

Fiat Coupe Club UK

Introduction	1
Under pressure	2
Get 'em dirty (1)	3
Get 'em dirty (2)	4
Life behind the Forum	5
Member discounts	6
Annual event	7
Once upon a cambelt	9
A year FCCuk	11
Credits	13

Since this is our second attempt at publishing a newsletter and we actually feel pretty confident you all liked the trend we've set in the first one, we bet you'll like this one too.

However, feel free to come up with any suggestions you may have for future content.



Dear members,

Welcome to the second FCCUK newsletter, it's been a while coming but I'm sure you'll agree it was worth the wait. This issue has some great technical tips, some reviews of the year and much more so read on and enjoy.

As a little experiment, we are starting a series of on-going articles about various motoring issues. We'd like to start by getting your views on the state of our roads. As you probably know, billions of pounds are raised each year from taxes on motorists including fuel duty, road tax, VAT etc. and only a tiny percentage of this actually goes back into improving the road network. Do you think the general standard of the roads are improving? Do you think more needs to be done or should the money be spent on improving other services such as the rail network? Have you had major road improvement schemes near you and have they actually improved the traffic? Send your thoughts and views to newsletter@fccuk.org and we'll publish comments in the next issue.

As ever, if you are a budding writer or you have some suggestions for future articles then please contact us at info@fccuk.org

under pressure

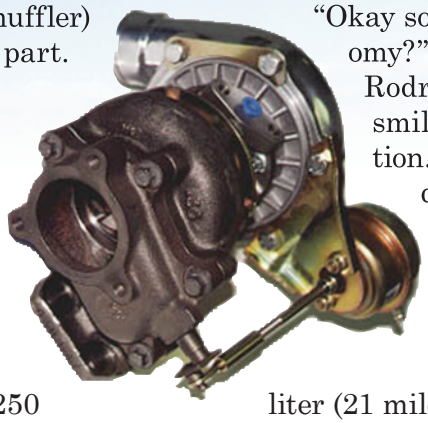


by Rodrigo Rolim

You can go quick with any Coupe. That is if any Coupe is available in your country. For Rodrigo, living in Brazil, this meant a 16v. Turbo's are scarce, or even non-existent. But one day this respected member of the Coupe Fiat Brazil club just wondered how to make it go faster. And if you play GT3 on Playstation 2, you know there's one thing that's very effective both cost and performance wise...

Although the Fiat Coupe really is a dream car for me, after a while, to be honest, I actually got quite used to the power. You have to know the car was standard when I bought it, a 2.0 16v block with a good 140bhp. And as I was looking to get a performance upgrade, I realised there was actually one thing that would really add something to it: fit a turbo.

And so I looked into the possibilities and one was found pretty easily: a Garrett T3. After a lot of work, as it needs quite some extra pipework, the Turbo was running at 0.8 bar. Although running nicely, quite a bit of extra time went into producing an exhaust manifold that was up to all that heat. And although we kept the engine just the same internally, we also 'tuned' the fuel injection. So that it now partly runs on alcohol as a fuel. And we replaced the exhaust pipe (muffler) with a 2.5 inch part.



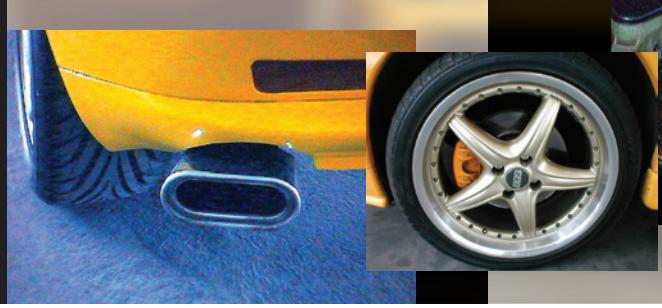
All in all, it does go very well indeed. A rolling road test proved the car now put out an extra 110 bhp, so that makes 250 bhp in total. On the road, this means an acceleration of 0-100 km/h (0-62 mph) in 6 seconds flat.

