Imperial Material

Newsletter of the Imperial Owners Association of Sacramento Valley

Founded 1981

November, December 2000 Vol. 12, No. 6

2000 – The Beginning of New and Greater Things

Dear Friends,

Last year at this time there was great debate about the coming cataclysm and collapse of all our infrastructure as we began a new century. It all seems so silly as we as we reflect on late 1999.

Last year you elected me as President and as of yet the Imperial Owners Association of Sacramento Valley has not yet collapsed. Last year activities leading to the State Meet were in full swing, etc., etc. As we gaze backward at our concluding club year we should be proud. Our group has great depth in talent and volunteer spirit. Our activities have been interesting and well attended. Thanks so much to all the far corners of our membership for their time, work, enthusiasm and spirit of friendship.

To conclude our year we are having a Christmas Party at Al Bequette's home on Saturday, December 9, 2000 from 3:00 PM to 7:00 PM. Al always goes all-out on Christmas decorations at his South Sacramento home. There will also be a showing of the 2000 Imperial Owners Meet video tape and an IOASV business meeting at 5:00 PM to discuss next year's club activities. Bring your ideas. Members are asked bring to hors d' oeuvres. Beverages will be provided by the club. Details and directions are on the flyer inside. Please ***RSVP*** to John or Nancy Tennyson at 481-3546 by December 1st. Let's all make our best effort to attend and enjoy the gracious hospitality of our host Mr. Bequette.

As we look at 2001 activities we have the State Meet in Solvang in May. I would like to link up with the early V-8 Ford Club again. We could visit the McHenry Museum and Mansion in Modesto (where we held our State Meet) and finally I would be willing to do another Pipe Organ demonstration/ recital with luncheon. Interested? Let us know. I still want to compile a part list registry and organize our history into scrap books (or maybe even digitize it for access on our web site.

On a personal note, my daughter, Amanda (16) is doing great six months into her year in Germany. She is southeast of Berlin close to the Polish border. I'm still looking for a 1960 and 1964 Imperial but haven't run into the right ones yet. Maybe I should have collected stamps!

The Very Best To All Of You At This Year End Season

Be sure to come join us at Al Bequette's on Saturday, December 9th.

David

Visit The *IOASV* Web Site

Be sure to visit our new Web site put together by members Gary and Robin Stevens as follows: Go to heming.com then to Clubs then to Imperial then to IOASV. Let us know what you think.

The FirePower Hemi

Exploring Chrysler's Revolutionary Engine of 195

By Ray T. Bohacz

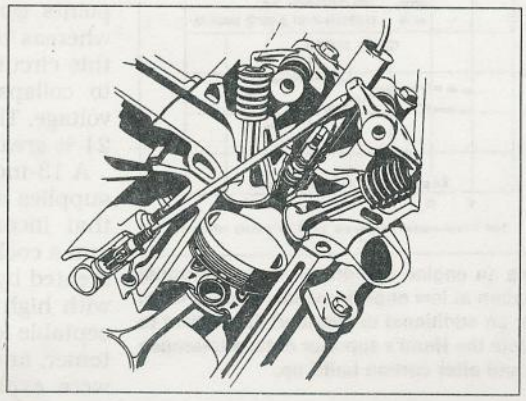
Illustrations Courtesy of Daimler Chrysler

During the fall of 1950, the mood in America was one of concerned optimism. Our undeniable stature as the world's eminent Super Power did not relieve the fears induced by a new type of conflict: the Cold War. Even the threat of communism's domino effect could not quench post-WWII prosperity. The ground work for the Eisenhower Interstate System was laid, and Detroit responded by starting a horsepower war. Quietly, as America went about its business, Chrysler unveiled its offerings for 1951. In large cities and small towns the new models filtered into dealer showrooms, cloaked in secrecy and kept from inquisitive minds and eyes until the official introduction day. But the real news did not come in the form of chrome, glass or intricately curved sheet metal. American engine history was about to be made: the inline-eight was being replaced by a 90-degree hemispherical combustion chamber V-8 named "FirePower," and engine design would never be the same.

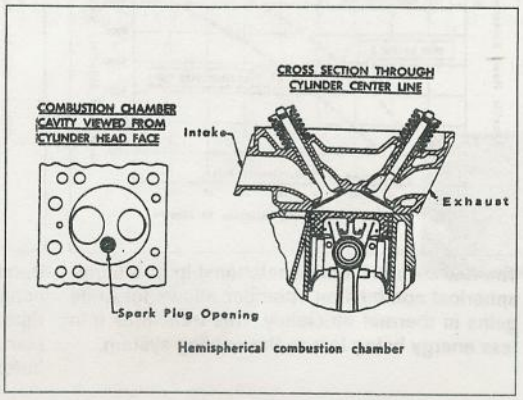
For illustration purposes, we used the Desoto Fire Dome drawing above, since it depicts the engine details, which are identical to the FirePower, clearly.

For years the straight-eight engine was considered the epitome of design, known for its inherent smoothness and ease of manufacture. It did pose numerous problems, though, all attached to it length. With the cylinders in a row, was very long; the FirePower engi series is 9 1/2-inches shorter than its predecessor. The straight-eight created

sign and packaging problems, necessitating a long vehicle to obtain the desired interior and trunk space. This tends to add cost in ways the consumer usually does not consider. Increased length means fewer vehicles fit on a rail car or transport truck and consume more space on an assembly line. An additional issue is the varied length of the intake manifold runners cylinder to cylinder, causing fuel-distribution problems. Chrysler's new V-8 was slightly larger in displacement than the engine it replaced, checking in at 331 instead of 323 cubic inches, and it surpassed it in performance, efficiency, packaging and durability.



