

My Pride and Joy....

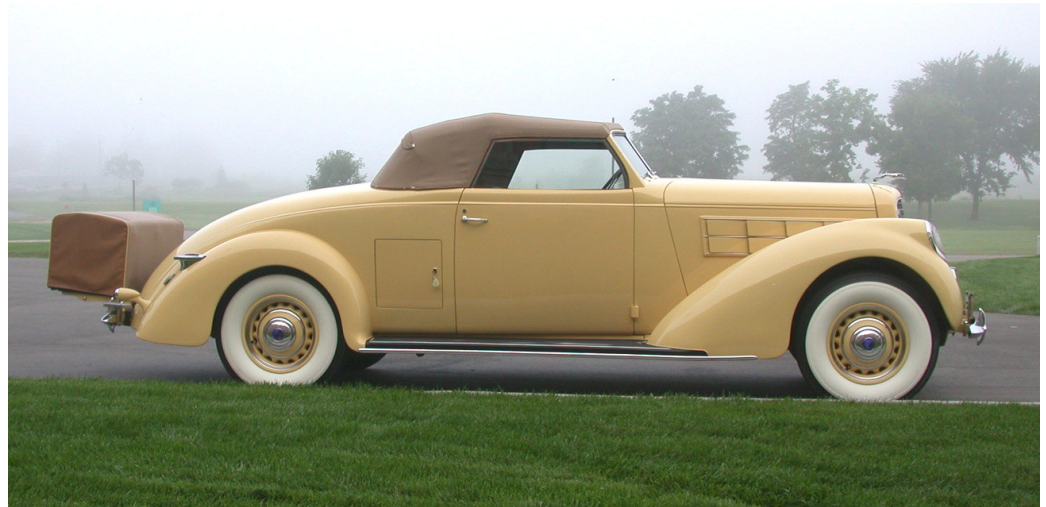
As many of you may know, Tim Purvis, long time LCOC and Northstar Region member recently passed away on November 5th, 2007. It is only fitting that we once again feature the story of Tim and Gay Purvis' very special Model K, for which he was known across the country for the car and it's breathtaking restoration. This story first appeared in our August 2001 issue.

Our feature Lincoln this month is the pride and joy of Tim and Gay Purvis, long time members of the Northstar LCOC. It is of course, a 1937 Lincoln Model K, which they have owned for three years. Tim has always wanted to own an open K, and was actively looking for one for about 10 years. After following up a number of unsuccessful

leads, Tim finally scored. While attending a GOF Zephyr show in Wauke- sha, Wisconsin in 1998, he overheard a group of people from the Chicago area talking about a K at Paradise Restoration in Chicago, and it was possibly for sale.

Shortly after the Zephyr show, the car was back with the owner, who lived in Hinsdale, Illinois. Tim contacted the owner about the possibility of a sale. Letters, pictures, and more telephone calls followed. After the pictures, Tim and Gaye took a truck and trailer, which was filled with cash to Hinsdale and made a deal with the owner. The were successful and went home with their new K. That must have been one of the

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The beautiful 1937 K owned by Tim and Gaye Purvis

Welcome to the Northstar News, the monthly publication of the Northstar Region of the Lincoln and Continental Owners Club. We value your opinions and appreciate your input concerning this newsletter and the operation of the club. This is your club.

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Board Of Directors - 2006-2007

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Members and guests are welcome to attend the Board Meetings which are held the *first* Thursday of every month except December at 7:00 PM at Culvers Restaurant, (dine with friends at 6:00PM) I-94 AND RUTH STREET, St. Paul.

Articles and other information for the newsletter should be sent to David Gustafson, Editor, at 308 Brandywine Drive, Burnsville, MN 55337.

My Pride and Joy Continued...

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best trips back from Chicago that anyone could have.

The K has an interesting history, and has been mentioned in the Fork and Blade, the publication of the Lincoln Owners Club, and the Dashboard, published by the Greater Illinois Region of the CCCA.

The car, a 1937 Lincoln K LeBaron Convertible Roadster is one of only 15 manufactured. It rides on a 136 inch wheelbase, and weighs about 5300 pounds. If it had a window sticker, the price would show at about \$4,950. The car was originally finished in Coronation Buff, which Tim calls Buckskin yellow. One of the prior owners had repainted it Avocado Green in 1981. As part of Tim's restoration, it was totally disassembled, fully restored to better than new condition, and

refinished in its original color of Coronation Buff.

The car was originally exported to San Paulo, Brazil. At that time it belonged to Comendador Sabado D'Angello, founder of Sudan, a cigarette factory. The speedometer reads in kilometers, and was delivered without a heater or radio.

The car is equipped with power boosted mechanical brakes, which do a fairly good job of stopping a vehicle this size. As reported in the Dashboard, the newly designed K series represented the last major change for this series. There were only four standard bodies. The other seventeen body styles were all custom. The massive V12 was rated at 150 horsepower, but believed to be a slightly better performer due to slightly different camshaft and automatic self-adjusting hydraulic valve lifters. A total of 977 K series cars were built in 1937. The K is equipped with a large golf club compartment, the

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Trivia from the Internet

History on a Roll

Toilet Paper Makes a Clean Sweep



Toilet paper has a relatively short history in the world of modern conveniences. This now common household item has become a commodity that is taken for granted over the last 100 years or so. Toilet paper is ranked third among all non-food product categories sold in stores. It is even sold online. Let's take a closer look at a commodity that is close to . . . well, at least Near and Dear to our hearts.

