

C Pacific Northwest Region Lincoln & Continental Owners Club

September - December, 2014 Vol. # 25

CONTINENTAL

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Happy Holidays to all....

Where has the year gone? This one really flew by. We had monthly events in all corners of the Region and a very successful Western National Meet. Thank you to all the host and hostesses. We had our annual planning meeting and have many new adventures on the calendar for next year. Enjoy this final edition of the ***Connector*** for 2014. Hope to see each of you next year.

The ***Connector***, another benefit of your membership.

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Open

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Pacific Northwest Region Connector

Director's Message

James Shelton Chantler

Calling all Lincolnoids,

Another edition of the *Connector* is upon us or at least on me. Where does the time go? Wow, another year blows by us. Yet again, I stare at a blank page and wonder what I will say.

We have completed three events in the past few months, each and every one a hoot and a half. I really regret that I was only able to make one of them. You will be reading about them elsewhere in this newsletter, written by people who know far more than I about what happened. But, I do want to take time to thank not only these hosts but all our member hosts who planned and carried out another full year of activities. Thank you. We wouldn't have a club without the efforts of all of you. I am looking for someone who would like to serve as Events Coordinator. This person helps support our hosts/hostesses as they plan their events. It is nice to have someone who can answer questions and provide suggestions. If interested, please give me a call.

We have had our annual planning meeting and have a nearly full roster of events planned for 2015. Shoot, I just got used to saying, "2014" I swear. You can check out the calendar on the next page to find out more about our schedule. Remember, the actual details will come to you about a month or so ahead when the details have been nailed down. After we pretty much filled the available dates, we noticed that there was no event in Oregon. So, we will be "strong arming" you Oregonians to fill that big empty spot in March. Let me know if you have an idea for a fun event in Oregon.

We are going to start out with our annual dinners, one in the north and one in the south (we hope) in January and February. If you remember, the southern one was snowed out last year. The McNameras are finally going to get to do their wine tour in Wenatchee. The snows should have moved on to higher elevations by then. We have a Kitsap peninsula tour ala the LaCrosses and the Streeters will be hosting a Mt. St Helens Tour. One of the highlights of the year will be the Western National Meet in San Diego in October. I can't wait. Hope you will join me. It would be great if we had a maximum turn out from the PNWR as the Western Region has always been very supportive of our hosted meets. They were here in force last July, remember? It's really not too early to start making plans and polishing those gems of automotive brilliance that are our Lincolns or at least some of our Lincolns.

We have had some changes in our managers and jobs the last few months. Chris Gray has been voted in as a rotating manager. (ed- Will I get dizzy from the rotations, Jim?) Thanks to Mel Bailey for his service on the Board. Sean Streeter has taken over as treasurer from Steve Price. Thanks to Steve for a great job these last few years. Roger Clements is our new membership chair with the LaCrosses earning a well-deserved retirement from that job. Many thanks to Denis and Barbara for these last three years. Denis really streamlined the process and revamped the brochure We have picked up six new members in the last few months due to their hard work. Kudos also to Raymond Lifely for taking over as our webmaster. He has also created a Facebook page for us. If you have a Facebook account, do a find for our page.

I look forward to another great year. It's Ciao for Now. Have a great holiday season. Hope to see you at the club events next year.

Jim



Lincoln Museum at The Gilmore Museum

In the last edition of the Connector, it was promised that there would be more information on the Lincoln Museum at Gilmore. Thanks to Steve D'Ambrosia and the Northstar Region, here is a brief summary of the early history.

The Lincoln Museum had been on the drawing board for a long time but a generous donation brought it to life. It was decided to construct it at the Gilmore Car Museum in Michigan. For the first time, all four Lincoln groups worked together for decision-making and fundraising. They included:

- The Lincoln Owners Club - '20s and '30s Models L and K.
- The Lincoln Zephyr Owners Club - Lincoln vehicles with 292/305 cubic inch V-12s.
- The Road Race Lincolns - 1949-1957 cars that raced in the Mexican Road Race.
- The Lincoln & Continental Owners Club - any Lincoln from 1921 through the present.

Here are some more picture from Steve D'Ambrosia.