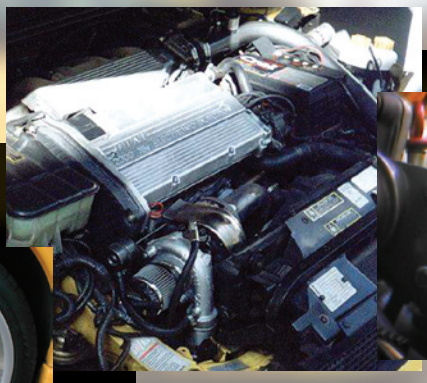
Drawbacks? Well first of all the car will 'only' go to 220 km/h (140 mph). That's because the fifth gear is a bit too short for all that power and it just maxes out. Braking however, even with the standard discs and pads, is still excellent. I've fitted 18 inch wheels with 225/40-ZR18 tyres which probably add some grip to the car.

"Okay so how about economy?" I ask myself. Rodrigo probably smiles at the question. "'Economy'? I don't think you'd call that 'economy'. When just driving along it does 9 kilometer to the liter (21 miles per gallon), and around town goes down to 4 kilometer per liter (9.5 miles per gallon). And I won't say what it uses when I floor it"

"Don't worry Rodrigo, I won't ask. Just one other thing though - how does it sound?"
"Here, listen for yourself..."
http://www.fiatcoupe.net/video/rodrigo1.mpg

Kayjey







Rodrigo is a member of Coupe Fiat Brasil
http://www.coupefiat.com.br



get 'em dirty

Although a busy man, Mr. Andy Brinkman is always prepared to offer technical advice to most any Coupe owner. We hope we can reduce a bit of the strain by offering him a medium to reach many owners in one single go. Ahum... okay, so we actually just wanted a technical section and who else can we ask but our human workshop manual?

by Andy Brinkman



Fig 1



Fig 2

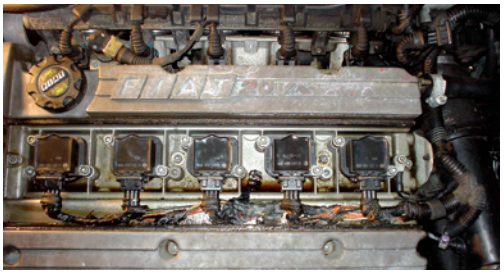


Fig 3

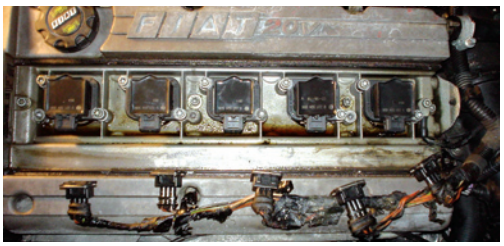


Fig 4

The spark plugs, normally a simple task on any car. The same is true on the 20v coupe engine. However, there are some pitfalls to be aware of.....these are the simple instructions for replacing the spark plugs.

For safety, ensure the engine has cooled down and the ignition is switched off. The cylinder head can get extremely hot, especially on the turbo version. Looking at Fig 1 and 2, first thing to do is remove the spark plug cover. This is held on with 3 torx bolts, so you'll need a Torx bit for your screwdriver (Size T40).

With the cover removed you can see (Fig 3) the five spark plug coils. Disconnect each one in turn by pushing down on the spring clip and pulling the connector towards you. (Fig 4) The oil you can see is spillage from the topping up and needs to be removed.

Next, (Fig 5) undo the 2 torx bolts fitting each coil to the cylinder head (T40 again). The coils are a simple push fit. When removed inspect each coil for cracks and deterioration of the rubber. Finally using a long extension bar and a 10mm spark plug socket with rubber retaining insert undo each plug in turn and remove from the head. (Fig 6).