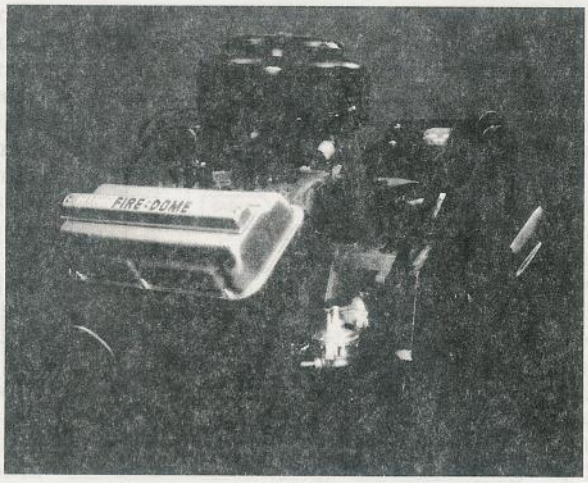
With the valves placed at the perimeter of the bore and rolled over at an included angle of 58 1/2 degrees, both the port and combustion chamber efficiency is increased.



Also known as a pentroof combustion chamber, this valve arrangement allows for a more ideal spark plug location.

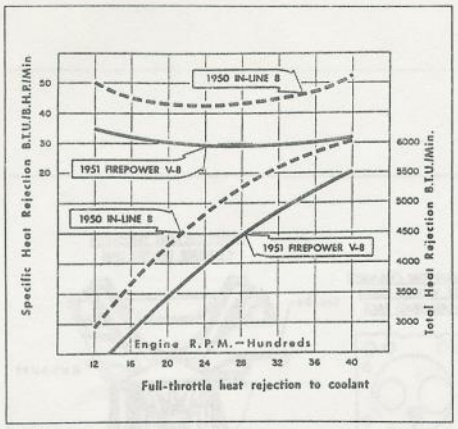
During the development of the Hemi, many different combustion chamber designs were studied, along with engines from both domestic and foreign manufacturers. Quality and durability were paramount concerns, as Chrysler had a reputation for both and was known as "the engineer's car." The rigors of testing included over 8,000 hours of dyno durability runs and more than 500,000 miles of in-car use in all climate and weather conditions. Since the ideal engine does not exist, the engineering premise is to limit the compromises. Many concerns face engine designers, with some out of their control. Fuel and oil quality drive engine design and were just on the forefront of major breakthroughs in 1950. From 1930 to 1950 the octane of gasoline increased 23 points for regular grade and 16 points for premium. During this same period the compression ratio climbed only 1.8 points, from 5.2 to 7.0:1. Internal engine design did not keep step with the fuel's anti-knock rating due to the way deposits are built in the combustion chamber, so efficiency, by design, had to suffer.

To fully appreciate the challenge accepted by Chrysler's engineers, one must first acknowledge the goals of the engine designer. An engine can be thought of as an air pump: the more air that can be pumped with the proper amount of fuel, the greater the power produced. An internal combustion engine uses only about thirty percent of the energy consumed when measured in BTUs. Seventy percent of the energy is lost to pumping, thermal and frictional areas. In other terms, a majority of energy either is used to pump the air, goes out the exhaust or cooling systems, or is consumed by internal friction of the valvetrain, crankshaft, oil and water pumps. A basic rule of thermodynamics states that energy cannot be consumed or destroyed, only its state can change. The fuel's ability to resist auto-combustion and wait for a spark to initiate a flame front is described as octane. Any combustion event that starts independently of the arcing of the spark plug is deemed abnormal combustion, or more commonly, detonation, knock or ping. This was a critical issue in the development of the Hemi engine, since compression ratio is keyed directly to thermal efficiency. It is measured in the amount of fuel in pounds required to produce one horsepower. Qualified under the term brake specific fuel consumption (BSFC), the lower the number, the more efficient the conversion process. During combustion, especially with the fuels of 1950, deposits form on the piston crown and combustion chamber. This causes an increase in the static compression ratio by decreasing the volume of the combustion chamber at top dead center (TDC). These deposits form very quickly at first, then stabilize for a good portion of the engine's life, and then, at around 75,000 miles, start to increase. For this reason the engine is designed to perform without knock with deposits present. Higher-octane fuel can quench abnormal combustion temporarily, but it is an undesirable cure due to its decreased energy content and higher cost. Retarding the ignition timing from its optimal setting can also help, but this decreases power and gas mileage. The best response, then, is to design what is identified as an octane-tolerant engine, which Chrysler set out to do and accomplished with the Hemi.

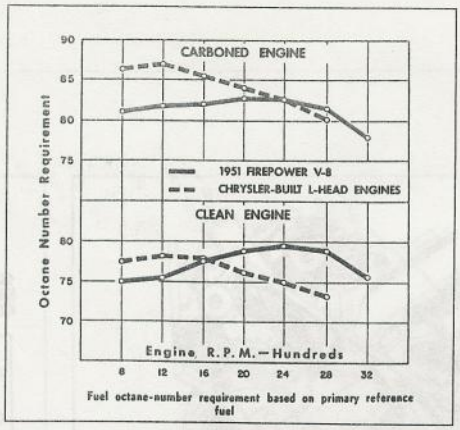


The DeSoto Fire Dome was derived from Chrysler's 180-hp FirePower V-8. Smaller at 276.1 cubic inches, it made 160 horsepower.

During the intake stroke, the cylinder is filled with air along with vaporized and emulsified fuel by the pumping action of the piston. Additional help comes in the form of the pressure differential between the atmosphere and the bore. During this event the bore is never completely filled on a normally aspirated engine, and the amount is measured in terms of volumetric efficiency (VE). When peak torque is produced, the cylinder fill is the highest. Under these conditions an engine will see only 75 to 80 percent VE, which can be interpreted as pumping a volume of air that is 20 to 25 percent less than the engine's displacement. With this in mind, the goal would be to increase not the size of the engine, but the amount the cylinder is being filled.



