green light on, green filter light on and started to turn. At this point I was in second gear, doing about ten miles per hour and braking, so she was just starting to growl a little. Just out of interest I checked the junction again, as you do, and saw a car still apparently moving through the red light on the other side.

I was astride the road by now, and had two lanes to cross, so I tried to straighten up instead. Due to lack of revs and speed I was pitifully slow, but managed to avoid the oncoming car hitting my passenger side and maiming said party person. Instead it flew into the front at about forty five degrees with a sickening POW. The car was travelling sufficiently fast to pick up my Cappuccino, spin it round and throw it back 14 yards.

I would like to say at this point that I felt absolutely nothing, the car did exactly what it was supposed to, it crumpled in the right places and saved our lives. I was still sitting exactly as I had been when I saw a police car in front of me with its blue lights on. I hadn't been unconscious, the police were 200 yards behind me!



A WPC asked us to stand on an island whilst she took details, but had to leave off to catch the p- sorry, Asian fellows, who had run away. They left one behind who asked my friend whose fault it was, evidently trying to extract an admission of guilt. 'Yours' was all he got in reply.

When the police tried to get insurance details from him he explained in Punjabi that he did not speak a word of English. Now, I am no expert, but when we get hordes of immigrants descending on Britain, I wouldn't think that 'Whose fault was that then?' would be at the top of the phrase book. Eventually, details were produced, which later turned out to be complete codswallop or, as I shall say in court, fraudulent. The Police did not see the green filter light, though I suspect that seeing it would generate more paper work than not seeing it.

So far the offences were: speeding, driving through a red light, leaving the scene of an accident, failing to give insurance details and fibbing to a police officer. Therefore you can imagine my surprise when I learned the next day that they were suing me!

My Cappuccino was removed by the RAC, and we arranged for it to be re jigg'd at Richard Lowes in Melton Mowbray, who came highly recommended from the owner of the Suzuki garage in Melton, 'who takes his Bentley there don't-you-know'.

So far they have stretched it back to the way it's supposed to be, but are awaiting parts. I had got Dany Gagnon on the job, and he was very helpful and even delayed an order by a day till I knew what I wanted. The insurance put a stick in the spokes by saying I wasn't to start repairs till they deigned to have a look at it, so I never made my order. Sorry Dany.

The club spirit really came into it's own when I was contacted by Martin Jones who, despite wanting to sell me some parts straight away, told me of a high mileage car that was being sold. I got in touch with Yvonne Austin and her partner through Alex, and have now bought their Cappuccino as my 'run around' whilst I repair mine at a more leisurely pace. This deserves a mention as the club is only as good as what you really put in, and with so many people putting so much in you can't go wrong.

SUBJECT: Bi Turbo

*Greg Stewart:*

Just another crazy idea I've had. I'm not sure how much space there is around the Cat, but if it was removed could a second turbo be fitted in its place? The air pipes would have to be re-routed so the turbos were in series. I don't think lag would increase much if the original was second in the air flow (the new one feeding the existing one), unless the new one restricted flow before it started spinning. Does the existing one restrict flow? 2 turbos could supply a higher volume of air and may be a cheaper alternative to a bigger turbo upgrade (assuming spool pieces between new turbo/exhaust are not too expensive). Any ideas? By the way, if anyone has a spare cheap turbo I could play with....

*Murray Betts:*

Err, no. Sequential anything is fraught with stability problems, they fight against each other if press/temp (enthalpy) differences are unbalanced. You end up stalling one compressor and the whole system goes into surge.

I was once involved in a twin turbo 6cyl engine where all the combinations were examined (small one for low speed, big one for high; use one at low speed and switch second one in later etc etc ) and all the options were dismissed until we ended back at two matched (parallel) turbos, one on each half of the engine. Simple is sometimes best. Use a single one and optimise it for your use.

The standard machine is pretty much optimised for the standard tune to meet the kei-regulation output, and the upgrade alternatives (N2 kit etc) are selected to suit the potential of the engine. If you do want to play, make sure you use a gasoline (petrol) spec turbine, and not a diesel spec - the materials are very different due to the much higher exhaust temps in a gasoline application. The turbine wheel will fall off the shaft (been there, by mistake! ), or the turbine housing will crack.

As a rule of thumb, for a road engine use the smallest turbine you can get away with, and the biggest compressor you can get away with - this combination tends to make for a fun response characteristic (not particularly user-friendly, but fun)

If you want to do something different, why not look at supercharging? Much much easier to sort out the spec if you don't have lots of test bed facilities at your disposal!

*Greg Stewart:*

Ah well, if they can't be in series it will have to be parallel, 3 turbos, one for each cylinder. Only joking. I thought it may have been a cheaper alternative if any old

turbo could be sourced from scrap/any model breaking car. I'm in charge of 2 large gas compressors at work. They use impellers and have 3 stages in series. But they do an average of 16 million scf/d (standard cubic feet per day), so I understand all about surge and anti-surge control.

I thought that the dump valve (anti-surge controller) would need to be fed back to the suction of the first turbo, which would prevent it "stone walling" against the second turbos returned pressure.

Supercharging is expensive and I was looking for power on a budget.

I will be getting NO2 when I can find a refill supplier in Aberdeen. Plenty companies store and sell but I need to find out if they sell to potential boy racers. That may not be good for their image.

These ideas need to be discussed if only to satisfy half baked ideas

*Murray Betts:*

Supercharging needn't be so expensive; found this Eaton M45 on e-bay currently at £165 brand new. The M45 is bigger than the Capp needs, but is the most common smaller Eaton unit. You just run it slower (efficiency drops off at slow speeds, but that's not a really big deal). I worked with Eaton on the first prototype Jaguar supercharged 4.0L back in 1989 or some such! They were talking of an M30 (30cu.in.) unit but I'm not sure if it ever got to series production (no demand for small stuff).

Big advantages are that it's very easy to tweak the performance by changing pulleys, and the hot (exhaust) side is simple pipework, no complex hot stuff....and you get a wonderful 3cyl howl from the exhaust without the turbine to rob all the pulses!

Just estimate the engine demand curves, plot a few delivery curves with different drive ratios and see where they cross; pick the drive ratio that gives the required boost. Voila! (a quick fag-packet sum says 1:1 drive ratio would work in the right ballpark). Remember you won't need such high boost pressure to get the performance because the exhaust manifold backpressure is lower (though you need slightly more restrictive silencing to keep the noise tolerable). Go on, you know it makes sense!

SUBJECT: Induction kits

*Ed Swindell:*

Has anyone got any recommendations on induction kits for the Cappuccino? I was probably going to plump for HKS if they do one which fits the Cappo.

*Ian Linden:*

I recommend fitting a K&N replacement element in the standard box. That way you

retain the cold air intake route, and you get the benefit of the low impedance intake. It doesn't look so cool, but I'd rather have cool air than cool looks. YPYM&TYC!

*Ed Swindell:*

Any thoughts on the Suzuki Sport one on Dany's site (Air Funnel Cleaner EA1 IR)?

*Ian Linden:*

As the man in the car showroom said, "How much does Sir wish to pay?"

*Rik Appleby:*

I have the HKS one and can honestly say it is fantastic. The kit is pretty generic and is well known for allowing massive amounts of air in. As far as I am aware no other induction kit offers the same increase as the HKS SPF. Well recommended and really easy to fit.

SUBJECT: Gaskets between manifold, turbo and catalyser

*Ben Clark:*

This is the first time I've posted a message having bought my Cappo at Christmas and, though I struggle to get in and out, I love it!

The trouble is that it now sounds like a tractor and goes little faster. It has a spotless stainless steel exhaust so that's not the problem. I booked it in at my local Suzuki garage - Newmans in Southampton - and they got a manifold gasket ready in advance - no problem. They looked at it and reckon the manifold's ok, it is just the manifold gasket that needs replacing.

Great, but the problem... they say 3 gaskets - manifold-turbo, turbo-cat, cat-down-pipe need removing to replace the manifold gasket - and these are I use only so will also need replacing, but Suzuki UK don't have any of these in stock... I've looked through the message board and haven't seen anything about this so I was wondering if anyone could suggest the best solution...??? Ideas much appreciated.

*Ian Linden:*

Have a look at the procedure for removal & replacement of the exhaust manifold in the online service manual - Pages 6A-12 and -13. Also Page 6K-2 for the exhaust system. Both say check gaskets and seal for deterioration and damage and replace as necessary. I guess the garage will tell you it's at your risk if they re-use old gaskets, and that would be fair enough.

*Ben Clark:*

Thanks Ian, I rely on the Cappo to get to work so I'm not sure I want to take the risk of them opening the thing up only to find they do all need replacing but can't 'cos they haven't got them...

I saw somewhere else on the message board someone obtaining parts from a web based company called IRS, I contacted them but they said they only knew about the domestic model, not the UK export, but they put me in contact with Dany Gagnon of Cappuccino Sport who says he can supply all the parts in about 10 days - Suzuki UK said it would be a month!

So I'm hopeful it will have sorted it (maybe I'm being over cautious). Again, thanks!

*Ian Linden:*

Glad you've got it sorted out, but for future reference, there is no difference between Japanese Domestic and UK models in respect of the engine, drive train and of course the suspension.

All the differences can be deduced from the Online Manuals - the Service and Owner's manuals have "UK differences" on separate pages indexed in red, and the Parts Catalogue indicates UK model parts by the notation (market code) "E2". For example, the Engine Gasket Set on Fig 1 has no "E2" in the Remarks column, so the gaskets are common.

*Ben Clark:*

Thanks Ian, that's really useful to know. I guessed it was fairly likely but wasn't sure, especially when the reply from the supplier was negative... It's a learning curve and I think I'm making a little progress - albeit slow...! I take it you're quite a long way down the learning curve.

SUBJECT: Turbo timer worth having?

*Nick Logothesis:*

Hi all, I would like to know if a turbo timer is a worthwhile component to have. If so, can someone explain the merits and/or negatives of having one. Further, I would appreciate feedback and/ or recommendations on what turbo timer I should consider purchasing for the Cappuccino.

*Ian Linden:*

Hi Nick, if you've been driving hard, you should idle the engine for about one minute before switching off. This allows the cooling system time to cool the turbo down.

A turbo timer will do this for you, and some can be connected to remote operated alarm systems, so that the engine can be started and warmed up before you leave the house. More applicable to colder climates than Oz, I suspect. The downside is you have to leave the car in neutral, which is bad practice, especially if the car is parked on a slope (handbrakes can fail). This downside does not apply to rare ATX Cappel's, because, in the PARK position, the transmission is braked but the engine can run.