With all the plugs removed, carefully inspect the area for debris and clean as necessary. It's important to have a good, clean mating face for the spark plug to sit in. Also clean any spilt oil from around the coil mounting areas. It's also important to ensure no debris falls into the spark plug hole as this can cause serious damage to the engine. Fiat's recommended spark plug is a specially developed Bosch FR6KTC for the turbo or Champion RC8BYC for the non-turbo. These will come ready gapped and should not need adjustment before fitting. The Bosch plugs can be hard to source but any Bosch dealer will be able to order you

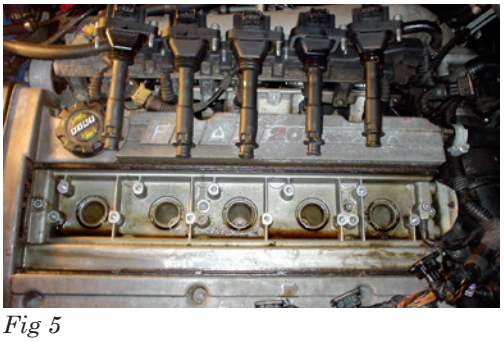


Fig 5



Fig 6



some for around £4 each. Refit the plugs slowly to avoid cross threading and tighten as per the instructions on the plug packaging (*note - typically 27 Nm or 20 ft-lb*).

Refit the ignition coils and torque the mounting bolts to 9Nm (6.6 ft-lb) or hand tight with a screwdriver.
Re-connect each coil in turn making sure the connector clicks home. When connected ensure the wiring loom will not be trapped by the cover as this can chafe through the wiring causing an expensive breakdown. The loom should tuck nicely next to the coils.

Refit the cover and tighten the 3 torx mounting bolts to 9Nm (6.6 ft-lb) or hand tight with a screwdriver. Job done!

Forum tip

Want to receive notification through email when someone replies to a topic you are interested in?

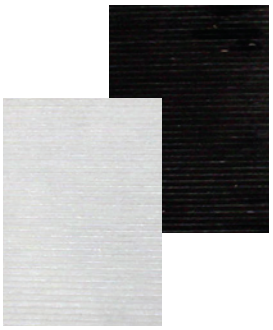
Go to the topic, scroll to the bottom of the page, and in the "Extra information" box click "Favorite Thread! (toggle)".

When posting or starting a thread, you also have a checkbox just above the "Continue" button to "Add this thread to my favorites".

Manage your favorite threads by going to "My Home" - check out the "Favorite Threads' box.

get 'em **dirty**

by Andy Brinkman



Spot the difference? Clean vs dirty.

Commonly missed at service time and ignored, the pollen filter can lead to problems with the climate control system. The filter cleans the air coming into the passenger cabin and blocks out debris such as leaves that find their way into the scuttle. This is generally noticed when a musty damp smell emanates from the cabin.

The pollen filter is a pain to change due to the access but well worth the effort and although time consuming is a simple task.

You'll need a small cross head screwdriver and a socket set. First, open the bonnet to gain access. You need to remove the windscreen wiper arms by prising up the small plastic covers on the end of the arms and undoing the attachment nuts. The arms will the pull off from the spindles.

Next undo the small cross head screws (10 off) that secure the plastic scuttle cover panel. Lift this panel to expose the filter.

The filter just sits in a recess above the interior fan, on the passenger side of the car. Lift the old and insert the new filter.

Refit the scuttle cover panel and resecure the wiper arms to the spindles. These should sit horizontal with the wipers parked.

The filter is fairly expensive from Fiat but most motor factors (Halfords in the UK) stock alternatives. The Halfords part number is HCF221.



Filter access



Filter location

by Klaas De Waele

life behind the Forum

February 2002. After a necessary switch from www.fiatcoupe.f2s.com to www.fiatcoupe.net, forum traffic is rising. Why? Well you know - true domain name, some search engine optimisation,... All just technical stuff that needed to be done. And since with that switch came a pretty serious and feature-rich host (the hostproof CEO owns a Limited Edition by the way) the road was open to new people finding their way in and regulars enjoying the faster page loading.