One of the interior showrooms at the Lincoln Museum.

2015 Calendar of Events

Times/dates on this calendar can change as we get closer to the actual date. Always check the Event Announcements for the any changes in dates and times.

January 24

North Dinner - Johnny's at Fife - Susan Addy

February 28

South Dinner TBD - Mark & Kim Chambers

March TBD

Oregon

April 25

Wenatchee/Chelan Tour - Mike & Pam McNamera

May 30

Silver City Brewery/Bainbridge Island Historical Museum
Denis & Barb LaCrosse

June 27

Mt. St. Helens Tour - Sean & Karen Streeter

July 25

Joint meet with the Cadillac Club - Jim Chantler

August 2

Joint meet with Cascade Cougar Club - Rick Franklin

September 19

Snoqualmie Falls - Joanne Hendry & Chris Gray

October 14-18

LCOC Western National Meet - San Diego, CA

November 7

PNWR Annual Planning & Board Meetings - TBD
Jim & Joanne Pringle

Cover Photos

Front Cover: 1965 Lincoln Continental Convertible. This was donated to the LBJ Ranch Historic Park but was never driven by LBJ.

Back Cover: Top: Another view of the 1965 convertible that was donated to the LBJ park.

Bottom: This mint condition 1910 Model T was given to President Lyndon B. Johnson by Henry Ford II. It is very similar to the car the Johnson family used while Lyndon was growing up.

Credits: All photos are by Chris Gray unless otherwise noted.

Fruit Loop Tour - August

by Sean Streeter

It was a beautiful late August weekend and our Lincoln crew banded together once more for a driving tour out and around the Hood River Valley, a route affectionately called the Fruit Loop. This wound up to be a “drive what you brung” tour when it came to the cars. While we had a few Lincolns in attendance including a ‘67 convertible and a 2013 MKZ Hybrid (both red coincidentally), our pack was also joined by a ‘66 Cadillac DeVille, and a racing bike owned by Ed Zarins.

We met in Troutdale, Oregon and started our drive on the old Columbia Gorge Highway. We made a stop at the picturesque Vista House to take in the view and take some photos. We then continued on the winding road under towering trees and past roaring waterfalls. After a brief drive on I-84 to Cascade Locks, we were able to cross The Bridge of the Gods and drive the rest of the way to Hood River on the also quite picturesque Washington Highway 14.

By the time we made it to Hood River, the crew was hungry so we stopped for lunch at the China Gorge, a restaurant I have driven past countless times. I think all attendees would agree that the food was of good quality but the service was terrible! Between forgotten orders, slow food delivery and a bumbling wait staff, our dining experience was less than stellar. However, being the light-hearted crew we are, we quickly brushed off the experience and wandered up Highway 35 to The Gorge Whitehouse.

The grounds had beautiful flower beds from which you could pick fresh flowers and a fully stocked produce

store. As an added bonus, The Gorge White House has beer and wine — exactly what Lincoln owners needed! After a few libations, it was off around the Fruit Loop to our next stop.

The Old Trunk is an antique shop that is converting itself to a soda fountain AND antique shop. It’s uncertain if they are going to remain as “The Old Trunk” given that one generally doesn’t associate old trunks and tasty foaming beverages. They had a number of interesting items in the store and a few of us left there with purchases in hand.

The Old Trunk is where we had our only hard-luck experience on the trip. Ed Zarin’s battery on his racing bike would crank, but could not start his bike. Apparently he left the



The Lincoln group standing in front of The Old Trunk Antique Store.

headlight on a wee bit too long and it was enough to drain the battery to the point where it couldn’t start. Fortunately, the shop owner did have some jumper

cables as none of the Lincoln Club people did. With a little help from the group and 27A battery in the ‘66 Cadillac, Ed’s bike roared back to life.

At that point it was getting late in the day and we decided to adjourn our tour so we could head back to our respective homes or hotels for the night. I hope that all who attended had a great time. My next tour will be a tour of the Mt. St Helens National Volcanic Monument in June, 2015. I hope you all can make it!

All photos this page by Sean Streeter.



