



Imperial Material

Newsletter of the Imperial Owners Association of Sacramento Valley
Founded 1981

January, February, 2001

Vol. 13, No. 1

2001 – Get Ready For A Great And Exciting Year

Hello Friends,

Just as I became comfortable writing “2000” I now must adapt to “2001”! And, 2001 looks to be a great year for we Imperial owners. Your executive committee has conversed, discussed and come up with the beginning schedule for a most active year. Consider...

After many requests we will again come to Modesto on Sunday, February 25th. We will meet for lunch at 11:30 at the Early Dawn Cattleman's for an open menu lunch/dinner event (excellent salad bar). Your food costs can range from below \$10.00 to just over \$20.00. You'll enjoy it! Next we will visit Emanuel Lutheran Church to learn how a pipe organ operates, sit amid the pipes in the gallery and meander about the nave to listen. Your president will be the program. After all the chatting I will play a brief (30 minute?) recital for your enjoyment! Please invite all who might be interested. The almonds should be in bloom.

March is open – maybe we will join with NorCal.

April 22 – Sunday – Chrysler Products Club – Delta Watch Tour and brunch. Travel the back roads near Rio Vista, cross the river on a cable drawn ferry. Rich and Jan Hardy will be our tour leaders.

May 4 – 6 – Imperial Owners State Wide Meet and Show in Solvang.

June 23 – Mopars in the Park.

July – Open, Looking at Dunsmuir Mansion in Oakland.

August – Walking tour of Chinatown in San Francisco.

September – Open, CCPC tour with Johnson to Idaho.

October – Ohlone College Meet – Tennyson Fall Tour.

November – Open

December – Christmas in Modesto, see the lovely decorations at the McHenry Museum and Mansion on “I” street where we had the 2000 State Meet, lunch/dinner and certainly a party.

Finally our Christmas party was wonderful. We certainly have a fine group of folks in this club. I'll say it again – we have so much more than cars in common, we are friends. I have seen clubs where members are rivals, competitors against each other. Thankfully we have none of that.

I need help planning events. Please contact me. The club voted to take out liability insurance and to purchase membership in NorCal and SoCal clubs for the newsletter editor as a source of ideas and comparison. Gary and Robin Stevens continue to monitor our website. If I have omitted anyone please forgive me. Let's get on with 2001. Thanks.

David

Imperial Owners Association Of Sacramento Valley

2001 IMPERIAL TOUR and SHOW SCHEDULE

Sunday, February 25th • Modesto
**CATTLEMAN'S RESTAURANT and EMANUEL
CHURCH**
Lunch and Organ Recital
Tour leader: *David Jolliff*

Sunday, April 22nd • Rio Vista Area
DELTA WATCH TOUR and LUNCH
Tour Leaders: *Rich and Jan Hardy*

Friday – Sunday, May 4th – 6th • Solvang
**18th ANNUAL IMPERIAL OWNERS
STATEWIDE MEET and SHOW**

Saturday, June 23rd • Rancho Cordova
MOPARS in the PARK CAR SHOW
Imperial Class
Coordinator for Imperials: *John Tennyson*

July is Open

August • San Francisco
WALKING TOUR of CHINATOWN
And lunch

September
CCPC TOUR to IDAHO
Tour Leader: *Tom Johnson*

Sunday, October • Fremont
**OHLONE COLLEGE CHRYSLER
FALL CLASSIC CAR SHOW**
Joint with CCPC – Imperial Class
Event Leaders: *Lud and Ad Indihar*

Friday – Sunday, October
ANNUAL FALL CHRYSLER/IMPERIAL
Joint Tour and Overnighter
Tour Leader: *John Tennyson*

November Is Open

December • Modesto
CHRISTMAS PARTY and TOUR
McHENRY MUSEUM and MANSION
Lunch/Dinner

More details in future newsletters and mailings

IOASV 2001 Officers

President
David Jolliff

Vice President – Membership
Arlene Hackney

Vice President – Newsletter
Jimmy White

Secretary
Sherrie Egger

Treasurer
John Martinelli

Membership

IOASV membership renewals are due no later than February 15th. Dues are still only \$20.00 a year and include 6 newsletters a year, special letters and invitations to additional car events and club gatherings, such as the Annual Statewide Imperial Meet and Car Show. Use the renewal form enclosed in this newsletter and return to IOASV treasurer John Martinelli, 6611 Graham Circle, Citrus Heights, CA 95610. Checks should be made payable to IOASV. Questions about your membership status should be addressed to Arlene Hackney at (916) 961-9464 evenings.