And maybe enjoying it a bit too much. In December I had chosen the 'small' package to start off, with 5GB of traffic allowed each month. January saw the 'standard' package arrive because we were already in need of 8GB of traffic near the end of the month. And halfway through February, it was clear an upgrade to 12GB was needed to cope with the extra traffic generated by some plans that were being published on the site - mainly the Dyno Day thread.

But estimates were off because even more people got on the Forum, discussing the Dyno Day and making final plans for meeting others on the way to Powerstation. And so, the Forum suddenly was offline. The 12GB bandwidth limit got exceeded some five days before the end of February. Conclusion? This thing's become huge.

Some 6 months later, after optimisation of the Forum thanks to some updates, the Forum has gained many nice features. We saw the coming of 'Who's online', an appreciated feature which could do with an instant-messaging system. We saw the Fiat Coupe Club UK finally spring to life, built on the foundings already created through the Forum, the first Big Event in august, and a little message from hostproof that we were now the most server-hungry site they had running.

Okay, so I have to be honest: although the infopop UBB.Classic forum software was at that time still quite an industry standard and backed up by a big and respectful company, the Forum started outgrowing its abilities. Being based on just "well-organised textfiles", it lacked the power of a true database engine. Just picture yourself a book - it's got an index and numbered pages and it's pretty easy to sift through. In comparison, the Forum at that time was just a collection of pages spread over some directories. Organised, yes, but the server needed to go in each and every time to check a few hundred files. You get it - it takes some time.

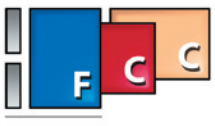
In August, the more serious, and more up to the task, UBB.Threads software was still a bit down on features and looks. As soon as those issues would be taken care of by infopop however, we were ready for the crossgrade.

The moment was there somewhere around Christmas. UBB.Threads 6.2 was released and no doubt this was what we were waiting for.

January - after having completed the import of old posts, backing up things, adding the known Forum style,... it's up and running. A few hundred Megabytes were transfered in the process, so it was going to be a close call in terms of bandwidth again. And yes, a month before the Dyno Day 2003 we faced another drop-out. 12GB limit exceeded.

But hear hear - the server has a lot less work to do and pages are server faster than ever. And we're quite up to the task of mutliplying the number of members. Okay - so the new Forum needs some time to adapt to. But I'm sure you'll all manage?

Which leaves me with just this: "Thank you" - to all those who have contributed towards the Forum by donating. 2003 will see some added features arrive. Very sure soon you'll all have to start working part-time to enjoy the site to the fullest. Thank you!



New fiatcoupe.net logo

member discounts

National Aircon
20% discount on regassing
Martin Kitt - National Aircon - +44 7971 031617

L&M
Up to 15% off parts
High Wycombe, Buckinghamshire - www.l-m.co.uk - +44 1494 538899

Black & White Garage
10% off servicing and parts
Thatcham, Berkshire - +44 1635 200444

Autostyle mats
10% discount
Hungerford, Berkshire - www.autostyle.co.uk - +44 1488 689400

Crowthorne Insurance Services
working on a block plan but ring for discounted insurance anyway
Paul Norris - +44 870 7418841

Accountancy Services
10% discount
customers@accountancyservicesonline.com - +44 7974 761071

National Tyres
10% off All Car tyres, 10% off Batteries, 10% off Brakes, 10% off Exhausts, 10% off Shock Absorbers, 50% off MOT at selected branches
Members must present their FCCUK membership card for inspection prior to cash sale invoice being printed in order for the discount to be applied. Discounts will automatically be applied to cash sale invoice at the levels indicated. Air miles (Exclusive to National) and Tesco Clubcard Points for members. Private motorists' cash or credit card sales only. Mot tests for cars with catalytic converters or diesel engines may not be available at all centres-check before travelling.
MOT Hotline +44 800 281681, other: +44 800 626666

