

DEC 85

A dark silhouette of a vintage car, viewed from the side, with the words "ORIENT EXPRESS" written across its body in a stylized, white, serif font. The "O" and "X" are particularly large and decorative.

ORIENT
EXPRESS

OFFICIAL NEWSLETTER OF THE DATSUN 'Z' CLUB

Christmas
Greetings

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and a wonderful New Year*

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ORIENT EXPRESS

ISSUE TWENTY FOUR

DECEMBER 1985

The "ORIENT EXPRESS" is the official newsletter of the
DATSUN Z CLUB INC., P.O. BOX 84030, LOGAN PARK, AUCKLAND 6.

PRESIDENT.....	Graham Collins.....	665	443
VICE PRESIDENT.....	Dale Maxwell.....(bus)	643	338
SECRETARY.....	Alan Harrison.....	478	8640
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CONCOURS & SOCIAL CHAIRMAN.....	Heath Dann.....	659	537
EVERYTHING ELSE.....	Peter Sargant.....	0942-48	582
EDITOR.....	all of them plus Graham Collins.....	665	443
MAINLAND:			
BRANCH PRESIDENT.....	Alan Hayne.....Ch/ch...	252	359
SECRETARY/TREASURER.....	Paul Marlow....Ch/ch...	228	835
BRANCH CAPTAIN.....	Mike Garland...Ch/ch...	370	192
NEWSLETTER EDITOR.....	Brian Rowland..Ch/ch...	482	460
WELLINGTON:			
AREA CO-ORDINATOR.....	Don McLean.....Wgtn....	838	409
BAY OF PLENTY:			
AREA CO-ORDINATOR.....	Bruce Woolmore.....	075-83	493

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The views expressed in "Orient Express" are the views of the contributors and do not necessarily reflect the views of the Datsun Z Club Inc. unless stated as a point of policy.

Readers should exercise their own judgement when considering technical matters and modifications affecting their vehicles. It is recommended therefore, that if in doubt, owners should consult the official workshop manual for their particular model of car.

The Datsun Z Club Inc. accepts no responsibility for information or advice given in "Orient Express" or by club officials, or committee.

Coming Events

Saturday 14th December DATSUN Z CLUB CONCOURS D'ELEGANCE

By the Sunken Garden in Cornwall Park starting at 1.30pm. Don't be late, it will cost you points! This one is a must for all members - just simply not to be missed. Give the old Z a better than usual wash and bring it along. Not a bad idea to bring the camera, a sun hat, and perhaps a can or two of cold cordial.

Our panel of Top-ranked, International class Judges will check out all the cars and award points. The top car will win the Nissan Datsun Concours Trophy. Whilst the Judges are busy, you are invited to play judge, making your selection for the Members Choice Trophy - though it will probably go to some Custom Freak again (Alan Harrison is the present holder).

What else can I say? Just get rid of that spider in the rear quarter, vacuum out the dog hairs, and bring it along.

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Saturday 14th December Z CLUB ANNUAL PRIZE GIVING DINNER

This year we have decided to try a different venue - and it's looking real good. A night of good food and great wine (great food and good wine) at the Commercial Travelers' Club, Remuera, starting at 7.30pm.

Dale has promised to buy a round for the first ten people to book - so be in quick! This does not happen all that often.

The price? Oh yes, s'pose you have to know - only \$21.00 each for the most fantastic of menus.

After the dinner, and you've made your speech, we then get on with the Prize Giving. Our Club Trophies include the Clubman of the Year, The Black Helmet, Supporter's Cup, Trials Champion, The Meadows Performance Award, The Competitors Trophy, and of course, the Concours and Members Choice. Think you don't figure in any of these? You just never know. We have been known to give out other special prizes, which could well include YOU!

AND - The room will only take forty, so after that we start posting cheques back. Just think, it may not cost you a thing?



← CUT IT OFF, WRITE A CHEQUE, AND POST IT T O D A Y !

Not being very keen on typing, I have re-printed the coming even-
as per the last issue. Some of these are marked (INV) or (INTER)
as invitation or inter-marque. The only way to be included in
these events is to ASK. You are members with every right to be
considered for every event, but we have no way of knowing if you
want to be in unless you YELL. For the Nissan/Mobil event, for
example, we have only five volunteers to date - and we require 7.
TACCOC may send you an entry form for Whenuapai, but if they have
not got your address, they can't. Again, let us know. It's the
only way.

