

Hi All

For those that for what ever reason missed the mid-year dinner at the Hilton Hotel then all I can say is lucky you. Our illustrious events co-ordinator Dave sent his alter-ego Davina in his place and a better advert for grooming aids you would not have found and for those of us who were unlucky enough to cop a view of the back end when Davina bent over solved the mystery of the missing koala bear (KB).

I have been told by reliable sources that a contract for waxing was very close to being signed until the company in question inspected the subject more closely and decided that their supply of wax would be severely depleted if Davina was taken on.

The mystery of Bobs past life has now been solved, he was caught in the recent heavy rain events and the his true colour has finally been exposed, complete with a bottle in a brown paper bag and one thong that he found on the way into the venue it was not long before the true Bob revealed himself.

The night ended with Davina and Bob preparing to check out the up market night spots in Hindley Street and as I am writing this I haven't had time to check the police reports to see how they went.

A big thankyou to Lynda and Peter McBride for another well run club dinner but I think that for the next one we will have security on the door. For the club run on September 8th we will be meeting at Caltex Bolivar at 8.30am for a run to Marion Bay and lunch in the Tavern there, should be a good one to get rid of the winter cobwebs.

Keep dry and warm, and most importantly Keep on Vetting Pres



Car of the Month

Members No: 93 John and Jenny's new toy.

Our recent purchase of a 1998 C5



Corvette Coupe commenced very early ironically at 4am on Thursday 4th July 2013 when we were up for breakfast and ready to catch a cab at 4.45am for the airport . Our Sydney flight left at 6am arriving there around 8am. From the airport down the escalators to the train station then to Central Station which takes about 11 minutes. Then in a matter of minutes we were on another with our destination Riverstone about an hour away on the Bankstown line. Harry, the person who had pampered the Corvette for 15 years from new, met us at the station and took us back to his place where the final papers were signed.

We were on the road home by 11am and stopped over night on the Hume Highway at Gundagai for an another early 5am start the next day to come home via Wagga and Mildura.

At this stage I should point out the attraction to this C5 was its providence as Harry ordered it direct from Bowling Green with all the options possible, imported it and had it converted by Corvette Clinic in Melbourne. At the time we flew over to see the car two weeks earlier it had done an original 42,600 kilometres which was just what we were looking for in a Corvette which will last us many years into the future including travelling to conventions.

Harry has looked after his only Corvette to date extremely well and trailered it on many occasions as well as winning trophies for Best Original with the last this year in Toowoomba Queensland.

We are looking forward to sharing the C5 on many future events with our other South Aussie and interstate Corvette members once the winter weather is behind us and the sun comes out again for more than an hour at a time.

John and Jenny



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MEETINGS HELD ON THE **FIRST WEDNESDAY** OF EVERY MONTH (except January TBA)

AT SEATON RAMBLERS FOOTBALL CLUB, SOUTH PARADE, SEATON. AT 8:00PM

CLUB RUNS are usually held on the Sunday, the weekend immediately after meetings

Sister club to Corvettes West, Southern California—www.corvetteswest.com

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Don't forget to get your raffle tickets at the general meeting each month for your chance to win some great prizes.

\$2 each or 3 tickets for \$5 See our lovely sales staff at the meeting.



Emailing of Newsletters will reduce costs to the Corvette Club. For those members who are happy to receive their newsletter via email, which means you will get it quicker too, please send an email to neagc@jlta.com.au

Memberships—due by 1st January every year

Membership Fees:	New	Renewal
Financial Member	\$85.00	\$80.00
Associate Member	\$20.00	\$20.00
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We want to keep you informed, but to do that, if you have had a change of address, please advise the Memberships Officer Daryl, to ensure you continue to receive copies of the newsletter and advice on club events.

If you are making a payment by cheque or direct deposit please include your name and the reason for the payment. **BSB: 105 900 Acct: 9543 73840**

Historic Rego A \$50.00 inspection fee is applicable each year of inspection. This **does not** include a log book if required.