The low surface/volume relationship of a hemispherical combustion chamber allows for huge gains in thermal efficiency. This translates into less energy being lost to the cooling system.

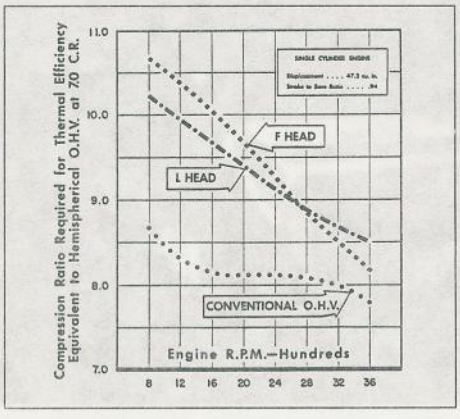


Because an engine is more prone to abnormal combustion at low engine speeds, there is more time for an additional unintended flame front to start. Note the Hemi's superior octane tolerance before and after carbon build-up.

Many consider the cylinder head the gene pool from which the engine's character will evolve. If this is a true statement, then the combustion chamber is the DNA, since it will have the most dominant design influence on the cylinder head. Chrysler did not invent the hemispherical combustion chamber, but it was one of the first manufacturers to mass-produce and use it on an engine of this size. A chamber of this design places a hemispherical cavity in the cylinder head casting. The actual valve placement on this engine is at an included angle of 58 1/2 degrees and considered to be perpendicular to the crankshaft. This places the valves at the perimeter of the combustion chamber, across from one another. It creates a wide angle to be formed between the valve stems, not allowing the incoming charge to pick up heat from the exhaust valve, increasing VE, as well as allowing central placement of the spark plug. The ideal location for the plug electrode is as close to the bore center as possible, as it is the highest turbulence region. If the spark plug is positioned toward lower turbulent zones, the amount of spark advance to produce maximum brake torque is increased, along with the engine's propensity to enter abnormal combustion. Chrysler tests have proven that the Hemi-shaped combustion chamber also has the lowest surface/volume relationship, or the least surface area for the volume displaced. This leads to huge gains in thermal efficiency when compared to other style combustion chambers. During development, a test was performed comparing efficiency at different rpm levels. To obtain the thermal efficiency of a 7.0:1 compression-ratio Hemi design, the then-current L-head configuration would require a compression ratio of 10.0:1 at 1,200 rpm, 9.4:1 at 2000 rpm, 8.9:1 at 2,800 rpm, and 8.5:1 at 3,600 rpm.

The intake and exhaust ports with this valve placement allow for a more direct flow path. Air is considered a gas, and it does not like to make turns; and when asked to, frictional flow losses are established, limiting VE and increasing pumping losses. The exhaust port on this head has the valve at the edge of the bore and angled, which limits the length of the exhaust port and translates to less residence time in this passage during blowdown and evacuation. Working together as a systems approach, the total heat rejection into the engine coolant from the Hemi is 45 percent less, even though its horsepower was 41.6 percent greater than that of the engine it replaced. This allowed for a smaller, less expensive radiator, along with more freedom in front-end styling.

The valves are operated by a dual-shaft rocker arm system that's activated via push rods and hydraulic tappets. The use of tappets of this style were first incorporated in earlier Dodge truck engines and proved very reliable and maintenance-free. With the central spark plug placement came a need to develop a new style rocker cover with insert tubes and gaskets to accommodate the plug installation and removal. This also was responsible for the Hemi's unique appearance and ease of serviceability.



The low-heat rejection of the Hemi combustion chamber allows for the thermal efficiency of a higher compression ratio.

A conventional vacuum and centrifugal advance distributor was used but employed dual breaker points to allow for longer coil saturation and a longer spark duration when measured in crankshaft rotational degrees. The leading set of points would establish the coil charge, whereas the trailing set would interrupt this circuit, allowing the field in the coil to collapse and induce the secondary voltage. This design was proven to create 21 % greater coil saturation.

A 13-inch concentric air filter housing supplies a Carter two-barrel carburetor that incorporated an automatic choke and a coolant-heated base plate. Stalling created by carburetor icing on cool days with high humidity were deemed unacceptable for the profile of a Chrysler customer, and various different approaches were explored. But they were deemed less desirable than using engine coolant to heat the throttle plates.

The crankshaft has a stroke of 3 5/8 inches and weighs only 59 1/2 pounds while maintaining a natural frequency of torsional rigidity of 330 cycles per second. It incorporates five main bearings of the thin steel-backed babbit style and uses the center main to carry the thrust load. The short length and extensive overlap between the main journals and crank pins add to the integrity. All main journal and crank pin fillets are undercut and shotpeened. The connecting rod and piston designs are very lightweight for the era and allow for a reduction in block height, crankshaft counter weighting and connecting rod bearing load. An aluminum steel strut slipper-type piston uses the conventional three-ring package and is very similar to what was developed for the larger Dodge truck engines used in the military.

As time progressed the Hemi grew in size and accomplishment, becoming known more as a performance engine than the means of motivating a premium luxury car. It set land speed records in the renowned 300 Series Chryslers, dominated the early days of NASCAR racing, and was the favorite of moonshiners in the rural South. In the 1960s a new version appeared, displacing 426 cubic inches and sporting twin four-barrel carburetors, it was appropriately named the Street Hemi. It quickly became the one to beat at drag strips and late-night street races until its demise in 1971. Today the Chrysler Corporation is on a roll, bringing cutting-edge styling and engineering back to Detroit. But something is missing, like Ozzie without Harriet, it needs the Hemi and Chrysler knows that. In this day of four-valve overhead-cam V-8s and buzzy four-cylinders, Chrysler just introduced a new prototype, and you know what? It's powered by a pushrod activated 354-cu.in. fuel-injected Hemi. Let's hope history repeats itself.