The earliest form toilet material ranged from sticks to corncobs to linen to leaves. Toilet paper, as we have come to think of it, actually had its start in 14th Century China. It was produced for the Chinese emperors in 2 by 3-foot sheets. It is reported that the Bureau of Imperial Supplies produced about 720,000

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Editors Message

December 2007

2007 will soon be history. It was a very busy year, filled with many memorable events for our members. Some great brunches started up the Northstar event season, there is nothing like good food and the opportunity to visit with our club members to turn a nice Sunday into a very special one. We will return to a few of the best places that we visited in 2007 during the New Year. Good food, good service and fair prices seem to be the key to making it an enjoyable outing for all.

Our tour over to Willmar was also a lot of fun. We want to thank Francis Kalvoda once again for his fine hospitality and his organizational abilities that helped make this "overnighter" fun for those who made the trip. The Mills car show brought out a few new Lincolns and the tour afterwards was the highpoint of the day.

Jim and Julie Dowding, from our South Dakota outpost, invited the club to join them on the Black Hills Overdrive Tour in June. Ray and Janine Nelson met the Dowdings over in Rapid City and went on the tour with them. Ray said they had a lot of fun and wished that more folks from the region could have gone along.

In late June, a few of us made the journey down to the Quad Cities to meet with some of the folks from the Lake Shore Region. Karl Flick led the tour with his very fast Zephyr. Even my MKX struggled a bit to keep up with those 12 cylinders that Karl had under his hood. The weather was perfect for touring, with temperatures in the '70s and a slight wind. We did get to see a lot down there, including the Deere Pavilion, the Deere Butterworth mansion, a couple of car collections and some neat places to eat. We also want to

thank Art Whitmire of the Lake Shore Region for arranging for the many activities that kept us busy while we were in the Quad Cities. We hope to see many of the Lake Shore Region members next June in Duluth, where we can have a chance to repay their hospitality.



Faithie with two of her good friends ready to greet holiday visitors

Another high point of the year was our annual picnic in September at a new location. For many years it was held at Roger Woth's Environments location in Minnetonka. As Roger consolidated his manufacturing operations in January, we needed to find somewhere else for our fall event.

Again Roger came to the rescue. Through his longtime association with Morrie Wagner, he was able to obtain the use of Morrie's training and conference center out in Long Lake. We had a nice time, with a good attendance by our club members and as a special treat we were able to view Morrie's very unique and interesting car collection.

October saw us visit North Country Ford Lincoln Mercury for our fall all Lincoln car show. Rainfall in the morning and record high temperatures put a slight damper on attendance, but all in all we had a good showing of members with their Lincolns. Faithie was on hand to meet and greet members. As usual, she was overdressed for the occasion, wearing her fur coat, when a one-piece bathing suit may have been more comfortable.

May you all have a very Happy Holiday season and spend some good time with your dear friends and relatives.

Till next month. David, Marion and Faithie our beloved Samoyed....

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sheets of toilet paper a year.

The first commercially packaged toilet paper in the United States was produced in 1857. A New York man by the name of Joseph C. Gayetty packaged the first toilet paper in flat sheets that were medicated with aloe. He named it "Gayetty's Medicated Paper." He even monogrammed his name on each sheet. He either had a big ego or a sense of humor. We'll never know for sure.

The rolled and perforated toilet paper that we are familiar with was invented in the late 1870's. The Albany Perforated Wrapping Paper Company developed a perforated, medicated rolled toilet paper in 1877 that was marketed to the general public. This began the never-ending debate as to whether toilet paper should roll off the top of the roll or the bottom.

A couple of years later the Scott Paper Company also produced rolled toilet paper. The company was founded in Philadelphia in 1879 by brothers E. Irvin and Clarence Scott. At that time Scott didn't put its name on the toilet

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Directors Message by Bob Johnson December 2007



Our Region lost one of our best known and respected members on November 5th, 2007, when Tim Purvis

passed away. We were lucky to know him and he was a person that we will never replace but always will remember because of his special talents and his beautiful Lincoln cars. Our special tribute to Tim is well deserved because he helped so many members with their restorations or just keeping their Lincolns running. Tim was a master mechanic and one great person.

The weekend of November 10th and 11th, was a very busy for over 60 North Star Members, with many members attending both our activities. We had a large turnout for the Car Prep/judging session at Jeff Eisenburg's, Libson Twin City Auto, on Saturday, in Minneapolis, and our last Sunday Brunch at Al Bakers, Eagan, MN on Sunday. It is very special to see all our members who were able to attend and enjoy seeing old friends while having fun at our activities.

We have almost completed our schedule for 2008, see activities calendar in the back of Newsletter. We will have more detailing/judging sessions for preparation for our Mid America Meet in June, at Duluth. We still have the opening for scheduling events; please call any one of the Broad members with your idea. With Christmas coming faster than we want, there is no planned North Star activity for December, enjoy this time with family and friends...

We still need your PRIDE & JOY CAR ARTICLE. Please take the time to tell us about your Lincoln and what you enjoy about it. Every car has a story waiting to be told, if you need help on writing an article, please contact Dave Gustafson. If you have written about you car previously, you could send us an update on what you have done to your Lincoln and where you have driven it. If you are in the process of restoring your car please tell us about it now and then again when it is done.

Mary and I wish you all a very joyous Christmas and please call your friends that you haven't seen or talked too for a long time, this is the season to be thankful for all our friends and family.

As always, keep the journey continuing

New 2008 MKS

Below are pictures of the new Lincoln MKS, which will be available in July, 2008.