Newsletter The Corvette Club of South Australia Incorporated and its committee, is not responsible for statements (excepting their own) which may appear in any publication of the Corvette Club of SA Inc. newsletter, nor for the integrity of individuals buying or selling goods or services. We welcome the contribution of newsletter articles from members. Contributions should be either neatly hand written or a printed copy, or in a file compatible with MS Word. Photocopies must be good quality in either colour or black and white.

Note: Contributions may be edited for reasons of space. The editor has the right of refusal to publish.

Nationals Update

The committee for next years Nationals recently travelled to Angaston on a very cold and wet Sunday, the only reason for venturing outside on such a day was the open day at the Collingrove Hill Climb site. We were made most welcome by John EAGLE (Clerk of Course) and Peter ALTMANN (Club President) from the Sporting Car Club of South Australia. This was the first of our fact finding missions to see what we need to do and hopefully how to run a successful competition day on Easter Saturday next year. The course is very narrow and tight with some very interesting twists and turns watching an old GT Falcon which took up the width of the track grapple with the course was a highlight of the morning. During their lunch break a couple of the competitors offered to take our intrepid committee members on a fast lap of the course. Even at a modest 75% effort it



was a fantastic experience giving us a real insight into what is required and just how technical the track is. This will be a real challenge for those who choose this option at next years Nationals. The best times on the day were in the mid to high 30 second bracket due to the slippery conditions with a couple of competitors facing the wrong direction or mowing the weeds. Bob BUTLER has put a lot of work into getting this piece of the programme up and running and will be looking for some assistants on the day, to make things run smoothly. We then enjoyed lunch at the Brauhaus Hotel in Angaston which included a quick meeting. The Nationals are fast approaching and over the next 8 months there is a lot of work to be completed, the programme is now set and final details of things like the Collingrove track day and the super cruise route being finalised. For full details on the Easter weekend April 18-24th, 2014 head to the website and click on the links or see one of our committee members for a brochure and entry form.

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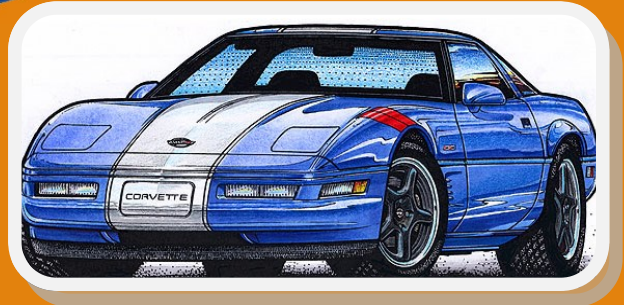
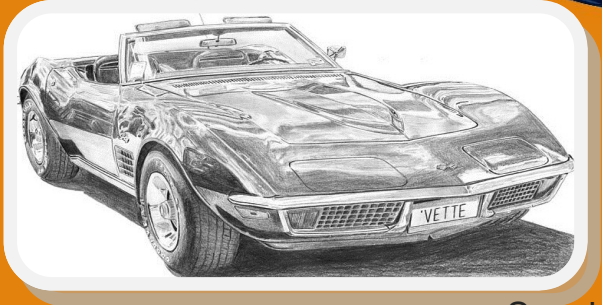
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C7 Die Cast

As we go to press this month the first model of the C7 Stingray has become

available. Produced by Maisto in red, black, racing night blue and Laguna blue in 1/18th scale (yeah !) Priced at about \$50 (US) this will be one hotly sort after model. Maisto hail from Hong Kong and isn't the worst of brands, their attention to detail is pretty good and they produce some very are Corvette variants including a