IOASV and IMPERIAL ON-LINE

Robin and Gary Stevens have put together a great on-line website for IOASV that is a part of and hosted by the Hemmings Motor News website (www.hemmings.com). Go to Hemmings website, click on car clubs and then type in the kind of car club (Chrysler Imperial or Imperial). It will bring up a screen with about 12 clubs, including Imperial Owners of Sacramento Valley. Click on IOASV and you will get a black screen with a 1957 Imperial – the same logo used for the Modesto 2000 Meet. Click on the list of options above the car. One of the features is a very nice pictorial of members and their cars at the May Modesto Meet. Further newsletters will also be posted periodically on the site. Also check out SoCal Imperial Club's Bob Schmitt's website on "The Imperial by Chrysler" at <http://teamchicago.com/imperial/imperial.htm> The site is full of Imperial resources and interesting information.

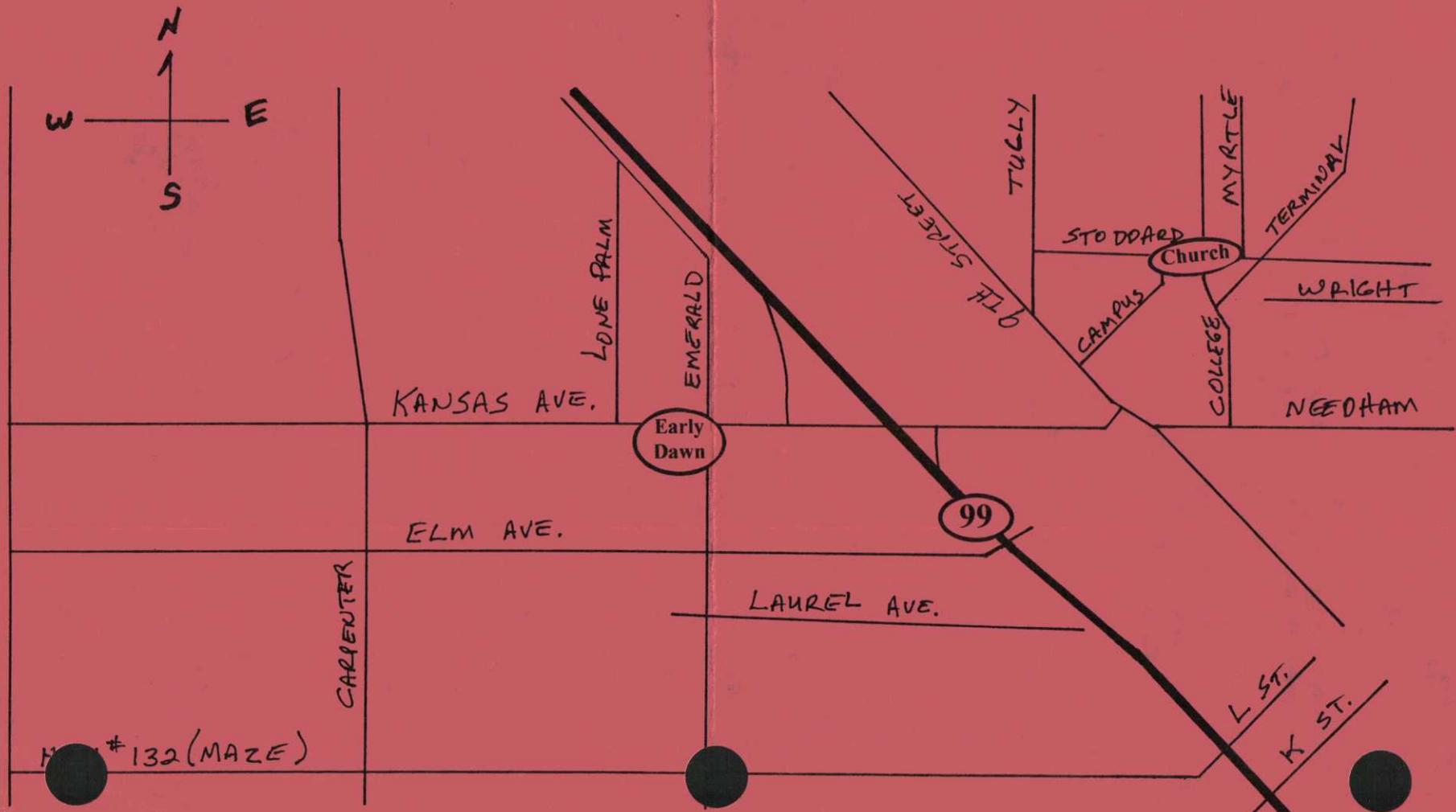
Sunday, February 25, 2001

Lunch and Organ Recital • Modesto

GOING SOUTH ON 99: Take Kansas Avenue exit and turn right (west) on Kansas, then left on Emerald Avenue. The Early Dawn Restaurant is on the corner of Kansas and Emerald.

GOING NORTH ON 99: Take Kansas Avenue exit and turn left (west) on Kansas, then left on Emerald Avenue. The Early Dawn Restaurant is on the corner of Kansas and Emerald.

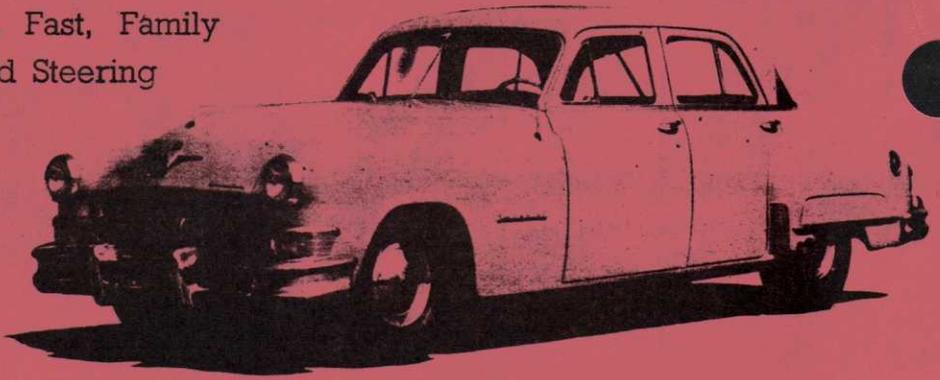
