

C Pacific Northwest Region Lincoln & Continental Owners Club



January - April, 2015 Vol. # 26

CONTINENTAL
CONNECTOR

Happy 2015 to all....

We have a full slate of activities on the calendar for this year. We hope you will join the group for these great adventures. This edition of the *Connector* features a pair of LSs so enjoy the technical information as well as beautiful pictures from the shore of Lake Washington. Take a good look at the PNWR shirts in The Store. They are now available to order.

PNWR Directory is included in this issue.

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

Hello one and all,

So, Lincolnoids, what have you been doing so far this year? Welcome to 2015 and a new year for the Pacific Northwest Region. We have already had two dinners, two events and a fine time was had by all.

We started off with our usual north and south dinners and we actually were able to have one in the south this year after our cancelation of last year due to nasty weather. We have made a transition to luncheons as suggested by

Denis LaCrosse, as it gets mighty dark in January and February in the Pacific Northwest. The change in time was a great success and will be continued.

We had thirty-some people at our north luncheon planned by Susan Addy. We also had a good turnout of fifteen or so for the south. Mark and Kim Chambers put together more of an event than a simple luncheon in the Portland area. You can read the write up of these events elsewhere in this issue.

We have many more events planned for this year so polish those beautiful Lincolns and come join us. If you don't have a Lincoln or it doesn't want to "come and play," we don't care. After all, Lincolns need to be driven to stay healthy. We have seen along with the Lincolns, some Cadillacs, Hondas, Chryslers and others. We hope to see many of your smiling faces and cars in the next few months.

There are three great National Meets planned for 2015. The first will be the Eastern National Meet in Pennsylvania, June 10-14. That is a long drive so this might be one you want to consider flying to and leaving the car at home.

The Mid-America Meet will be held at the Lincoln Heritage Motor Car Museum in Hickory Corners, Michigan, August 5-9. It is going to be hosted by national LCOC. I am personally going to rev up the ol' Mark V and drive the approximately 2300 miles or two-thirds of the continent to attend this one. I am saving up to buy the gas and hope gas remains relatively cheap. All bets are off if gas goes up to four bucks a gallon. The Mid-American Meet will include not only LCOC but the other Lincoln organizations, LOC (Lincoln Owners Club), LZOC (Lincoln Zephyr Owners Club) and the Road Race Lincoln Club. Bringing all these groups together will be an historic meet that you won't want to miss.

October 14-18, the Western Region is hosting the Western National Meet in San Diego. This meet will again include our Lincoln brethren with the LOC and LZOC and we are expecting over 100 cars. Several of us from our region are going to caravan down and would welcome others. Just let me know. Watch the national web site for more information and registration forms - <http://www.lcoc.org/Meets.asp>.

On a different note, what do you think



Mk IX concept car for 2015.

about that new Lincoln Continental prototype seen at the New York Auto Show? I guess Neal Young was right. It's about time that Ford and Lincoln kill the MK nomenclature and go back to names. Here's looking for a new Versailles in the future. Just kidding! Names are definitely better, I think. I hope that a Mark IX is part of the "new" Lincoln Motor Company. Although the Navigator was semi-overhauled, it still looks the same but its volume is up by 89%. It even outsold the Escalade one month. I didn't see that coming. The Navigator will go the way of the F-150 in 2017 with an aluminum body that should be really interesting. It looks like we may have a viable marque in Lincoln for years to come.

Jim

North & South Luncheons

January 24 & February 28-29

You will notice we changed this year from dinners to luncheons for both our January (Northern) and February (Southern) events. It wasn't really planned to make that change for both events but it just happened and everyone who attended seemed to like the change.

The Northern Luncheon was hosted by Susan Addy at The Johnny's at Fife Restaurant. There was a great turnout of thirty-three members. Weather was great. That is, there was no rain, sleet, snow or wind. We were happy to be joined by Ed Zarins from Portland and we had a number of first timers including Jim and Anne Piper of Salkum, WA. The food was

excellent and the company was outstanding.

There were a couple of presentations made by Director Jim Chantler.