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paper rolls because it was considered an "unmentionable" product during the Victorian era and, hence, there was a large amount of public resistance to buying such a commodity. To solve that problem, Scott began customizing toilet paper for each merchant-customer.

As toilet paper gained more public acceptance, the Scott Company began producing toilet paper under its own brand name in 1896. By 1925 Scott had become the world's leading producer of toilet paper. The Scott Company was eventually acquired by Kimberly Clark in 1995. In 1935, Northern Tissue manufactured the first "splinter free" toilet paper. It seems the manufacturing process of early toilet paper occasionally left wood splinters in the paper. The results of using the earlier non-splinter free toilet paper are too painful to contemplate. On a lighter note, the world's first soft, two-ply toilet paper was manufactured in 1942 by the St. Andrews Paper Mill in Walthamstow, London, England. Kimberly Clark, Georgia Pacific, Fort James, and Proctor and Gamble are the major manufacturers of toilet paper in the United States.

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Remembering Tim Purvis

Tim was a pretty special person. Actually using the past tense "was" seems so totally out of place in referring to anything about Tim. He was so in the now and here. I regret that I didn't know him for as many years as some. Talk about knowledge and experience with cars; Tim really had it. Most any kind, but especially vintage and classics. I quickly came to have great respect for this about him. Many in his circle of friends are car nuts, but for most of us, we are amateurs by comparison. I remember being totally awed by his completion of a fairly comprehensive restoration of he and Gaye's 1937 K model in way less than a year. He has also worked his magic on many of his friend's cars too. Always ready to solve a problem.

I also came to highly respect Tim's personal integrity, sincerity and work ethic. If he said it was going to be done, you could count on it. Quality was really important. These are personal values that seem to be in all too short a supply in today's world.

Tim had a great sense of humor. I enjoyed his commentary as he saw through much of today's puffery. He was also very straightforward. What you saw is what you got. We need more people like this, not fewer.

Tim didn't get to live long enough and I will really miss him. **Richard J. Gray, MD San Francisco, CA**

When you say this name, many thoughts race forward to be dealt with. A large bull of a man that did not suffer fools. A man who always greeted me with Mr. Brace! I have known Tim

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Tim's 1937 K continued

(Continued from page 2)

spacious rumble seat area, and a trunk with fitted luggage. It also has a luggage rack with the add on trunk, that matches perfectly. It bears the tag, Beals & Selkirk Detroit.

Quality was the theme in 1937. Advertising revealed that each standard body contained only the best materials. Included were 60 square feet of sheet aluminum, 321 feet of form-cut lumber, 2,100 wood screws, 161 pounds of aluminum castings, and 59 quarts of paint.



Two new customs were an unusual Brunn touring cabriolet, and an elegant Willoughby Panel Brougham. Featured body builders included Willoughby, Brunn, LeBaron and Judkins. Wheelbases were 136.0 and 145.0 inches. The most popular K was the model 357 with a total of 460 units, split between the 7 passenger sedan (212) and the 7 passenger limousine (248). The rarest model appears to be the model 373 Panel Brougham, priced at \$7,050, with only 4 manufactured. Whatever K you might have, it is truly a unique possession that is to be envied by all.

Editor's note: A unique and beautiful car, restored to perfection. A one of a kind owned and lovingly cared for by someone who was also very unique and beautiful in his own right.

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There are approximately 86,000,000 rolls of toilet paper produced each day worldwide. That's about 30 billion rolls of toilet paper per year which equals about 3 rolls produced per second, seven days a week, 365 days a year.

Toilet paper has been adapted by ingenious humans for many uses, such as packaging material, eye-glass wipes, wiping noses, removing makeup, and toilet seat covers, just to mention a few.

To bring our little tale of toilet paper to an end, just remember that the next time you skip to the loo you can thank President Bill Clinton for signing into law the Toilet Paper Tax of 1996. This law increased the price of each toilet paper roll 6 cents. There is no end to insanity in the world
Important Timelines...

1391: The King's Pleasure — Chinese emperors begin ordering toilet paper in sheets measuring 2 feet by 3 feet.

1596: The Royal Flush — Sir John Harington, a godson of Queen Elizabeth I, invents the first flushing toilet (a distinction often attributed to plumber Thomas Crapper).

1872: Kimberly Meets Clark — Charles Benjamin Clark, a 28-year-old Civil War veteran, recruits John A. Kimberly to join him in building a paper mill in Wisconsin.

1890: On a Roll — Scott Paper introduces toilet paper on a roll. But the paper goods company is somewhat

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Remembering Tim Purvis Continued....

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since 1987 and the greeting never changed. His skill level was terrific and I badgered him to buy a CCCA full classic and use those talents on a significant car.

Years later he bought that 1937 Lincoln K LeBaron Convertible and I was excited for him and the UMR. He had tried to purchase the Coupe that I now own when the previous owner tried to increase the price at the last minute. Tim passed on the car and was angry after a long very cold drive that cost him his transmission. The car passed through several other owners before I purchased it.

He worked on my Mark VII and also on my 1937 K 2 window sedan. He was a craftsman who would tackle just about anything. His attention to detail and what was authentic was wonderful. Here was a man who made some very significant street rods yet was dedicated to authentic restoration. Those owners of the 1940-48 Continentals have lost a treasure of knowledge and skill.

Tim was a person who could "finish" a car. Many people who are involved in restoring cars never seem to get the last 2-3% of the restoration finished. Tim was not one of them. I will always remember going over to his house and seeing my 1937 K ready to go. It has never looked better as the day I picked it up.