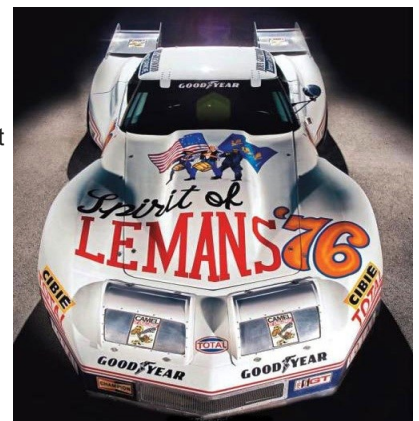


40th Anniversary and Collectors Edition C4. I purchased a midnight blue version as the Laguna Blue are very difficult to get your hands on. The model is well made and very detailed the only faults I can find are the poor quality of the plastic tail lights and exhaust pipes, both of which just look cheap and nasty. Maisto are not big on the underneath of the vehicle concentrating on the stuff you actually see, also their engine bays tend to be very plastic . All in all it's a pretty good model for a reasonable price. The hood vents are real and the interior is very well reproduced with an overall good fit of all components and great paint. Well worth the \$70 I spent on E-bay.



Greenwood Classic

John Greenwood is a Corvette racing legend from his street racing antics and subsequent transfer to the closed track. The first to bring out the wide bodied fantastic plastic creations. Due for release hopefully this month, is this **1:18 scale** non-opening Resin car that features the wild Greenwood designed body modifications, multi-colour tampo printed markings, extremely detailed race interior, wheels, tires, and chassis. Manufactured by True Scale Miniatures, who I have never heard of before it has been scheduled for release for around 12 months and subsequent excuses have prevailed. The company is Hong Kong based with ties to Kyosho in Japan. This model is readily available in smaller scales at a hefty price from a couple of manufacturers. One of the sites pre ordering this model has it at \$205 (US) plus postage, if and when it becomes available. So stay tuned, if this does hit the shelves it is a must for my collection.



Corvette Club of SA—General Meeting held: 03/07/2013

Meeting Opened 8.13 pm

Present: As per attendance book

Apologies – Rob & Karen McConnell, Lynda McBride, Jenny & Jeff Wilson, Peter Jellesma, Rod Prime, Ruth & Stuart VanDoorn, Steve & Tina Bayers, Doug Parker & Vic & Sheila Olley,

New Members Visiting for the first time – None

Welcome - Carol Butler as the newly appointed Merchandise Officer. Members are asked to be patient with orders while Carol becomes familiar with the relevant duties.

Minutes of Last General Meeting read true and correct: -

Moved Catherine Neagle Seconded Tony Beer Smith

Treasurer's Report:

Balance start of 1 st June 2013	\$12,641.82
Cash & Cheques in	\$ 1,130.00
Cash & Cheques out	\$ 1,331.10
Closing balance 30th June 2013	\$12,440.72
Accepted as true & correct.	Moved: Graham Townsin Seconded: Jim Doran

Secretary's Report:

Mail received

- Foundation Shine Autumn Edition magazine includes our evening with Allan Moffat photos.
- Certificate of Appreciation received from Corvettes Down Under for our contribution to their Toowoomba Convention.
- Willunga & District Lions Club Swap Meet Sunday 18th August at Stout Park Binney Road Willunga.
- 37th National Chev Festival Goulburn NSW 20th – 23rd Sept 2013. Entry forms available.
- Corvette America Road Tours. 60th Anniversary Tour starting at Las Vegas travelling Route 66 to Grand Canyon, Zion & Bryce Canyon National Parks. October 6th – 14th 2013. Web site details available.
- Strathalbyn Swap Meet Sunday 20th October.

Email received

- Bay to Birdwood Classic run entry forms are now on their web site for vehicles manufactured from 1956 to 31st December 1977. This event will be run on Sunday 29th September 2013.
- Toowoomba National Convention CD's available for \$10 each. See me if you would like a copy.

American Vettes & Rods Tombstone Run 3rd -6th October 2013. At the OK Corral Arizona Wild West when they take over the whole town expecting 200 Corvettes for their Show and Shine in Allen Street with a Saloon Stroll and winery tour. Full details on www.corvettesandghostriders.com.

