



Imperial Material

Newsletter of the Imperial Owners Association of Sacramento Valley
Founded 1981

November, December, 2001

Vol. 13, No. 6

Hello Imperial Owners-

I must be aging – this year has literally flown by! Maybe it seems that way because I turned 50 in August. Now to most of you that is of small consequence – but it was significant to me. Anyway let's move on to the GOOD news...

November 17th will be our annual meeting and officer election. This should be superb. I am really looking forward to the Ryde Hotel. Be there for this event – It will be a special memory for us all.

December 9th we will have our annual Christmas Potluck. It will be held at Tom and Sherrie Egger's home northwest of Salida. The gathering will be from 3:00 P.M. to 7:00 P.M.. Members need to bring hors d'oeuvres. The club will provide beverages. Details and directions are on the flier inside. RSVP to me (209) 578-1991 by December 2nd. Also on that same day in downtown Modesto (only 15 minutes away), the marvelously restored Victorian McHenry Mansion and Museum will be fully decorated for Christmas. The décor is breathtaking. (These two buildings were behind our cars at the 2000 State Meet.) If you are interested we can meet at that location – 14th & I street, central Modesto exit (turn east into town), but call me! (209) 578-1991, then we can go out to Eggers – O.K? Cool! You won't be disappointed.

Finally, Mr. Tennyson has been at it again. 2002 looks exciting. Try these on for size, Winchester Mystery House, Dunsmuir Mansion, Big Trees, Napa Wine Center – and other great activities.

Please plan on both November and December events. Call if you have any questions. See you very soon!

David



Remembering



During this Holiday Season be sure to take some time to be thankful for the *Precious* and *Priceless* freedoms that we have in this great country of *America*. Also be sure to say a prayer for the loved ones of those left behind.



Happy Holidays to everyone



Imperial Owners Association Of Sacramento Valley

2001 IMPERIAL TOUR and SHOW SCHEDULE

2001 is nearly past and we have had a great year of tours, shows, get-togethers, etc.. We still have two events yet so be sure to take them both in to wind up our year with a bang.

2002 looks to be just as exciting as 2001 – or perhaps even more exciting. Thanks to John Tennyson we have a number of things on the drawing table already. They include The Winchester Mystery House, Dunsmuir Mansion, Big Trees, Napa Wine Center as well as many other events. We will begin to have details in the next issue of *Imperial Material*.

See you at the two following events

Saturday, November 17th.

Annual Business Meeting and Election of Officers

Special Club tour of Locke, Ryde Hotel
and Luncheon with Raffle and Videos.

Meet at Joe Shoong school for docent led tour.

Lunch and elections to follow

Sunday, December 9th. • Modesto

CHRISTMAS PARTY at EGGER'S and Tour

McHENRY MUSEUM and MANSION

3:00 P.M. to 7:00 P.M.

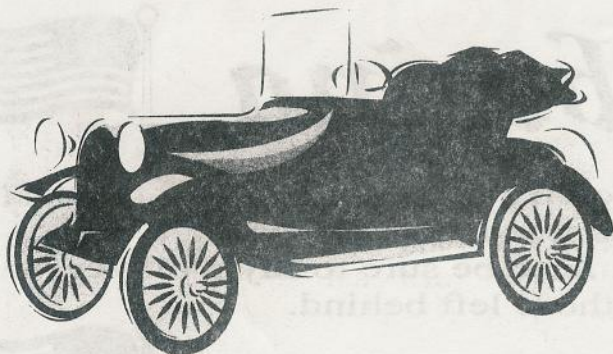
Details and map are on flyer inside.

Be sure to call David Jolliff

With your RSVP.

More details in future newsletters and mailings

If you have ideas for events are anything you think the Club members would enjoy doing, please let us know and we will see if it can be worked in with the other planned events and shows.



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 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.

Imperial Owners
Annual Christmas Party

At

Tom & Sherrie Egger's Home

8333 Kiernan Avenue • West of Salida

On

Sunday, December 9, 2001

From 3:00 P.M. to 7:00 P.M.