IOASV
2000
CHRISTMAS PARTY

Where

5610 Kingston Way, Sacramento
(see map on back)*
your host: Al Bequette

When

Saturday, December 9, 2000
3 – 7 p.m.

Each family or guest is asked to bring an hors d'oeuvre to share
Soft drinks & beverages to be furnished by the club

Party will include:

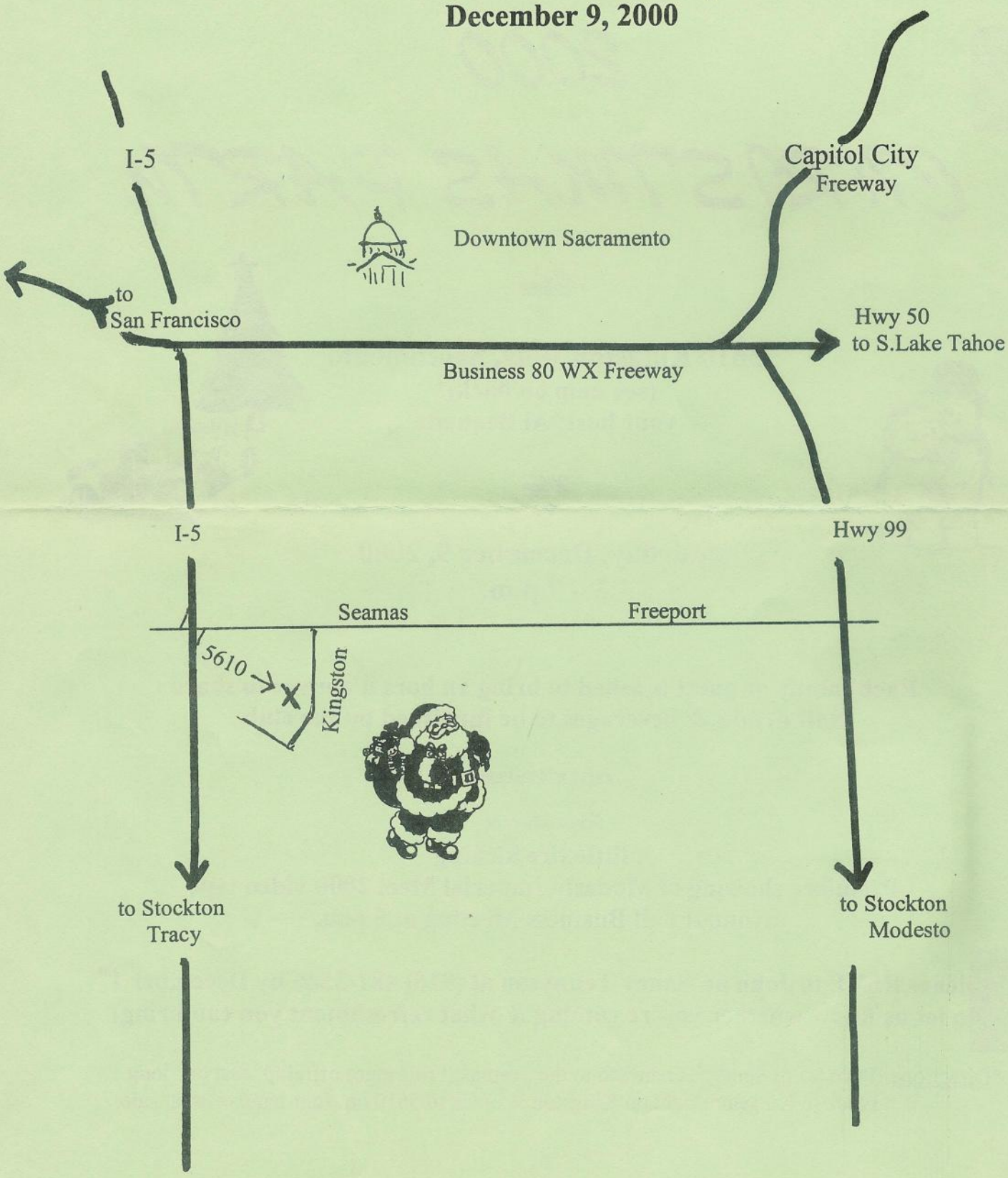
Refreshments

A little tire kicking
Premiere showing of Modesto Imperial Meet 2000 video tape
Annual Fall Business Meeting at 5 p.m.

(please RSVP to John or Nancy Tennyson at (916) 481-3546 by December 1st to let us know whether you're coming & what refreshment you can bring)

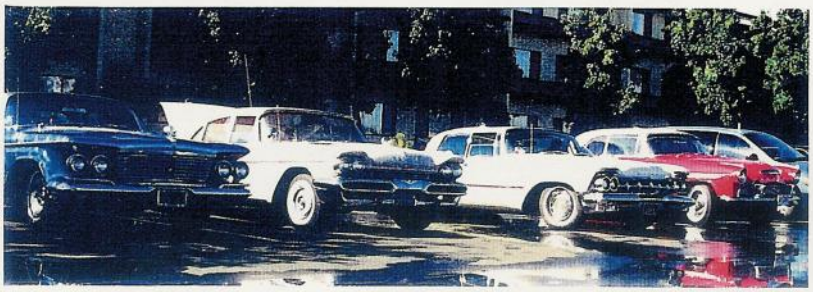
*Directions: Take I-5 in South Sacramento to the Seamas (Fruitridge) offramp, east one long block to Kingston, right on Kingston ½ block to 5610 on right-hand or west side.