HELP at these meetings is most important. Coming along to watch
is fine, and we do appreciate it, but getting involved by
assisting is much more fun. Don't hesitate to offer.

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January 24th & 25th Nissan/Mobil 500 Wellington Street Race.
Sorry, no 'Z' race this year.

February 1st Levels Historic Race Meeting.

February 1st & 2nd Nissan Mobil 500 at Pukekohe. Prior to the
main event there will be a Classic Race (INV) for which we will
require seven cars to make up our team.

February 16th Inter-Marque Concours d'elegance, Ellerslie.

February 16th Dunedin Road Races.

February 22nd 23rd Wings and Wheels Classic at Whenuapai. (INV
& INTER) Much the same as last year, though promised to be
even grander. Don't miss this one.

March 8th Austin Healey Club's Annual Otatau Hillclimb.
INV & INTER, though entries may be limited to few more than
the official Club team cars.

March 20th The Australian Grand Prix.

March 15th & 16th The Porsche LeMans Relay, Pukekohe. We will
be looking for two teams of five cars, and only the best will
do. This is your chance to give your 300ZX Turbo a good run!
Our other team will be for the faster cars.

April 13th? Alfa Sprint d'Chelsea. Get your trolleys
ready for this one. We promise you great fun in this one.(INV)

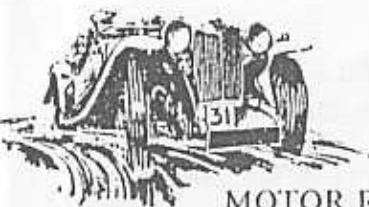
- April 22nd & 23rd Porsche Club Baypark weekend. (CC)
- April 20th TACCOC Practice Day at Pukekohe. (INV?)
- May 11th Jaguar Practice Day at Pukekohe (INV)
- May 18th The TR Register's Isadora Duncan Scavenger Hunt Trial. (INV & INTER) Sounds like a really fun day.
- June 1st Baypark Promotions are considering holding a Marque and Classic meeting (INV). If this one is on we will let you all know in plenty of time.
- June ?? Morgan Club's Annual Meremere Sprint (INV, INTER)
- July 20th? MG Winter Trial. (INV & INTER)
- August ? Lotus Hillclimb. (INV & INTER)
- September 14th ? Datsun Z Club, Club Circuit Races (INV).
- Labour Weekend TACCOC Race Meeting at Pukekohe (INV & INTER)
- November ? Possible MG Grass Gymkhana (INV & INTER)
-
-

Prez Sez - We Shot The Printer

After such a whacking great issue last time I'm taking a rest. I know full well that some of you have sent in material which is not being used, at least this time, and I'm very sorry. Just not enough time. Something of a record, that last one - 24 pages - and did it cost the Club heaps! In the course of production the printer stepped out to do his nails and the machine over-ran the photo page. Well - what the heck do you do with all those spare pages? Use them again? Why not - if I don't the Post Office will be confused at the feel of our underweight mailing and perhaps try to charge us less!?

There is of course another reason. The Committee has passed a new rule which says that if a picture of your car appears in the 'OE' you owe the Club a donation. If a picture of your face appears, then the donation is expected to double. Cheques should be made out to the Datsun Z Club Inc.

Not only should the printer be shot.....



HISTORIC AND CLASSIC



MOTOR RACE MEETING — WHENUAPAI
SUNDAY, 23rd FEBRUARY, 1986

ALL CORRESPONDENCE TO: P.O. BOX 35249, BROWNS BAY, AUCKLAND. 10

TELEPHONES AS BELOW
COLIN McGREGOR 478-4852
GEOFF HUMPHREYS 482-577
ALLAN BREMNER 478-7408
JOHN HOLMES 478-6420

BULLETIN NO. 2

2 October 1985

Confirmation has now been received from the R.N.Z.A.F. Base Commander, and approval given that a Motor Race Meeting broadly similar to the meeting held in February of this year, is to be organised for the above date.