I would be remiss in not mentioning his partner and helpmate Gaye. She was proud of "Timmy" and supported him. Their Holiday Party was one not to be missed. Tim helped with that wonderful event and enjoyed being a part of it. When one attended, many ended up in the shop to see the latest project either for himself or a customer.

When it was time to pay a bill, I always felt that that I had received full measure. I never had to take anything back to him. It worked well, looked good and was correct.

In the political world there are those who talk about legacy. I would submit that there will be many who will say, "Tim worked on this car or Tim restored this car. A "Purvis car" will have value to people who knew him and loved him. It will be a testament to a man who was admired and will be sorely missed.

The hobby has lost a talent and for many, the shop is closed. We were better for having known you Tim.

Tom Brace, Falcon Heights, Mn

When you look to any LCOC event you would always find both Tim and Gaye deeply involved with the event or activity. Clubs are successful because of its members and Tim and Gaye are what makes the LCOC what it is.

Tim came to our club so long ago I can't remember him not being a member. He blended in with his sense of humor and it didn't take long for many of us to look to him for his experience and knowledge about cars. Many of us don't have the intimate knowledge of how to work on our cars since it's not our profession. Tim brought this knowledge and experience to our Club which he shared with all of us. I remember Tim and Gaye when they bought their Mark II. It needed a lot of work to bring it up to the "Purvis standard". As an owner of one of these cars I thought I really knew this car and its workings pretty well. In less than one year Tim knew more about this car than I did after owning a Mark II for over 20

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embarrassed to be associated with such an "unmentionable" thing and refuses to put its name on the product. Instead, the toilet paper bears the name of intermediaries. As a result, at the turn of the century, the Waldorf Hotel in New York becomes a leader in the toilet paper business. 1916: Gas Masks Become Sanitary Napkins — Kimberly-Clark begins concentrating on a special wadding paper. With World War I brewing in Europe, this product, Cellucotton, was adapted for use as a filter in gas masks and bandages. Nurses began using it as sanitary pads. Cellucotton was renamed "Cellu-Naps," and then "Kotex." 1925: Great Scott! — Scott is recognized as the leading toilet paper company in the world. (Kimberly-Clark acquired it in 1995.) 1928: From Charming to Charmin — Hoberg paper introduces Charmin. The logo — a woman's head from a cameo pin — was designed to appeal to feminine fashions of the day. A female employee called the packaging "Charming," and the product's brand name was born.

1942: A Softer World — St. Andrew's Paper Mill in England introduces two-ply toilet paper.

1964: Enter Mr. Whipple — He appears for more than 20 years in TV, radio and print advertising. The real George Whipple was the president of the Benton & Bowles advertising agency, which came up with the

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November Board of Directors Meeting...

BOARD OF DIRECTORS MEETING

November 1, 2007

Regional Director Bob Johnson called the meeting to order at Culver's Restaurant in Maplewood at 6:57 PM. Board members present were Bob Johnson, Harvey Oberg, Dave Gustafson, Bob Gavrilesco, Tom Brace, Bob Roth and Roger Wothe. Other members present were Faye Oberg and Ray Nelson. The minutes of the previous meeting and the agenda of this meeting were approved.

DIRECTORS REPORTS

Regional Director Bob Johnson opened the nominations for officers. Bob Gavrilesco moved that all officers retain their existing positions. The motion carried. Bob reviewed the Activities Schedule for next year. The schedule will be published in the newsletter.

Secretary Roger Wothe reported that Sandra Bjorndahl, widow of Bob Bjorndahl, is offering his 1941 Lincoln Continental Coupe for sale. Contact Roger for details.

Treasurer Harvey Oberg reported the treasury balance to be \$2,482.57 with all bills paid.

Membership and Publications director Dave Gustafson reported the paid membership to be approximately one hundred thirty. He is still looking for "My Pride and Joy" articles and will award any submission with his wonderful 2008 Lincoln calendar.

Projects Director Bob Gavrilesco reported that the Indiana Region is still

producing a National jacket, so we will continue with a Regional jacket.

Activities: Saturday 10 November there will be a tech/detailing session at Jeff Eisenberg's Libson Truck Parts facility on Central Avenue north of Broadway. The last event for this year will be brunch at Al Baker's in Eagan on Sunday 11 November at 11:30 AM.

There followed a lengthy discussion on plans for the up coming 2008 Mid America Meet that our chapter is hosting in June 2008. Bob will be contacting club members to solicit their help in preparing for the Meet.

Their being no further business, the meeting was adjourned at 8:35 PM. There is no December Board Meeting. The next meeting will be Thursday, January 3rd, 2008 at Culver's Restaurant at 7:00 PM. All club members are invited.

Respectfully submitted by Secretary Roger Wothe.

Now Here Is The Deal

Send us an article about your Pride and Joy (your favorite Lincoln), and we will send you a 2008 Northstar Club Calendar.

We know that there are a few new Lincolns that we haven't heard about yet, so send in your musings today along with digital images or nice color photographs. Can we count on you? Articles should be sent to Editor, 308 Brandywine Drive, Burnsville, Minnesota 55337

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"Please, don't squeeze the Charmin" ad campaign. He sold the rights to his name to Procter & Gamble for \$1.



Dick Wilson, who played Mr. Whipple, passed away on November 19, 2007 at the age of 91. "Please don't squeeze the Charmin"

Dick Wilson, the vaudeville veteran who portrayed Mr. Whipple on TV, later recalled his agent calling him about the project.