GOING EAST ON 132: Follow 132 (AKA Maze Blvd.) east to Carpenter Road (Big Light) and turn left (north) to Kansas Avenue and turn right (east) at Emerald Avenue. The Early Dawn Restaurant is on the corner of Kansas and Emerald.



THE CHRYSLER IMPERIAL

An Exceedingly Powerful, Fast, Family Car with Power-assisted Steering

WHEN the Chrysler car was first put on the market it embodied many advanced features of automobile engineering. These in 1924 included light alloy pistons, hydraulic brakes, high compression engine and an all-round performance substantially greater than other American cars of comparable size and price. Later they were amongst the first in the field of the modern gear shifting system, embodying fluid flywheel and choice of automatically engaged gears, but, nevertheless, in the past decade Chrysler cars have been noted more for their sound construction along conservative lines than for essays in the unconventional, or efforts at high performance. In the light of this background it is especially interesting to observe that their well-tried line of side valve straight-eight engines is now replaced by an advanced type of V.8, of

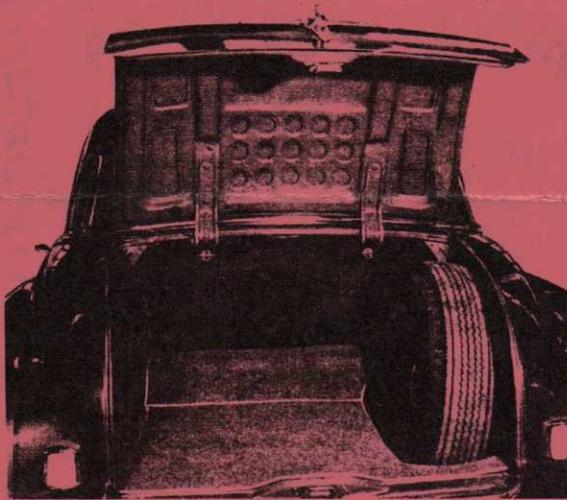


gaged. In addition, the number of turns required on the steering wheel to pass from one full lock to the other was reduced from 5 to $3\frac{1}{2}$ and hydraulic servo assistance was provided, this being the first time that power steering had been made available in a passenger car. Finally, on certain models the normal shoe brakes were replaced by disc brakes.