Good Fellowship – Good Food – Good Friends

RSVP to Dave at (209) 578-1991 or (209) 572 1221

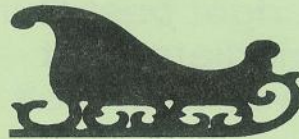
Bring your favorite hors d'oeuvre



Directions

US 99 take Hammett Road exit (first exit south of Ripon) turn west – road will curve to south. The first stop sign is Kiernan Avenue then turn right (west) and follow Kiernan for 2 plus miles. 8333 will be marked on your right, make A sharp right and follow the dirt road canal bank to the first driveway on your left. You're there.

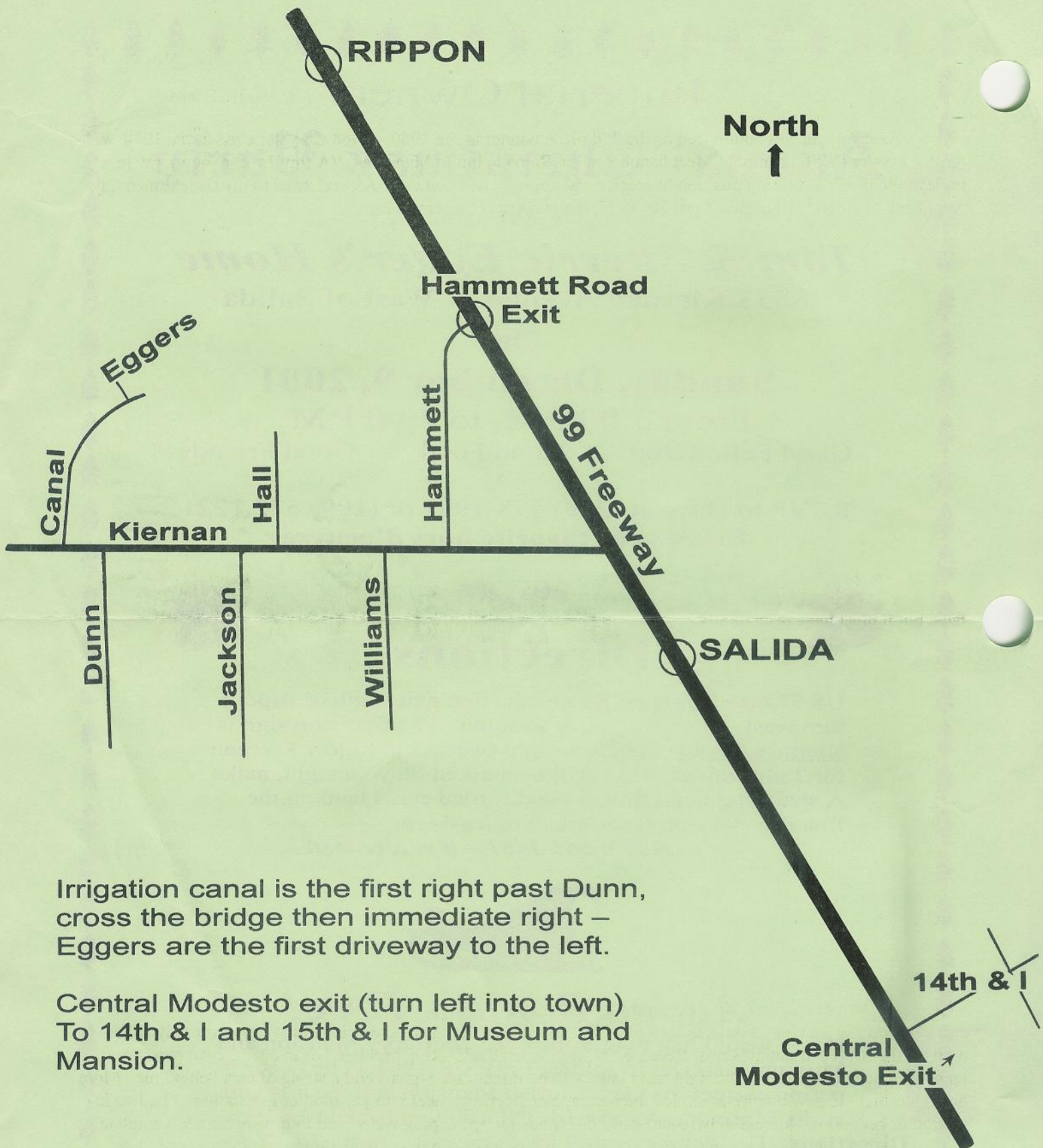
(209) 545-1481 – if you're lost)



Added Bonus: Free!