I suppose you could just wait in the car until the timer switches the engine off, and then put it into gear, but you might as well then use an egg timer set to one minute

*Adam Jarvis:*

Hi Nick, I use a HKS turbo timer which also includes a digital mph reading (My import still reads km/h). I would say they are worth it because there were times before when I had forgotten to let the engine idle before turning it off. If you do a Google search on HKS turbo timer you will see it, there is type 0 and type 1. Type 0 is standard but type 1 gives you extras including rpm, mph reading and you can set warnings so you can use it as a shift light if you want to. It also includes a 0-60 seconds timer (not sure how accurate it is though. I hope this helps,

*Mark Webb:*

Nick - I say, why not invest in one; it could save you a LOT of money....they run around \$140 which is cheap compared to a Turbo.....

*Ed Swindell:*

I thought it was illegal to have one fitted in the UK?

*Martin Jones:*

Hi All. The legality Ed refers to is only in relation to quitting a motor vehicle. It is an offence to leave a motor vehicle unattended by a qualified driver on a road, with the engine running or the handbrake not set. I knew my Police Training would come in handy one day. If your car is on the driveway to your house or you are in it then no problem.

*Matthew Martin- Iverson:*

I have a HKS turbo timer here in Perth. I haven't had any problems with it at all. I have nothing against leaving my car in neutral with the handbrake on if I am not on an incline (easy enough in Perth!). The turbo timer can be set to various times, and I usually have mine on 1 minute, unless I have been driving lots, when I put it on 5 minutes. It is easy to switch it off if you don't want to leave your car. The most fun is freaking out passengers when they can't figure out why the keys are in your hand, but the car is still running ... It's worth it just for that!

*Robert Austin:*

I have a home made Turbo Timer in my other car, a Nissan 200SX. Total cost was about £15 for the timer though I added a cheap boost gauge to my control panel. The only modifications I made were to also wire it into the switch for the handbrake warning light so the engine cuts if anyone takes the handbrake off (as an anti-theft device). I also added another variable resistor in series with the main timer control so I could calibrate the time settings. I haven't made one for the Cappy, but the principle is the same for any car. I was able to replace the ashtray in the 200XS with my control panel (nice illuminated switches and a boost gauge) but I expect the Cappy would need an additional box somewhere.

## From the SCORE Web Site

### Braking News

SUBJECT: Handbrake adjustment

*Deryl Vaughan-Jones:*

Just read the section in the online workshop manual on handbrake adjustment. To save me unnecessarily dismantling any interior trim, can anyone tell me how I gain access to the cable adjustment nut please, in case I do need to tighten the cable.

*Ian Linden:*

Dismantling not required. The nut is accessible if you open (velcro and press-stud) the "leather" trim around the brake handle. You may need a box spanner to do the job, if it's rather low down the shaft.

Don't, whatever you do, wind it down to the bottom. It is a nyloc, and once it leaves the threaded length, you cannot wind it up again - it will have to be hacksawed off (spoken from experience) If it looks like you need to go down there, undo it and use a piece of suitable diameter pipe as a "thick washer".

*Murray Betts:*

Wise words from Ian. I didn't get the nut stuck, but I did use a spacer to bring the nut back nearer the end of the thread.

Make sure you follow the procedure as specified:

- 1 - loosen the cable nut off (don't remove it, just until there's plenty of cable slack)
- 2 - waggle lever up and down to make sure the caliper levers go right back to their stops
- 3 - check the caliper levers are in fact returning to the back-stops. If not, clean or lubricate as necessary
- 4 - use the foot brake a few times to get the calipers to adjust
- 5 - just take up the slack in the cable (check the levers are only just off the back-stops). You should end up with about 6 to 8 clicks of free play.

If you simply tighten the nut you reduce the available travel at the caliper end of the linkage, and eventually the handbrake will stop working on one side or the other. This is a common fault found on Capps at MOT time.

SUBJECT: Handbrake and high revs

*Gareth Miller:*

Hello All, any help on the following would be most appreciated...

- 1) Having owned my Capp for 6 months I have noticed that the handbrake takes more

"clicks" to engage than when I first got the car; about 12 now. This is not alarming - other than the fact that Scotland contains many hills, so making hill starts a bit interesting. However, I seem to remember a thread which mentioned that merely tightening the handbrake wasn't the best solution. Typically, I have since forgotten where to find it and the Search threw up no obvious answers. Any tips?

2) Also, I have recently noticed that when I put my foot down on the accelerator, the engine revs but it takes just a couple of seconds for those revs to translate into momentum. The result is a disappointing few seconds of tractor-like acceleration before order is restored. Initial thoughts are perhaps the clutch, but has anyone else in the club experienced similar?

*Murray Betts:*

Sounds like you could do with some maintenance on the rear calipers. Look through the Brakes section in the online Workshop Manual.

My guess would be that the calipers are not sliding properly on the pins, so the self-adjusting mechanism can't get the pad/disc clearance correct. Thus you end up with too much travel on the handbrake. The adjustment mechanism itself is all inside the piston/cylinder, in the brake fluid, so shouldn't give any problems.

If you're at all mechanically inclined, it's a straightforward job to take the calipers off (no need to undo the hydraulic side, just support the caliper so it doesn't hang on the hose). Tips on cleaning/lubing the pins and the handbrake levers/springs etc are in the above thread, but come back if you need any more.

Re: engine revs - sounds like clutch slip from your description. Check first that there's enough free play in the cable - should be around 25mm movement at the pedal before it takes up the slack. You adjust it by turning the nut on the end of the cable where it fits into the release lever on the side of the gearbox (easily reached under the car).

*Ian Linden:*

If you find the calipers are moving freely, then you may have the problem I found, which was that the handbrake cable had stretched excessively, and had run out of thread to adjust it. The previous owner had taken the nut right to the bottom, and off the thread. As its a Nyloc, it could not be undone, and I had to hacksaw it off. My solution was to cut a spacer from a length of aluminium pipe, to go under the replacement nut. The cable doesn't seem to have stretched any more since then.

*Greg Stewart:*

Look in the online photo album for pictures of a dismantled caliper that I cleaned up yesterday...

*Ian Linden:*

Nice set of pics! Prompts me to recall the tip to keep the car (if you can, e.g. in a garage with a level floor) with the handbrake off (leave it in first gear). The theory is that the caliper is less likely to seize in that state.

*Brendan Molony:*

Wire coat hangers bent to the appropriate shape are good for suspending the calipers to prevent damage to the pipework.

*William Cattell:*

The problem with the engine revs: could Gareth be talking about turbo lag?

*Ian Linden:*

I would think not, because Gareth said the revs rise, but the speed does not rise correspondingly.

Gareth, does it still happen if you are driving along at a steady 3000 rpm (there should be little or no turbo-lag at that rpm)?

*Gareth Miller:*

Initially thought turbo lag could be the answer, but having taken it on a long run in various road conditions, I think not.

The car revs fine when the accelerator is pressed, but generally the effects kick in about 1000 revs above where I would expect (eg if doing 3000rpm and I "floor" it, generally there is little effect on speed until the revs hit 4000). You can also hear the engine building up before that translates into increased speed.

I have taken it to have the clutch and rear calipers looked at - results to follow!

***A few days later...***

*Gareth Miller:*

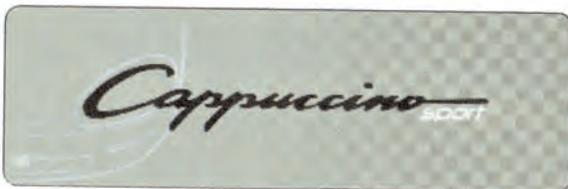
Thanks to all for the suggestions...

I had to replace the clutch because the old one was very worn out (huge amounts of play, apparently) so the performance is now much sharper.

The handbrake had been tightened rather than correctly adjusted, which had led to the cable stretching and subsequently being too loose to engage the handbrake.

All working fine now - as proved by a gratuitous 5 mile test run last night!

It's great to get so much help and advice from all you online users.



AUGUST 2004

**STOP PRESS! STOP PRESS! STOP PRESS!**

## ALL NEW INTERACTIVE WEB SITE LAUNCHED!

CappuccinoSPORT is delighted to announce their all new interactive web site. It features all the latest news and fantastic new products available for our favorite and much cherished 'pocket rocket'. Direct on-line, with all payment facilities, you can now purchase over 1 000 different parts: from second hand, original, tuning, styling and racing parts, there is a wide choice to satisfy what you want at a price you can afford as a SCORE member! From the web site you will be able to read all the latest info on new developments, including some major performance and handling packages available. Don't miss also our multimedia section with lots of pictures, flash clips and up-coming videos. This really is going to be your 'one stop cafe' for SCORE members everywhere. Be sure to visit our web site regularly to see what a hot looking or hot performing Cappuccino can do for you!

So put [www.cappuccinosport.com](http://www.cappuccinosport.com) on your favourites now!

**CappuccinoSPORT**

HOME PARTS SHOP INFO & EVENTS ABOUT US CONTACT RSS Feeds

**Welcome to CappuccinoSPORT...**

We pride ourselves to be the largest Cappuccino accessories/parts supplier. We supply worldwide, including Japan. We are the 'One Stop Shop' for all Cappuccino owners who want the best for their car. Cappuccino Sport is the world leader in the supply of complete performance and original parts and for quality Cappuccino all over the world. We offer you the highest levels of service.

**New Products**

**CappuccinoSPORT** are pleased to announce our appointment as official suppliers for these support vehicles easy.

**ALL NEW FOR SUMMER 2004**

## HIGH PERFORMANCE SILICONE HOSES

CappuccinoSPORT has now developed many more racing parts for your Cappuccino. These include all the coolant, turbo, air and emission control hoses. In total over 30 hoses all made of high quality silicon with a choice of red, blue, purple, green, yellow or black. SFS Performance, our hose manufacturer, is one of the world's leading hose manufacturing companies for Motorsport and Fastroad applications. Confident in offering you the best products for your Cappuccino, SFS among others, manufacture hoses for the highest levels of racing, and are used by some of the most prestigious teams and manufacturers including: PEUGEOT WRC, FORD MOTORSPORT, PRODRIVE TICKFORD, RALLIART, ROUSH, NOBLE MOY.