With this wealth of new technical

done 1,500 miles and was carefully greased and adjusted before being handed to us. It had not, however, received any factory attention since it had left the works and all the figures quoted may therefore be regarded as fully representative of an ordinary production model as supplied to the public, with no knowledge that special tests involving performance figures would be made. It should also be stated that the engine is designed to run on fuel having a higher octane rating even than the Super Carburant which is the best available in France, and also that, due to centrifugal forces, speeds attained at Montlhéry are rather less than those which can be put up on selected stretches of straight flat road. It is thus all the more remarkable that the car proved by a significant margin to be the fastest U.S.A. vehicle that we have had occasion to drive, and it would indeed cover a complete lap of Montlhéry in 56.5 secs., which is fractionally in excess of 100 m.p.h. At this speed the engine is running at 4,550 r.p.m., i.e. above the power curve peak, but at only 2,700 ft./min. piston speed. It is therefore scarcely surprising that there is no feeling of strain or effort even at these relatively high speeds, although there is, of course, a considerable measure of wind noise.

It will be observed from the data panel that the car will reach a genuine 90 m.p.h. (i.e. approximately a speedometer 100 m.p.h.) in 43 secs. from rest, and in little more than 18 secs. from a cruising 70 m.p.h., and this will bring home the fact that the new Chrysler really is among the fastest cars in the world today, so far as maximum speed is concerned.



TYPICAL SPACE—In common with most U.S.A. models the Chrysler has an exceedingly capacious luggage boot which is shown open in this picture.

which a full description appeared in "The Motor" of February 28 last.

It is desirable now to recapitulate that, in addition to the change from in-line to Vee formation, the bore was so enlarged as to become greater than the stroke and the valves were placed not only in the head but also inclined therein with ports on opposite sides, operation being through the medium of a single centrally placed camshaft with pushrods and rockers of unequal length. These changes resulted in an engine output of no less than 180 h.p., making the Chrysler substantially the most powerful car in large-scale production today.

Although showing little change in external appearance compared with its predecessors, certain important chassis modifications were included simultaneously. The simple two-element fluid flywheel was replaced by a four-piece torque converter, so designed as to rather more than double the torque available at the rear wheels when any given ratio in the box was en-

features, we naturally looked forward greatly to an opportunity for road testing one of these cars, and this was afforded us through the courtesy of Mr. Briggs Cunningham, who placed at our disposition an Imperial saloon which had been used as a tender car for the Cunningham team at Le Mans. This particular model had

SIDEWAYS SUPPORT

—The rear seat of the Imperial will comfortably carry three people and is therefore provided with this exceptionally wide centre arm-rest for use when only two are aboard.



IOASV Christmas Party Best Yet

Our Annual Club Christmas party brought out 26 members and an entire smorgasbord of food and drink. Several new members and several new cars showed up, including a 1937 Airflow and a 1957 Imperial convertible. Club videos of the Modesto State Wide Meet and the Annual Fall Tour 2000 were shown.



Members arriving and admiring our beautiful Classics



Ad Indihar & Bernice Hackney

John Tennyson still has a few copies left, for those interested (proceeds go to the club) in purchasing a video (see last November-December newsletter) or call him at (916) 481-3546 evenings. President Dave Jolliff convened a business meeting, at which club members approved the purchase of annual club liability insurance, discussed the club on-line website and talked over plans for club events in 2001.



Tom & Sherrie Egger



The smiling faces tells it all of the marvelous time together

Dave asked for members to take on tour leader positions for club events, but no one volunteered, so call Dave if you have ideas at (209) 572-1221. Special thanks go to Al Bequette – our gracious Christmas host. It was a party defiantly enjoyed by all. Be sure to make your plans for our next event as it is always a great time getting together for the club events.



IMPERIAL CROWN FOUR-DOOR SOUTHAMPTON

TO EXECUTIVE OFFICERS OF AMERICA'S 500 LEADING CORPORATIONS

Within the month, each of you will be invited to drive a 1962 Imperial as if it were your own.

There will be no sales talk. We elect to let the whole car speak for itself.

For no discussion of our unique torsion-bar suspension can describe how comfortably an Imperial rides and handles. Engineering statistics barely suggest Imperial's responsiveness. And "luxury" adjectives do injustice to this car's formal elegance.

So when our invitation to drive an Imperial does arrive, please accept it. The car will be delivered to your home or office by appointment. If you wish, our dealer will confine his explanation to a detailing of the car's controls. Then you conduct your own test, on your own terms, in the light of your present experience with fine cars.