If you would like to tour the 1881 McHenry Mansion and Museum, call David Jolliff (209) 578-1991. The décor is period correct for the Victorian Mansion and the arts and crafts Museum. Afterwards I'll lead you back to Eggers.

Directions: US 99 take central Modesto exit – turn east. You will be on I Street. Park on I between 14th & 15th streets.



Irrigation canal is the first right past Dunn, cross the bridge then immediate right – Eggers are the first driveway to the left.

Central Modesto exit (turn left into town)
To 14th & I and 15th & I for Museum and Mansion.

1963 Imperial – Through Ups and Downs, Forever Yours

by Marilyn Daniels*

As my name was announced as the 2nd place winner in the 1960 – 1968 Chrysler class at the 1978 Walter P. Chrysler (WPC) National Meet banquet at the Ramada Inn in Manassas, VA (my 1st car show), my legs barley held me in a walking position to receive my trophy, I was stunned. As I returned to my table, I mentally went back to when it all began, April 30, 1977, the purchase of a classic car.

After making final arrangements with Dick Ambler of Sarasota, Florida, I anxiously awaited completion of Dick's part of the transaction for my 1963 Imperial Crown Convertible. This consisted of just getting the car ready to drive back to my home in Mentor, Ohio. Dick finished installing new carpets, a new top, two new tires and mufflers. Time was of the essence, so when I left Sarasota on May 10th, I was without a horn, directional signals, three power windows, a single belt was pulling the power steering and A/C unit, and the car had a definite right list due to worn upper bushings. The motor had not been run for over two years, but you could feel the magnificent power and quiet roadability of this engineering feat. It's little wonder Chrysler toasted it as "America's Most Carefully Built Car."

The original owner had pampered this luxury motor car, but upon his death it was obvious his heirs were not so considerate. This beauty, with 78,505 miles, was almost perfect on the outside with the exception of some paint fade, but it must have been totally exposed to Florida's sun and sea with the top down because the inside looked like an extremely worn pair of shoes. Nevertheless, after 3 years of searching for an Imperial in good exterior condition, I felt I had found a plum.



Upon leaving Sarasota about 9:00 a.m. in a car I had driven only two miles previously, huge black thunderclouds moved across the Gulf, opening the heavens with white sheets of rain. Fortunately my wipers performed perfectly and the new top did not leak even a drop. So there I was, alone, heading north on I-75. In Ocala, Florida, I pulled off the interstate for lunch, and when I turned the key back on, there was not even so much as a groan . . . A totally dead engine. At this point I hated it. A quick mental panic struck, and I wondered just what kind of almost 2 1/2 tons of fancy ironworks I had bought. After checking with a gas station attendant, however, to my relief it was just a dead battery, and with new currents flowing through my car, and my mind, I was on my way again. I loved it.

I arrived just south of Atlanta, Georgia about dusk when all of a sudden, without warning, the car began bucking. More hate. My decision to find a motel quickly and face the problem in the light of day proved to be a wise move. Bright and early the next morning, I found a Ford garage. They installed new fuel and air filters, and I was on my way out of Atlanta by 9:00 A.M. More love. Things were going along very smoothly at 70 mph until I arrived at the hills near Berea, Kentucky, when the bucking problem began again, even more intensely. Once more, over to the right hand lane with no directional signals and a string of cars behind me. More hate. Needless to say, I white-knuckled the rectangular steering wheel into yet another gas station. I had no intention of becoming "Mrs. Goodwrench" but I did check the spark plug wires, and four were burned completely through. A new set of wires seemed to fix things, and I was now on my way in earnest to the Buckeye State. Just a few hints of the same problem occurred near Columbus, but forever onward, and I finally and wearily, but thankfully, piloted my machine into my own driveway – a 1,338-mile trip with no major breakdowns. In retrospect it still seems incredible that the 413 V-8 ran as well as it did after sitting quietly for over two years.

My first concern was to repair the front list, so I had two upper and lower bushings installed, plus an alignment. Next was a major tune-up, oil and lube, plus new shocks. More money. Things were looking up. Now for a new turn signal switch, a horn switch, three window motors, a restored radio speaker, key tumbler, windshield washer pump and wiper motor, heater motor, rebuilt A/C unit, straightened pulleys, rebuilt carburetor, vacuum advance, freeze plugs and valve guide seals. I also found a new clock. Lots more money. Later I discovered the real cause of the bucking problem, an old fuel pump that didn't work right when it got hot.