It would be appreciated if you could give this event as much publicity as possible. We are proposing to provide packed box lunches for competitors at a reasonable cost together with a casual after-race function. Competitors of this year's event will be forwarded an entry form, and further entry forms will be available from the organisers by the end of this month.

Preliminary details are as follows:-

- Date and Venue:** Whenuapai R.N.Z.A.F. Station, Sunday, 23rd February 1986.
- Circuit:** Similar to this year's event, length 3.1 k.m. (1.9 miles)
To be run in a clockwise direction. Most of the circuit is visible from the spectator area.
- Eligibility:** Cars conforming to Appendix K Categories 1 and 2 (MANZ Year Book), and entries outside these guidelines as approved by the Organisers only. Cars must be registered, and drivers must have a current Drivers Licence, and Competition Licence, Club Membership of a MANZ affiliated Club. Roll Bars are recommended on open cars, but dispensation may be made by the Organisers.
- Scrutineering:** At Auckland City Council Testing Station, Saturday morning only 22nd February 1986.
- Entry Fees:**
- | | |
|---------------------|-----------------|
| For Car and Driver | \$22 |
| Additional Driver | \$22 |
| Pit Crew (two only) | \$4 each |
| All others | \$5 |
| Late Entry Fee | \$15 Additional |

Entries close Monday, 3rd February 1986 (or earlier if capacity reached before this date). Entries accepted after 3rd February and the late Entry Closing date of 10th February 1986 will cost an additional \$15 each.

A commemorative overall embroidered patch will be issued to all competitors.

Spectator proceeds from the day go to the R.N.Z.A.F. Museum Fund.

TACCOC's Pukekohe

The TACCOC showed us all how once again on Labour Weekend with another superbly organised race day. Not so organised though were the cars. They (or rather too many of them) kept falling off and creasing. Examples of, in many cases, experienced drivers simply overdriving. Don't blame your tyres - you should be allowing for their limitations and keep within those limits.

Still, no Datsun Z's fell off and we had a great day. Least that is, except Dale who was trying to set lap records with 10 lbs of air in his right front tyre. Not good - what a pity. We had the usual on-going problems with Ever-slow E Types, Failing Ferraris and -me-off Porsches. If only they could keep those things off the track I'm sure we would do far better.

BEST RECORDED TIMES: Alan 1:22.49 Dale 1:24.81
Graham 1:22.44 Christopher NTR

Boost of Both Worlds

NISSAN PRESS RELEASE - September 1985

Nissan has come up with a second generation turbocharger which gives better low-down response and also higher top-end power output. The improved turbo performance comes from the development of a variable nozzle which electronically controls the input of gas to the turbine. Nissan is the first manufacturer

to apply the new turbo system to a production engine. The variable nozzle turbocharger is now fitted to Nissan's 2-litre V6-cylinder VG20ET engine and the results are quite impressive.



At 1600rpm, engine torque is up 11.8% on the same engine as fitted with a conventional turbocharger. Under full acceleration, the time to reach full boost from no boost has been cut by 0.8s to 0.6s - a 57.1% improvement. At top end, the maximum power is up 5.9% to 180PS at 6000 rpm and torque is up 2.3% to 22.5kg/m at 4000rpm.

Under the new system, the diameter of the inlet nozzle to the exhaust-gas driven turbine is varied by means of an electronically controlled flap. The intake airflow is measured in conjunction with an electronic fuel metering system. This is picked up by the electronic turbo control circuit and the flap is adjusted to give the ideal nozzle opening. CONT.



Pit area, Baypark '85



Ivan (the Terrible) Udy



Mainland 'Z' Wheel



John Grimmer



Still Grimmer!