- Email from Lavina Wines at Blewitt Springs inviting us to a visit at a future club run.

Seaford Hotel promoting clubs to be part of their Father's Day promotion 1st September 2013 to have a Show & Shine event in their Car Park and be part of their advertising.

Newsletters received :- from other club available at the front desk for review... Any over 3 months old will be forwarded to Club Historian (Gerry Brine).

Code of Practice:

- The information which Dave Nitschke reported last meeting on the detail he received from SMASA to recommend changes to the Code of Practice for modified vehicles is being reviewed by the Corvette Committee and will report to members of their recommendations at the August meeting. Dave has not received any further correspondence since our last meeting. 2 new cars have been inspected.

Membership:

Full members 147. Associates 38. Total 185.

Merchandise: -

- A new supplier is now being used due to numerous mistakes by the previous.

- Marked down prices now on old stock

New stock ideas were shown with members asked to provide their preferences

Newsletter:- "Car of the Month" is to end so anyone who wishes to put forward their car for consideration do it now. Classified advertising free to members. These will be included for 3 months. If you arrange a club run please put your run report to Neil as soon as possible in order that it goes in the current month and the newsletter.

Past Events:

9/6 - Slot Car Challenge with the Mustang Club at the Lobethal track organized by Dave Schrapel. A great introduction to do more social events with them. They took out all the competition prizes with Kevin Jarrett the activity recognition prize.

21/6 - Go Go Buffalo at the Glynda Hotel organized by Catherine and Jim.

Future events As shown in the latest Newsletter.

General Business:

Christmas dinner venue still to be decided with members asked to consider nominating their premises for this event. Considered dates are either Saturday 30th November or 7th December.

"Dry July" Bob Butler advised members to consider supporting this event for the Cancer Council and go onto their web site for details.

Peter McBride advised he is now listed in the Club Newsletter as the "Web Master" and asked members to submit their car photos to him for inclusion on our web site.

Membership Draw: \$40 this month.

David Daw's number was drawn but as he was not present at the meeting the prize will jackpot to \$50 next month

Vettes in the Vines Corvette Convention.

Booklets available from the front desk for interested members.

Raffle draw winners. Bottle of wine – Dave Schrapel
Theatre Gold Pass – Tony Beer Smith & Corvette Puzzle – Laurie Witts

Supper Hot dogs organized by Catherine Neagle Veggies and dip prepared by Kathy Stanojevic.

Meeting Closed 8.57 pm

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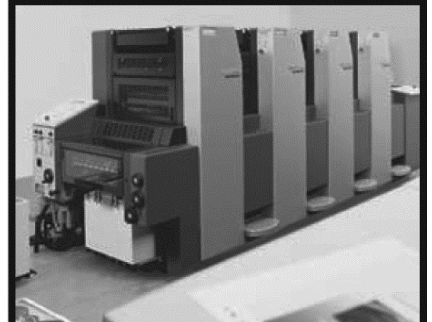
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Corvette run Sunday 7th July 2013



Cruise Captain Rob Big Dog, Karen, Goof and birthday girl Mel set off from Lyndoch bright and early on a cold but clear Sunday morning to meet other club members at the appointed rendezvous point, McConnells McDonalds at Gilles Plains. The Barossa roads were relatively dry but with the odd pool of water lying around, with eagle eye precision, bellowing "PUDDLE" and some fancy manoeuvres the Corvette remained clean and dry.... for about ten minutes. The closer to McConnells McDonalds we got the wetter and colder it seemed to get!

Brave starters included Peter & Lynda, Lyndsay & Karina, Tony & Faye, Dale & Barbara, Rudy & Kay, Alan and David. We head for the hills into pea soup thick fog and arrived at the Cudlee Creek Café for refreshments. Waiting to join us was Breck & Helen (in the Nissan, Corvette wanted to stay in the shed today!) Birthday girl Mel's morning tea came with a candle and we all sang "Happy Birthday".