I had become more and more enchanted with my elegant prize. Everything had settled to a low key when a water hose blew apart, so all new hoses and belts were required along with a new radiator core. Then, the brakes began to chatter, so all four drums were turned, with new brake shoes, brake hoses, and new wheel cylinders. Silicone brake fluid (DOT 5) has since been added. About the fall of 1977, I decided to have the outside stripped and repainted the original claret (deep metallic red) color. It was the first year for this beautiful color, and the painter took four months removing all the old acrylic enamel, but it was well worth the wait and lots more money.

Now for the seats. An upholster friend agreed to do the interior restoration in the winter of 1978. I had an exact sample of the alabaster white leather color and pattern as the original, taken from the showroom color chart. Plumer Leather Finishing Co. in Cleveland Flats matched it exactly. I needed two large and two small hides to cover the 5-foot wide seats. Luckily, I found the exact nylon-colored thread too. At this same time, new gray loop carpeting was installed in the trunk. There was not one matching interior screw in the entire car, so all winter I tracked down correct screws, all from Imperials.

By April 1978, I had my luxurious car again, and it looked truly majestic with almost 19 feet of bright red and white contrasting hues. It is just the way it all began when it left the Chrysler Corporation way back when!

So "hats off" to all the fine folks and club members who have helped make my car what it is. After spending many frustrating hours, meeting a lot of wonderful people, and having loads of fun, my reward had been witnessed. Yes, it's just love. You see, I really do have a sweetheart. My Imperial was made on Valentine's Day way back in 1963.

*(edited version of an amusing article that appeared in another publication some years ago, submitted by IO-ASV member Carl Poteet, who purchased Ms. Daniels' car in 1999.)



Have a Very Happy Thanksgiving



Annual Fall Chrysler-Imperial Tour - October 19-21, 2001

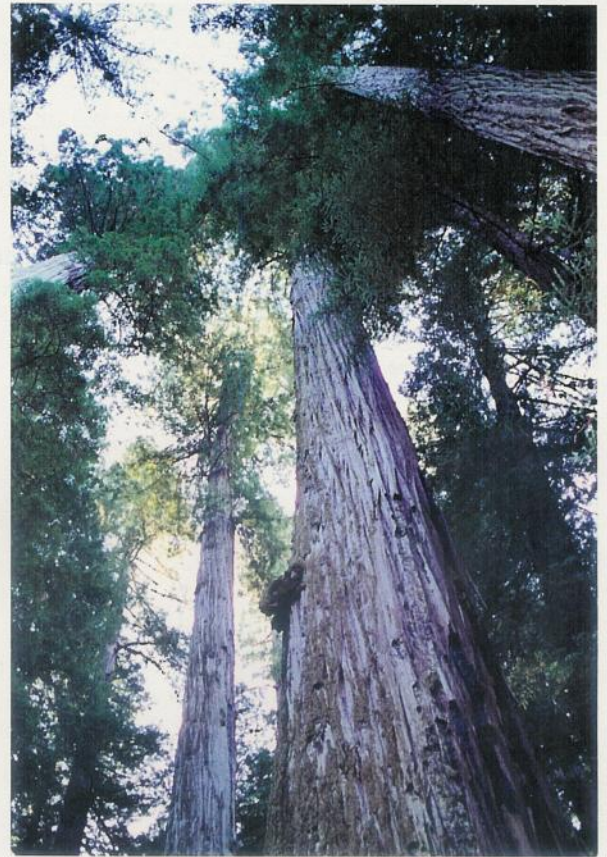
32 IOASV, Chrysler Product Club and NorCal Imperial club members joined together for 2001 on the traditional 3-day fall tour. This year's 800 mile plus trip through the Redwood Highway and Trinity Scenic Byway was hosted by IOASV and tour leader John Tennyson. With a weekend of perfect weather, highlights included a special Friday tour of the Avenue of the Giants with a stop at the Founders Grove to see the Dyerville "fallen" giant, a Redwood the size of a 30 story building that was felled by a 1991 storm. Saturday began with a drive through the dark and secluded Rockefeller Forest to see the Giant Tree, a trek down the treacherous Mattole grade, a stop at remote Honeydew – the smallest town in California, a drive along the picturesque "Lost Coast," a visit to Ferndale – the Victorian City, Eureka's Carson Mansion, and Saturday night dinner at the Famous Samoa Cookhouse, an old lumber town mess hall serving family style. Sunday, the group left Arcata for the trip across Highway 299 along the Trinity River Scenic Byway with its many fall colors and a visit to historic Weaverville. There members toured the Joss House, California's oldest Chinese Temple still in use, with a final rendezvous at Old Shasta, a mining tour of yore, 6 miles west of Redding.