Lincoln Excursion To Hell and Back - September

by Grant Loveseth

This re-cap on the Hell and Back Hells Gate trip will be short and sweet. The weather was great, unlike our trip to Whistler last year, where we had really awful weather but a few more hearty souls. This year, we had good weather but the Lincoln crowd was really sparse. In spite of the small turnout, we had a great drive and bumped, not literally thank goodness, into some interesting cars along the way. Thanks to the Ostroms for making the trip up there with us. We enjoyed our day with you.

The name Hells Gate was



derived from the journal of explorer Simon Fraser, who in 1808 described this narrow passage as “a place where no human should venture, for surely these are the gates of Hell.” Long before the arrival of Simon Fraser, and as early as the end of the last ice age, Hells Gate was a congregation ground for settlement and salmon fishing by the native peoples.

Here are a few pictures of the scenery and some of the unique vehicles we happened to spot.



Betty Ostrom admiring this beautiful car. Hey, Betty, will that color blend with your pink T-Bird? Photos by Grant Loveseth and Raymond Lively.



Cayuse Pass & Steven's Canyon Tour or How the Lincoln Club Closed Down Three Restaurants October 25, 2014

by Conrod L Camshaft - Reporter at Large

It was the best of times, it was the worse...no... it was the best of times as we took off for yet another memorable Lincoln Club event. We started with a meal at Shari's on SR-169. The breakfast, though not really worth repeating, was at least filling. There was an apparent plumbing problem causing several inches of water in both restrooms. We decamped. This brought out the first of three "Closed" signs that went up on restaurants this day.

Roger Clements lead us on our adventure to Cayuse Pass via the ever popular SE Petrovitski Road to SR-169, stopping for a pit stop, in both senses, at Wilderness Village. After gassing up we headed out. The weather was northwest dewy but delightful. We drove southeast to Enumclaw and then turned onto SR-410 heading into the mountains. At times we could even see the mountains or was that just our imagination? It was a beautiful drive in the forest with nary a skid of those Lincolns despite the wetness. We traversed Cayuse Pass and started to head down and down and down.

At the entrance to Mt. Rainier National Park, we stopped for a respite. Tom Herman and Jim

Chantler took off on a little hike in the woods as they thought they were following Roger. Tom, who was wearing sandals with heavy socks started to rethink his foot gear. After a bit, and no Roger or his friend Claudia, the intrepid duo back tracked to the cars. Fortunately Tom had an extra pair of dry socks. Unfortunately, his sandals were still soaked rendering the second pair as wet as the first.

It was a photo op time of cars and Lincoln friends. Then we saddled up and continued our trek. At the next photo op Roger stopped the caravan to view Mt. Rainier. We had to take his word that it was to our right. Actually, prepared as usual, Roger brought out his cell phone and showed a picture of the mountain. It was from our precise location that he had taken several days before with the birds chirping and the sun shining. Thanks, Roger, we were able to visualize it with that help.

Off we went through the Park, enjoying the scenery. We then stopped at the historic Longmire Inn for lunch. Well, that was the plan anyway. The power was out as we entered and the generator had just failed. We were told that it would be fifteen minutes and all would be right again. After twenty minutes



L-R: Mark Chambers, Jim & Joanne Hendry, friend Cherie & Eli Darland, Tom Herman, Rick Franklin, Vera Nevue, friend Claudia Germain & (Host) Roger Clements.

with no power in sight, we decided to move on down the road. Roger, organized as he is, had made reservations for lunch at two venues. So off we went as the "Closed" sign went up. We drove out of the park to the Copper Creek Restaurant for another try at lunch. They were also on a generator but we had a fabulous meal with the lights only

going out for short periods of time. As we left, well fed and satisfied, yet another “Closed” sign went up. Really?

We then took off to the Squak Mountain retreat of Jim and Joanne Hendry for libations and good cheer. We once again toured the Hendry’s ever-growing car collection, sat around and talked shop or whatever. Lo and



Above: You would think this was a black and white photo. It was not one of our better days. What would the fall be in the Pacific Northwest without a little rain? Left: There were some nice Lincolns on this trip, including Chambers’ Mark V, Rick Franklin’s Towncar, and Roger Clement’s LS Sedan. The other LS Sedan is Jim Chantler’s new ride to replace his totalled Mark VII. Nice car, Jim. All photos on pages 6 & 7 are by Jim Chantler.

behold, the lights flickered once, twice and then went out. We again decamped and using the faint light from our cell phones found the way to our cars. It really gets dark in the forest or on a mountain. So maybe I should have said, “It was a dark and stormy night” nah, that’s too much of a cliché.