"My agent asked me, 'What do you think of toilet paper?' And I told him, 'I think everybody should use it.'"

For his role in making Charmin the No. 1 toilet paper in America, Wilson's salary grew to \$300,000 a year, and Procter & Gamble promised him a "lifetime supply" of toilet paper.

1973: The Johnny Carson Toilet Paper Scare — Johnny Carson makes a joke about the United States facing an acute shortage of toilet paper. This prompts viewers to run out to stores

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Remembering Tim Purvis continued...

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years! That was Tim. Whatever he put his mind to it would be done to the best of Tim's ability.

I really liked to "bait" Tim with some of my unusual purchases. When I told him I bought a Yugo, you should have heard him comment on my taste for cars. I laughed knowing his standards would never allow such a piece of junk to be considered a collectable.

Bev and I hosted a LCOC event at my garage last summer in Verona, Wisconsin which was attended by many of the members of our club, including Tim and Gaye. I handed out a trivia sheet that was centered around the collection of loser cars that I owned. At the end of my trivia contest I announced that the person who could answer the most questions correctly would receive as a first prize was a drive around the block in the Yugo.

Second prize was two trips around the block in the Yugo. Guess who won? Tim Purvis! Tim in his usual style, declined the first and second prize in only a

way Tim can do. Tim we will miss you. **Dick and Bev Koop, Dardenne Prairie, MO**

Tim was a person that we will never replace but always will remember because of all his talents and personal traits. Mary and I, first met Tim and Gaye, at Ellingson's back in 1998, when we attended our first North Star Region

event. When we were thinking about going to the 2000 Millennium Meet in St Louis, I asked Tim what I should do to prepare our car for judging: Tim mentored me; explained how to detail a car, what products to use and many tricks that would help our car show better. Tim explained the LCOC judging system to us and thought our car would score about 95 points if I followed his advice. Our car scored 96.5 and Tim was right on all the things that would be a problem.

Over the years Tim did repairs on both our Mark VII and Mark III, he could do anything to a car, he would tackle any repair and do it right the first time. Tim's communication was direct and to the point, and very honest. Tim was one to not mince words, he told it as it was and I respected him very much.

You always knew where you stood with



Gaye and Tim at an LCOC Awards Banquet. It looks like Tim would quickly trade his jacket and tie for his plaid shirt.

him, and he would tell you what needed to be done and how to do it. We have lost a very special person. We were lucky to know him, our car

hobby and the North Star Region has lost one of its greatest resources and friend. **Bob and Mary Johnson, Schafer, MN**

Our region lost one of our most respected and loved members on November 5th, 2007. As many of you know,

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and begin hoarding tp. Carson apologizes the next day for causing the scare and retracts his quote.

1991: Covert TP — The U.S. military uses toilet paper to camouflage its tanks in Saudi Arabia during the Gulf War.

1995: Bathroom Merger — Kimberly-Clark and Scott Paper join forces. A year later the company has earnings of \$1.34 billion, not to mention Cottonelle, the second best-selling toilet paper.

1999: Paperless Toilet — Japanese inventors unveil the paperless toilet. The device washes, rinses and blow-dries the user's bottom with a heating element.

2000: Men Are From Folders, Women Are From Wadders — A Kimberly-Clark marketing survey on bathroom habits finds that women are "wadders" and men are "folders." Women also tend to use much more toilet paper than men.

2008: Prediction — Readers will find new, alternative uses for this newsletter.

Finally, if you're wondering about consumption, consider the following: On average, consumers use 8.6 sheets per trip - a total of 57 sheets per day. That's an annual total of 20,805 sheets.

From the Internet

Remembering Tim Purvis continued...

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Tim and his wife Gaye have been fixtures in the club for close to 20 years. Tim was known for his fantastic restorations, which won many trophies in the LCOC, CCCA, AACA and others way too numerous to mention.

Tim started out as an automobile technician and became one of the best found anywhere. After graduating from TVI in 1969, he started at Patrick Motors (Rolls Royce dealer); Tim retired as a dealership technician, from Wilkins Toyota in 2001 and then proceeded to restore cars for many others. Several of these projects went on to win various awards and provided a great deal of enjoyment to their owners; they count themselves very lucky as he put in a phenomenal amount of passion into each one.

I met Gaye and Tim when I did a ground-up restoration of my first Mark II. Tim was never afraid of work and took up projects that were difficult or complete basket cases. He looked at my Mark II and told me if I needed any advice to call him. There was always a long line of 'customers' waiting for his special talents. As the years flew by we became good friends and his advice was always on the 'Mark'.

Tim had tremendous willpower and it served him well. He fought as long and hard as he could until the very end. He will be missed by his wife Gaye. They were inseparable for over 40 years, doing everything together and were a great team. We will miss his mentoring and friendship. **Jeff Eisenberg, Plymouth, MN**

We first met Tim and Gaye Purvis sometime during the spring of 1987. Tim had just purchased a 1941 Continental Coupe

from Mike Gerner to street rod. Our 1941 Continental Cabriolet was in restoration and came home in May of 1988.

Tim and Gaye, and Faye and I drove to our first Lincoln Zephyr Owners Club meet in July of 1988 in Dearborn, Michigan. It was the first of many car meets out of state that we attended together over the next several years. At some gas stations along the way in Wisconsin, we were known as the "Lincoln Boys". I can't count how many car meets we attended together, but it spanned a good 15 years for sure.

I signed Tim and Gay up to most of the car clubs that I belonged to.. AACA, CCCA, LCOC and LZOC. Tim was a very gifted mechanic, always a hands on guy. If I had an electrical or mechanical problem regarding the Lincoln, Tim could usually solve it.