Annual Fall Tour Continued -

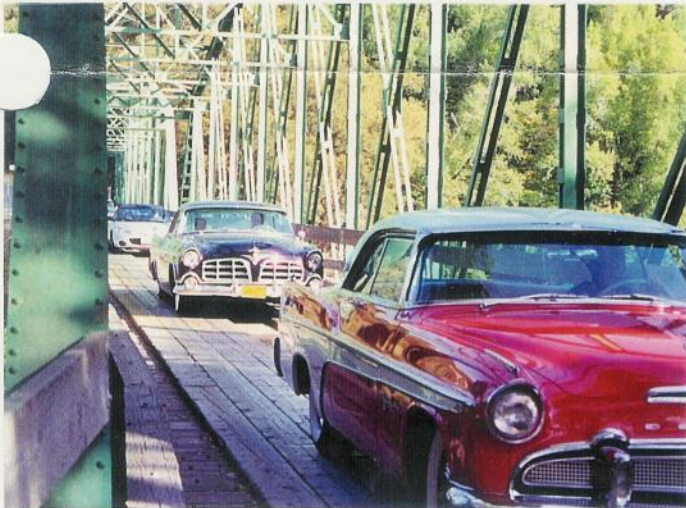


Part of the group that visited "Avenue of the Giants"

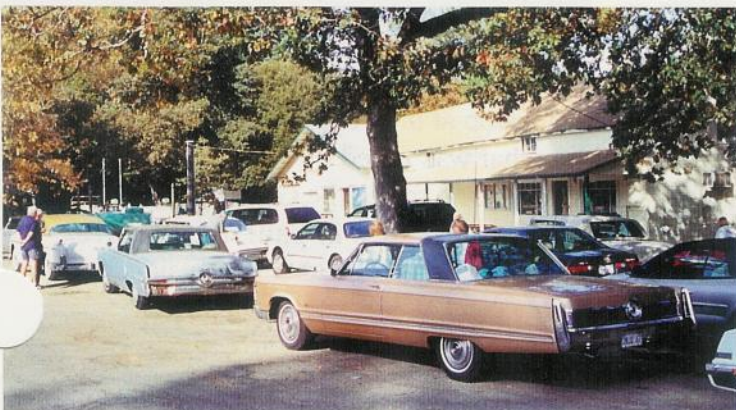
IOASV members participating this year included Art & Maryann Cargill, Norm Frey ('55 Imperial), Bernice Hackney & Charlene Quinn ('99 Ram PU), Jim Hudgens ('73 Imperial), Tom Johnson ('59 Imperial), John & Joy Martinelli ('67 Imperial), Linda Massoni & her mother Dolly ('90 LeBaron), Bill & Jan McPheeters ('65 Imperial), Roger Selby ('64 300), Gary & Robin Stevens, John Tennyson ('65 Imperial), John Weaver ('96 Dodge Caravan), and Norm Weinfeld & Mary Corbett ('56 Imperial). Others joining us included Victor Fink, Amor Bassa and Myrna Pfaffinger, Roger Cox and Joy Melman ('01 Sebring), James Michael ('65 Plymouth), Jack Moore ('56 DeSoto), Doug & Bernice Walter, and Nannette Clark ('92 Imperial) from the Southern California Imperial Owners Club, who travelled all the way from San Diego for the event.