Due to a rearrangement of arrangements, the club run didn't actually go to Blanchetown as previously promised, so the birthday girl and Goof left us and went on their own run to Blanchetown and the rest of us went through to Gumeracha, Birdwood, Mount Pleasant and on to Springton where we briefly visited the historic Herbig Tree, the ancestral home of Karen's relatives back in the 1800's. A little disappointing for those who expected to see the ruins of some castle-like grand homestead!

By this time everyone had a little mud on their tyres from parking off-road at the tree! However, there was some sunshine and it was quite pleasant travelling. Breck and Helen even parked off the road in their Nissan!

On to Williamstown and Lyndoch and the weather, although still cold and sometimes sunny, Cruise Captain Big Dog Rob decided to take a vote to see if anyone was interested in a little bit of DIRT ROAD driving to one of the Valley's little secret lookouts! The whole convoy agreed and detoured from the Lyndoch-Tanunda road to the Steingarten. A quaint little area on top of the Barossa Ranges where Orlando planted vineyard in 1962. It has one of the best views of the valley, but was also very windy, cold, and oh no... puddles on the track, but there was no turning back! (Breck and Helen didn't care!) I think this is the first time I have actually seen little bits of mud splashed on Corvettes! Probably lucky for Cruise Captain Big Rob Dog that he wasn't walked off the boardwalk by chamois welding Corvette owners!



Back down the track again on our way to Tanunda to have lunch at The Club. Tony and Faye's Corvette must have enjoyed the view so much it decided to stay there for a little while longer and eventually after deciding it was ready, they too went back down the track, through the PUDDLE and joined us at Tanunda!

While we enjoyed our yummy meals at The Club, the heavens opened and thankfully washed most of the evidence from our adventure off our Corvettes (and the Nissan). Good run Pres Big Dog – it remains to be seen if you are ever allowed to arrange and rearrange another run!



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Dan Neil is the author of the "Rumble Seat" column which runs Saturdays in The Wall Street Journal, this article on our beloved Corvette appeared in The Australian on June 22nd.

PEOPLE THROW around the word "icon" but rarely think what it means for a culture to spontaneously decide that something is sacred. As of 2013, the phrase "Chevrolet Corvette" has been in the lexicon for 60 years, and somehow this product from the Chevrolet division of General Motors, GM +0.12% this widget, has become an object of veneration for lots of people in varying states of excitement and delusion.

Why? Let's resist, if we can, jingoism: "America's Sports Car," etc. And let's be wary of nostalgia. The good old days of Buz and Tod, and Buzz and Neil, weren't all that good. The Corvette catalogue includes at least two decades of mediocre cars, and this now-much-ballyhooed nameplate of Chevrolet barely survived GM's recent bankruptcy.



Yet when Chevrolet unveiled the seventh-generation Corvette (the C7) at the Detroit auto show in January, people went crazy, an entire culture checked in. Clearly, we're invested.

As you look over these images of the seven generations of Corvette design, notice the increasing rigidity of the format. It comes to us as settled law that a Corvette is: front-engine; V8-powered; rear drive; with plastic (and more recently carbon) composite body panels; a fastback roofline and rakish windscreen angle; and a luxurious axle-to-dash length. As an industrial design, the Corvette is deeply bound by its heritage.

Take the engine. More for sentiment than for any compelling engineering reason, the Corvette engine is, almost has to be, a pushrod, overhead-valve V8 (in the C7, the code-named LT1 engine), the heir to the original small-block, 265-cubic-inch V8 that Corvette patriarch Zora Arkus-Duntov stuffed under the hood of the 1955 Corvette, turning the once-effete roadster into a hot rod.

That moment—when raw American horsepower met the continental roadster's lithe design—is the centre panel in the Corvette's Sistine Chapel.

Some of this is vice remembered as virtue. Over the decades, GM's lack of investment and other kinds of foot-dragging left the Corvette dated and at a disadvantage to European and Japanese sports cars. The Corvette passed through eras when it was widely regarded as tacky and clueless, a car for upwardly mobile plumbers and overcompensating accountants.