Our direct replacement hose kits will not only add the finishing touches to your engine bay; they will also provide that all-important peace of mind. The race-spec construction ensures component reliability, especially if you have modified your engine. Our hose kits will take higher temperatures and higher pressures than the original parts and will last many years longer. Most Cappuccino hoses are over 10 years now, don't wait for one of them to fail and you get an engine blowup which happened to me. A complete kit costs £249!

## HOW COOL IS THAT!

There's no point even having a high performance engine if you can't cool it down. Cooling is the single biggest problem of the high resolution Cappuccino engine. With that in mind, CappuccinoSPORT now manufactures a new straight replacement radiator 40 millimeters high efficient core and fan that's four times more efficient than the original one. If you have one part to change this year, this is the one to go for!



Two other big things from CappuccinoSPORT. A very large intercooler to fit the 'mouth' of your front bumper: the larger the intercooler, the more power for your car. Plus an oil cooler to suit the more power hungry fans.

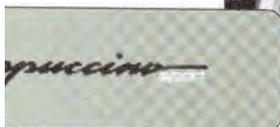


*Capp*

## ANTASTIC 'LAMBO' DOORS

Involved in bringing the Cappuccino's potential to a wider audience, CappuccinoSPORT is now the sole European distributor of the original and still the best Lambo door kit manufacturer: DECAH. The idea came from the company's observation that most potential customers of the door kit were people that wanted something different and original. From a few shows we have attended, there's interest from Cappuccino fans. As from now, anyone in Europe wanting to get a kit to convert *any* car with Lambo doors will have to go through our CappuccinoSPORT web site from most major search engines.

With more recognition and interest in the Suzuki Cappuccino there is a good chance of our cars becoming more sought after and increase perceived value.



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## WANT MORE POWER? THINK ENGINE RELIABILITY

Although it's not everyone's cup of cappuccino, there's been quite a number of people who have upgraded the power of their little 3-cylinder engine. Very few have succeeded without blowing up their engine. The reason for this is simple: the 657cc engine was not designed to be upgraded from its original form. Since last year CappuccinoSPORT has been working hard to rebuild the original engine with higher performing, lighter, reliable and affordable parts to withstand higher pressure. With your budget in mind, we have devised 4 different stages at a cost of about £1000 each that will bring your Cappuccino from about 125BHP for the first stage to about 190BHP with the last stage. That's a significant improvement from the standard 67 BHP with the same reliability. If you want more power, get blown away... NOT blown up!



## A BRAND NEW CAPPUCCINO?

Well almost...your car will be rejuvenated to its full glory, taking around 150 hours to rebuild. First we make an assessment of your Cappuccino to make sure that it is worthy of the investment. We would only turn away Cappuccinos with major accident damage. We then make an estimate of all the parts that need changing: some choices will be aesthetic, other choices more essential to keep the integrity of your Cappuccino. Any work we undertake never leaves the garage without an entire examination of the most important aspects like the gear box, engine, brakes, etc. With most Cappuccino parts being over 10 years old now, many could need replacing. Through our experience with some of our customers, an average Cappuccino could need as many as 60 parts to be replaced including sills, shock absorbers, clutch, etc. This will of course be dependent on your car's condition. All work done is fully guaranteed. The re-build of your Cappuccino can be as major as the pictures below reveal (one of our first customers) or as minimal as you require, once we give our total evaluation. CappuccinoSPORT adapts to meet what you can realistically afford.



*Renaissance*



*Cappuccino*  
SPORT

Please note that to facilitate contacts, CappuccinoSport has updated its numbers:

TEL: +44 (0) 845 299 0209 24/7 HOTLINE

FAX: +44 (0) 207 117 1037

POST: PO Box 44932, London, N9 0XS

e-MAIL: [info@cappuccinosport.com](mailto:info@cappuccinosport.com)

WEB: [www.cappuccinosport.com](http://www.cappuccinosport.com)

SERVICING: Levoi's Suzuki, Berechurch Road, Colchester, C02 7QB

WORKSHOP: Fairfax Motorsport, 86 Pownall Crescent, Colchester, C02 7RF  
(just behind Levoi's)



# Going Cappo in Australia

By Richard Castel



I first became interested in Kei-class cars when I bought a Honda Scamp 600 in 1990, which was then followed by a Honda Z 360 in 91. I then got my hands on a Honda S600 Coupe that I modified with a Mazda 1500 motor, Mazda 5 speed gear box and Datsun 1600 diff... hoo boy did that fly!

At that point I was doing research for parts for the S600 when I came across some websites for the Honda Beat, Suzuki Cappuccino & the Mazda AZ1 and knew that I wanted at least one of them. I shopped around at the time but found them all a bit pricey at the time (around 1996) but got to test drive the AZ1 and a Cappa. I gave up on buying one for a while until early 2003, when I test-drove a Honda Beat, which was fun but didn't impress me much. I started looking around for a Cappa in August 2003 for a friend in SA (I showed her pics of one and she fell in love instantly) and found her one in Victoria, which she had transported over. At that time I found an advert on Car Point for a 94 dark green Limited Ed in South Australia for the right price with a nice sound system and snapped it up right away!

Unfortunately barely a month later I was coming back from Sydney and just after I crossed the Vic/ SA border I pulled into a servo and ran afoul of a huge pothole, which ripped half of my front bumper off and cracked the bonnet. I've now moved to Sydney and am missing my Cappa (it's now late March 2004), which is still in SA waiting for parts but should be finished by late next month. On the upside I am upgrading my bumper and bonnet to something a bit sportier, changing my sidesteps and fitting a Titanium high performance exhaust and a Suzuki Sport Air Funnel, so when I get it back it will be like a whole new car! Later I intend to upgrade the turbo, intercooler, suspension, electrics, install roll bars, a Pioneer DVD Screen/Player head unit, have a custom rear parcel shelf made to fit an 8" sub and 2 4" splits and fit a set of 16-17x6.5-7" rims (just got to find a set that fit and have the right off set). I managed to convert another friend of mine that lives in Sydney, Jamie Lovick, who bought a Silver 93 Cappa last month from a guy in Newcastle (apparently an ex member of SCORE), so I have been able to get my Cappa fix vicariously thru him until I get mine back!

## It all started with e-mails

By Ellen Balmer



It started with emails, muffled telephone conversations - was he James Bond and I didn't realise? Or another woman? In fact it was my 50th birthday present, but a year early!!! He who knows these things, is a meticulous planner and everything has to be researched to its fullest, especially cars - the love of his life (next to me of course). We already own a Classic Car and had taken it up to the NEC at Birmingham in November. Just around the corner from the Karmann Ghia stand was the Suzuki Cappuccino display and although I had always had them pointed out to me in passing, it was my first opportunity to admire one from close quarters.

For a short, rare space of time we were down to 2 cars and got a cheap older car as a run-around, mainly to prevent the beloved classic having to endure the worst of the winter weather. It turned out to be a bad investment and I spent many lonely evenings in front of the fire, whilst he who knows spent his time in the garage replacing, repairing and generally cursing. I opened my mouth and said "let's spend some more money and get a decent car!" and thought no more - foolish me! That's when it started - the secrecy!!

More phone calls, emails, hours spent in front of the computer on the internet, what is this SCORE website, is he trying to improve his personal ratings? Didn't work for me (at the time). At last the secret was out, but not least because the search had been narrowed down to a choice of two, what was my preference Silver or Red? Test drives required, one local, one not quite so local. I concentrated on the important things like the bits I could see from above, whilst he who knows concentrated on those bits not quite so obvious, and after weighing up all the pro's and con's the most important question, which colour did I prefer? For me it has to be red and that was it, decision made. Red is a 1993 registration, L787ABC, two previous owners, always garaged and less than 24,000 miles on the clock. All original down to the aerial plug in the toolkit, to prevent water getting in to the aerial socket when the aerial is removed. As with all the Cappuccinos, so I am reliably informed, corrosion protection is limited and with that in mind a week is booked in June for he who knows to strip the car down and give it a good dose of protection.

Am I pleased with the car? - only he knows just how much!!

## From Japan to Germany... with love

By Thomas Brauner



At the CRUX garage



My Cappo... but not yet!

Originally from Germany, my job took me to Beijing, where we lived for two years before my company then based us in Tokyo from 2001 to the middle 2003. During this very fine time we spent many weekends strolling around this impressively busy and bustling city and its suburbs to explore in our Galloper.

Nobody from outside of Japan can imagine, the same as it was with me before, what big range, kind and amount of numbers of excellent cars can be seen on the roads of Tokyo. Not only all foreign luxury-brands as for example Rolls Royce, Bentley, Ferrari, Lamborghini, Maserati, Lotus Elan and all big models of Porsche and Mercedes, etc but hundreds of very nice Japanese models too, from big sizes (for example Toyota Soarer, Nissan President, etc) to small sizes (all kind of pocket size vans and K-class-cars). I wasn't aware of most of them before nor had I seen them outside of Japan, because many of them are produced exclusively for the local market and not expected to be exported. From my understanding this phenomena depends on the fact, that 99% of all Japanese people are car enthusiasts and a large proportion of them have enough disposable income to pay for this expensive hobby.

One weekend in September 2002, when I was on my way to one of my favourite relaxing places, opposite Haneda Airport Runway at Tokyo Bay, I saw a small opentop car, coloured green, which was driving around. At the street-light, while waiting for the next phase of light change, I asked the driver for more information about his car. So he advised me to follow him to somewhere we could park up and chat. After explaining all the facts of this car with excellent English expressions, this nice Japanese guy invited me to sit in the driver seat to take an impression of the leg-room there. When I realized, that I, as a tall man of more than six feet, was able to fit in it with comfort, my interest to this nice car, the Suzuki Cappuccino, was awakened. In the following weeks I visited all Suzuki dealers in the surrounding areas. At the same time I searched the excellent Japanese web-sites for secondhand cars to get further information about prices, specifications, availability, etc.

Three months later I saw what would be my future Cappuccino at Suzuki ARENA's showroom in the Fuchu district for the first time. As this car fulfilled all my needs

- fair price, automatic-transmission and a nice petrol green colour - I had negotiations with the friendly dealer, who tried his very best to serve me excellent, but which was a little bit difficult on both sides on account of our mutual language problems. At last in the following December I became a proud owner of this car. After receiving my special blue-white numberplates in January 2003 I was able to drive it on Japanese roads, which I have been doing since then every day, weekdays to office and back, as well as the weekends, mostly with the roof off.