Members take in awe-inspiring "Giant Tree", 363 feet in height



Enjoying picnic 1st day at Willis, California



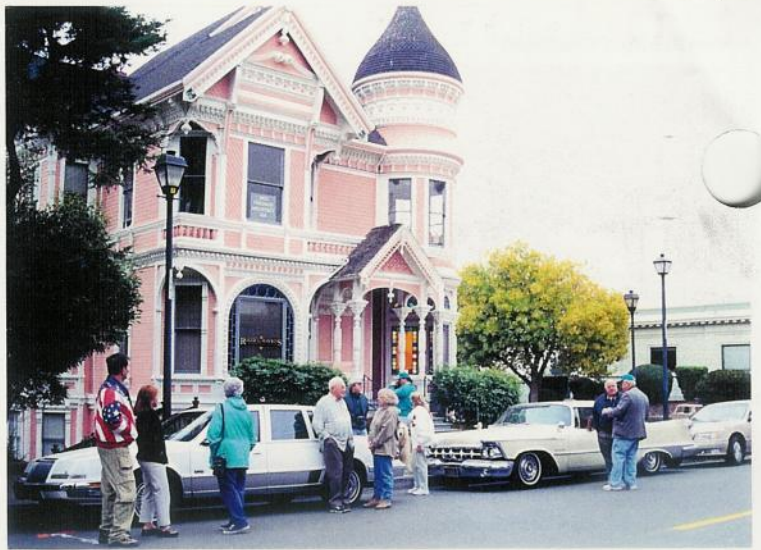
Stopping at Honeydew, smallest town in California



"Lost Coast" overlook along beach in Humboldt County



Fall Tour group poses along Route 299 near Willow Creek



Enjoying the Victorian architecture at the Victorian city, Ferndale



Taking in the famous Carson Mansion in Eureka on Saturday



Having a scrumptious dinner at the Samoa Cookhouse near Eureka



The newer '73 - Classic '56 and middle-aged 65 Imperials



Final tour stop was oldest Masonic Temple in Old Shasta near Redding



Docent-led tour of Joss House Temple

End-of-Summer Potluck/Barbecue



On September 22nd our End-of-Summer potluck at Jimmy White's home was a great time of good food and fellowship. As well as the delicious hors d'oeuvres, steak, salads and deserts, there were plenty of stories going around, a lot of Imperial talk and some excellent video's brought by John Tennyson.



Participants included Bernice Hackney, Charlene Quinn, John Martinelli, Arlene & Mike Hackney, John Weaver, Don Steger, Bill St.Clair, Bill & Vicki Watkins, John & Nancy Tennyson, Tom & Sherrie Egger, Jim Hudgens, Roy & Mary Braatz, and host Jimmy White.

All in all it was a wonderful evening. Sorry you missed out if you weren't there but we still have two more events this year so be sure to come on out to them.



Chrysler Fall Classic at Ohlone College



14 beautiful Imperials were displayed this year



Lud & Ad Indihar won the President's Trophy with their 1964 Imperial Convertible



John Swensson won 1st place in the 1963-1974 category with his 1964 Imperial Crown Coupe



Bill & Vicky Watkins won 2nd place in the 1963-1974 category with their 1963 Imperial LeBaron



Bob Hegeman won 1st place in the 1946-1962 category with his 1962 Imperial Convertible

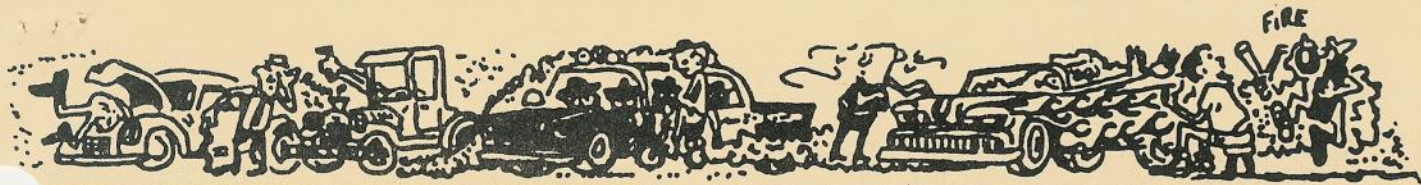
There were 14 Imperials displayed this year at the 11th annual Chrysler Bay Area Fall Classic car show. IOASV participants included Tom Egger, Bernice Hackney, Charlene Quinn, Bill & Vicky Watkins, John Weaver, John Tennyson, Lud & Ad Indihar, Bob Hegeman, Roy Braatz, and John & Joy Martinelli. Rich & Jan Hardy also brought their 1952 New Yorker and Roger Selby his 1964 Newport. There were other Imperial participants from other clubs as well.