Map
to
IOASV Christmas Party
December 9, 2000



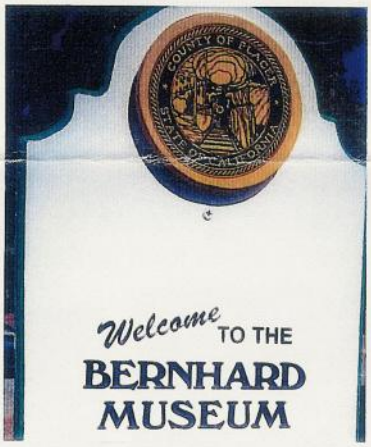
2000 Fall Chrysler & Imperial Tour • October 13th – 15th

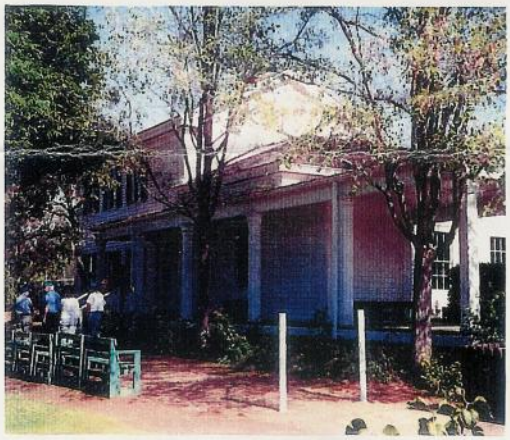
46 members of 4 car clubs – IOASV, NorCal Imperial, Chrysler Products (CCPC), and DeSoto – in 25 cars joined together for a · tour of the Highway 49-89-20 Scenic Loop. IOASV members included Bernice Hackney & Charlene Quinn ('67 Imperial), Mike & Arlene Hackney ('68 Imperial), Jim Hudgens ('59 DeSoto), Lud & Ad Indihar ('63 Imperial) Tom Johnson ('59 Imperial), John & Joy Martinelli ('67 Imperial), Linda Massoni ('68 Imperial), George Nadelhoffer & Michael Cain ('01 PT Cruiser), Roger & Carol Selby ('64 Chrysler), John & Nancy Tennyson



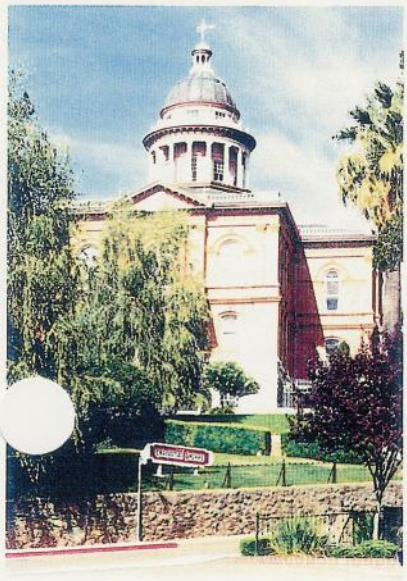
Assistant tour leader Linda Massoni handing out tour packet

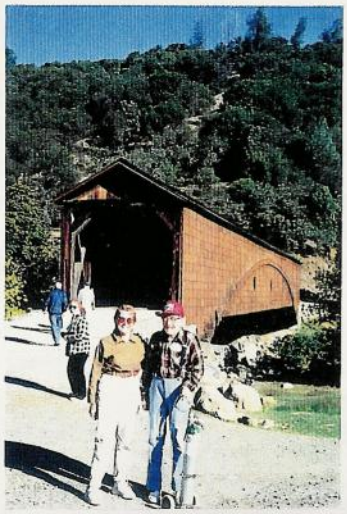
There were a number of '50's cars, and the oldest car on the tour was Todd Fitch's '33 Plymouth. Friday members met in Rocklin and traveled the old Highway 40-Lincoln Highway route to old Newcastle (a 30's movie town look-alike), and then to the Auburn Dam overlook site for a picnic lunch before touring the 19th century Bernhard home and museum.

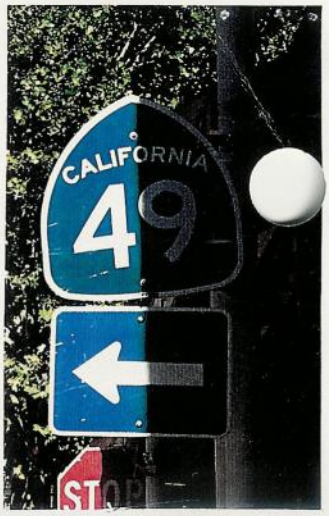




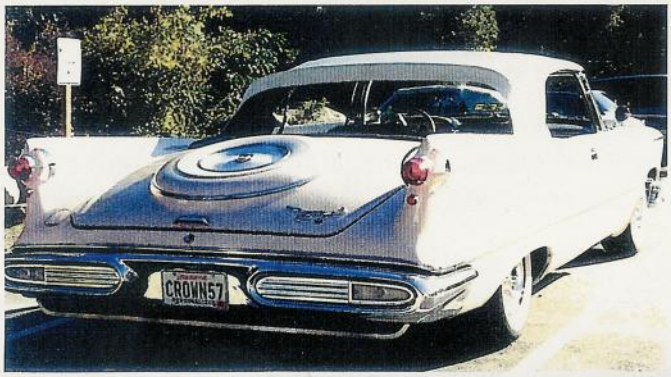
Later we went on to old town Auburn seeing the old Auburn Court House and area. At 4 pm we dropped in on CCPC members Ray and Marty Vallero in Auburn, where we saw their '55 DeSoto and a '56 Chrysler New Yorker "hot rod" under construction, and then on to dinner at the Kabob House.