Aware about the fact, that our excellent time in Japan would come to an end in July 2003, I tried to start the necessary preparations for taking this car back to Germany together with our household, over the following weeks. Thanks to the very helpful assistance and information I received from Alex Clouter (SCORE UK) and Roland Beck (SCORE Germany) both these guys had been pretty much helpful, it was really great; I soon knew what I had to do. Getting the necessary detail of technical specifications from the Suzuki Dealer as well as from the Suzuki HQ in Hamamatsu was a little bit more difficult as I had already thought because nobody there could understand what the German guy was asking for and why. That depended on the fact, that my car was produced for the domestic market and technical specifications necessary for the Japanese markets are very much different to those needed in Europe. But as all Japanese people are very much engaging to help, at least I received all my needs some months later and early enough before our actual move started.

When settled in Germany, luckily I found a very good-willing and kind expert of the German Technical Association ( TUEV ) in Berlin, who did his very best to issue his technical survey with many exemptions, which gave my local municipal authority the basis to issue the car licence for my Cappuccino from their side only a few weeks later in mid October 2003. Since that time I am in joyful use of my excellent car in my home town of Berlin every day, may it be in winter or summer, but as often as possible in semi- and full-open roof. With all the daily rush-hours and traffic-jams in the big, congested city, you can easily imagine how happy I am now, to have made the decision to buy a Cappuccino with automatic transmission. To make races I am not longer young enough, but to drive in comfort and style, that is my way.



## K9 Cappel Cop

By Martin Jones

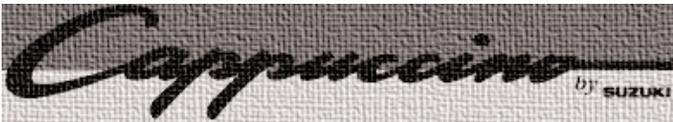


As I approach the last few months of my thirty years as a Police Officer, I realise that whilst I can start a new career, it will be difficult for my five year old Springer Spaniel, "Benson", to adapt to a leisurely way of life. The last 22 years as a Police Dog Handler has taught me that some dogs need a purpose. I have given him a purpose as his whole life now revolves around working as an explosives search dog. I had more or less decided that I cannot take this away from him so I would pass him on to the person who takes over my role.

Having had both my retired German Shepherd Police Dog and my pet Golden Retriever put to sleep last year, both through illnesses, I even contemplated retirement without a dog.

One morning in March, a lady phoned our office offering a six month old Golden Retriever as a Police Dog. I explained it wasn't a breed we use but after speaking with Linda we visited the lady. Obviously we fell in love with "Barney" instantly.

He now travels around in our Cappel sat in the passenger foot well. There is still enough room for Linda but for how long I don't know. He thinks he would make a good Police Dog. I don't think he has grasped the concept.



# LARINI SYSTEMS

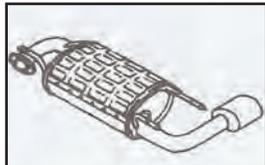
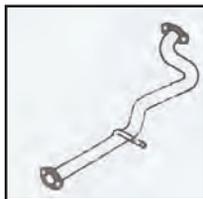
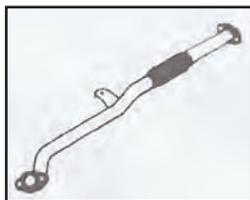
D r i v e n   t o   P e r f e c t i o n

**Suzuki Cappuccino Larini 'Standard' Exhaust System  
£235 + VAT**

**Suzuki Cappuccino Larini 'Sports' Exhaust System  
£245 + VAT**

Our exhaust systems are constructed using aircraft grade  
T.304 Stainless Steel and feature chromium polished tail pipes.

Every Larini exhaust system is supported by the  
Larini Systems Lifetime Warranty



Please call  
**0870 777 9060**  
or visit our website  
**[www.larinisystems.com](http://www.larinisystems.com)**

Prices correct at time of press (1 July 2004)  
Larini Systems reserve the right to amend prices without notice.

## No stripe after a wash!

By Doreen Atkinson



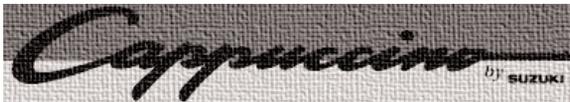
It is difficult to say exactly when I became interested in owning a Cappuccino.

I saw an article in a magazine about one many years ago and went along to our local Suzuki dealership to have a look at an 'M' registered one - which I think was about a year old at the time.

With one of our cars being a Morgan 4/4 Sports Car, vintage 1968, the last thing I really needed was another car that was impractical, as with two daughters, one at University and the other at college, and due to go onto University in a couple of years (has anyone any idea the amount of stuff that needs ferrying to and from University at the end of each term!) a large 4 x 4 was probably the car I should have been looking at.

Still I only put on hold my desire to own a Cappuccino and with both daughters off hand, I contacted our local Suzuki dealership to see if there were any Cappuccinos available. Purely by chance a Cappuccino was being part-exchanged that week and they said I would be able to look at it in a couple of days. The rest is history.

I became the proud owner of a 'L' registered red Cappuccino in October 2000 and have had many enjoyable hours of motoring ever since. Being just under 5 feet tall, it is the only car that I have been able to clean without getting an unwashed stripe in the middle of the roof !



# I can't stand Cappuccino!

By Brian Hilton



Me and my Cappo



Fritz & Zoe in Cappo

I hasten to add it's the coffee form, not that charming little bundle we all love, in fact I can't stand coffee in any shape or form but it doesn't stop me loving another type of Cappuccino.

Way back in 1993 at the Motor Show at the NEC Birmingham I was absolutely, to coin a phrase, "Gobsmacked" when I got to the Suzuki stand to see a beautiful tiny convertible with a funny name and was smitten forever.

My wife, at the time worked for a Mercedes Dealer in Herefordshire who also had a Suzuki franchise on the same site. I was generally familiar with Suzuki vehicles as I had previously owned a SJ413, at the time we lived up an unmade country lane with a 1 in 3 driveway, up which a later Bedford Rascal van climbed with 5cwt of logs for the wood burner onboard without too much hassle. I had previously come across the Rascal, which was a British version of the Suzuki SuperCarry as both versions were built on the same line at Vauxhall Motors plant in Luton, where I worked for 23 years.

However I digress. When the Cappuccino was released I was invited to the launch at my wife's place of work. On taking a Red Cappuccino out for a test drive around the quiet Herefordshire lanes I kept wondering, what's that funny green symbol that keeps lighting up? I think it would be fair to say I was impressed, and thought it the best thing next to a Fiat 500 (if you've never driven a 500 you don't know what you're missing); in the process I managed to put the wind up a friend who had come along for the ride.

However, it was not to be as I realised that it was totally unsuitable for my needs at that time. Fast forward to 2001 when we returned to Bedfordshire after living in the Wye Valley for 15 years, due to my wife's health.

During those years Cappuccinos were never far from my mind, a lady who I worked with in Cardiff, had been bought one new as a present for her by her husband (at this

point can you see the green eyed monster?) which I had seen on a daily basis for 5 years.

Nothing came of my desire to own a Cappuccino until my wife and I retired (at last!) at the back end of last year and sold two of our cars. At that point some of my lump sum pension fund was earmarked for a Cappuccino. I scoured the "SCORE" web site, looked at a couple for sale on Ebay and consequently went to look at an Australian import. This didn't meet the standard I was looking for so the search continued. In the process I came across a Jade Pearl Green one for sale on the "SCORE" site, but considerably more was being asked for this one than my budget would run to, even though it sounded just what I wanted.

Keeping an eye on this one as well as others, it eventually reduced in price, but still too much for me. One early morning in November, I happened to look at the Auto Trader website on the Internet, entered "Suzuki Cappuccino", which then threw up about six for sale. One of these was a Jade Pearl Green example with the details sounding strangely familiar; I immediately rang the garage that turned out to be near Chepstow, about 15 miles from where we used to live!

I was informed that the phone had been red hot that morning regarding the Cappo and someone had already booked to see it: he had been put off until later in the day as they hadn't even PDI checked it. They promised to let me know later in the day whether or not the Cappuccino was sold as the case may be, if it hadn't been sold I would have first refusal. The day dragged slowly by, but I eventually received a call about 5.30pm to be told that although a young lad wanted her, he hadn't got his money in place. Feeling extremely sorry for him for about 5 seconds, I told them I would be down the following morning with cash and assuming everything was OK, I wanted to take her with me that day.

After a 125 mile dash my wife and I arrived in the rain clutching £4000 in cash and a big slice of hope. As soon as my eyes fell on her beautiful colour she was mine, no question about it whatsoever! A quick look at the comprehensive history and service file confirmed my decision, and a look at the registration document confirmed that she was the one I had seen on the "SCORE" website and was now at a price I could afford.

Perhaps a little too hastily, the deal was done, which included a 6-month breakdown warranty. They still hadn't had a chance to really check her over, nor had time to get her re MOT'd. I was so eager to make her mine that my heart told my head to get lost, and I bought her warts and all. Little did I know this decision was to have some financial implications in the not too distant future!

We set off for home in the pouring rain and I was glad of the de-misting facility offered by using the aircon, being such a small cabin the windows were steamed up

in about 10 seconds flat. I was slightly uneasy, as there seemed to be a certain amount of harshness in the drive train. When the rain eased off as we were entering Stow on the Wold, I lowered the driver's window to listen, and could hear and feel a clicking on turning a corner at slow speed. This combined with vibration at 60mph in top was enough to set my teeth rattling decided for me that further investigation was necessary, so on reaching home I rang the garage from whom she was purchased to inform them.

Next morning I took her to a local garage who do work for me on my other cars where we put her over the pit and had a good look around underneath her; I was pleased to find that at sometime previously the underside had been treated with anti rust wax, although it would be worthwhile getting her re-treated. We couldn't find anything wrong or feel excess movement in the running gear, so highly puzzled, I rang the Garage back and told them that I thought that it was just me, as my wife, Diane, is always telling me I'm hearing things or that I have selective hearing, i.e. I never hear when she's talking to me!

Although the service history was up to date, and only about 6 months previously had new discs and pads fitted to the rear along with a new rear silencer, I still decided that I would book her into Levoi's (a Suzuki Dealer in Colchester) for a service as everyone seemed to speak highly of them, even though they were about 80+ miles from my home. I also asked them to investigate the harshness, which I now believed, from previous experience, was mainly due to the propshaft. This, along with an occasional misfire and a door seal waterleak would hopefully cure the majority of my perceived problems.