But a strange thing happened to Corvette on its way to irrelevance: It became relevant again. For example, the car's half-century-old design concept—a lightweight space-frame chassis with a plastic composite body—has at last found the materials and precision construction techniques necessary to make it reasonably buildable. New Corvettes are tough, lightweight, rock-solid machines, immune to the cowl shake that plagued older models. The C7 Corvette—which revives the Stingray name and will likely start around \$50,000—replaces the former steel chassis with an advanced welded-aluminium structure. It also increases the use of costly carbon-fibre body panels (the hood and roof) and other composite materials, to save weight. Exotic car makers around the world are, if not imitating the Corvette's construction method, duplicating it in principle.

A similar case can be made for the old-school pushrod engine: The Corvette's new 6.2-liter LT1 V8 is dressed with modern direct-injection cylinder heads, with variable cam phasing and cylinder deactivation (to save fuel during periods of light load, the engine will interrupt fuel flow to four of the eight cylinders). These algorithm-driven engine controls allow the LT1—with a valve train architecture that dates back to the Eisenhower administration—to produce an estimated 450 horsepower and 450 pound-feet of torque, enough to launch the car to 60 mph in less than four seconds, GM promises, while at the same time returning highway mileage of around 28 mpg.

Still retained is the V8's leathery smack of an exhaust note, which in the C7 will be belted out from a polished quad-pipe exhaust. Hell. Yeah.

There's risk in the Corvette's brand of ancestor worship. For instance, it's not at all clear how the Corvette formula will survive ever-stricter fuel-economy standards. A turbo-V6 Corvette hybrid may seem unthinkable, but it will probably happen. Will the myth unravel right there?

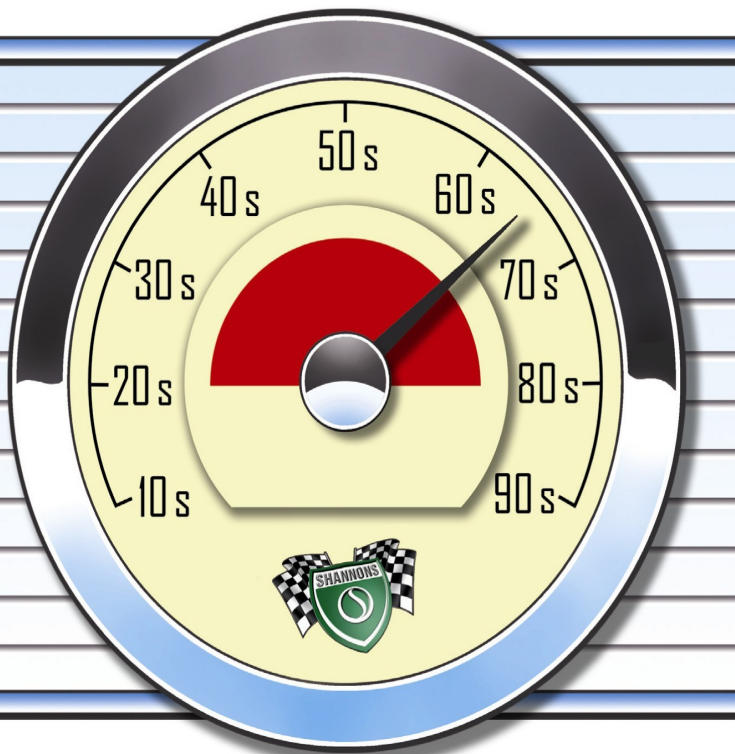
Also, because so much of the car is mechanically preordained from generation to generation, the car's styling must carry the weight of the new. The C7's styling is one of insistent futurism, a form vocabulary of strakes, light-catching creases and occasionally hectic angles. It pulls back from the brink of overwrought, but just barely.