Desira Parts
7.5 to 30% discount on Fiat parts
+44 1379 650131 / +44 1379 610055 / +44 1379 642121

The Tuning Shop
7.5% off Postert bodykits
www.tuningshop.co.uk

Turin Motors
10% discount on parts and labour
specialists in Fiats and Alfas
Enfield street, Leeds, West Yorkshire, England - +44 113 244 8609

Alternative Autos
misc. discounts on genuine and replacement parts
www.fccuk.org for a good overview, other discounts on demand
Unit 11, Station Court, Parkmill Way, Clayton West, Huddersfield, hd8 9xj - tel +44 1484 865086 - fax +44 1484 865337

Motormech
10% on labour, up to 30% on parts
Jaguar House, Cecil Street, Birmingham, B19 3ST - +44 121 359 2024 / +44 121 358 2025 - www.netweb.uk.com/iceberg - scootermech@btconnect.com



*** always quote your name, registration number and FCCUK membership number to qualify*

Discounts

annual event

by Paul Baker

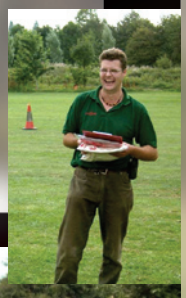
Bright sunshine greeted us as we eventually arrived at Whilton Mill and there parked in a field next to a stream were a line of polished Coupes, a rather nice way to start the afternoon.

After a chat and look around it was all into the mill itself for registration and a briefing about what we'd be doing over the afternoon. Despite the 1:30pm start, the last of the participants arrived at 2:30pm so we were already running a little late although in hindsight certain persons might have been better off being a little later than they were (not a good idea to get caught at 110mph Onyx).

Split into three groups it was off to the afternoon's entertainment. First up, the XRV buggy, a rather strange little contraption of scaffolding, engine, seat, wheels and some handlebars borrowed from a scooter. After a couple of laps of getting used to the bizarre controls and complete lack of turning circle it was time for the hot lap. Countdown, revs, go, go, go. The buggy certainly felt a lot quicker than it looked, being bounced around over the bumps and ruts with no apparent suspension, turning in only to discover that in fact it didn't turn as such, regardless of the power or brakes, made for an interesting and fun drive. If only we'd had a bit longer maybe there would have been some truly impressive times set, but, it was in their infinite wisdom that they didn't let us loose on the big jumps, knowing the average participant on the day there would more than likely been extensive damage to both person and property!

Next up, the quads. What a pleasure slipping into the previously used oversuits on a hot day, I pity the people that had them third hand, must have been a good couple of litres of sweat in them by then. After a quick briefing showing just how easy it was to roll one of these machines it was time to head off to the meadow and forest. Some easy turns, a narrow bridge and it was into the forest. Well, most of us made it that far anyway. PeterM somehow managed to jump his quad almost into the stream, not bad considering we were going in a straight line along a smooth surface, I wonder if he has people walking and waving a red flag in front of him on the road? A couple of nice little climbs and descents later and it was into the very entertaining water section. Up to the knees in dirty and incredibly smelly water, lovely, a mark of bravery (or was that stupidity?) was keeping your feet resolutely on the footrests throughout this as instructed. The distant sounds of hooting signalled a crash, or in Bobblingtons case it signalled "hey, stop, you're going the wrong way" as she tried a Great Escape style outing to Coventry on her quad, merrily laughing to herself at someone elses' misfortune. Out of the forest and it was a fast section, time to open these monster quads up, great idea if it wasn't for the fact that their top speed far outweighed either their handling or their brakes.

After peeling off the suits it was out to the range to be greeted by someone wearing possibly the silliest trousers known to man, I assumed he was sponsored for charity to wear them, after all, yellow plus-fours are all the rage aren't they? Time to indulge those Charles Bronson fantasies as you are handed a shotgun and told to shoot at a selection of plates being hurled through the air in various directions. This was the event to separate the men from the boys so naturally most of the ladies were far better at it. There were of course a few exceptions and











some people certainly got their monies worth, after fifty shots they still hadn't hit a thing, let's hope they never have to try and feed themselves in the wild armed only with a shot-gun and a never-ending supply of cartridges.