So on a cold January day we went to Colchester and left her in Levoi's tender care, after explaining my concerns. We were dropped into the centre of Colchester to while away the next 6 hours, the promised sun never appeared, but the rain did, so all in all it wasn't the nice stroll around the shops that we had anticipated. We soon received a call that "Coffee" (Cappo's nickname) was ready and we were collected from the town centre. The leak had been sorted by treating the seals with silicone, the misfire was a plug lead that had worked loose and she ticked over beautifully.

Now for the bad news! Having had the propshaft off, they confirmed that 2 of the 3 joints were worn. They also pointed out that the offside handbrake mechanism wasn't working at all and they believed that this was due to the handbrake not having been adjusted correctly. Where have I heard that before? I was quite surprised at this as the new discs and pads had been fitted by a Suzuki Dealer in Chepstow and if they didn't know how to set up the handbrake correctly, who did? I was more surprised that Levoi's hadn't actually adjusted the handbrake, but left it as it was. I suppose they must have run out of time.

However, after paying a very reasonable bill we set off home, "Coffee" was running

much better, but not surprisingly the harshness at 60mph was still there. The next morning I rang to check the price of a new propshaft and nearly died of shock at the £750 quoted! No doubt Suzuki's prices were already well known to long standing members, but having been involved in car manufacturing, particularly in materials for 23 years during my working life, I fail to see how such an exorbitant price for spares is justifiable. On talking to the Garage from where I purchased "Coffee" and enquiring about claiming the cost of a new propshaft under the six months' warranty, I was directed to the specific part which refers to "Breakdowns" whereupon it became apparent that clapped out U/J's were not considered to be a breakdown. I contacted Reco-Prop (UK) Ltd, in Luton, 10 miles from home, who thought they would be able to replace the worn U/J's. I had the propshaft taken off by my garage, which meant removing part of the exhaust system. It was taken over to Reco-Prop, where they had a look and found they had the appropriate U/J 's, and by the end of that day I was able to collect the propshaft that had 2 out of the 3 U/J's replaced. The propshaft had been re-balanced & given a coat of paint, all for the sum of £160 including VAT.

This had eliminated about 70% of the harshness. I still have the clicking, which I think is the offside driveshaft outer joint, which once again, Suzuki say cannot be replaced but must be changed for a new driveshaft, at £465 per side new. On your bike, Suzuki! So I bought one through "SCORE" classified ads, which when I really feel like it I will replace, but as Adrian Furniss & Ian Linden informed me, "You don't hear many noises with the roof off", which has turned out to be true. This job isn't at the top of my "to do" list.

The next bit of bad news was that the MOT was due. As previously noted I was so eager to have "Coffee" I whisked her away before this could be done, and guess what she failed on? You guessed it! The handbrake. My garage came to the rescue once again and after me supplying them with the correct procedure (thank you SCORE!). I had a new MOT. Normally maintenance is something I would normally do myself, but after an operation on my shoulder the heavy stuff has to be left to someone else.

At last, the good weather arrived. Previously I hadn't taken the roof off as "Coffee" lives outside since my garage is 6 miles away, a lock up where my 1966 Lancia Fulvia Berlina resides and refuses to give up her dry spot in the air chamber, in the garage for a youngster!

I purchased an outdoor cover from "Cover Systems" which is very good apart from, how do you stop the buckles of the under strap from scuffing the paint on the sills when the wind blows? Also unless I'm going away for a few days, I prefer to let the breezes keep her nice and dry. Once the roof was off, it was a difference experience altogether: my two long haired miniature daschunds, Fritz & Zoe, think it's great. Fritz in particular as he props his back up the seat bolster nearest the passenger door and leans against the door. This way he can see out as well as catch the breezes; Zoe meanwhile ignores him and gets as close to me as she can, a real Dad's girl.

So far I've only managed to make one meeting which was the "Spring Drive & Chat" meeting at "Four Horseshoes" Long Sutton which was attended by 11 Cappos, a Daihatsu Copen & a Honda S2000, great company and good food preceded a lovely drive around the lanes around Farnham and Guildford with all the roofs off, causing many a pedestrian to do a double take, and then onto Loseley House & Park. Good job Adrian knew the way! Although he did have Ian as "tail end Charlie" sweeping up at the rear so no one would get lost, modern technology with walkie talkies between Ian & Adrian made sure of that. After lots of photos and chat about our favourite pocket rockets, and a walk around the gardens we headed off home

I would have liked to have gone to Italy with Alex and his group of Cappos as it sounded like it was a great trip, however I'd already booked up to drive my Fulvia down to Portugal for a Lancia meet near Oporto. It should be "Coffee's" turn next year for an overseas trip. Hope to meet you all at some point in the future look out for the Green one, although I believe there are at least 2 more.

Just a couple of details about Coffee. She appears to be a pretty early one - Chassis No. EAIR 116025. I don't have an engine number, as no one seems to be able to see what it is due to the positioning of the engine number on the block. The manufacture was declared in 1993 & it was imported from Japan 1999. She has been correctly modified and certificated for use in the UK with a number of differences from the UK cars, which Ian & Adrian pointed out.

My car is fitted with electric adjustable mirrors and the speedo has been modified for MPH. It also has a high level brake light that works. A de-restrictor has been fitted and she will comfortably exceed 100mph, but I don't intend to use that facility on a regular basis - useful for overtaking, particularly on the motorways.

Lastly, I wish I had ABS, as it scared the life out of me the first time I tried to stop her quickly on a greasy road!



The Lancia Fulvia



The Suzuki Cappuccino

# Cosmetic Surgery

By Paul Hope

This project really started when I had a problem with the exhaust on my Cap. From time to time the car sounded as though the exhaust had fallen off, and there were exhaust gases making their way into the cabin. I found a similar case on the website which provided my diagnosis. The manifold had worked its way loose and seemed to be making intermittent contact with the engine. When it was hot it would expand and the problem was not as severe as when the engine was cold. The problem was getting more frequent, and the noise was becoming embarrassing. A trip to Kwik-Fit up in Leeds (after visiting a friend and waking everyone in his street) confirmed that this was in fact the problem. Due to a busy life, fear of expenditure and of course, my own general laziness I left the problem unchecked for a month or so before I took it into a local exhaust specialist to see if they could sort it out for me. They took a brief look and confirmed that it was a loose manifold, and also confirmed that it was a bugger to get to. While it was up on the hydraulic lift I noticed that the rust on the sills looked quite bad. On closer inspection I realized it was in fact quite terrible. There was a hole in the passenger side sill and the metal around it was very thin and peeling. On the other side of the car the rearmost part of the sill was in a similarly sad state, evidently having been botched in the past. When I bought the car last summer I would never have imagined it would degenerate this quickly!



*Left side sill*



*Right side sill*

The final straw arrived at one depressingly symbolic moment. I was washing the car and a sizeable piece of Cappuccino fell onto the tarmac. The resultant improvement in power to weight was not as significant as the reduction in rigidity.... I was going to have to do something about this. It wouldn't have had a chance of passing an MOT in the state it was in, and was going to degenerate quickly if left unchecked. I started to investigate body shops to get an idea of what my options were and what the costs may be. Some of you may have spotted my pleas for advice on the forum. My thanks go to another SCORE member whose car was in Richard Lowe's body shop in Melton Mowbray. I took my car there for a quotation and was pleased with the price they gave me. I wanted to get the job done properly, rather than getting the car patched up.

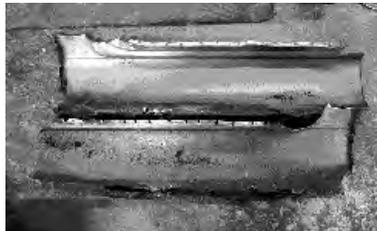
Without much delay the car was booked in. The work was to include the removal of

both sills and replacement with new panels. The rear arches needed work as there was rust bubbling through the paint, and there was a ding beginning to rust on the bootlid where a previous owner had shut it on an object. There were a few stone chips and areas around the headlights where paint was in poor condition and needed touching up, and a spot of rust on one of the suspension turrets under the bonnet. I dropped it off with all the anxiety you would expect when a loved one goes in for surgery, and picked up my beastly Peugeot 106 hire car (which incidentally could travel over speed bumps faster than any car I have ever known). Whilst the car was undergoing its surgery I visited twice to see how they were getting on. Each time I took my camera with me to record the progress.



*Let the operation begin!*

My Poor Baby! This was the sight that greeted me when I walked into the workshop. The right hand side sill had been removed to expose rot on the inner sill. This was later removed and made good with plates welded into the inner sill. Note the other Cappuccino next to mine! This is another SCORE member's car which had suffered some severe front end damage...



*Rusty old sills*

The old sills had been stripped off and we could now have a good look at them. I was amazed at how thin the material was. There was also no rust proofing on them at all and they really were quite badly corroded. It is no wonder they were rusted after 10 years of British weather. Richard, the owner of the body shop, speculated that the sills had actually rotted from the inside. That was the end of my first visit. I hadn't been prepared to see the car in bits as I had found it, and it had come as a bit of a shock. Though after seeing the state of the old sills I was very happy to see the back

of them. I had ordered two new sills from the Suzuki Dealership at Melton Mowbray which had arrived. They looked fantastic in comparison to the old ones, even though they were not painted.



*Lovely new sills!*

I went back to see how they were getting on with it a week or so later, only to find the car looking even further away from being finished. The upside was that I could see the quality of the work they were doing and the detail of the restoration. The car was going to be amazing when it was finished! The car had been totally sanded down, to the metal in the areas where needed. You can see from the photo below that the areas around the headlights and the rear arches were down to the metal, lightly filled and sanded smooth.



*Cappo gets pigment disorder*



*New sill in situ*



*Bottom tuck*



*What are you looking at?*

The new sills had been put in place by then and were looking great. They really had done a good job welding them in place and the smoothness of all the surfaces was absolutely beautiful. The car was to be finished a week or so after this visit, so it was a question of waiting impatiently for the finished results. All the car would need when I picked it up would be new badges.

Here she is, looking fantastic shortly after I picked her up. Suffice to say I was very pleased with the results.



Whilst the car was in the body shop I bought another car for the daily grind, firmly placing the Cap in the role of a weekend fun car. I am now more at ease with owning a Cappuccino, as I no longer have to keep putting miles on the car at the rate I was. In driving the car for only six months I had put 12000 motorway miles on it. Having now bought a house with a garage I have somewhere to keep the little beauty out of the horrid British weather. Complete with new badges my slightly biased opinion says that she must be one of the finest Cappuccinos around.