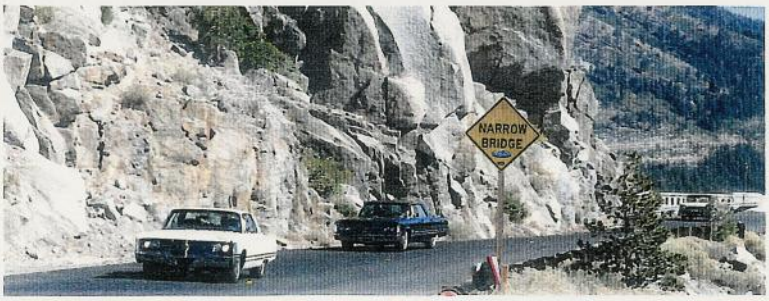




Saturday morning we were off in caravan to Bridgeport to see America's longest covered bridge over the South Yuba River, where we met Bob and Grace Harper in their beautiful pink '57 Imperial Convertible. From here we took Highway 49 to Downieville along the Middle Yuba, where the weather was warm enough to put down convertible tops.



That afternoon, we had our picnic and toured the Kentucky Mine and stamp mill at Sierra city, with a group dinr that evening at Herrington's Resort. Sunday 25 cars left Sierra City on Highway 49 for Yuba Pass at 6,700 fee and the spectacular view of Sierra Valley, then on to Truckee via Highway 89 where we gassed up and then traversed the Old Highway 40 to the Old Donner Summit for a fantastic of Donner Lake and the Martis Valley beyond.



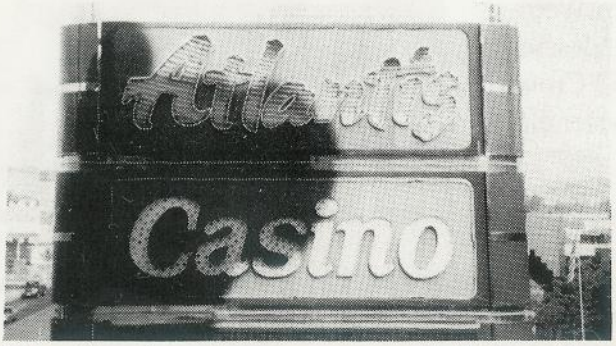
The weather was crisp but clear and all the cars did well over the 7,000 foot summit. We then took the Highway 20 cutoff, where 10 miles beyond we stopped at the Alpha-Omega State Historic Land mark rest stop for our picnic lunch, another grea view of the middle Yuba River Valley and Sierras beyond, and the end of the tour.

Thanks go to John Tennyson and Linda Massoni, our tour cooordinators.

17th Annual Imperial Owners' Raffle Ticket Winner

Arlene Hackney

Three days and two nights at the Atlantis Casino Resort in Reno, Nevada



The last raffle ticket I bought at the 17th Annual Imperial Owners' Statewide Meet and Show in Modesto was a winner for a three day and two night stay at the **Atlantis Casino Resort** in Reno, Nevada. I made my reservations in August thinking October 10 – 12 would be a wonderful time in the Reno/Lake Tahoe area, trees changing color, little or no snow, etc.

The trip was planned with a friend who, at the last minute, was unable to go because of a family emergency. As another friend and I prepared to leave, a freak storm from the Northwest arrived with ugly, cold weather – fog, rain, snow, you name it. This was to much for my friend so with chains ready I headed for Reno. Like the postman, nothing was going to stop me. With no plans in mind, I was ready to play tourist for three days.

As I approached the Reno area, a billboard said Crystal Gayle was playing at the Nugget in Sparks. Good, I could see her that night and see other shows latter. Being a big country music fan and seeing John Anderson was playing at the Peppermill, the second night was planned.

Being the big gambler that I am (ha-ha), I headed for the casino to loose my $5.00. As you can see by the expression on my face this really bothered me!!! Well now to decided what to do for the rest of the daytime hours. I checked into a Grayline tour around the Reno/Lake Tahoe area as I wanted to see the sights that I miss when I am the driver.

The next day I drove around the Reno area, seeing sights I normally just drive by. Not this time. It was my time to enjoy. Walking and driving around I really enjoyed the sights and sounds of Reno I have so often missed while there.

The Crystal Gayle show was very special. Her sister, Peggy Sue, not Loretta Lynn , was her back-up singer and they sang a lot of the older songs I love. The give and take between the sisters reminded me of family time around the dinner table, telling jokes and talking about daily life! I was able to get Crystal's autograph on a CD cover, but didn't get her picture.

The next day I was off for my Grayline tour . The ride through Reno, around Lake Tahoe and all the stops along the way including the history made for a special day. I highly recommend it, including the 18th floor buffet luncheon at Harrah's in South Shore. Then on to Carson City and shopping in Virginia City. What a day, And then to top it off hearing John Anderson that night. I wasn't able to get his autograph but I did get a tour bandanna – I have a collection from several country music artists.

Deciding to retrace some of the Grayline Tour, I returned home on Highway 50 to get some additional pictures. As I wasn't in a hurry even the Cal Trans road repairs were no problem because I was enjoying all the beautiful scenery.

All in all it was a wonderful, relaxing and fun trip. A ***BIG THANK YOU*** to Bill Watkins for his work in getting the various raffle prizes for our Meet, especially my stay at the Atlantis Casino Resort. I hope each of you vicariously enjoyed the winning raffle trip.

Maybe you should buy a few extra raffle tickets at the State Meet in Solvang in May 2001. You never know what very special item or trip you may win to enjoy as I have mine.