Roy Braatz won 2nd place in the 1946-1962 category with his 1957 Imperial Convertible



John Weaver won 3rd place in the 1946-1962 category with his 1956 Imperial 2 Door Hardtop



CARS FOR SALE

- **1953 Imperial 4 Dr. Sedan** – Running condition, semi-automatic, power steering, brakes, windows. Beige & tan. \$4,000. (916) 685-3253. (11-1)
- **1957 Imperial 2 Dr. HT** – in the process of a frame off restoration and lots of extra parts included. Also **1957 4 Dr. HT** and **1958 4 Dr. Sedan**. Glenn Davis (334) 585-5457. (7-1)
- **1962 Imperial Crown Coupe** – Very good condition. Original paint, trim, chrome, etc. Runs and drives excellent. \$3000. (707) 994-0327. (5-1)
- **1963 Imperial LeBaron** – Third owner, 104K miles. Excellent condition. Fully optioned, original leather, interior in excellent shape. Teal exterior. Asking \$6,000. or BO. Paul (707) 839-5274. (7-1)
- **1963 Imperial Southhampton 4 Dr. H.T.** – Car and tires in good condition, air conditioning, runs great. Turquoise with white leather seats. \$6,500. John Weaver (916) 488-2619, Sacramento. (7-1)
- **1964 Chrysler Newport** – 2 Dr. H.T., 63K, 100% original near mint, runs and drives like new. New brakes, shocks and front end. \$7,500. Roger Selby (650) 347-1157. (7-1)
- **1964 Imperial Crown Coupe** – New paint, 413 V8. \$1,500. California Auto Resource System, 4632 Dry Creek Road, Sacramento (916) 923-9390 weekdays only. (5-1)
- **1965 Imperial Crown 4 Dr.** – Excellent chrome and body, good interior, runs excellent. \$1,500. Bill Adams (775) 849-3149 or (775) 720-0372, Carson City. (7-1)
- **1967 Imprial Crown 4 Dr. H.T.** – Off white with brown vinyl top, good body, rebuilt carburetor, new water pump, radiator recently repaired, new hoses and belts, new electronic ignition wires. Has engine miss. \$1,150. Or reasonable offer. Thelma Turner (707) 938-1453, Sonoma. (7-1)
- **1968 Imperial Crown Convertible** – 52K original miles, original black leather interior in great shape. She has new correct yellow paint. The 440 V-8 power plant has the factory option of dual exhaust which boosts the horsepower to 365. Drives very nice. New tires, shocks, exhaust, etc. \$14,500. Steve Pietrangelo (415) 218-3965. (5-1)

PARTS FOR SALE

- **1963 Imperial** – 413 Engine, ran well when pickled some years ago, not frozen, crankshaft turns, \$300. or BO, 1955 Imperial trunk lid, excellent, \$30., 1955 Imperial front fenders with chrome spears, good, \$25. each, 1968 Imperial front fenders, \$20. each, miscellaneous 1965 300 parts. Call John @ (916) 481-3546 8-10 P.M. evenings only. (11-1)
- **1957 Imperial** – Taillights \$200. Also 1957 wheels. Bill (209) 632-3247, Delhi, CA. (5-1)
- **1960 Imperial Custom Sedan** – \$400. Also **2 1963 Imperials** – \$800 for both or all three for \$1,000. Bill (707) 437-2445. (5-1)
- **1963 Imperial Crown Coupe** – Parting out, call with your needs. All but interior is mint condition. Bill (916) 967 7070. (9-1)
- **1967 Imperial 4 Dr.** – Parting out body parts, grille, hubcaps. For more information call Ed at (530) 795-5438, (916) 648-9781, Winters. (7-1)
- **Reffered Mechanic** – (by John Martinelli) Ray Vallero's Auto Repair, 1033 Lincoln Way, Auburn, CA, (530) 823-6193.
- **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. (7-1)

NEWSLETTER INFORMATION

Deadline for the next I.O.A.S.V. newsletter is December 15, 2001. Mail to Jimmy White – P.O. Box 2250 – Citrus Heights, CA 95611.

AD PLACEMENT INFORMATION

We will be happy to place your ad for the sale of your Imperial car or parts. Send your information to Jimmy White at the address above. We run the ads for three issues. Please let us know when your item sells so we can make room for others. If you need your ad to run longer let us know and we will do all we can to accommodate you.