## CELEBRATE THE 10TH ANNIVERSARY OF THE CAPPUCCINO



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## One of a rare 'FAB' breed

By John Huntley



They say that there are around 50 million cars on the road. Looking at proportions, just 0.02% of these vehicles relates to Cappuccinos. Even rarer are the numbers of original Cappuccino owners still with their car. I am one of those people.

I purchased my Cappuccino during early 1995, after having seen it the previous year on display on the Suzuki stand at the Motor Show. Although my wife was not that enamoured with the Capp, I was smitten by its curvy looks and versatile hard top and decided to "go for it" the following year.

You see, I am a real sports car enthusiast with my first open car being an Austin 8 Tourer, followed by others over the years: MG Midget, a Dutton Melas (kit car) and early Toyota MR2s. I was very excited when I took delivery of my car from Suzuki Dealer Percy Tait Garages at Alcester and somewhat taken aback when I had a bunch of flowers with the car: a surprise but a very nice touch, I thought.

I just couldn't believe how lively it was then, given the size of the engine, the slick gear change, the rear wheel drive (of course) and the lightweight body shell. Nine years on and I am just as thrilled when I take the Capp out for a drive, as one would do in taking the dog out for a walk. My Capp just waits to be taken out.

Her "collar" is a very special set of numberplates, which I purchased from my next door neighbour. The FAB plates (a great Thunderbirds association!) were the original plates on my neighbour's Ford Fiesta Van and FAB sums up everything about my Capp.

I joined SCORE right from the start, being one of the original 25 members signed up by John Moore, the club's founder. I just wonder who's left from this group, or am I alone? It's great to see the club growing in size and of course the enthusiasm, help and co-operation between all the members. You just have to see the level of advice and useful tips in the many topics on the website message board.

Despite this, I have only managed to get my wife out with me in the Capp on two occasions: it's just not her car. We've not fallen out at all - this year we celebrate our 40th wedding anniversary - as we like to have our own interests as well as other things that we share. Our two other cars are a Subaru Legacy Outback and a Honda Accord. Note all Japanese cars - nothing ever seriously goes wrong mechanically, they're so reliable.

So whilst other husbands do their dithering in the garden shed, play bowls and so on, I enjoy the pleasures of thrilling open top motoring in the FAB Capp.

Every one of the 14,000 miles on the clock of my car has been great and I intend to keep it that way for the next 14,000 and lots more! FAB was all right for Lady Penelope's luxury car in the popular Thunderbirds series for the young and the young at heart and it's all right for me too! I don't need to be Brains to work that out!



## Talking of THUNDERBIRDS

*By Graham Farley*

Interest in Gerry Anderson's work has been stimulated recently with the release of the 'new' Thunderbirds movie this summer.

Major controversy over the use of a 'pink' Ford rather than the original Rolls Royce of Lady Penelope has been making mainstream news for several months with most serious critics ridiculing both the idea of a Ford as well as its monstrous design. Not quite a FAB one!

Not a lot of people know this (we have to thank the famous actor Michael Caine, he from "The Italian Job", for this apt phrase) but for forty years, almost like their Arthurian counterparts, the members of International Rescue - the Tracy Family - have been patiently waiting in the background, on Tracy Island, until a time of real emergency came up and their puppet strings needed pulling once more.

Now their rest has been disturbed by the troubled development of the new 'live' action big movie to hit the cinema screens somewhere near you, the reader. I luckily met up with the original John Tracy on one of his 'fact' finding tours of 'quaint old England' at a secret location somewhere in Essex. More a case of being in the right place at the right time but anyway John was fascinated by my Cappuccino (yes I just happened to be enjoying a rare sunny day out) and I just happened to have a copy of the last magazine with me as well as a camera and voila the front cover photo. Here's another one I took whilst I was interviewing him in the cockpit of his Thunderbird...



John had borrowed Thunderbird I for his outing; apparently Scott has a joint problem and has been temporarily grounded. Sadly I couldn't photograph the exterior of TBI, as it would have given away the location but I was allowed a selective shot of the interior. I gather that the original members of International Rescue are very upset at not being automatically selected to take part in the new movie and can't understand why Uncle Gerry isn't involved. "Father is very upset" said John. "Various suggestions have been made about a protest 'puppets are for life' or an 'out of work puppets campaign' but Brains is still working on one of Thunderbird 2's engines and that is most essential for m. m... m... media coverage." John thought the Cappo was 'FAB' and suggested a pink version for Tin Tin, but when I suggested that it should replace Lady Penelope's Rolls he said that that would be out of the question and mentioned a certain non-FAB Ford!

On a serious note, as a fan of Gerry's programmes (it's that age thing) I will be helping to run a 'FAB TV' event later this year to raise funds for the NSPCC. We will be displaying puppets; models and you will hear voice artists from Twizzle to the new CGI Captain Scarlet...further details to follow. I understand that one Cappuccino has a 'FAB' plate (envious) but the thought of a pink version maybe with rockets and hydroplanes! Can't seem to find that in the Cappuccino Sport price guide!

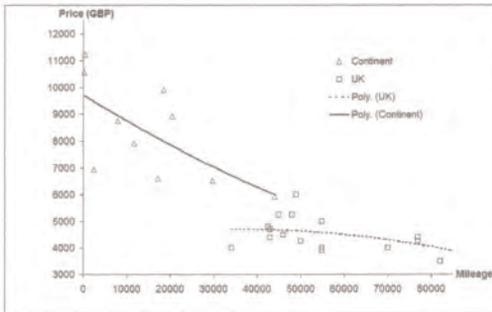
*The Thunderbirds brand and associated images used in this magazine are copyright to Carlton International Media Limited and Southern Star Limited. All rights reserved. Thunderbirds is a Gerry Anderson production.*

## Secondhand Cappuccino Prices

By Sven Van Wilder

In Issue 13 of 'The Latest SCORE', I compared the second hand prices in the UK and on the Continent. More than a year later, I thought that it might be interesting for SCORE members to see how the prices have changed. So I searched the Internet again to find all the second hand Cappuccinos on the Continent (found 10 cars this time) and added 17 cars that were for sale in the UK during the month of June 2004.

As I did last year, I plotted the price against the mileage, with a clear distinction between UK and Continental cars. The result can be seen on the following graph:

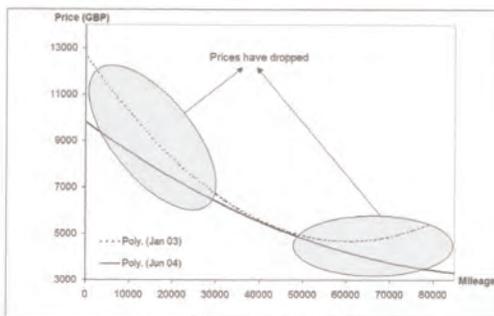


*Pricing of second hand Cappuccino's (June 2004)*

From this graph we can conclude that most of the conclusions that were drawn in 2003 are still valid:

- It is clear that the cheapest Cappuccinos are still not found on the Continent.
- Prices in the UK are less dictated by the mileage of the car than on the Continent.

A more interesting exercise is to see how the prices have changed between January 2003 and June 2004. The graph below contains polynomial trendlines for Jan 03 and Jun 04.



*Evolution of the prices of second hand Cappuccino's between Jan 03 and Jun 04*

We can see that there are 3 clearly defined regions:

- The low mileage cars on the Continent: prices have dropped
- The cars with average mileage (40k to 50k miles): prices virtually unchanged
- The (very) high mileage cars in the UK: prices have dropped significantly

And what about my silver Cappuccino?

In January 2003 it had 26000 miles and I would have to let it go for £10500 - bear in mind that I live in Belgium. Now my Cappuccino has 29000 miles and I would have to sell it for £8500 GB if I wanted to... and that's a big "if" as I like my car a lot!

*Editor's Note: From the classified forum on the website it is clear that the current average selling price for a reasonable condition mid-mileage (50,000 miles) Cappuccino is around £4000. This average price is 20% lower than the same period last year. Higher mileage cars seem to be selling for a thousand pounds less. Non-red Cappuccinos are currently fetching on average £300 more for a similar mileage and £800 more for lower mileages (30-40,000 miles).*

## Withdrawal Symptoms

By Andrew Wadsworth



This is the car - a Honda S2000 - which replaced my Cappuccino last year.

Yes I miss the Cap when crawling through busy London traffic... it used to be easy to squeeze through gaps that others wouldn't even consider trying in normal sized cars. Also the lightweight body and the closeness to the road. However my need was for a much bigger car and I am mightily pleased with the Honda.

My time at SCORE was fantastic with so many good people doing things for the best interests of the club. My new S2000 club has a lot to live up to! All the best to those who work behind the scenes, providing useful advice and tips, plus the hard core of guys (Alex and Brendan) who makes sure that the club functions on a regular basis.

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# Big Brother to Cappuccino

By Ian Linden



I recently indulged myself by adding another Suzuki to my stable. I have fancied a 4WD for years ("it'll be really useful when it snows, and you can tow things with it"), but somehow the Vitara/Grand Vitara just didn't do it for me. I had seen an X-90 years ago, and remember thinking at the time "That's daft, when you could have four seats and a rear hatch". Well, time marches on, and opinion alters in the light of experience. My acquisition of a Cappo has firmly acquainted me with the joys of 2 seat open motoring, and then I saw this gleaming, almost pristine, vehicle at a used car dealer's, going for what I thought was a song.

A little further research was called for - resale values of X-90s are lower than one might expect, but not that low for one in that condition and with that mileage. One careful lady owner - gave her a ring and that was quite true - all the service docs & receipts in apple-pie order - if I was ever going to get a 4WD, this was the one to go for!

Bargaining time, and I was mightily assisted by finding an ad on the internet for an identical vehicle, mileage and all, for £500 less. It turned out to be no remarkable coincidence; just that the dealer who had unsuccessfully tried to sell it before passing it on to the current vendor, hadn't updated his site. And a very useful chip in the bargaining stakes that was. It had come to them all dirty, and they had had to valet it. Also they'd done a good job, but c'mon, it's not worth that! We settled for £600 off his windscreen price, sold as seen. Fair enough?

Well, what's it like, and how does it compare to a Cappo? Some people are of the view that the X-90 was meant to be the replacement Cappo in the Suzuki line-up - would it have fitted the bill?

First - the similarities, starting with the obvious. It has a Suzuki badge on the nose, two seats, and the roof comes off and stows in the boot. The controls and switch gear are near identical to the Cappo, apart from that extra gearlever.