Arlene

Annual Fall Chrysler Classic Show
October 1, 2000 - Ohlone College in Fremont

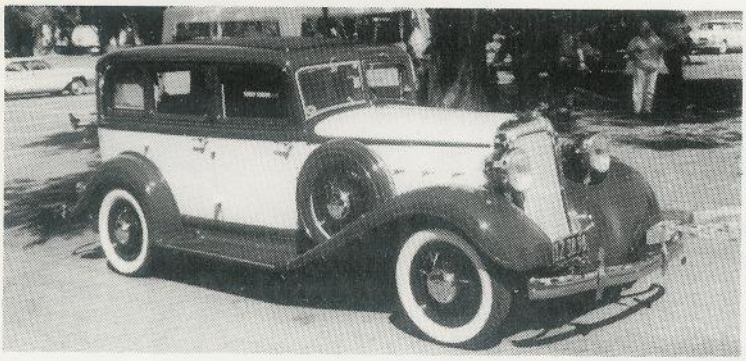
A total of 25 Imperials (of which 4 were Pre-War) participated in this years annual all-Chrysler car event at Ohlone College in Fremont, now in its 10th year. IOASV members Jan and Rich Hardy, Bernice Hackney, Mike and Arlene Hackney, Lud and Ad Indihar, Charlene Quinn, Richard Palmer, Henry Hopkins, George Nadelhoffer, Roger Selby, Norm Weinfeld and Jimmy White participated. Congratulations goes to Ed Messick for winning 1st place in the Imperial class with his beautiful 1962 Crown Convertible, and to Rich and Jan Hardy for 3rd place in the Chrysler class for their shinny 1952 New Yorker.

Larry Jett prepares to pass out awards

Following is a list of all the participants and their beautiful Imperials:

Norm Frey..... 1927 Roadster
Bob Siemens..... 1939 Club Coupe
Rudy Simens..... 1931 Limo
Jim Martin..... 1939 Limo C-24
Lud Indihar..... 1964 Convertible
Ad Indihar..... 1963 4 Door Sedan
Norm Frey..... 1955 Newport
Michael Amodt .....1967 Crown Coupe
Bill Watkins.....1963 LeBaron Southhampton
Mike Hackney.....1968 Crown Convertible
Dennis Dougherty.....1958 Convertible
Dennis Dougherty.....1962 LeBaron
William O'Brien.....1957 Southhampton

Norman Weinfeld.....1956 Southhampton Coupe
Bernice Hackney..... 1967 4 Door Crown
Charlene Quinn..... 1965 Convertible
Tom Egger.....1964 4 Door
Paul Graveline..... 1961 Crown 2 Door
Stephen Quirolo..... 1963 Crown Convertible
Roland Reed..... 1956 4 Door
Jimmy White.....1963 Crown Southhampton
Dave Brumaghin.....1956 Southhampton
Charles Yetter.....1972 LeBaron
Rick Terhuna.....1967 Crown 4 Door
Ed Messick.....1962 Crown Convertible



The following were the Imperial Show winners

Pre War:

Norm Frey.....1927 Roadster

Post War:

1st Place Ed Messick.....1962 Crown Convertible
2nd Place William O'Brien.....1957 Southhampton 2 Door
3rd Place Norman Weinfield...1956 Southhampton 2 Door

At The Left One of The Beautiful Pre-War Entrants

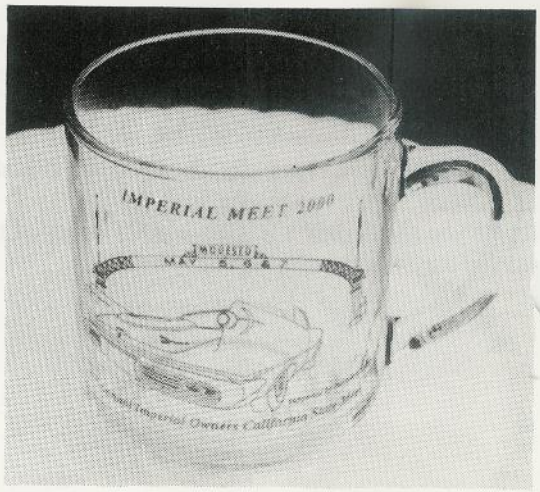
State Imperial Meet 2000 Mugs Available

IOASV members Rich and Jan Hardy made up the beautiful 1st. place plaques for our 2000 State Imperial meet. They have also made some beautiful mugs that are available for all of the rest of us to enjoy. Anyone interested in obtaining these etched (in gold) glass Coffee Mugs with the State Imperial Meet logo, the Modesto Arch and the date, etc. may contact them directly at:

(707) 678-5904

The cost is $10.00 per mug plus $5.00 shipping and handling.

Be sure to order yours today for better tasting coffee.



MODESTO
MAY 5, 6 & 7

Now Available

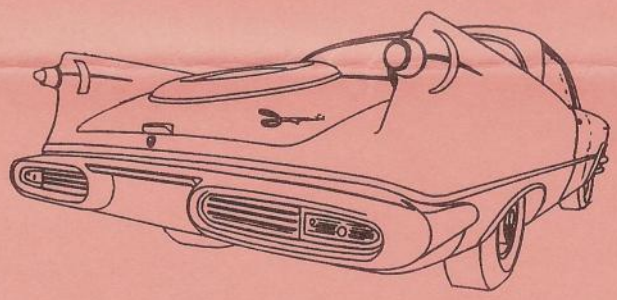
IMPERIAL MEET 2000

VIDEO TAPE

17th Annual
Imperial Owners Statewide Meet and Show
Modesto, CA

(approx. 30 minutes - includes show, banquet, and some road footage)

$16.95 per tape
plus $3 shipping & handling
(proceeds payable to Sacramento Imperial Host Club)