Doug about to take Gary



Christopher! Those were Daddy's tyres



Paul de Lautour

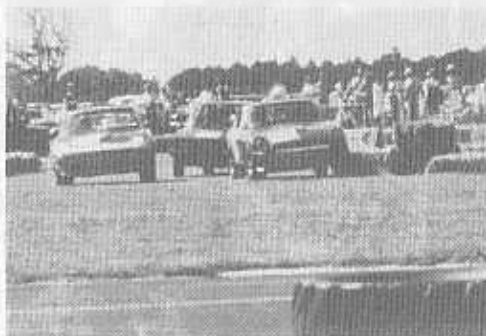


Peter Sargant's 240



The Ghosts of Baypark

Whenuapai

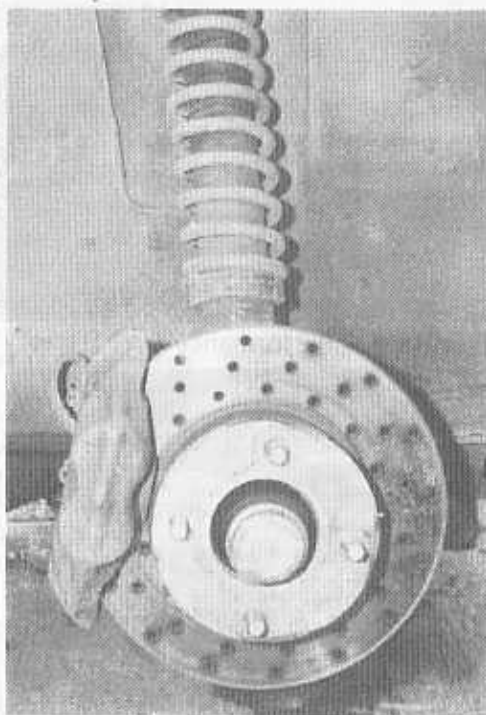


'Smokey' Dale after Alan

Still second!



Dale, Alan and Murray



Mike Somers vs Marcos

A serious strut



Brian Rowland, Geoff Whall, Alex Allen and Alan Hayne



Dale at Trolley Derby



Our Sponsor's Charade



Last Race – Performance Tyre Races



Murray Chapman at P.T.R.



Alan at Span Farm



Taupo Meet – Can't catch that Lotus

Until now, the inlet nozzle on turbochargers has been a compromise - providing an opening which fails to give optimum efficiency at either end of the power scale. A small opening gives the best low-down boost but as power, and exhaust gases rise, the velocity of the gas becomes too strong, resulting in a phenomenon known as surging. To avoid surging and provide the best top-end performance, the inlet nozzle should be relatively large. With Nissan's variable nozzle turbocharger, the nozzle diameter is varied in accordance with the intake airflow to provide the optimum conditions for turbocharger operation at all engine speeds.

Successful Meeting

Dale and I have recently had a very successful meeting with Nissan's Lyel Stewart and Alex Weijers. Some of the subjects discussed, for reasons you will fully understand later, must remain confidential - but we can tell you this. Our relationship with the Company is no less than 100%. Our Club can in future expect benefits and assistance from Nissan at least equal to that given by Porsche, MG or Jaguar to their clubs.

In Search of Mr. Z

Well after joining the Z Club, and looking up our committee (Capital C next time please alan ..ed) members in that Island tethered by Maui's cable off the Mainland (we're not going to take much more of that ..ed), I thought I'd found many potential people for that title.

Wazit Alan (Slix) Harrison with his fetish for red (and pink), modifying auto 240Z's and then driving with that Heavy Metal Muzic thru dual box speakers via at least a cwt of amps., completely oblivious to his own car's sweet music from that big exhaust with flared trumpet-like end. His bedroom is also adorned with 'Z' books and magazines, not the usual girly posters, while even his pink panther wears a Z Club sweatshirt.

Wazit Graham (Prez Sez) Collins who, in trying to make his Z go faster, paying particular attention to wheels and tyres, and in an attempt to catch Alan and others, punched out his (engine) block to 260. Too bad if he didn't succeed - he fell back on that old Hot Rod addage of "if it doesn't go chrome it and won the Concours.

cont. over

Wazit David Turner, surrounding himself with Z spares and being an authority on them (thanks to Nissan). A man who totally rebuilt his 240Z from 2 cars and Nissan's shelves, then selling. He was last seen trying to refurbish a tired old 260 station waggon.