Now the differences. You sit quite high, compared with a normal saloon, and really high, compared with a Cappelletto. But drivers of Shoguns still look down on me, a bit.

There are only two roof panels (there's a T-bar, very narrow but it doesn't come out), but they are almost entirely glass, so really heavy. They are supposed to stow in the boot, on top of the spare wheel. But the Internet helped out again - an owner in California found out that there's so much space behind the seats that the spare can go behind one, and the roof panels behind the other, if you want a really cavernous (by Cappelletto standards) boot. Great for the weekly grocery run - even if it's snowing!!! Mind, you'd probably have the roof on then, but you get the idea.

Downsides? Well, the engine takes 4.2 litres of oil, and all the various transmission boxes (gearbox, transfer box and two differentials) 6.4 litres. And an extra spark plug. Oh, and the tappets have to be adjusted with a spanner - didn't bargain for that in 2004, but that's ok - more like a vintage car, really.....

It hasn't got aircon, though there's plenty room to fit it if one wanted to. Maybe later. It has got central locking and electric windows. Lower them and, with the roof off it's very like a Cappelletto with the rear screen raised. Unlike a Cappelletto, it stays raised.

Getting in and out is a breeze. The height's just right - plant posterior against seat and swing legs in - well, almost.

Problems? Well, the boot lid didn't want to stay up high enough - apparently it's a common problem. Easily fixed in my case - I've fitted two Cappelletto boot lid springs to help the two torsion bars - problem solved.

On the road, it's a typical RWD car, only more so. Slow for the bend (if necessary) and power on when the wheel's over, and she comes round really nicely. Try to drag her round without the loud pedal, and it's body lean, tyre shriek and drama all the way. Fun when you get it right - just like a Cappelletto, but maybe a bit more demanding. Acceleration is no great shakes - you're driving a truck, and truck drivers are steady, deliberate chaps with time in hand (white vans are, of course, different).

Off the road, well, frankly, the only word is - impressive. I've had some experience with a LWB Land Rover, and the X-90, whilst probably not as capable in really tough going, is actually more comfortable and less dramatic over holes, bumps, gulleys and what-have-you. If there's a one foot drop in front of one front wheel, it just goes down to fill the hole, and the cab angles gently over, the wheel rides up the other side of the hole, and it tilts gently back. You can drive up cart tracks to really out-of-the-way places with aplomb (petrol is also recommended) and enjoy some lovely unfrequented countryside with NO OTHER TRAFFIC.

Getting in and out of 4WD is no big deal, either. Stop, declutch or neutral, move

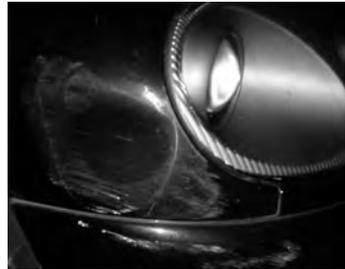


that 2nd gear lever to one of the 4WD positions (you have high and low range to choose from - low is for the rough stuff, high for slippery "real" roads), and drive off gently, to let the automatic freewheeling front hubs smoothly lock in to the fixed position.

When you've finished with 4WD, stop, move the second lever back to 2 WD, engage reverse (if you've just been driving forward, otherwise vice-versa) and drive a few yards, to unlock the hubs, and it's done. Must get out the OS maps, and look for some more scenic byways.....

## Coincidence strikes twice

*By Katsuaki Ohtsudani*



Greetings to SCORE members! My wife and I both own Cappuccinos. Last year - within a few days of each other - we both had accidents in our cars.

Yumi's car was hit by a stranger on 13th July and twelve days (25th) my one was hit by a man who drove carelessly outside a book store.

Both have been since repaired. It was not a nice coincidence at the time.

## Our little baby

By Katsuaki Ohtsudani



I am very happy to announce the arrival of our little baby on 17 June - Saimon is his name and we are so proud of him. We made a little hat for him, made from the top of a water melon!

Both Yumi and I are now very busy looking after Saimon, tending to his many needs. The only problem we have is whose Cappuccinos we should be fitting the baby seat into - we have two Cappuccinos, a picture of which you may have seen in an earlier magazine when we got married.

## Our little toddler too

By Dany Gagnon



Here is Zakima who is growing fast!

He was keen to get into the bathtub before we poured the water in!

He is always happy and smiling, seeming to enjoy all the attention we all give him and keeping us on our toes most of the time, especially Katina my wife.

And of course, he loves cars!

We are all settling down really well in our new home in France.

## Football Brains

Prize Quiz Competition composed by Sarah & Paul Radford



Hey there!  
We've come up with a new  
Prize Quiz and up for grabs  
is a brand new plastic assembly  
model kit (1:24 scale) of the  
Suzuki Cappuccino

Name all the football teams being described below in the clues and list your answers from 1 - 40 on a sheet of paper, include your name and address (so that we can send you the Top Prize, of course, if all are answered correctly) and send it to SCORE Quiz, 17 Hurston Close, Findon Valley, West Sussex BN14 0AX.

**Closing date for entries: 30 September 2004.** *There will be a tie-breaker if we get any number of fully correct entries.*

- |                                   |                                  |
|-----------------------------------|----------------------------------|
| 1. Ancient dogs                   | 21. Boxing authority initially   |
| 2. Glass mansion                  | 22. Hefty sweetheart             |
| 3. All males together             | 23. Dock valley                  |
| 4. A day in a steel city          | 24. Approached bridge            |
| 5. Always 100                     | 25. Concrete nymph               |
| 6. Not eastern meat               | 26. A maimed tree                |
| 7. Famous brothers                | 27. Heavyweight toilet           |
| 8. Cotton factory's own barrier   | 28. Professor of rollers         |
| 9. Royal leisure area guardians   | 29. Male meadows                 |
| 10. Far eastern connections       | 30. Animals car                  |
| 11. Cowboys wear them             | 31. Dirty water                  |
| 12. Collection of arms            | 32. Expensive piece of furniture |
| 13. Prison clock                  | 33. Iron a heavy load            |
| 14. Bonny's partner               | 34. Electrical river crossing    |
| 15. Hawaiian greeting             | 35. Heavy park in the south      |
| 16. Parched atmosphere            | 36. Entrance to ship's home      |
| 17. Safari park attendant         | 37. Back axle component          |
| 18. Nelson's lady scholars        | 38. Fresh wine                   |
| 19. Parent recovered from illness | 39. Maritime big bird            |
| 20. Car by Spanish house          | 40. Shiny weight                 |

As a trigger to get you going, #20 is ASTON VILLA. Start thinking laterally and see how 'brainy' you really are when it comes to knowing all your British Football Teams! Make it a team effort with friends and family. Do some online searching if you have to. We will be getting the General Manager of a Suzuki Dealer to overlook the final entries to establish the winner. There's a wooden spoon for the lowest scorer!

# Open Cafe 2003

By Hiroki Ito

First allow me to introduce myself and my Cappuccino; as you can see I have got a special British number plate fitted.



Here are some pictures from last year's "Open Cafe 2003" which took place at the Nagano Prefecture. Around 350 Cappuccinos participated at this annual event. This year's meeting (which is the fifth annual event) happens on October 10 at Shizuoka Prefecture. It's a great chance for so many Cappuccino owners to get together.





It's great fun to have so many people together, all sharing in the enthusiasm of our Cappuccinos. It is also good to read so much happening in the UK as well - quite funny really as here in Japan the Cappuccino is still very much a fashionable car and it's interesting to see the "cult" following in Europe. I am amazed to witness the excellent enthusiasm on your British, German and Dutch websites. Our best wishes to all of you in Europe all the way from Japan!

## Renaissance: the re-birth of Cappuccino

*An advertorial from CappuccinoSPORT*

As most members should know, the UK specification Cappuccinos have now reached their 11th birthday and there could well be a few slightly past their best. Despite Suzuki through their dealers and SCORE continually helping Cappo enthusiasts to care for their cars, diehards still yearn for an original well looked after car but there are increasingly fewer mint examples available.

To add insult to injury, alternative sports cars to the Cappuccino - affordable 2-seater sports cars with the classic "front engine, rear-wheel drive" arrangement with fun and versatility thrown in for good measure are even rarer. Can you name one under £15k? Of course you can buy a second-hand Mazda MX3 just under this price, but this car does not have the hard top adaptability, the combination of rear wheel drive with close ratio gearing and a lightweight chassis. Forget the likes of Lotus Elise, Vauxhall VS220, MGF and the Smart Roadster. They are all well over £15 000 and still won't give the same feel as the Cappuccino. And certainly not the kind of amused smile anyone else will give you looking on as you drive the Cappuccino down the road.

Suzuki has not yet produced a serious replacement to the Cappuccino; there's talk of an all-new Swift convertible next year but this will be based on a hatchback, not designed as a proper 2-seater sports car. After trying many sports car roadsters, the best replacement for a tired looking Cappuccino can only be a new looking Cappuccino. This is a view shared by Tina Holmes, a proud owner of a Cappuccino and SCORE member since 1994, a beautiful silver example she bought brand new from her local Suzuki dealer for her 40th birthday.

"10 years is a long time for a car," says Tina, "but it was time to change. Not that I have enough of my Cappuccino, just that 'Suky' is starting to show tiredness and rust and other normal signs of ageing".

Frustration of not finding anything as fun and clever as her "Suki" was starting to creep in. "I looked at some others sports cars like the MX5 and the Honda S2000 but they did not do anything for me: none of them had that fun factor. Or what I would like to call the grin factor, I'm always grinning when I drive my car and others grin at me: a grin that says 'hey that's a great looking car!'" . That was until her husband Stuart had discovered a new restoration service offered by CappuccinoSPORT: The Renaissance Programme.

Renaissance by CappuccinoSPORT...breathing new life back into the originally stylish Cappuccino. It's not about a simple facelift. Starting at £8000 it involves the engine, carpets, dashboard... almost everything being removed to the bare shell so that every piece of metal gets a fresh lick of paint inside and out after the sand blast. The whole body gets the Waxoyl treatment and seals are replaced when necessary. The chassis is stiffened with second generation welding, the suspension is upgraded with totally

new shocks and springs, while the brake discs are enhanced. Every piece gets inspected and cleaned before being put back onto the car or get replaced if needed.