We would be remiss if we didn't mention the great Christmas parties that Tim and Gaye hosted every year for all of their car club friends. We were fortunate to be invited every year from 1987 on and I believe they started somewhere back in the 70's. It was a date we never wanted to miss and they started preparing for the party several days in advance. Lots of good food and all home made!

We were fortunate to have Tim and Gaye as our friends and we cherish the many memories we have had with them over the years. **Harvey and Faythe Oberg, Woodbury, MN**

Our sincere thanks to all who contributed their recollections about our good friend and fellow hobbyist. Tim Purvis will continue to be thought of warmly in our hearts and minds for many years to come. Our sincere thanks to Gaye for sharing Tim and his many talents with us. Our hobby is truly much better because of the Tim's of the world.

Northstar LCOC Welcome Wagon



By Francis J. Kalvoda – Willmar, MN
320-235-5777 – fjk@charter.net

The Lincoln Welcome Wagon got a few miles on it this month. Our first stop is at Bismarck, North Dakota. I know that is 350 miles from Willmar because I usually get out there about twice a year to visit friends and relatives.

We welcome Paul and Deb Andahl, 7749 149th Avenue NW, Bismarck ND 58503. Call them at 701-255-2462 or Email plardg@msn.com. Paul and Deb left their two 1963 Lincoln Continentals at home but they did bring their 1978 Mark V to the All Lincoln Show in Coon Rapids on Oct. 6!

This month we also welcome John and Sue Coyne, 7400 Boone Avenue North, Minneapolis, MN 55428, 763-557-9606. John and Sue do not need to drive their 1967 Continental Convertible quite as far to attend area events. Please add Paul, Deb, John and Sue to your

Northstar
LCOC
member-
ship direc-
tory.

I hope each
of the
LCOC

members will encourage other Lincoln enthusiasts to join the Northstar Chapter. With the 2008 National Meet in Duluth next summer, this is a perfect time to promote our Club.

Our leader, Bob Johnson, told me that the pictured '56 Welcome Wagon Lincoln has been sighted and he has the name of the owner. I will contact the owner and find out more about the '56 and will hopefully share that with you next month. If you have pictures or sto-

ries of an old Lincoln wagon, please let me know.

I must tell you about the Marion Dahm estate auction I attended on September 29 near Chokio, MN. Lincoln Club member, Charles Hanson of Correll, MN first told me last year about Mr. Dahm's death due to West Nile Virus, and that there would be an auction of gigantic proportions. However the auction was not advertised very well. I doubt if Mr. Dahm ever traded in vehicles or farm implements.

Two auction rings ran from 10 am – 4 pm. Mr. Dahm had preferred Ford products, especially Lincolns – 13 of them! When gas prices went up, he resorted to Mavericks, Pintos and his 1940 Harley Davidson motorcycle. The Harley brought \$30000; more than all the other 30+ cars and trucks combined.



There was also a 1927 Harley which brought \$14,500 and a pile of parts which was supposed to be a 1932 Harley which brought \$4200. Windy Hill Auto Parts of New London, MN (320-354-2201) bought a majority of the Lincolns.

Prices ranged from \$100 to \$1600. The top prices were for the basket case 1955 Lincoln Convert (\$1600) and a 1937 Zephyr 4dr (\$1200); besides those two there were three '49 coupes, one was a Cosmopolitan, '52 4dr, '55 4dr, '62 4dr, '63 4dr, '68 4dr, '70 4dr, '74 Mk IV.



The most
unique
Lincoln
was a '40
Club
Coupe
which was
converted

to a race car but had never seen a race. Davey Bajari of Windy Hill Auto Parts, who had told me about the sale about a week earlier, told me later that he was pleased to get the race car because it had a Columbia two speed rear end. With a torch, Mr. Dahm had neatly cut out the #13 in the trunk lid of the Lincoln coupe. Is it a coincidence that there were 13 Lincolns at his estate auction?

Northstar Judging-Detailing Session at Jeff Eisenberg's.....

A Car Judging/detailing session was held at Jeff Eisenberg's, Libson Twin City Auto & Truck, Minneapolis, on Saturday November 10th. This is the first time we have tried this type of event and by all measures, it was a great success. We had 27 members attend who wanted to learn more about the LCOC Judging system and how to prepare/detail their car for our 2008 Mid America National Meet in Duluth. Jeff and Rori were perfect hosts with rolls, coffee and orange juice to start the event off, and when the noon hour came, served us lunch. Good it was, no one left hungry.



Getting the scoop on how LCOC Judging is performed.

Bob Johnson explained that the purpose of this event was to help everyone prepare for our National Meet in 2008. Bob emphasizes that we all should be proud of our daily drivers and should realize that they will have some deductions when judged for being driven. The purpose of displaying our Lincolns is to see how they stack up against other Lincolns of the same year and model. Our judges are all volunteers and do the best job they can following specific instructions. The purpose of showing your car should be to have fun, fellowship and to see other beautiful Lincolns. Bob related that LCOC uses the 100 point system, and all judging has as it's basis a determination that the vehicle is complete, original, and authentic, **as delivered to the original owner with only factory authorized accessories and equipment.** If a car has many modifications it should be entered in the Custom Class. There are three parts to the Judging process, Mechanical Operation worth 45 points, Authenticity worth 10 points and Appearance worth 45 points. Again the purpose of having your car judged is to see how close it comes to in comparison to the factory standard for a new Lincoln of the same year and model as yours.