We think your Imperial tour will be revealing . . . and exciting.

If our invitation doesn't reach you, and you'd like to participate in this Imperial comparison tour program, write to: General Manager, Imperial Division, 12200 East Jefferson, Detroit, Michigan. Arrangements will be made promptly.

IMPERIAL

America's Most Carefully Built Car



IMPERIAL — A PRODUCT OF CHRYSLER CORPORATION



The Imperial Owners Association of Sacramento Valley (IOASV) is a non-profit club formed in 1981 for the purpose of preserving and promoting the Imperial automobile, once the flagship of Chrysler Corporation, as a distinctive luxury car. The "Chrysler Imperial" was first produced in 1924 and gained its own 'marque' identity as "Imperial" in 1955. The last full-sized Imperial was manufactured in 1975. A 2-door Imperial coupe was also produced 1981-83 and a smaller Chrysler Imperial 4dr sedan in 1990-93.

Club activities include car shows, joint meets with other car clubs, tours of interesting and scenic places, including day trips and overnights. We enjoy caravanning to these activities and the camaraderie of the members who share a common interest in preserving these classic cars. The Statewide Annual Meet is held in different California locales and includes a car show, awards banquet, seminars and tours. The club also publishes a bi-monthly newsletter which includes announcements of and invitations to club activities, topical articles on Imperials, and a for sale and wanted section for cars and parts.

"Imperial" items for sale include a chrome license plate frame with "Imperial" embossed on the bottom half, \$14 postpaid (\$10 you pick up), and 'Imperial' eagle lapel pins, \$6 postpaid. Proceeds help to cover club costs. Contact John Martinelli, Treasurer @ 916-728-5523.

IMPERIAL OWNERS ASSOCIATION OF SACRAMENTO VALLEY
IOASV
Application & Membership Form*

NAME: _____

ADDRESS: _____

CITY, STATE & ZIP: _____

TELEPHONE: (_____) _____ - _____

FAX: (_____) _____ - _____ Email _____

I own the following Imperials:

YEAR	MODEL	BODY TYPE	COLOR
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*information for annual Roster (April publication)

Dues: \$20 annually

Make checks payable to: IOASV
Mail to: John Martinelli, Treasurer
6611 Graham Circle
Citrus Heights, CA 95610

Big Valley Swap Meet Events

January 27/28 – Turlock Swap Meet

Turlock Fairgrounds – \$3.00 Entry Fee, Free Park

March 4 – Sacramento Swap Meet

Under The Freeway – Free

March 18 – Sacramento Swap Meet

Cal State University – Free

March 24/25 – Pleasanton Swap Meet

Pleasanton Fairgrounds – \$5.00 Park, \$5.00 Entry

March 25 – Sacramento Swap Meet

Consumnes River College – Free

April 1 – Turlock Spring Swap Meet

Turlock Fairgrounds – \$3.00 Entry, Free Park

June 2/3 – Pleasanton Swap Meet

Pleasanton Fairgrounds – \$5.00 Park, \$5.00 Entry

August 25/26 – Pleasanton Swap Meet

Pleasanton Fairgrounds – \$5.00 Park, \$5.00 Entry

October 7 – Turlock Swap Meet

Turlock Fairgrounds – \$3.00 Entry, Park Free

November 11 – Pleasanton Fairgrounds Swap Meet

Pleasanton Fairgrounds – \$5.00 Park, \$5.00 Entry

California Looks to Emissions Test Older Cars, Increase Scrappage Opportunities

California regulators are at it again. Scant months since California's car club community and SEMA helped beat back a legislative effort by the California Air Resources Board (CARB) to eliminate California's 30-year rolling emissions testing exemption comes news that the exemption is under fire again. Only this time the consequences are potentially much worse.

California's I/M Review Committee, the group tasked with developing and evaluating the success of the state's emissions testing program, has issued a report recommending that 1966-1973 model year vehicles be emissions tested and eligible for scrappage. For the first time, California regulators are specifically targeting "muscle-car" era vehicles. From 1966 Chevelles to 1970 Mustangs to 1973 Chargers, some California regulators want your car in their smog check program. This is even more of a head-scratcher when we remember that pre-1974 vehicles were not originally equipped with modern pollution control equipment.