Subtlety was never one of the car's strong suits, anyway. The point is, the Corvette, the much-beloved, often-mocked all-American sports car, is cool again, and it has become cool by standing on first principles and having the world come around to it.

And even if you never plan to set foot in a Corvette, you should be glad. Historically, whenever Corvette prospers, so does America.



MONTH	DATE	ORGANISER	TIME	WHERE	Destination
Aug-13	7th	General Meeting	7:30	Seaton Ramblers FC	West Lakes
Run	11th				
	21st	Committee	7.35	Hilton Hotel	Mile End
DINNER	23rd	Nitschke's 0418845102	7:30	Wakefield St Hotel	Adelaide - E book
Sep-13	4th	General Meeting	7:30	Seaton Ramblers FC	West Lakes
Run	8th	McConnell's 0427.093.556	8:30	Caltex Boliver	Marion Bay hotel
Show	TBC	Grease & Gork	10am		
	18th	Committee	7.35	Hilton Hotel	Mile End
DINNER	20th	McBride's 0417.857.153	7:30	Spice & Ice	Port Adelaide
	29th			Bay to Birdwood	Birdwood
Oct-13	2nd	General Meeting	7:30	Seaton Ramblers FC	West Lakes
Run	5-7th	Neil Bailey		Commodore Motor Inn	Mt Gambier
	16th	Committee	7.35	Hilton Hotel	Mile End
DINNER	18th				
Show	19th	Mark Dixon		Abba Tribute show	Parafield Gdns community club
Run					



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2013 MID YEAR DINNER

These dinners of ours, you will normally see the good, the bad and the ugly. Well this night we only had the bad and the ugly – REAL UGLY DAVE.

With the theme of BAD TASTE, it allowed for some imagination to come up with different outfits that put the B in bad. We had cowsuits, we had 90's clothing, we had pyjamas, Power supporters, a giant orange smurf - I think that was what you were Rudi, Ford fans from the 70's, a pregnant chick and assorted bad choices in clothing. But it was a giant green brussell sprout (Karen McConnell – who else), a "Colourful (light fingered) Character" in Bob 'Clayton' Butler and this other "Thing" that brought tears to your eyes in Mizz Dave Schrapel that made the night another hilarious and entertaining affair for all that were there.

It started with the waitresses picking 2 men while taking orders for tea, for the early prizes (The SEXIEST BALD HEAD). John Sturm won the 1st prize of a bald man's comb. Rob McConnell took 2nd & got a quick makeover with a blonde wig (mullet style).

Karen McC & Dave S took out the best outfit awards as voted by the waitress's yet I'm sure those poor young innocent girls will now require some kind of therapy if they had the

misfortune of seeing Dave try and touch his toes – You had to be there!

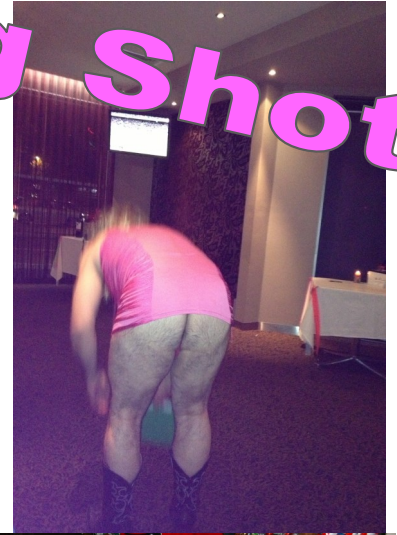
Peter & Lynda had organised plenty of raffle prizes, 2 great silent auctions ('64 split window afghan throw & '68 L88 model) and a donation box for Bob's Dry July fundraising drive.

The other prize winners were picked by matching the jokes written on the back of the placemats to those that were randomly read out by CLAYTON. The winners then chose a wrapped, bad taste parcel. This revealed arse/face soap, pecker enlarging soap (you get the idea).