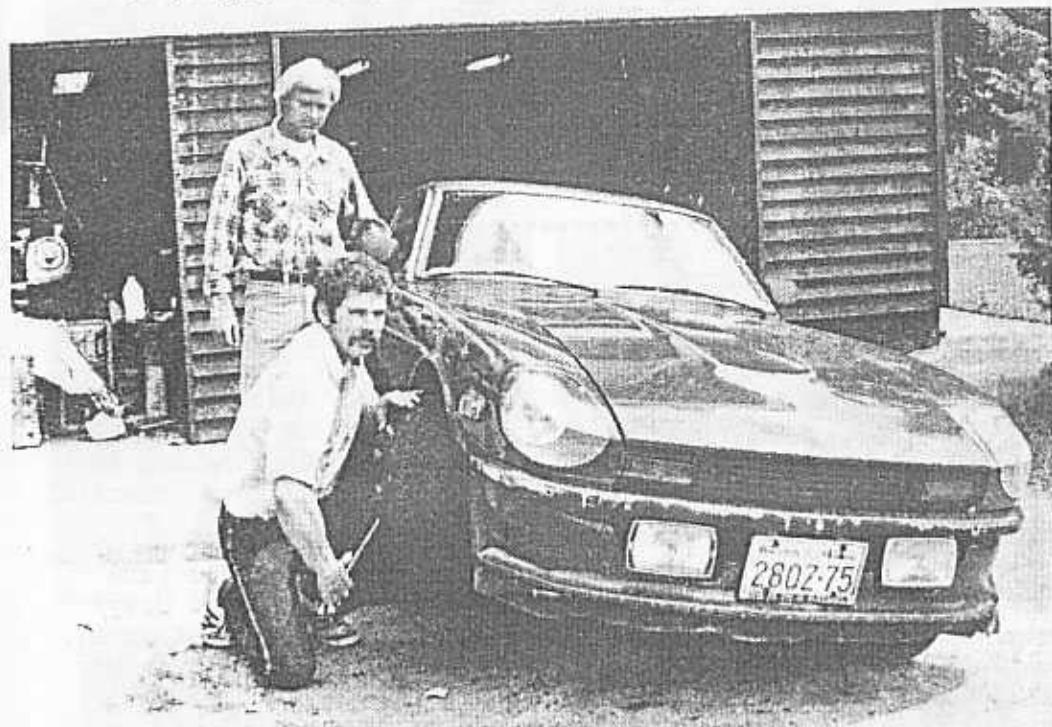
Wazit the great (and faster than Alan) Mike Cvitanovich who had the fastest and bestest and moneysteys spent on 260Z? But like a beautiful wife, dropped for greener pastures - only to end up with second best trying to "catch that legend".

Wazit (now he's trying poetry! ..ed)....

Wazit Kermit with his wit and flair,
and love of tripe

Havert seen much of him lately out of his lair.

Wazit a Great Club Captain showing us how without care,
Playing Rock & Roll music on the track he did dare!



Well, the suspense is over. It took a trip to the U.S.A., armed with an address gleaned from Jim Skoog to see that big Oldsmobile powered (and bolted straight onto the original 5 speed and driveline) 240Z owned by Jim's brother Len. After arriving in Seattle and hauling Len off his yacht, I was given a taste of the true muscle-car, accelerating up a reasonable hill in 5th gear on my way to meet Master Zeer, the man who performed this transplant of daring.

I was greeted by the sight of a magnificent Ferrari red (note Alan) 240-shaped 280Z. Massive 55 series 16" Pirelli P7's, and lowerd so far even road-runner droppings would be flattened by it's dozer-like front spoiler. Upon meeting Master Thom, I was allowed to sit in this beast, snugly in the black Recaro seat, protected by a full alloy roll cage, clutching a small custom made steering wheel and surrounded by an array of switches and guages. The feeling of a fighter cockpit overcame me, and I was ready to do battle with the Hun (Porsche!).

The motor is a 280Z, balanced and with other goodies, topped off with a 240Z head for more compression - but fitted with 280 stainless steel valves, tripple Mikunis, (junked the injection) (note that Ivan ..ed) and a home made alloy flywheel. The suspension was soon disected. Massive home made anti-roll bars, straight for efficiency, $1\frac{1}{4}$ " front and $\frac{3}{4}$ " rear. The rear one being fitted behind the diff. Solid bushes at all points, fully adjustable caster/camber and suspension height adjustable via welded on threaded portions to the struts. 4-pot front calipers with drilled solid discs (Photo - a serious strut), Carrera shocks and strut bracing front and rear. All this is set up, and fully adjustable for, Slalom and Autocross events.