Thanks, Roger, for stepping in and planning great drive and very interesting day.

Tom Herman and Vera Nevue admiring another “Closed” sign that we were beginning to take personally. Luckily the timing was such that we didn’t actually miss a meal.



Annual Meeting

The following is a synopsis of the Annual Meeting hosted by Susan Addy at the Roundtable Pizza in Lacey, WA. Thanks, Susan, for taking care of the arrangements.

Reports:

Treasurer's Report - Steve Price - Our income exceeded our expenditures by \$884. We have a balance of \$5600+ in the bank. Expenses for the club include:

- Director's expenses
- Membership expenses
- Web site
- Postage monthly mailings/Connectors
- Connector printing

Membership Report - Denis LaCrosse - We started the year with 106 members. We lost a few members and added 14 new members for a total of 112 members.

Storekeeper's Report - Susan Addy - We are very low on inventory due to our "fire sale" of old items during the Western National Meet. We have a few fire extinguisher covers, tote bags, note card packages, can cozies and dash pads. Also available via special order are the Lincoln Star Jewelry in 14K white/yellow gold or sterling silver with or without gold plating. The group discussed any ideas of future sales such as shirts, windbreakers, sweatshirts, etc

Western National Meet - Sean Streeter - We had a successful national meet in Tacoma and have received excellent feedback from the participants. It looks like we made between \$3500-4000.

Election - The following people were elected to serve on the Board until 2017. Grant Loveseth and Susan Addy were re-elected for another term. Chris Gray was elected to her first term. Congratulations to returning and new members.

Old Business - There was no old business.

New Business - There was a lot of discussion about the status of national meets. There is declining participation across the country and there are now regions who do not want to plan and run meets. We have planned and run the following Western National Meets:

Welches, OR	1981
Bellevue, WA	1986
Silverdale, WA	1994
Redmond, OR	1997
Ocean Shores, WA	2003
Federal Way, WA	2007
Redmond, OR	2011
Tacoma, WA	2014

With the declining participation, the National Board decided to change one meet (Eastern) this year into a show (no judging), hoping there were be more interest from those members who do not feel they have a show-quality car or they don't want to go through the preparation needed for judging. There was a poor turn out for this show. Chris Gray reported that there was a lot of discussion about this subject when she was in Texas. Several alternatives were discussed:

- Have meets on a bi-annual basis
- Cut the number of meet/shows to two/year
- Have one "Grand National" meet

Regions are reluctant to take on meets because of the amount of work a meet requires, it is difficult to find appropriate venues and a fear that the region could lose money. Because there are only two regions on the West Coast the time between meets we are responsible for has decreased to 3-4 years. The Western Region (California) has more members and they have been doing a meet almost every other year. Meets in other locations like Arizona, Nevada, Utah, etc. have usually required planning by national people rather local. The planning region only gets \$10 out of the individual participants registrations. National LCOC gets the entire car registration fee (but they provide all the plaques and trophies) and the other half of the individual registrations. It was discussed that the fee structure needs to be changed to provide an incentive for regions to take on a national meet.

Calendar: The calendar for 2015 was developed and is outlined on Page 3 of the *Connector*.

The general membership meeting was adjourned and the Board met. An election of officers was held and the following were elected:

- Jim Chantler - Director
- Susan Addy - Assistant Director
- Kris Sundberg - Secretary
- Sean Streeter - Treasurer

The majority of time was spent developing two motions for our Board members to take to the National Board meeting in January. They deal with national meets and are as follows:

- Moved, seconded and passed to ask the National Board to change the number of meets from three to one per year, to be rotated among the regions.
- Moved, seconded and passed to ask the National Board to eliminate the 50/50 split of the per person registration fee, allowing the host region to retain the entire per person amount.