And so to the presentations. Despite some close competition, Joey managed the fastest time on the XRV and yes, he does drive his Coupe like that too. The Rambo Award for Plate Destruction went to Dave G, don't challenge him to a duel at dawn. The quad award went to PeterM for outstanding crashing above and beyond the call of duty. Finally, the award for overall winner of the day, a bunny-hop style race between the three event winners so no real suprise at the outcome and Joey walked away with his second trophy of the day.

Thanks to all that came along, hope to see you at this year's event which is going to be bigger and better. If you didn't come along, now you have an idea of what you missed so you'll want to come along in the future.

You can see the bunny-hop: www.fiatcoupe.net/video/event2002_joey.avi

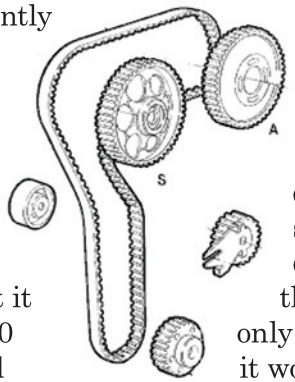
Pictures by Kayjey and Dave G



once upon a cambelt

by Dave Gibbons
with contributions from Paul Balfour

I bought my Coupe 20 valve turbo 6 years ago at an auction when it was just 3½ months old, conveniently sidestepping the 3-6 month waiting list for new Coupes at the time, and saving at least the first year's depreciation. I knew before I bought it that the 6 year/72000 mile service included an 'engine out' cam belt change, and with 16 hours of FIAT labour plus parts, it was not going to be cheap at £1000 or more. My initial plan was to find a FIAT garage situated remotely from me (ie: not in Surrey) charging low labour rates, and drive the long distance required to get the job done and have nice long weekend break at the same time.

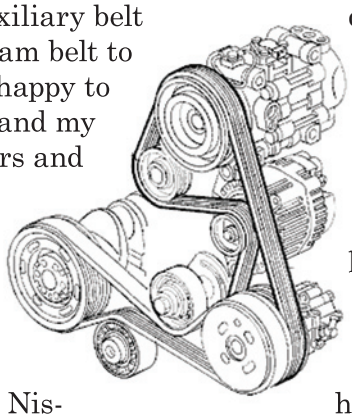


However, I figured that by the time I would need to get it changed, some kind soul would have figured out how to do it with the engine in situ. Not only would that save money, it would also eliminate the potential problems that can arise following engine removal/replacement of bits left over, pipes and wires not connected, and things not working properly that were OK before.

Thanks of course to Kayjey's Forum, I found out that there are indeed people who can change the cam belt for considerably less, and having heard good reports about 'Wigan Paul', I decided to take a detour there on one of my regular-ish trips up to Humberside (yes I know they're on opposite sides of the country). Initially I am a bit sceptical about people who promote their services on the Forum, but I am glad to say that Paul Balfour has restored my faith in mechanic-humankind. As Paul says "it is about 12 months since I bought my 6 speed coupe on which I changed the cam belt for the first time, since then I have changed a further 24". And as if to prove that he is a genuine good guy, he offered to give the Forum a percentage payment from all the Coupe cam belt change work that came his way via the Forum, and has indeed made one such payment already.



Paul was keen to talk about the job involved, showed me the new parts before fitting, explained the design changes in some of the parts, and also explained his 'angle grinder' modification to try to eliminate a not-unheard-of problem whereby a failed auxiliary belt can also cause the cam belt to fail. Paul was also happy to talk about both his and my Coupes, previous cars and even boat projects, more of which later.