Tom St Martin showed a video on judging he made for the CCCA, which was similar to what LCOC will ex-

pect. Following the opening remarks and viewing the video we had a very good question and answer period. Tom, who was the Chief Judge for the CCCA explained he had four simple rules for having your car judged. The first rule was TO HAVE FUN when showing your car. The second rule was to refer to the first rule. We never got to rules number 3 and 4.



Ken Sampson instructing on the delicate use of the buffer. Whatever you do, don't press too hard or leave in the same spot for too long...

Ken Sampson demonstrated how to detail a car for judging. Ken went through the basic steps he uses to clean a used car for sale, which is more detailed than most of us do when preparing our car for judging. When Ken finishes detailing a car it looks like brand new. Ken explained what products to use and how to use them. After seeing how Ken prepares a car, a good business to get into would be detailing classic/show cars. Many of the tricks Ken explained were easy to do and did not take that much time, but the results were beautiful. Ken explained that a good power buffer is a great tool, showed basic operation procedures and stated that you have to learn by trying it yourself.

We want to thank Jeff and Rori Eisenberg, for the use of their business and a great lunch, Tom St Martin for conducting the Judging seminar, Roger Wothe for bringing video equipment and getting it to work, and Ken Sampson for showing all his detailing tricks and products to use.

From the interest shown by all that attended and the distance members drove to attend this activity, we will definitely have another judging and detailing event before our 2008 Duluth Mid America Meet in June.

2007 Windup Brunch at Al Bakers

The last event for 2007 was our Year End Brunch at Al Bakers, Eagan, on Sunday, November 11th. The warm sunny morning for November was just right for several members to drive their beautiful Lincolns, We had 46 members attend our final activity for the year.



Mardi and Milt Petersen enjoying the day.

Several members drove a great distance for this tasty brunch, John and Dorothy Palmer from Barum, Roald and Rosalie Storvick from Austin and Paul and Deb Andahl, 450 miles from Bismark, ND. Our newest member who joined LCOC in October, Jim Wik, from Eagan was able to attend.



Bob Johnson with our newest member Jim Wik.

Our door prizes were won by; Floyd Homstad a Lincoln Wrist Watch, and Richard Magnor a Black Lincoln Display Flag. Three 2008 Region Calendars were also given away as door prizes.

Al Bakers again had great food at a reasonable prices, and was easy to get to being located just off I35E in Eagan. We almost filled our private room. We may



Jay White standing, Floyd Homstad, Richard Serwat and Jim Jacobsen exchanging tall tales.



Ray Schmit from St. Cloud has a new MK LT

have had room for about 8 more people. It was great to see the room a buzz with conversations and laughter. This was the way the old car hobby should be, Fellowship and Fun. It looked like everyone was having fun, enjoying seeing old friends and catching up on the latest happenings. From members responses we will again have our 2008 year end Sunday Brunch at this fine establishment.

With the warmer than normal temperature the visiting in Baker's parking lot lasted long after the Brunch was over. It was great to see so many Lincoln's spread around in the parking lot. Harvey Oberg had his '41 Cabriolet out for one last time and David and Marion Gustafson came the short distance from Burnsville in their 1951 Cosmopolitan. While this was the last event for 2007, club activities will begin once again in January with another brunch. 2008 will be an active year for the club and we look forward to seeing many of you throughout the New Year.

For Sale....



1953 Capri, brand new 1953 Lincoln Capri 50th Anniversary car with 133 miles since ground-up 2 year restoration, the car was rust-free & solid from AZ, it hadn't been licensed since 1964, powder coated frame, gas tank, inner fenders, etc, stainless steel gas and brake lines, new glass except rear window, new rubber gaskets, original color, basecoat, clear coat, 5 new Diamond Back tires, hubcaps restored, engine is overhauled 317 ohv 5-barrel 205 hp, 6-volt with power windows, seat, steering, brakes and antenna, AM-FM stereo, the car is beautiful, Offers in the \$40,000 range would be appreciated. Rodney White 507-438-3753, MN; or email: rdwhite@smig.net

Wanted

1956 or 1967 Mark II in number two condition.

Prefer an Air Conditioned car.

Silver with Red Interior, with White or Maroon a second choice. Mileage to 70,000 acceptable.

Will pay fair market price or better depending on condition and documented history.

Call John W. McDowall 320-251-8640
email: johnmc@mcdowallco.com

I need a New Home....



I am a 1969 Lincoln Mark III, black with black leather interior.

My present owner has worked very hard to try and fix me up, and there are only a few more things left to do. I have new front leather seats, rebuilt engine, newly rebuilt transmission and differential. I have also some new suspension parts, brakes and other things too. I run well, drive good, but just need a little more work to make me look really nice. I am thirty-eight years old, and I have a little rust in my lower quarters, but that can be fixed. My vinyl roof also needs to be replaced. I want to go to a good home to someone in the club, who will take care of me and make me like new. I also have a lot of good parts that go with me if you need them.

Mike Galle, my present owner is asking only \$1600. Please call Mike at 612-866-2350 or 612-269-6569. I really would like to come to your home to live.

For Sale - 1974 Continental Two Door



Just what you have been waiting for. 73,000 miles from new, tan interior, white top, gold lower. 460 Engine, new wiring, looks and shows like new. Pampered all it's life, stored indoors. \$7,000/open to reasonable offers from Lincoln club members. Call Bob Buko at 651-454-0100 - Cell 612-867-9518

Great Automotive Buys...