Connector Editor Chris Gray was presented with the



LCOC 2014 Master Editor Award for the *Connector*. This is the third year the Connector has received this award under the editorship of Ed and Chris and now Chris Gray. Upon accepting the award, she said that it wouldn't be possible to put out an award-winning *Connector* without help with writing from a lot of people including Jim Chantler, Steve D'Ambrosia and, of course, Conrod Camshaft, along with monthly

Continued Page 4

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.

May 30

Silver City Brewery/Bainbridge Island Historical Museum
Susan Addy

June 27

Mt. St. Helens Tour - Sean & Karen Streeter

July 18-19

World of Speed Museum (Wilsonville, OR), Evergreen Aviation & Space Museum (McMinnville, OR) - Jim Chantler

August 2

Joint meet with Cascade Cougar Club (Seattle/Eastside, WA) - Rick Franklin

September 19

Snoqualmie region, WA - Joanne Hendry & Chris Gray

October 14-18

LCOC Western National Meet - San Diego, CA
Western Region

November 7

PNWR Annual Planning & Board Meetings (Lacey, WA)
Jim & Joanne Pringle

Cover Photos

Front Cover: Front car is Jim Chantler's 2006 LS V-8 Sport and rear car is Roger Clement's 2001 LS Sedan

Back Cover: Top: Rear views of the 2001 LS on the left and the 2006 on the right.

Bottom: Left is the 2006 LS and right is the 2001 LS with beautiful Lake Washington in the background.

All cover photos are by Jim Chantler.

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

Tom Herman Transmission
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North & South Luncheons

Continued



hosts who write about their events. Thanks to you all.

Denis and Barbara LaCrosse were honored by the Region for their count-

less hours of work as membership chairpersons for the past three years. They were meticulous about keeping accurate, up-to-date data on our members. Thank you, Denis and Barb.

Our annual Southern Dinner, which became a luncheon and turned out to be more of an event than just food per se. Kim and Mark Chambers put together a great weekend in the Portland area as we hit several car emporiums without missing any food stations. The weather was so much more cooperative this year than last when we had to cancel due to snow and blizzard-like conditions. If the birds were not chirping they were certainly thinking about it.

We met at Matthews Memory Lane, a classic car dealer in Portland. Their motto is "A lifetime in buying and selling." Heck, that describes most of us in this organization! Mark's sister, another Kim, fell in love with a '54 Lincoln Capri sedan that was pulled out for viewing. A good, solid car that even Roger Clements could have gone with. Kim did not cave, however. You can see their inventory at <http://www.memorylaneclassiccars.com> and click on the picture.

Our next stop was Affordable Classics. The owners, the Ruizs, have been in the used car business since 1978 but now they are doing what they truly love, dealing in classic cars. They had yet more tempting cars ready to be added to our garages.

Ed Zarins was with us but in his Toyota pick-up. His Lincolns were down for the count and we all know how that goes, Ed. Sean Streeter, with his son Kegan, were also with us. Sean brought his '65 Cadillac convertible that has been in the restoration process for many a moon. Great car, Sean, even though it is a Cadillac.

Our next stop was the Bomber Restaurant and Museum. Sad to say, it was without the bomber. The pylons were in place but the plane is off for structural work. It is slated to return. New member, Jim Piper, Pacific Northwest Region Connector

joined us at the Bomber as did Vera Nevue who came down with a duet of young dudes, one of which she is related to. Welcome David. The food has not changed and was great.

We adjourned to the motel. We lamented that the EconoLodge did not have an "EconoLounge" but it didn't stop us, just delayed us as we found a site for libations down the street. It was a resurrected Shakey's Pizza Parlor called the Cove, or was it the Cave? We sat at the bar, talked cars, partook of local color and a few brewskis. Great day.