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$16.95 per tape (you pick up) plus $3.00 ship & handle if you want mailed for total of $19.95
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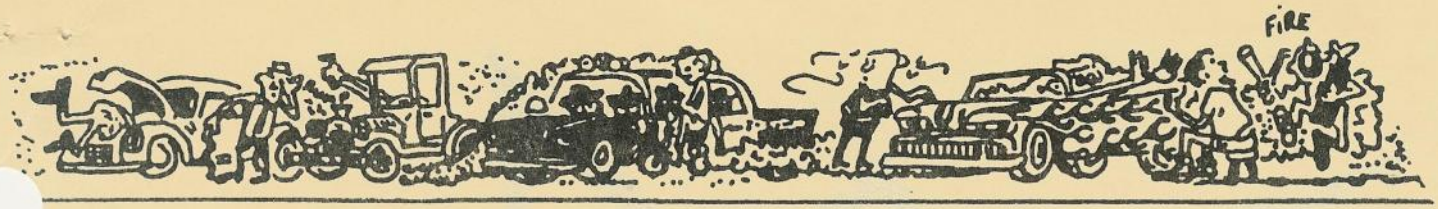

CARS FOR SALE

• **1950 Chrysler Imperial 4Dr.** – Solid, straight 8, all original. $1,500. Also **1958 Imperial Convertible** – Original paint, solid, good restorable and rare. $13,950. Ed (510) 232-0199 Alameda County. (3-0)

• **1951 Imperial 2 Dr. HT.** – Mike Bonanno (925) 458-1653. (7-0)

• **1952 Imperial 4Dr. Sedan** – Green, AT, PS, PW, good original and running condition.. Grandpa's cruiser, $6850. (916) 685-2285, Sacramento. (11-0)

• **1959 Imperial Custom Southhampton Coupe** – Loaded car with Silvercrest roof. Make offer. (707) 769-7916 or (707) 235-5201. (7-0)

• **1959 Imperial Crown Coupe** – Needs total restoration. (510) 223-4580 or (510) 222-5353. (7-0)

• **1960 Imperial Coupe** and **1966 Imperial Convertible** – Bill. (510) 533-1585. (7-0)

• **1963 Imperial Crown 4 Dr. HT.** – White with blue interior. Runs but needs complete restoration, can be driven away. $800. or BO. Don Steger (916) 967-4630 or (916) 929-8274. (5-0)

• **1964 Imperial Crown 4 Dr. HT.** – Straight body, runs and drives well. $1,900.or BO. Don (916) 967-3366, Sacramento. (3-0)

• **1964 Imperial Convertible** – White with blue interior, good shape and runs excellent. (209) 673-4847. (7-0)

• **1965 Imperial Crown 4 Dr. HT.** – Sold new November 1964 Redwood City, CA. Never smoked in. Many extras. $6,500. Earl Christy (925)757-6956. (5-0)

• **1965 Imperial Convertible** – $3,500. Also other Chryslers and Imperials. Paul (707) 584-0299. (7-0)

• **1965 Imperial Convertible** – Complete but needs full restoration. $1,800. Also parting out 2 1963 Imperials. John Sturla (916) 381-0789. (7-0)

• **1968 Imperial 4 Dr.** – $2,000. or BO. Jack Garrett (916) 922-0902. (5-0)

Please be sure to advise us of any cars and items sold so we can remove them and keep our list current for everyone.

PARTS FOR SALE

• **1957 Chrysler New Yorker 4 Dr.** – Mr. Thomas (530) 885-0278 afternoons. Auburn. (11-0)

• **1959, 1960 and 1963 Imperials** – Parting out. Big M Automotive, John. (530) 473-2225 or (530) 473-3939 Williams. (7-0)

• **1965 Imperial** – Parting out, has good engine and transmission. Also **1973 Imperial,** parting complete car with excellent interior. Ken Corwell (707) 763-2793. (7-0)

• **1965 LeBaron** and **1964 – 1966** – Parts and inventory. Bud Rhines. (530) 622-1028. (7-0)

• **1964 Crown Coupe, 1965 LeBaron, 1965 Crown Sedan** including large inventory of 1964 – 1966 parts all for $2,500. Dave Emery (530) 934-2671. (7-0)

• **1962 Imperial** – Parts for sale. Rod Merrit (530) 644-2199. (7-0)

• **Misc. Parts** – Kelsey Hayes 15" wire wheels w/ caps (4) fit '51 – '56 Imperial, good chrome, no rust $150. each. 1 wire wheel (same as before but no cap) some corrosion $50. 1 wire wheel (smallr 15" fits Dodge/Plymouth no cap) $100. 56 Imperial grille valance with grilles and bottom trim piece (good chrome) $350. 56 Imperial Deluxe Brochure (large size) very nice condition $85. John Ryan (707) 998-9353. (7-0)

• **Emblems Restored or Reproduced** – Emblemagic Co., 8367 Shepard Road, Macedonia, OH 44056, free catalog (216) 467-8755. (3-0)

• **Car Wanted** – 1958 Imperial 2 Dr. HT, Bill (205) 426-5256. (5-0)

• **Car Wanted** – 1970 Imperial LeBaron 2 Dr. Must be mint or nice clean and good running condition. Very serious about finding this model. Call and leave message. Thomas B. Eckert (818) 315-3590. (5-0)

• **Wanted** – 1970 Imperial LeBaron bucket seats and center armrest in complete restorable condition. 1970 Hurst seats are the same. Thomas B. Eckert (818) 315-3590. (7-0)

NEWSLETTER INFORMATION

Deadline for the next I.O.A.S.V. newsletter is December 15, 2000. Mail to Jimmy White – P.O. Box 2250 – Citrus Heights, CA 95611.

Dated Material

Rich & Jan Hardy
720 Sierra Drive
Dixon, CA 95620

IMPERIAL OWNERS ASSOCIATION
OF SACRAMENTO VALLEY
P.O. BOX 254973
SACRAMENTO, CA 95865

Make Plans Now For Our

Annual Christmas Party

On Saturday, December 9th – Details and map inside

See You There