Our members of the National Board will take these motions to the national committee and Board meetings.

Special Report - Annual All Texas Fall Meet

By Chris Gray



As we were preparing for the Western National Meet in Tacoma this summer, we were assisted by not only an extra pair of hands but an extra pair of experienced hands. Carol Mattix, Director of the North Texas Region, wife of former LCOC President Doug Mattix and experienced meet planner came up here to help. While here, she invited me to attend their October event which included participants from all three of the Texas regions. So, in October I flew to Dallas for this special event.

The event took place in Kerrville, Texas, about 3-3.5 hours south and west of Dallas (I think). On Saturday, about 20 Lincolns drove to the LBJ (Lyndon Baines Johnson) Ranch, a national park and historic

the ranch in 1973. Many asked me if the Johnsons are buried on the Ranch and I didn't know. I can now tell you that "yes" they are.

The ranch house was the first home labeled "The Texas Whitehouse." Although LBJ spent a lot of time in Washington DC, he always considered this his home. It is rather modest compared to what you might imagine, although it was enlarged over the years. One of the interesting things was the three televisions ('60's era sets) in both the livingroom and his bedroom. Each set was tuned to one of the major network channels so he could monitor what was being broadcast. The house also had 72 telephones because, in those days, there were no mobile telephones.

The Johnsons donated 600 acres to the National Park Service but the family still owns 2000 acres and their two daughters, Lynda Bird and Lucy Baines, have houses on the property. Lucy was in attendance at the celebration.

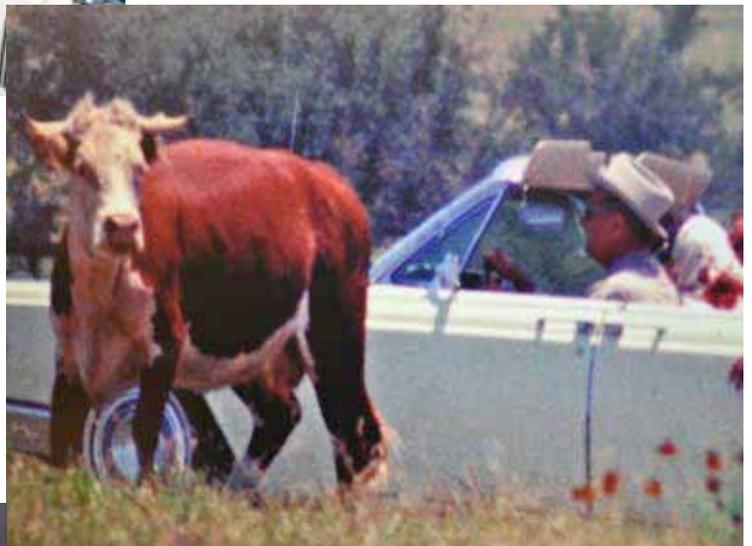
In case you didn't know, LBJ had a real love for Lincolns. When he was at the Ranch, he loved to inspect his ranch in one of his cherished Lincolns. He was exceptionally hard on them because he drove them, literally, over hill and dale. Roads? Who needs to stay on the roads, which for the most part weren't paved anyway. The local Lincoln dealer gave him a



Entrance to the LBJ Ranch Historic Park with our parade of Texas members and their cars.

site. This was the weekend of their big fundraiser and included all the BBQ you could eat, live music, a tour of the Western Texas Whitehouse and over 1000 visitors like me. It is located in the beautiful hill country of Texas, which includes rolling hills, large ranches and many head of cattle.

LBJ's life came full circle on this land, He was born there on August 27, 1908. He attended school there in a one-room school house and he purchased it from his aunt in 1951. He retired here and died at



LBJ driving some guests around in one of the convertibles given to him by the local dealer. He also liked herford cattle, not longhorns. Photo from the LBJ collection.

Lincoln Continental convertible. He loved driving his guests around the ranch. After a year, his staff would contact the Lincoln dealer that the car was "a little worse for wear." Lo and behold, they would deliver a new one.

We did not get to see the Lincolns because they were building a new garage for them. We did see Lucy's Corvette, which LBJ gave her on her 18th



Lady Bird also drove a Lincoln. The dirt roads at the ranch took their toll on her cars as well. Photo from the LBJ collection.