Once again the venue was the Hilton Hotel and once again, the staff there really looked after us. Meals were great and the service terrific. As usual, Peter & Lynda had did the majority of the organising and as usual, they put so much effort and thought into the night so we all would have such a great time. From the club, A HUGE THANKYOU guys for another great night.



Parting Shot!



My girlfriend left a note on the fridge, "It's not working. I can't take it anymore. I am going to my Mom's place."
I opened the fridge. The light came on. The beer was cold...
What the hell is she talking about?



WHEN *Vetting* INTO ADELAIDE

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The Best Western Ensenada Motor Inn & Suites has completed a refurbishment program enhancing its reputation as the Centre-point of Historic Glenelg. Our *Executive* and *Deluxe Rooms* boast luxurious furnishings with quality polished furniture, Large HDD LCD Television, Free FOXTEL, iPod Docking Station, Hi-speed Wireless Broadband, Hard-Wired Internet Access & Double-Glazing to ensure your peaceful stay.

We are ideally situated opposite picturesque Colley Reserve, only a one minute walk to the golden sands of Glenelg Beach and adjacent to Moseley Square, famous for its cafe's, restaurants and tram service to the Adelaide City CBD.

• **Executive Room** Individual control split-system air-conditioning-heating/cooling, remote control colour TV, video players, mini bar, tea and coffee making facilities, refrigerator, direct dial STD/ISD phones, iron & ironing board, hairdryers, data/modem ports, sofa beds, modern bathrooms, queen sized beds, non-smoking rooms available, RAA, NRMA, RACV rating - 4 star.

Deluxe Room All features of the Executive Rooms plus superior bedroom furnishings, individual control split system air-conditioning and heating, dining table and chairs, queen sized bed and single bed, sofa bed, non-smoking rooms available, RAA, NRMA, RACV rating - 4 star.

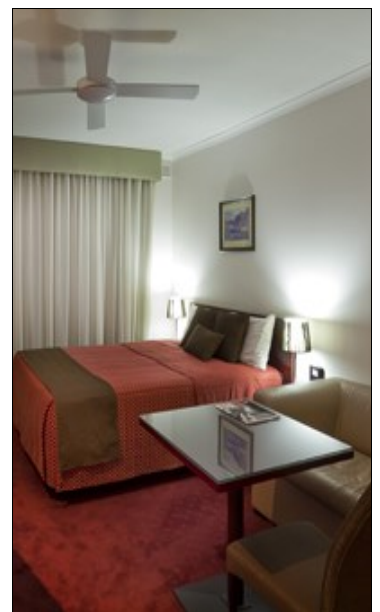
1 Bedroom Suite (Kitchenette) All suites contain remote control TV, VCR, reverse cycle air-conditioning, mini-bars, direct dial cordless phones, data/modems ports. Kitchenette contains 120lt fridge, tea & coffee making facilities, microwave, hot plate, ducted range-hood, crockery, cutlery, pots, microwave dishes, toaster, dining table and chairs. Queen sized bed, built in robes, iron and ironing boards, en-suite bathroom, hairdryers. All suites are strictly non-smoking. Absolute ground floor access.

2 Bedroom Suite (Kitchenette) All suites contain remote control TV, VCR, reverse cycle air-conditioning, mini-bars, direct dial cordless phones, data/modems ports. Kitchenette contains 120lt fridge, tea & coffee making facilities, microwave, hot plate, ducted range-hood, crockery, cutlery, pots, microwave dishes, toaster, dining table and chairs. Queen sized bed in main bedroom. Contains either 2 single beds or double bunk beds.



The Best Western Ensenada Motor Inn and Suites offers quality accommodation and comfort enhanced with the best local service. Whether in Adelaide for business or pleasure, the Ensenada is "the place to stay at the bay."

- Queen sized beds
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- DVD/VCR players
- Air-conditioning- split system heating and cooling
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- Secure off-street and under cover parking - access by PIN code
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- Same day dry cleaning / laundry service
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