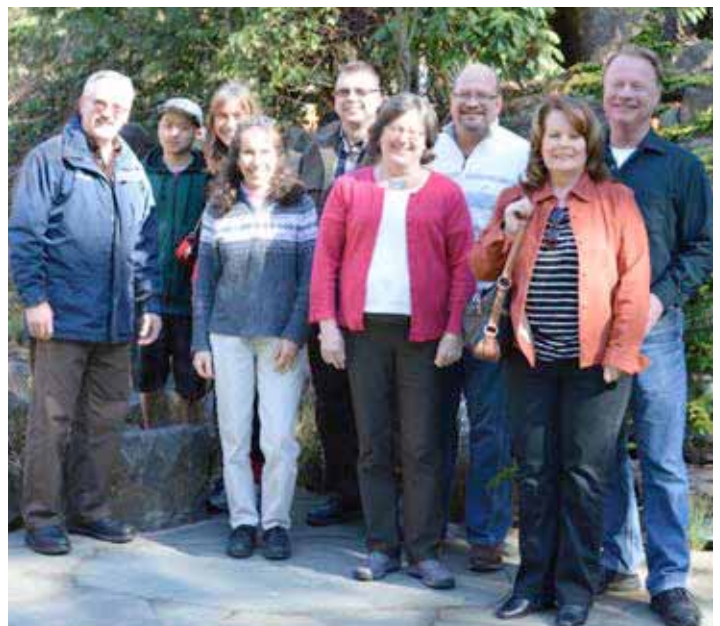
The next day we headed out to the Summit



Right: Jim Chantler, Vera Nevue, Kim Steagall, Rick Franklin & Shadow.

Grove Lodge above the Lewis River in Ridgefield, WA. The brunch was worth the trip all by itself. The grounds were spectacular and is a good venue if one would chose to get married. Notable Summit Grove guests of the past include President Roosevelt, Clark Gable, Shirley Temple, Jack Benny, and Laurel and Hardy. Pictures were taken and goodbyes were said as we broke to

head back to reality of our lives. Thanks to Kim and Mark Chambers for a great Southern Luncheon plus.



Above: the group (L-R back row): Mark Chambers, David Nevue and Vera Nevue, Kim Chambers, Ed Zarins, Kim and Dan Steagall, Claudia and Roger Clements - Photo Jim Chantl

It's a Lincoln Road Trip

March 28

by Jim Chantler - Photos by Jim Chantler



It turned out to be a great day for a drive on the back roads of Western Washington. Interestingly, we had a great turn out for our first true tour this season with fourteen brave souls who were apparently suffering from cabin fever. We welcomed Janice Eby who would have won the long distance trophy if we had given one. She drove over in her MKZ hybrid from Caldwell, ID, achieving 40 plus miles per gallon. How unLincoln like, Janice. Mark Chambers came up from Vancouver in his Mark V, as did Denis and Barbara LaCrosse in their Bill Blass Mark V. The Hendrys were in attendance with their Mark IV which hasn't been out in five years or so. Our minivan mavens, Susan and Vera decided two minivans was one too many so decided to go together. Rick Franklin came without his Lincoln hearse but in a Towncar. Eli Darland showed up in his "Bavarian" Lincoln. Off we went with me leading in my new-to-me Lincoln LS.

We met at Shari's where...drum roll please... the bathrooms remained flood free. Roger Clements developed a detailed itinerary but was not able to attend at the last minute. So it was up to this writer to lead the gang. We

headed down SR-169 toward Enumclaw, then to Buckley. The leader balanced the itinerary on his knee and consulted his phone's GPS concurrently. In the process, we only lost one car. Eventually we headed down my favorite back road, SR-507. Susan did finally catch up with us at Yelm where we also picked up the Pringles.



It was then off over hill and dale and through the little burgs of Rainier, Tenino, Bucoda, and Wabash. Here's your history lesson. All are located on the historical route of the Northern Pacific Railroad. Rainiersurprise...was named for its stunning view

of Mt. Rainier. Tenino was originally listed by the railroad in a shortened variation, "T-9-0." Bucoda was originally named "Seatco," a native word meaning spirit or devil. It was later renamed Bucoda using the first two letters of the three principal investors in the local industries. The consensus was let's forget the antiquing, which is prevalent in these towns, and just eat! We headed



L-R: Rick Franklin, Mark Chambers, Eli Darland, Susan Addy, Vera Nevue, Janice Eby, Jim & Joanne Hendry

toward Casa Ramos in Centralia, a Lincoln Club favorite, found a table for fourteen and ate excellent Mexican food.