Not satisfied with this race winner, Thom is embarking on a new monster. Much like Len's bored and stroked to about 4.5 litre Olds/Buick, race prepared with light ali flywheel and quadruple dual-throated side-draught Mikunis - what a sight! All this is to drive through a 5 speed and an R200 locker limited slip diff.

Also in his garage being completely rebuilt to original specs. is a Kermit green 280Z (the proper, legendary, shape of course) One small bedroom (note how quick this guy gets around to bedrooms ..ed) is his tyre room full of - wait for it, get your handkerchief ready - cheap Pirelli P7's, \$10 each from Porsche owners who discard them at $\frac{1}{8}$ " treaddepth. Thom finds them ideal for autocross and racing. So would I at that price, though can you imagine me trying to convince HM NZ Customs that I'd only paid that. Then on through the lounge and bedroom (again ..ed) area filled with Z paraphernalia, tools, books, brochures, Toyota Supra seats for a Z and all manner of other clean Z spares kept in his living quarters - or was I in the garage?

Well I'm back again to Seattle this month, thanks to Air NZ training. Perhaps I'll have a bit more time than that one rushed hour.

Alan Hayne - Talent Scout.

ps - I hear that Derek Meadows is plying for that Mr Zed title with three Z's, a 240Z, a 280ZX and has just caught a make-believe legend. (watch it Derek, Alan will be 'round to check out your bedroom! ..ed)

Nosh Noggin'n' Natter Nites

Don't forget our Club Nites. Auckland's day and venue has been changed, due to some vandalism to the cars at the 'Duke'. See you all on the second Tuesday of each month at RICCARDO'S Restaurant, 510 Gt.South Road, Greenlane at 7.30pm. As we must make a booking, please ring Dee Collins on 665 443 before 6.30.

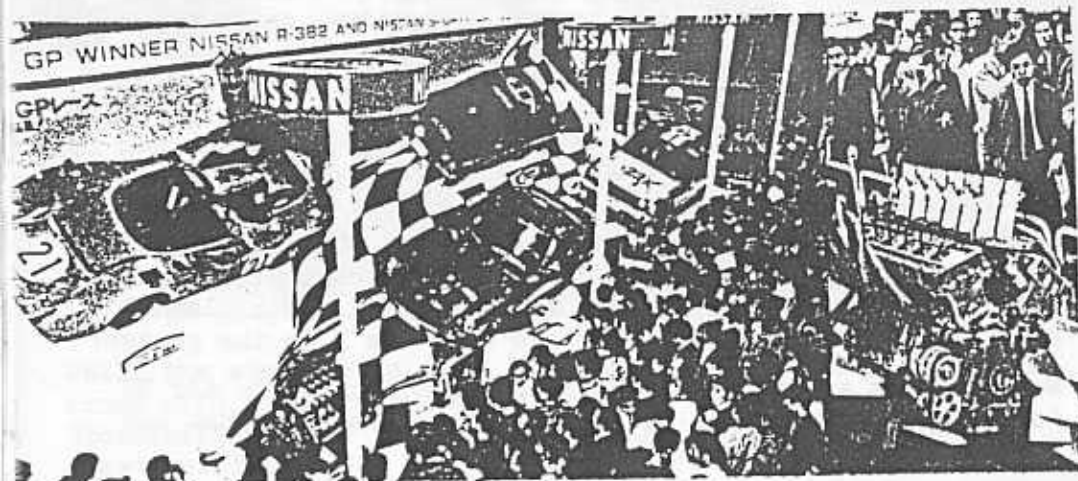
Bay of Plenty area - ring Bruce Woolmore, 83 493.

Wellington members - ring Don McLean, 838 409.

Chrischurch members - ring Alan Hayne, 252 359.

Vee-Twelve Datsun

The photo (sorry 'bout the quality - the only one we've got) was taken at the Tokyo Motor Show in '69 or '70. It shows the Nissan R382 racer on the left, a 240Z centre, with the V12 R382 engine on the right. This racecar was referred to by Nissan as their 'World Champion', though we have little more than the brochure to go by. This model scored first and second in the Japan Grand Prix International with an average speed of 194.281 kmh, and won the Australian Surfer's Paradise 6-Hour "In stiff competition of the best world cars...". "Two Datsun R380 (note - R380) with lightning speed swept first and second prizes" "The winning Datsun car completed 257 laps in 6 hours with 120 mph speed without a tyre change".