As one option you can also get all the suspension sand blasted and powder coated. Lift the bonnet on a rejuvenated Cappuccino and you will see a clean revived engine bay. All the hoses get changed for high performance silicone with the colour of your choice and Magnecor Silicon ULTRA high-tension multi-core sparkplug lead. As another option, you can get your engine reconditioned to 130 BHP. On the inside everything that needs replacing is replaced and you also gain a stylish new leather interior (not PVC, real leather!) with new door pockets and an additional set of speakers on the head restraints. As another option, you can get a new computer system integrated in the dashboard with a 7inch touch-screen from which you can control: MP3 player, Satellite Navigation, DVD player, e-mail & Internet access and all that a normal 3 ghz, 80gig HD with 512MB ram computer can do.

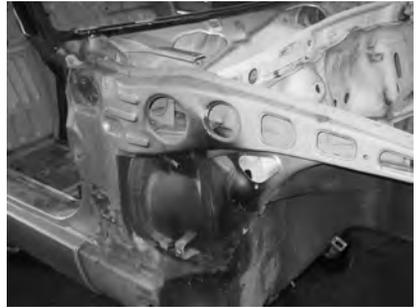
To top of all that, you can also opt for a range of Cappuccino Sport add-ons. This includes: large front brakes with 4 pistons Wilwood callipers, very large racing type intercooler, induction system, sports springs and suspension, limited slip differential, stainless steel roll over bars, carbon fibre bonnet, and much more. Most of those parts are now manufactured in the UK to give better quality and price.

There are around £5000 of extras to be added on top of this for people who really want to dress their cars to thrill, mainly to enhance the style of the Cappuccino with a wide choice of spoilers, over fenders, Lamborghini style doors (WOW!), headlight embellisher kits and other stylish body accessories.

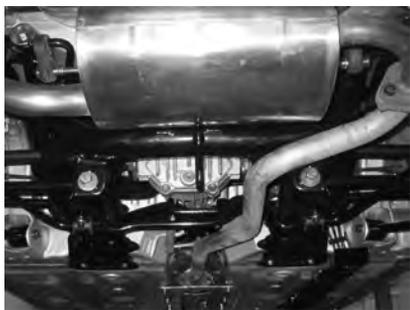
In all around 60 parts have been changed on Tina's Cappuccino and more than 150 hours of work in 6 weeks to complete it. From the first contact by e-mail on 1st February to the first meeting on 13th March for an estimate, the hand over of her car on 17th of April and her collection on 29th May. 22 e-mails have been exchanged and 5 phone calls. Estimated labour cost: £7119.32; estimated parts cost: £1340; actual parts cost: £1922; total cost of the project: £9,321.73.

What follows are some photos showing some of the development work on 'Suki':









"As far as I am concerned, this is money well spent", Tina concludes. "I fell in love with Suki as soon as I saw one on display at a local Motor Show and simply had to buy one. I chose a silver version as there were fewer of them (and I do not like red) and I intend to keep it for as long as possible. Now Suki has transformed into a very gorgeous model creating even more of a stir as I take her out."

Stuart continues, "I am a restoration man as I have restored our 1934 Alvis Tourer and 1946 Triumph Roadster. I am suitably impressed with the work that has been done through Dany's team at Colchester. Right down to the colour keyed painting under the bonnet and boot lid as well as behind the fuel flap! The Cappuccino is my wife's pride of joy - she has driven every single mile of the 67,000 done since new - and now she is even more enthused with driving Suki. We decided to have all-new suspension bushes all round and noticed that she handles beautifully, in fact so much better than before so we would certainly recommend this particular aspect to SCORE members. We are so pleased with the final result of the work carried out."

There may be fewer of them around but the classic looking Cappuccino car is most certainly not destined to age as far as CappuccinoSPORT is concerned!

Call the 24 hour hotline now for more information: +44 (0) 845 299 0209.



### SUZUKI SCORE DEALERS

The following list of Suzuki Dealers have formally signed an agreement to recognize SCORE and offer a 10% discount to members on servicing as well as parts and accessories. **Please note that Dealers marked \* are service-only dealers.**

*It is important that you present your current SCORE membership card before you book your car in, just to ensure that they are clear about the arrangement. Please ensure that you make contact directly with the Dealer Principal/ General Manager if you do not get the 10% discount.*

SCORE has conducted a few mailings to Suzuki dealers, encouraging them to support the Register. If your local dealer is keen to be more involved, contact 01903 267 770 or editor@score.org.uk for an information pack to be forwarded on. Just give us the name and address of the Suzuki dealer plus ideally the name of the General Manager.

## ENGLAND

### BUCKINGHAMSHIRE

Braylake Cars 32 Aylesbury Street, Bletchley, MK2 2BD  
After sales contact: Richard Portway  
**01908 647 111**

DGL Garages\* Littleworth Road, High Wycombe, HP13 5XE  
After sales contact: Bob Peters  
**01494 478 496**

### ESSEX

Levoi's Limited Berechurch Road, Colchester, CO2 7QB  
After sales contacts: Ian Johnson  
**01206 544 233/ 01206 579 579**

### HAMPSHIRE

Mill Lane Suzuki\* Blackwater Way, Aldershot, GU12 4HD  
After sales contact: Dave Richards  
**01252 321 122**

### LINCOLNSHIRE

S. Cropley & Co. Frithbank, Boston, PE22 7BD  
Limited After sales contact: Kevin Fairweather  
**01205 362 230**

Linpac Garages Kingsway & South Park, Lincoln, LN5 8EL  
Limited After sales contact: Keith Walker  
**01522 521 345**

### STAFFORDSHIRE

Randles (Garages) Keele Road, Newcastle under Lyme, ST5 2HN  
Limited After sales contact: Paul Wilkinson  
**01782 717170**

\* *Service only Dealer*

*SUSSEX*

CMW Automobiles  
Limited

Anstye Cross, Ansty, Haywards Heath, RH17 5AG  
After sales contact: Paul Simmons  
**01444 452 621**

*WEST MIDLANDS*

Colmore 2000

1163 Chester Road, Birmingham, B24 0QY  
After sales contact: Harry Jethwa  
**0121 377 8169**

*WILTSHIRE*

Pebbley Beach

1-3 Moormead, Swindon, SN4 9BS  
After sales contact: Wendy Clark/ Steve Lawro  
**01793 812 235**

*YORKSHIRE*

Autoworld

455 Abbeydale Road, Sheffield, S7 1FS  
After sales contact: Rob Baines  
**0114 255 7071**

Colin Appleyard

Halifax Road, Keighley, BD21 1AH  
Lockwood Road, Huddersfield, HD1 3PA  
126 Oldham Road, Ashton-under-Lyne, OL7 9AH  
After sales contact: Aziz Ahmed  
**01535 682 401**

**SCOTLAND**

*STRATHCLYDE*

Gael Suzuki

49 Main Road, Crookedholm, Kilmarnock, KA3 6JT  
After sales contact: Michael Keenan  
**01563 537 116**

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Westpac, Westpoint Shopping Centre, Blacktown NSW 2148

*Branch/ Account Number: 032382 165930*

*Account Name: SCORE c/o Sonja Fueter Luthi*

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Rabobank, Amsterdam en Omstreken, Zuideinde 1, Postbus 3, 1120 AA, Landsmeer

*Account Number: 3246.42.261*

*Account Name: M Spoelstra*

#### ***German Members***

Dresdner Bank, Goltsteinstrasse 91, 50968 Köln

*Bank Number: 370 800 40*

*Account Number: 439 18 09 02*

*Account Name: SCORE Germany Suzuki Cappuccino*

#### ***New Zealand Members***

ANZ Bank, Howick Branch, 87-89 Picton Street, Howick, Auckland

*Account Number: 010170-0054343-50*

*Account Name: KIWISCORE*

#### ***UK, Japanese and other Overseas Members***

HSBC, 155 Mile Cross Road, Norwich NR6 6RL

*Account Number: 41372467*

*Account Name: SCORE*

*Sort Code: 40-35-50*

When paying by bank transfer you do need to use your full name as a reference and either fax your bank confirmation slip to +44 (0)8700 515808 or alternatively send an email to [treasury@score.org.uk](mailto:treasury@score.org.uk) to confirm date/ amount deposited. *It's in your own interest to advise us of the payment, as it makes it easier for us to check our bank statements and therefore ensure a smoother, trouble free delivery of your order.*



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*Cappo's 10th anniversary  
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*Black with red Cappuccino logo*

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*Red umbrella with black Cappuccino logo*

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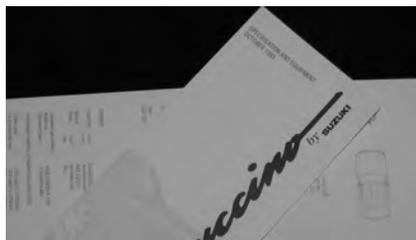
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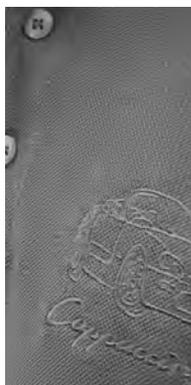
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Choice of garment sizes: small, medium, large, x-large, xx-large

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**Telephone: +44 (0) 1446 771 208 Email: [merchandise@score.org.uk](mailto:merchandise@score.org.uk)**

## The Latest SCORE Magazine

Please keep on sending us as many different stories and pictures about you and your Cappuccino - how you came by your car, amusing trips, useful technical tips and suggestions, puzzles and cryptic games, special poems or limericks... in fact anything you feel you would like to share with the rest of us as long as it's to do with Cappuccino!

No item is too small and certainly no item too big.

What you put into SCORE is really what you get out of it.

Email your article (Word document) and picture (high resolution JPEG or TIF) to

**editor@score.org.uk**

or send a CD/ floppy or typed document with photo(s) to the SCORE address below.

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Members' details, as supplied on the original club application form, are held on the SCORE Central Database and will not be supplied to any third party outside of SCORE.

Please let us know of any changes to home address, telephone, email, etc.

From time to time, Members' names, home addresses, telephone and email contact details will be given to their local SCORE Representative for sending out local event details. If you have an objection to this, please contact the SCORE Secretary:

**info@score.org.uk**

**08700 515 808 (fax)**

Suzuki Cappuccino Owners Register for Enthusiasts  
17 Hurston Close, Findon Valley,  
West Sussex BN14 0AX



## **The Latest SCORE Magazine**

The SCORE Steering Group is keen that The Latest SCORE Magazine reflects everything that members want from it. We aim to issue 2-3 magazines during the year but we do need ongoing articles from members in order that each issue can be produced economically, with lots of interesting content.

**© Suzuki Cappuccino Owners Register for Enthusiasts**

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