Rick Franklin had been rooting around in his closet at home and found a Lincoln Trophy #14 that Janice Eby won at the Western National Meet in 1999 in Irvine, CA. Rick brought it with him and we had a nice little ceremony presenting it to Janice. She, of course, no longer has the 1985 Lincoln Continental Sedan for which she won the award. What the heck, a Lincoln Trophy is a Lincoln Trophy even if it is sixteen years later and slightly tarnished.

Everybody said their farewells and departed well fed and satisfied with this third Lincoln adventure of the season.

Thank you Roger for planning and Jim for leading this tour. What a team! -ed



Janice Eby and her long-lost trophy from the National Meet in 1999. She won it for a car which she no longer owns. Better late than never.

The Lincoln LS Story or How Lincoln Dropped the Ball

by Jim Chantler - Photos by Jim Chantler



Left: Jim Chantler's 2006 LS V-8 Sport -- Right: Roger Clement's 2001 LS Sedan.

It came to pass in the late 1990's that the Lincoln and Ford Motor Companies wanted a new executive-type car to take on the Germans and their 5 series BMWs, E class Mercedes and 6 series Audis. At the time, Ford owned Jaguar and also needed a mid-size car for that line.

Lincoln was part of the newly established "Premier Automotive" within Ford that included Jaguar, Land Rover, Aston Martin and Volvo. Eventually, Lincoln was booted out of the Premier group but that really is another story.

The LS was introduced in late 1999 as a 2000 model vehicle. The LS was the first and so far the only sports sedan manufactured by Lincoln. It was devised to appeal to a younger generation of luxury car buyers that was not common, at the time, to Lincoln. The design of the car was meant to be distinctive, with a functional, no-nonsense look to appeal to a new Lincoln buyer. The LS had a button down, tight styling that was worn well over the years. Both the Jaguar S-Type and the Lincoln LS had their own design teams and shared no body panels nor interior bits and pieces.

The LS and the S Type Jaguar sedan were born as platform mates on the DEW98 platform which also was shared with the new Ford Thunderbird. The LS was a rear drive sedan with independent rear suspension. It was available with both a V-6 as well as

a Jaguar-sourced V-8 and it was the first Lincoln since the early 1950's to be available with a manual transmission on the V-6. Only 2331 cars were so equipped through the 2002 model year when it was discontinued due to lack of interest.

It had a near 50-50 weight distribution all in the name of handling. The battery was located in the spare tire well to facilitate this 50-50 weight distribution and there really wasn't enough room for it under the hood.

The DEW98 platform was a rigid chassis that featured independent double wishbone suspension,



Roger Clements' 2001 LS Sedan won the #15 Lincoln Trophy at the Western National Meet in Tacoma, July, 2014

front and rear, that afforded excellent handling and ride quality. Four wheel antilock brakes were standard along with traction control. Another option was Ford's Advance Trac which included stability control along with the traction control. Aluminum was used extensively in the suspension as well as such components as the hood, deck lid, and front fenders. Sixteen and seventeen inch wheels were available depending on option group.

The LS was powered by a 3.0 liter DOHC V-6 for 210-220 HP or a Jaguar sourced 3.9 liter V-8 for 252 HP. The V-8 and V-6 used a Ford 5-speed automatic that could be optioned with a manual over-ride



Left is the 2006 LS from the front and right is the 2001 LS.



Above is the 2001, below is the 2006.



called "Select-Shift."

The LS was understated with a simple, and straightforward interior design. The steering wheel was wood and leather-wrapped with wood accents throughout.

The Lincoln LS was well received and achieved fairly consistent sales through 2004. It received it's one and only major

revision for the 2003 model year where it was said that there were "over 500 changes." Well, maybe, but the car pretty much looked the same. The cars are broken down into first generation and second generation by the fan boys and girls out there. The 2003 included optional HID headlights and a revised trunk lid with new taillights. For the power trains, the V-6 power increased from 210 for 2000-2001 to 220 in 2002 to 232 after the 2003 refresh. The V-8 increased from 252 to 280 with 286 lb. ft. of torque. The V-8 now accelerated to 60 in the low 6 second range and topped out at about 139 mph.