SEMA has learned that there may be plans afoot to use the committee recommendations in the coming legislative session to, at a minimum, again seek a repeal of the current 30-year rolling emissions exemption. At a maximum, California may try to extend testing back to model-year 1966.

SEMA Action Network Director Brian Caudill notes that, "SEMA-member companies, as well as California SEMA Action Network clubs, individual members and publications, have been encouraged to contact their legislators to oppose repealing California's emissions testing exemption for older vehicles. We anticipate a tough battle this year and we will need everyone's help."

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To read the SEMA Legislative Alert on this matter, go to www.enjoythedriver.com/cgi-bin/content.asp?read=8923. For information on how to turn this alert into a letter you can send to a California legislator, read SEMA's information on How to Lobby Your Elected Officials available at www.enjoythedriver.com/cgi-bin/content.asp?id=49&read=821.

LETTER IN SUPPORT OF SB42 CLASSIC CAR SMOG EXEMPTION

We, as citizens of California who are classic vehicle owners and enthusiasts, wish to express our support for SB42, which was overwhelmingly passed in 1997 and exempts 1966-1973 vehicles from California's ever changing and confusing smog check program.

The vehicles benefiting from SB42 are representatives of the "Muscle Car Era" and are prized by collectors and vintage automobile restorers. Cars like the 1966 GT 350 Mustang, 1969 Charger R/T, 1971 Super Sport Chevelle and 1973 Super Duty Trans Am are part of our automobile history and owners of these cars take great pride in restoring and preserving them for personal as well as public appreciation. These cars make up a small percentage of the overall California vehicle fleet and are infrequently driven.

It is our understanding that the California Air Resources Board is proposing that SB42 be repealed due to Smog Check II's failure to meet Federal smog standards. May we please remind you that brand new vehicles are exempt from the smog check program for the first 4 years of their life. Just because a vehicle recently rolled off the assembly line does not mean it is properly tuned to achieve low emissions, especially vehicles that are imported. The vast majority of 1966-1973 vehicles are driven less than 2000 miles per year and are meticulously tuned by their devoted owners. We must pose the question, which pollutes more - A newer vehicle which is driven every day and accumulates 15,000 miles per year or a 1966-1973 vehicle that mainly sits in the garage and is not driven often.

It is our proposal that alternatives to the repeal of SB42 be sought out. We remind you the SB42 was passed with overwhelming support and that repealing it would be a direct assault on the will and freedoms of California citizens.

We respectfully request that you support SB42 and keep it alive. Classic vehicles, due to their limited use nature, should be exempt from smog requirements and doing so will have no ill effects on the environment.

Thank You for your consideration.

Sincerely,

Signature _____

Printed Name _____

Address _____



CARS FOR SALE

- **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)
- **1957 Imperial 2 Dr. H.T.** – Blue with white top, all power, 392CID Hemi, new tires and chrome bumpers, good running car, no rust. 98K. \$6,800. Paulette Ornellas (408) 298-1078. (1-1)
- **1959 Imperial Custom Southampton 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)
- **1964 Chrysler Newport** – 2 door hardtop, 63K, 100% original near mint, runs and drives like new. New brakes, shocks and front end. \$7500. Roger Selby (650) 347-1157. (1-1)
- **1964 Imperial Convertible** – White with blue interior, good shape and runs excellent. (209) 673-4847. (7-0)
- **1964 – 1972 Imperials** – Approximately 20 in various conditions. Prices range from \$400. to \$2,500. Detailed list available on request. Roger Brannan (707) 575-7760, or write to 1365 Kowell Lane, Santa Rosa, CA 95401. (1-1)
- **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)
- **1965 Imperial Crown Coupe** – Silver grey with black leather interior, black vinyl top, 2nd. owner, Southern California winner of many trophies. There isn't anything more to restore. Jim Pierce (619) 276-1326. (1-1)
- **1966 Imperial 2 Dr. Crown Coupe** – A/C, all power, new paint, good interior, original owner. Mike or Jim (916) 630-8976 or (916) 685-7745, (duster@lanset.com). (1-1)

PARTS FOR SALE

- **1957 Chrysler New Yorker 4 Dr.** – Mr. Thomas (530) 885-0278 afternoons. Auburn. (11-0)
- **1957 Imperial** – Taillights \$200. Also 1957 wheels. Bill (209) 632-3247, Delhi, CA. (1-1)
- **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.
- **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 February 15, 2001. Mail to Jimmy White – P.O. Box 2250 – Citrus Heights, CA 95611.