For Sale

1979 Mark V Cartier Edition

Light Champagne, Matching Interior
Equipped with 400 CID engine and all the
usual equipment found on a Mark V.

Low Mileage - 38,300 Miles
Good Looking, Inside and Out
\$10,500/Best Offer
Call Ray at 612-722-9966

For Sale

1979 Mark V, Bill Blass Edition. This Mark features a blue exterior, offset by a white carriage top and white leather interior with blue piping. Second owner since 1991. Originally purchased at North Hollywood Lincoln Mercury in the Los Angeles area. This is a very pristine California Mark, with only 58,000 miles. Preprimary trophy winner, with only 5,000 miles on tires and brakes. Realistically priced at \$10,000. Contact Richard Gray, 415-435-3539, email: grayr@sutterhealth.org.

WANTED

Continental Wheel Hump
Style Trunk Lid for
1977 Lincoln.
(some limo's had these)

Call Francis Kalvoda, Willmar
320-235-5777
please help me find one

For Sale

1979 Mark V, Bill Blass Edition.
Kentucky car, no rust ever.
Beautiful dark blue full convertible
Style nylon top. Body is white over dark
Blue with new Michelin white stripe tires.
Interior, blue leather with white piping.
A real head turner with only 65,000 miles.
Engine detailed like new, including
Motorcraft battery. Looks new, drive any-
where, **Price Reduced to \$7,900.00.**
Call Jerry Prettyman
1-888-416-0633 or email:
jpservices@charter.net
Alexandria, MN

For Sale

1988 Town Car, with 45,000 miles. Has new tires
and battery, and looks like new. Gray with gray soft
half-top, rectangular opera windows and side lights.

Call Don Peterson at 507-454-3010, 507-429-0476
or 507-454-5231, Winona, Mn Fairly priced.
Email: donp@mwsco.com.

For Sale:

4 – 1993 MK VIII wheels, painted, rare.
Very good condition \$120.00

4 – 1993 MK VIII wheels, chrome, poor
condition \$80.00

Call Bob Gavrilescu at 651-488-3878

FOR SALE

1967 CONTINENTAL CONVERTIBLE

Dark Green, very nice condition inside and out.
In good condition mechanically

Priced right to sell now
\$10,000

Please call Richard Serwat 651-554-0716

Great Cars For Sale..... Other Stuff too....

For Sale

1959 Lincoln Continental Mark IV - Four door sedan. 1 of 933 manufactured. 430 CI, 350 HP engine. Loaded with options, 50,000 mile, all original car. Presidential Black. Primary First Place at the LCOC MidAmerica 2002 meet in Red Wing, 95 points. \$30,000/offer.

1960 Lincoln Two door Hardtop. Low production model. Featuring 68,000 miles. 430 CI, 315 HP engine. New Presidential black paint, New chrome. Interior is black with white original. It has many, many new parts. \$15,000/offer.

Contact Tom Thill at 651-646-5378.

DESTINATION DULUTH

T-Shirts are now available, advertising the 2008 Mid-America Lincoln Meet in Duluth next June. Northstar Club Jacks are also available. Perfect for the fall days ahead.

Call Bob Johnson to get yours today.
651-275-1715

For Sale

1972 Lincoln Mark IV
38,000 Miles, All Original, Trophy Winner
Gold with Dark Brown Top and Leather
As new condition. \$10K or fair offer.
Call Don Pennock 651-488-1596
Cell 651-253-5516

For Sale

46 - 48 Lincoln V12 overdrive transmission, 26 tooth cluster, very good condition, \$650 exchange.

1949-51 Mercury overdrive transmission, very good condition, will fit the V12 motor for open driveshaft changeover. \$500

Transmission mount for this changeover, \$140.

Call Ted Anderson at 763-561-8143

150 - LINCOLNS - 150

I have over 150 1960's Lincolns now, mostly parts cars. More than I will ever use. I have now decided to sell my extra parts; sheet metal, trim, whatever...

If you are restoring a Lincoln of this era and need parts, please contact me now. I may have what you need.

Just Arrived! New windshields that fit 1961 through 1963 Continentals.

Please call Gordy Jensen at 952-851-2721

**STORAGE
AVAILABLE**

Safe, Secure Storage for
your classic
now available

Southwest Metro Location

Contact Connie

952-835-4148

Preview of Coming Events

The following include scheduled club events

- December No events planned, time to regroup and to make plans for the holidays and 2008. Take some time to write that article for the Northstar News about your new Lincoln. Buy some nice Craftsman or Mac Tools for your long suffering wife.
- January Sunday Brunch, Tinucci's, Newport, January 20th, 11:30 AM
RSVP to Bob Johnson, 651-257-1715 by Thursday, January 17th.
- February Pot Luck with CCCA Date to be determined.
- March Sunday Brunch Radisson Plymouth, March 9th.
- April Sunday Brunch, Paradise Landing, Balsam Lake, April 20th, 11:30AM
- May Saturday, May 3rd, 9th Annual Lincoln Car Show, Whitakers Lincoln Mercury, Inver Grove Heights, which will include Detailing and Judging seminars as an added attraction.
- June North Star Region, Mid America National Meet, "Destination Duluth"
Wednesday June 25th to Sunday June 29th
- July Prior Lake, Summer Pot Luck picnic, Sunday July 20th, 11:30 AM.

If you have a special place that you would like the club to visit or that unique restaurant, please let us know. We are making plans for 2008, and we need your help to find new experiences for the club. We need your help to make the club even better and more fun.

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www.northstarlcoc.org Click on publications.

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