The LS also received an electronic push-button parking brake and a touch screen DVD satellite navigation system. In 2006 it received a minor face lift with different fascia and body treatments. The V-6 was dropped for the 2006 model year due to poor sales and the near close of production of the entire LS line.

Initially the LS was a success. It was named

Motor Trend's Car of the Year for 2000 and was nominated for the North American Car of the Year award as well. A lack of meaningful updates to the car prevented it from staying competitive and its sales plummeted. The LS went from a peak of over 51,000 units in 2000 to less than 9,000 in 2006 and went out of production in April, 2006, with only 8,797 units built that last year.

The Jaguar Company was sold to Tata of India and the Thunderbird was discontinued in 2005, thus leaving the LS on a unique platform used by no other Ford product. The Lincoln Zephyr/MKZ was smaller than the LS and was based on a front wheel drive/all-wheel drive platform shared by several other Fords and Lincolns. The MKS was essentially the replacement for the LS and included both front wheel drive as well as all-wheel drive. Again this platform was shared with several other Ford and Lincoln products. The LS was the odd man out. As brilliant as the car was, it was not updated and was left to die as did its Wixom factory in 2007.

Interestingly, the Lincoln LS has turned out to be a "cult" car that may be more popular as a used car than it was in its last years as a new car. After all, there were over 262,000 LSs of all years built and they are all over Craig's List, as well as other sites. I personally looked for four months to find a second generation LS and the prices were variable to say the least. Some were "rode hard and put away wet" but good cars are still out there. If you want a Lincoln sport sedan, you have only one choice and that is an LS. The cars handle beautifully and are a joy to drive. They are definitely not a Towncar and are sized sensibly for cruising or town driving. I would not hesitate to get in my 2006 V-8 Sport with the Premium Package and drive across the country. I just wish I had the time. Here's hoping Lincoln sees fit to make another stab at a rear wheel drive euro-centric sedan again.

Wenatchee Wine Tour

April 24-26



Hosts: Pam
& Mike
McNamara

The April Wenatchee Wine tour began in Leavenworth, WA. Word had it that there would be snow in the passes. There was falling snow but nothing was sticking. Weather was a little cold but it didn't slow us down.

We travelled a very short distance to Icicle Ridge Winery in Peshastin. The ambience of the 5,000 square foot log home where the wine tasting takes place was amazing.

We then travelled to Wenatchee via a beautiful, through-the-countryside-and-orchards route and checked into our hotel. After a happy hour in the hotel lounge, we travelled to the Chateau Faire Le Pont Winery for dinner. We visited this winery in our first wine tour in Wenatchee quite a few years ago. We had a special menu for us and the food was fabulous. There was also live music from a young man named Charlie, singing and playing the guitar. After dinner, our leader, Mike, joined Charlie for a duet of piano and guitar.

On Saturday morning, following breakfast, we travelled to Chelan minus Mike and Cathy Ball and their T-Bird. The muffler got knocked off and it damaged the brake line. Luckily they had trailered the car so they were able to leave it and the trailer in Wenatchee and drive the pickup. They would get the hard luck trophy if we gave one.

We got off the highway and followed the Navarre-Coulee Road again through orchards, connecting with the south shore of Lake Chelan. Our first stop was the Tsillian Cellars, described as the "crown jewel of the burgeoning Lake Chelan wine tourism scene." We were treated to a tour of the winery by Bob, the owner himself, and were "schooled" in wine making by their chief winemaker, Sean Collins. Their wines have won over 200 gold medals in major wine competitions. We had lunch in their restaurant before continuing to Chelan.



Group at Tsillian Winery. L-R (front): Jim and Joanne Pringle, Vera Nevue, Tom Herman, Joanne Hendry, Jim Chantler, Jim Hendry, Mike McNamara, the Ostroms, and Chris Gray

Pacific Northwest Region Connector



Lincolns parked at Tsillian Winery. McNamara's Mark IV, Ostrom's MKZ, Chantler's LS and Herman's Mark VIII. Hendry's brought the Mountaineer because of snow threats in the mountains. Ball's T-Bird was still in Wenatchee.