PNWR Market Place

This space is given free of charge to members. Send your ad, electronic preferred, to the Connector Editors at cm.gray@frontier.com or Chris Gray, 21707 W. Lost Lake Rd., Snohomish, WA 98296. If you know a non-member who would like to advertise vehicles or parts, they must become a member by contacting our Membership Chairs. Include Name, address, telephone number, and email (if possible), together with a check made payable to The Lincoln Club for \$30. Send the completed information and payment to: Denis & Barb LaCrosse, 4826 NE Twin Spits Rd., Hansville, WA 98340. Then, follow previous directions for members.

For Sale: His and Hers: A Matched Pair and Rare Find

His is a 1979 Continental Mark V Collectors Series and hers is a 1979 Lincoln Continental Series Sedan. Pictures and additional information available upon request. Would love to see them go together.

Mark V is in nice condition for 140 K miles. Perfect Kasman luxury cloth interior, tool kit, umbrella,



owner's manual and original paperwork. Excellent, straight body. Glass moonroof. Very good original paint, moldings and vinyl roof. Perfect glass. Runs great. Needs exhaust and air conditioning work. \$5800.

The Sedan is in good condition for 100 K miles. Runs, drives and stops excellent. All new brakes. Perfect Kasman luxury cloth interior, glass moonroof, CB, period phone, all accessories including matching luggage. Body, trim, glass, and full vinyl roof are very good. Weak points are hood and trunk paint, stereo and air conditioning. \$5000.

Call Mark Chambers at 503-267-1140.

Email: formark1@hotmail.com

For Sale: 1978 Mark V. 14,400 original miles. Winner of the Lincoln Trophy, WNM Concord, CA 2012. See pg. 35 *Continental Comments* #311. Triple gray, Versailles cloth upgrade. Original spare tire with factory markings. \$12,500 Contact Jim Pringle at 360-923-0472.



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(Cont. from Pg. 9) birthday. Because of LBJ's love of Lincolns, the Lincoln club members were able to have front-row parking at the event and the guests were able to view the cars on display. It was a very nice perk considering where non-Lincoln drivers had to park.

Pat Corbett, Director of the Lone Star Region, is a volunteer at the Ranch and has been working on the cars. All the Lincolns are now up and running. His last project is the Corvette and he hopes he has luck getting it running.

Thank you, Carol, James (Assistant Director North Texas) Pat and Gary Birk (Director Gulf Coast Region) for sharing your special event with me. I really enjoyed my visit to Texas and your regions' hospitality and I learned a lot about LBJ as well.



Above: Built in Germany from 1961-1968, the Amphicar is the only civilian amphibious passenger car ever to be built. A total of 3,878 vehicles were produced in four colors. LBJ enjoyed surprising unsuspecting guests when taking them for a ride in his Amphicar. According to Joseph Califano, (Secretary of Health, Education & Welfare) "We were driving around in a small blue car with the top down. We reached a steep incline at the edge of the lake and the car started rolling rapidly toward the water. The President shouted, "The brakes don't work! We're going in! We're going under!" The car splashed into the water. I started to get out. Just then the car leveled and I realized we were in a Amphicar. The President laughed."



The cast of Texas characters clockwise: Pat Corbett, Gary Birk, LCOC immediate Past President Glenn Kramer and Carol Mattix. Carol is standing with the craft items she gave to participants at this event.

The Store

The region has several items for sale that help us raise money to support our activities and publications. Susan Addy serves as our storekeeper and you can order items directly from her. You can contact her at 360-692-7268 or via email at sl.addy2010@hotmail.com.



Cloisonne pins
Mark II, 4-Door Convertible and Mark III available.

\$1.00



\$5.00

Special Order ONLY

14K white or yellow gold Lincoln star jewelry. Price will vary depending on the cost of gold. Also available in sterling silver for \$90. The silver ones may be dipped in gold for an additional \$10. Can be made into earrings, tie tacs, lapel pins, etc. Talk with Susan about how to order.



Note Card Packs
Set of Joe Sherlock's handdrawn images of cars

\$5.00