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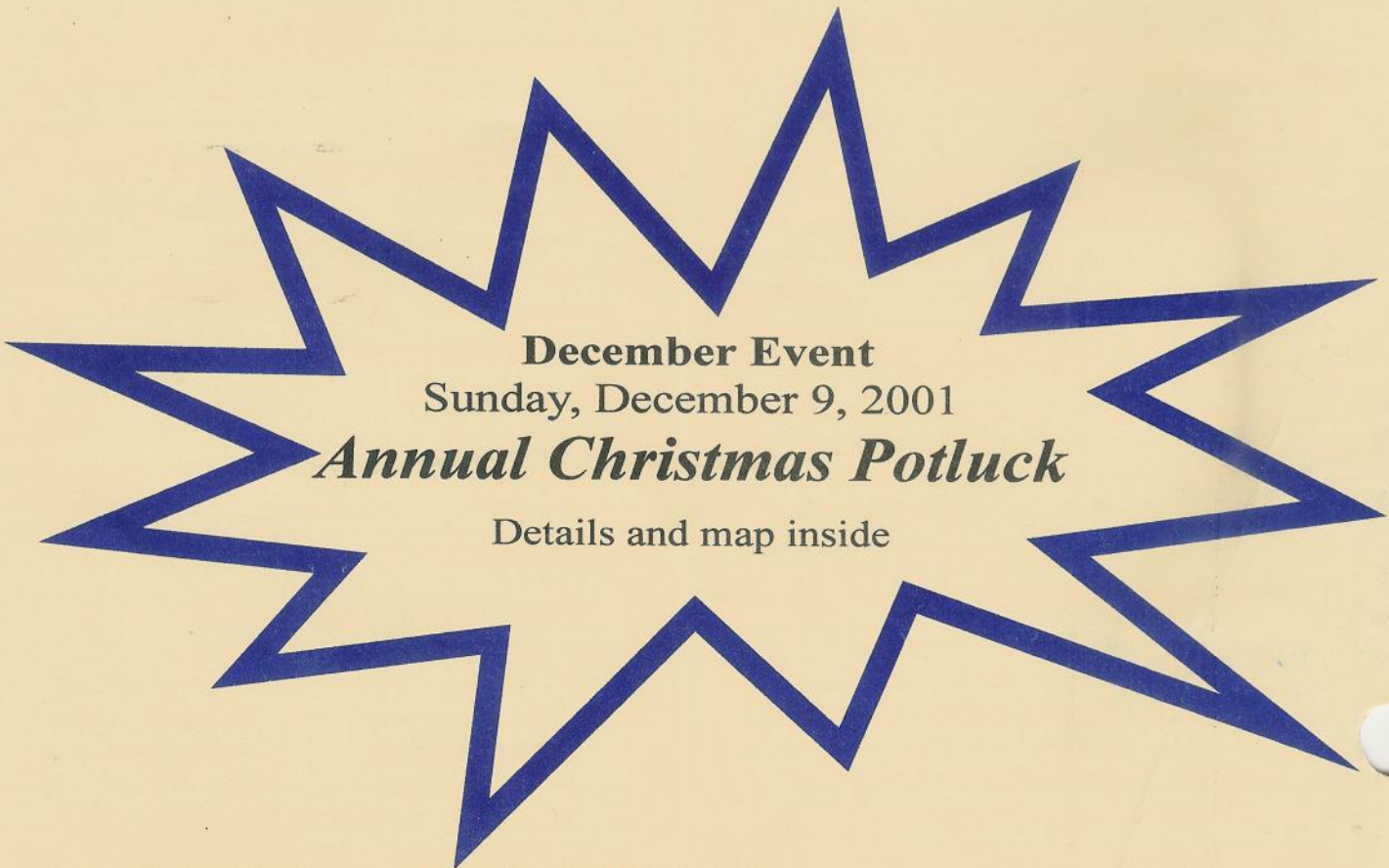
Dated Material

Rich & Jan Hardy
720 Sierra Drive
Dixon, CA 95620

Gift



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



December Event
Sunday, December 9, 2001
Annual Christmas Potluck
Details and map inside

Vertical barcode lines at the bottom of the envelope.