So I dropped off my Coupe and off I went in Paul's F-reg Nissan Primera turbo, a car that was the complete opposite to the Coupe, apart from having a turbo of course. But despite the high miles and hard life it leads as Paul's boat towing car, it served me proud over 2 days and 2 trans-Pennine trips, although I'm sure I stretched Paul's patience by turning up late to collect my car. Even though I made him late for collecting a boat, he still took the time to show me the old parts, explaining that actually my cam belt was in good condition, but the bearings were starting to wear.

Paul's history of owning FIAT cars goes back to when he was 19 and bought a 132 2.0 twin cam, a superb car in it's day and half the price of the 131 Supermirafiori Sport. Then one day in 1996, Paul wandered into his local FIAT dealer to get some parts for his 132 and there was a green metallic Uno Turbo ie sat in the middle of the showroom. "It was love at first sight" says Paul, and although he bought it there and then, his future wife ended the life of his Uno when it was just 5 months old, driven into the back of a lorry. Paul was a helpless passenger and just for good measure, after hitting the lorry, spinning round and grinding to a halt, a Volvo steamed into his side of the car to finish it off! More turbo FIAT's followed with another 2 Uno turbos, followed by 2 Croma turbos, and a Punto GT turbo, and of course his 1999 ink black 6 speed Coupe 20v turbo with recaro leather seats. Oh, and the Ducato 2.5TDI motor home (it is a turbo FIAT after all).

Paul has had several mad projects along the way, one of which was a Lotus Carlton 'exact' replica. It took 3 months to do all the bodywork and trim, and one of the best compliments Paul had was when he parked up at his local Vauxhall dealers and the owner came out and said "You can tell it's a replica because it's too straight". But 9 months later Paul wasn't happy with it going like a 24v GSI, so he made 2 new exhaust manifolds and grafted 2 x Garret t25 turbochargers onto it. He had an ECU custom-made to run 12 injectors and give 2 bar boost, he lightened the pistons and reduced the compression from 10:1 to 8:1, and took out a mortgage on Samco hoses! The result according to Paul was "Nervous underpants!". As a result of this project, Paul learnt how to set up fuel and ignition



Picture by Jim

sites in the ECU via a laptop, sufficiently well to enable him to drive down to London and see 420 BHP on a rolling road. "It shredded 275/40x17 tyres like nothing and returned 8 MPG" says Paul, "so I can't ever complain about the fuel consumption of the Coupe".

Paul's current hobby is powerboat racing, and he has been racing for 5 years now, the first 4 in V-bottom boats (monohulls), and the 2002 season was his first year in Formula 2. Apart from his first boat disintegrating at 110mph in his first National race (this is the boat that hangs from the ceiling in his workshop) the season got better. Overall Paul finished 2nd in the UK National Championships by winning the last round at his home club. His current boat is a 2 litre V6 Mercury engine producing 200BHP, with 0-100mph in round 6 seconds, and it corners pulling 3-4g (it will go through 180 degree turns at full speed).

Even though the last time I saw Paul I was a few hundred pounds poorer as a result, I didn't begrudge him a single penny, and have no hesitation in recommending people to go there. The only problem is, he lives in Wigan and not Winchester or Wimbledon. However, I know of Coupe owners who have driven down from Scotland or up from the Channel Islands to avail of his services, so a few hours out of my way is nothing.

Paul also offers independent advice to people, and in one case did himself out of a sale after offering correct advice, contrary to what a FIAT garage was saying. He also provided the venue for an impromptu North West Coupe meeting, has broken a Coupe and provided parts, and now has several loyal, repeat customers amongst the Forum and FCCUK membership.