I note that elsewhere in the brochure there is reference to the Prince R380. Don't know which, or if both, had the V12 - just hope Nissan will hunt out an old one and post it over so that I can test it in my 240.

For Sale

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Tail Light Assy.	LH		\$223.65	\$85.00
2 only Sealed Beam	RH	26010-E4100	\$ 65.00	\$35. ea
Tail Light Surround Pl.-centre			\$ 19.24	\$10.00
"" "" Chrome strip	LH	79902-E4100	7.12	3.00
"" "" "" ""	RH	79903-E4100	10.67	5.00
(2) Gas filler lock assy		84360-E4602	Ex Japan	\$ 6.00
(2) RH Bumper Piece (rear)		85003-E4126	" "	\$39.00
RH rear bumper overrider		85050-E4600	" "	\$35.00
LH " "" ""		85051-E4600	" "	\$18.00

Contact Cockram Nissan, Christchurch.

+++++
EXTRACTORS, KONI SHOCKS, SPOILERS, BOB TAILS, WHALE TAILS,
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XL Motor Accessories, Ph (09) 276 4200. Discounted prices.

+++++
240Z Motor & Gearbox - \$1100.00
Brand new L/H rear strut - Best offer.
240Z Complete rear suspension - Best offer.
3 x Turbo mags with tyres - \$200.00
Window washer bottle - neg.
Brake booster - neg.
Brand new front brake pads - offers.

MANY OTHER PARTS - Phone Jason, (09)836 6583 (H) or 836 4083(W)

+++++
DATSUN 240Z another very reluctant sale. 1972, manual g/box,
93 000 mls. Gas shocks, rear sway bar, other suspension and
steering mods. Looks superb with a fresh white pain job and
Aunger mags. Always maintained with no expense spared, this
completely straight car (or it's owner) has been a Z Club member
for five years. Price? Only \$15 500.00

Phone Ross Cammell, (03)480 143.

+++++
TRIPLE DELLORTOS on WAREFORD MANIFOLD complete for 240Z. Good
condition. Offer?

Martin, Ph (09)277 9385(H) or (09)643 116(W)

+++++
PERRY EXTRACTORS, slightly used. For sale on behalf - \$150.00
CARBS & MANIFOLD, for 1973 240Z - \$200.00.

Alan Hayne, Ph (03)252 359(H)

240Z ENGINE. 20 000 mls since recondition - \$1 000.00

STARTER MOTOR for 240Z, good condition - \$100.00

AIR CONDITIONING COMPRESSOR, 280ZX, cond. unknown - \$300.00

Ivan Udy, Ph Ngarua 625(H) or Matamata 7828(W)

DOOR HINGES, exchange, \$20.00 each fitted.

STEERING SHAFT, lower, exchange, fitted - \$100.00.

MANY OTHER PARTS - just ask.

David Turner, Ph (09)276 7376 (H)

PIRELLI P77 TYRES, 4 like new (2000kms), 2 $\frac{1}{2}$ worn, 1 legal. White walls, 7 in all. 5 x Cheviot 'Classic' mag wheels. total replacement value about \$1600.00. Reasonable offers?

240Z SPEEDOMETER, only 62 000mls - \$60.00.

260C BRAKE BOOSTER. A big sucker (sorry, blower!) - \$30.00

R/H 240Z TAIL LIGHT fixed with pink bog, but useable - \$25.00

Graham Collins, Ph (09)665 443 (W or H)

REAR $\frac{1}{4}$ PANEL complete to tail light and seat belt! 240Z, R/H

Fuji Auto Spares, Ph (09)31 429

240Z SHORT BLOCK, 1973, good condition, 65 000 mls. - \$220.00

240Z WORK SHOP MANUALS (2), one American, one British - \$10.ea.

Paul Christian, Ph (09)694 778(H)



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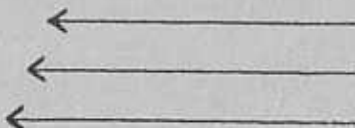
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