Charlie & Mike making music.

It was just a short drive to the Campbell Resort. In 1898, when C.C. Campbell bought the original property for \$400, the seller said he "sold a sand dune to a sucker." Now the resort has over 170 rooms right on shore of Lake Chelan and is a full-service conference center. We didn't have a lot of time to spend partaking of the spa and other amenities because we were off again to taste more wine.

Lake Chelan has over twenty wineries so we just scratched the surface. Our next stop was the Lake Chelan Winery in Manson. People really liked their Hard Cherry Cider and Sangria made with their Barbera wine. Recipe is on Page 9.

At the Benson Vineyards, Jim Pringle recognized a couple of guys working the tasting room as they were some of his former students and are now managing the winery for their family. The ATAM Winery was next, specializing in German wines and a spectacular view. They had closed but opened up for us. How nice is that? We had dinner at Wapato Point Cellars. After dinner, Mike again serenaded us on the piano in the main dining room. Our fellow diners appreciated sharing our entertainment.

Sunday morning we succeeded in rising early to beat crowd to Blueberry Hills in Manson. Guess what they specialize in? They have eight acres of them. For everything blueberry, go to their Web site at <http://wild-aboutberries.com>. They are famous for their downhome cooking and it is all it was cracked up to be!

Mike and Pam, you did an amazing job planning and leading this event, especially being first timers. Thank you. Two lists were put together for you by the group:

What was Hot: piano, food, leader, Chelan Winery, Bob, Sean Collins, scenery, Charlie, blueberry muffins, Betty sneaking in behind Mike so she wouldn't get lost and wine.

What was Not: pasta (Tsillian), waking up early, weather - too much wind and ominous clouds, not enough sleep.

We are very sad you are moving to Texas in a few months but we hope to see you back in the Pacific Northwest soon.

Pacific Northwest Region Connector

PNWR Market Place

This space is given free of charge to members. Send your ad, electronic preferred, to the Connector Editor 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 Chairperson. 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: Roger Clements, 16630 SE 235th, Kent, WA 98042 Then, follow previous directions for members.



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.

For Sale: 1976 Lincoln Mark IV, 2- door, sunroof. Little bit of rust. Yellow with a brown top. Leather interior. \$600 Contact Lawrence Fillmore 206-725-0632

For Sale: His and Hers: A Matched Pair and Rare Find. Would love to see them go together.

- His is a 1979 Continental Mark V Collectors Series. Pictures and additional information available upon request. It 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.
- Hers is a 1979 Lincoln Continental Series Sedan. It 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

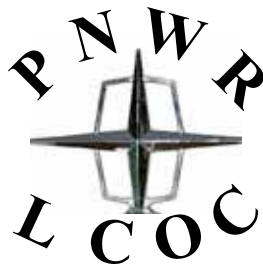
The Store

Pacific Northwest Region Monogrammed Golf Shirts

We will be ordering for those who want them, golf shirts with an embroidered monogram on the front with the old-fashioned



Lincoln star and PNWR and LCOC circled around the star. The shirts will be French blue, 60% cotton/40% polyester, short sleeve with 3 buttons and square bottoms with side vents.



The men's shirt sizes are: Small - 4XL

The women's shirt sizes are: XS -4XL

Cost is \$30. We have to order 6 shirts at a time so place your order now.

Susan will order when we have 6 orders. Make checks payable to PNWR-LCOC. Send to Susan at: POB 3923, Silverdale, WA 98383. Indicate whether for man or woman and sizes on each shirt ordered.

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 360-509-3693 or via email at sl.addy2010@hotmail.com.

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.



Lake Chelan Winery Sangria Recipe

- 1 bottle Lake Chelan Winery Barbera
- 1.5 c. Dole orange, peach or mango juice
- 1.5 c. grape juice
- 1/2 c. Sunny D citrus pops
- 1/2 c. mandarin oranges and juice

Pacific Northwest Region Membership Directory

This information is for the exclusive use of our members and the organization. Absolutely no commercial use is permitted.

The Membership Directory is for our regional members only. For the privacy of our members, we do not post it on the Web.