Paul would like to thank all those from the Fiat Coupe Forum and FCCUK for their business over the last year, and hopes that he can keep providing a low cost, quality and reliable service in the future! Contact Paul at pbal4@aol.com or call 01942 728271

a year FCCuk

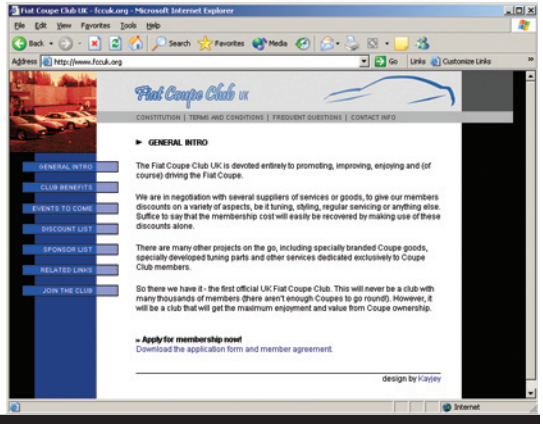
by Paul Baker

One year on and what a year it's been, two Club events, plenty of discounts and a mention in a magazine! So, how did we get from a bunch of Coupe enthusiasts visiting (or running) a website to the Club as we know it today? Well, this article gives you an idea of what was involved and where we've managed to get the Club to since the silly idea of forming it first popped into our heads.

First stage of forming the Club was really to define what we were going to do and how we were going to do it. Over a series of meetings we finalised what we wanted the Club to offer, how we were going to run it and, just as importantly, what we were going to call it. This was a great learning time for all of us and until this point I don't think any one of us realised just what was going to be involved and how much of our time it would be taking up.

Next step was to get the logo sorted, a 4 hour brainstorming session between the seven board members via the net and Kayjeys chatroom sorted that out (you wouldn't believe how difficult it is to design by committee, no wonder some cars end up looking like they do!) and now we had a decent logo it was all systems go.

The Club launched officially in April last year to a good reception and it quickly grew beyond all our expectations and, as the Club expanded, so did the scope of what we could do with the Club. Next step was to get the welcome pack sorted out so it was the fun task of finding someone who could print us the membership cards to our required quality (fussy lot) and a little interim gift while the club saved up for the main gift. Next it was getting the electronic presence of the club sorted out so we registered the URL, arranged a hosting package and Kayjey



got to work on the layout of the Club site. This was eventually agreed and we were now online at www.fccuk.org

By this stage we had a bit of money in the bank so it was time to get the main annual gift sorted out and after many hours of trawling catalogues and the net for something suitable we finally stumbled upon Zippo who could make us a very stylish pen and keyring set which met our high standards (did I mention we were a fussy lot?).

Most of the summer was spent travelling around the various meets trying to promote the Club, always great to meet people off the forum and we even got a few new members out of it which can't be bad. We also went along to the Auto Italia events at Brooklands and Donnington (great to see 20+ Coupes on the banks there) and at Brooklands we met up with them and they took some photos and featured the Club in the September issue of the magazine.

Next up, the Annual Event, here was a real challenge of organisation! At this stage we really had no idea of how many people would be coming along or how many members we would have at that point so we took a guess and found



somewhere that offered a fun day at a sensible price, as it turns out we got it spot-on but that's another story.

Since then we've added a number of discounters to our scheme which has saved our members a considerable sum, and managed to get some contact established with Fiat UK, a real achievement as the only clubs they will now talk to in an official way is us and the Barchetta owners club.

And so on to this year, well, the Sheffield event was a great success, nice food, plenty of booze and somewhere decent to pass out. We've also added a couple of people onto the board to help out with the organisation so expect to see the Club getting better and better.

Over the coming year we hope to get to a few more events such as Auto Italia and we now have an official Club tent and banner so look out for us and come have a chat. Also, we'll be arranging a big get together in the summer which will hopefully top last years event (wouldn't 100+ Coupes look great parked together?) any suggestions for this then let me know.

Lastly, don't forget your membership will be up for renewal at the end of March (apart from those that have joined recently) and we'll be sending out a renewal form to you all just to remind you.

www.fccuk.org

the Fiat Coupe Club UK

Newsletter

info@fccuk.org

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Nigel
Paul (Scooby)
Alex (Sandy)
Dave (DaveG)
Nikki (Bobblington)
Steve (with hat)
Jim
and
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Design and layout:
Kayjey



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