

Newsletter of the Imperial Owners Association of Northern California

*Imperial*



*Material*

www.ioanc.com

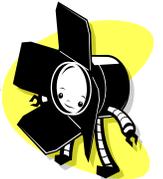
Founded 1977



IMPERIAL

# Member Spotlight

IMPERIAL



Special points of interest:

- Member Spotlight - Danny D.J. Quinn
- Feature: 2010 Fall Tour
- Walnut and Wine Tour
- Lowell Howe Yard Prowl
- IOANC Membership for 2011 (see Application on Page 19)

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Danny "D.J". Quinn was born in Vallejo, Ca. on September 27, 1946. Danny is not his nickname, but his birth name. He shared that he was named Danny, after the song "Danny Boy". The "J" in "D.J." stands for "Joseph". His grandfather on his Dad's side was named Joseph, and his grandmother on his Mom's side was named Josephine. To appease both sides, his Mom said that Danny Joseph (D.J) was named after both sides, and both sides of the family were happy.



D.J. led an active childhood, participating in Little League, and Babe Ruth baseball. The Cub Scouts taught him "To be his Best". D.J. always had an interest in cars and in just a few years found he loved to drive fast. At 12 years old, he got to drive the local fisherman to the boat ramp at Dillon's beach. He drove a 1946 Power wagon via the beach front because there was no boat access.

Continued on Page 3

**Time to Renew**

*Please send today!*

**Your 2011 Membership**



## IOANC Presidents Column

Dave Labhard



*I would like to remind everyone of the Crocker Art Museum Tour and the IOANC Annual Business Meeting. As part of the meeting we will be accepting nominations and will be voting for three officer positions for the Board of Directors. The ABM is your opportunity to support and participate in the operations of your club. We currently have 18 people signed up to attend. For the details about the Crocker Tour, ABM and IOANC Christmas Party refer to our web site [www.ioanc.com](http://www.ioanc.com) or the events section of the News Letter. Please contact me to confirm your attendance. [dlabhard@surewest.net](mailto:dlabhard@surewest.net)*

*The Fall Tour to Carson City and Virginia City Nevada was a huge success. Everyone I spoke with said they had a wonderful time. The road trip through the Sierra foothills and over Carson pass was spectacular. The high Sierra lakes were highlighted by the beautiful fall colors of the Aspen trees. The Virginia Truckee R.R. Steam Train, Virginia City, Carson City and the National Automobile Museum all made for a great weekend.*

*Special thanks go to Jan and Rich Hardy for a well planned and organized Fall Tour.*

### First Road Trip for a 1966 Classy Imperial Coupe on the Fall Tour



Bob and Pat Trepanier



## SPOTLIGHT ON D.J. QUINN

(continued)



When D.J. was a sophomore in high school, his Mom got a job at the Department of Motor Vehicles in Sacramento and the family relocated. At 16, he got his driver's license. He remembers his Mom lending him the car to take his driving test. After getting his license, he was so excited about driving home, he got a ticket for speeding just two blocks from the DMV. He thought 'Oh no', what am I going to tell Mom? He decided not to tell her 'just yet'. That night he got to drive to the basketball game, and promptly got his 2nd speeding ticket coming home on "K" Street, in Sacramento. Now he had to tell his Mom about TWO traffic tickets, but he still waited for the right moment. At breakfast the next morning, she needed something from the store, and asked D.J. to go for her, since he now had his driver's license. No sooner had he taken off, he was stopped again for speeding. The third time was NOT the charm His brother spilled the beans about his tickets and D.J. recalls that it was only the second time in his life that he saw his Mom SO angry! She immediately took his temporary license away, and took his speeding tickets which he had to pay from his part time job. She also grounded him for LIFE from using the car. Fortunately for D.J., his being grounded for LIFE without a car, turned out to be only one month without a car. It was torture not to drive, except to school and back. He remembers that even when his permanent license showed up, his Mom took that away for a while, too. He has since learned to control his "lead" foot, due to the rising cost of insurance he had to pay.

D.J. graduated from high school. He did well in school, and he took the entrance exams for Sacramento City College, and Sacramento State College. However, in his words, he did what was expected of him. He applied for a Student Deferment to avoid being drafted. However, in October 1965, he decided to join the Navy. His cousin had served in the Navy, and sparked his interest in learning electronics. He didn't want to join the Army, because as a young man, he felt his chances for having to go to Vietnam would be increased. He took the Navy's aptitude test, and scored high enough to choose any field he wanted to study. Interestingly, while in Boot Camp, he received his Student Deferment papers, and took it to his Company Commander whose exact words were "In your dreams, Quinn".

D.J. settled into Navy life, and attended "A" School, located at Treasure Island just outside of San Francisco, to become an Electronics Technician. After about ten months of training, he graduated with a high enough GPA that he was automatically promoted to E4- Petty Officer – 3rd Class.

What he found out about his chosen field of study was that it was boring to him. By that time, it was too late to choose another field. He was committed. While attending "B" School at the Nuclear Power Facility at Mare Island, an incident involving his moral ethics changed the course of his Navy life. Being curious, I



asked him to share what happened. He recalled that he and a lady friend were enjoying some free time at a Social Club in the Presidio. An ex-boyfriend of his lady friend had a few too much to drink and came over to taunt her. It didn't help that D.J. was also a Navy man, as the ex-boyfriend was Army. The next thing he knew, the ex-boyfriend slapped D.J.'s Date, and without thinking, D.J. 'decked' him, (a good Navy term). D.J. shared that his Mom taught him to ALWAYS have respect for women, and especially NEVER to hit a woman. Needless to say, his reaction was swift and automatic to the kind of treatment he just witnessed.

The ex-boyfriend just happened to be a non-commissioned Army Sergeant, a higher rank than D.J. The Military Police stepped in to alleviate the situation, and, soon after, D.J. found himself at a "Captain Mast" or non-judicial disciplinary hearing which a commanding officer would study and dispose of cases involving those in his/her command. Although his commanding officer agreed with D.J. about how he handled the incident, he had no choice under military justice to discipline him, because the Army guy pressed charges. Hmmm...

D.J. was reduced to an E-3, and now instead of finishing "B" School in the prestigious Nuclear Power training program, he received orders to dispatch to a Seaman's Striker Fleet, the U.S.S. Bellatrix AF62, a Cargo Reefer which transported frozen foods, and food storage to other ships. There he reported to the electronics technician shop on board. His duties included the maintenance and repair of surface search radar. The new orders were okay with him, as he said he was getting tired of school.

Later in his Navy stint, when he was serving on an Oiler ship, the U.S.S. Mattaponi, A051 in the Gulf of Tonkin, he remembers receiving two pieces of mail. One was his promotion to E5, and the other was for a 30 day leave before reporting to Long Beach to be shipped to Vietnam. He spent 14 months in-country, and thankfully, returned safely. D.J. spent a total of six years in the Navy. He was honorably discharged in 1971 as an E6 Petty Officer – 1st Class.

An interesting story that D.J. shared during a week-end pass to go home to Sacramento. He was stationed at Small Boat Handling School, in Long Beach. He owned a 1963 Pontiac Catalina Sport Coupe. It had a 421 motor with triple deuces. He was traveling on I-5 just over the Grapevine Pass about 2am in the morning, cruising at 85 mph in a 70 mph zone. No one was on the freeway but him. Then he saw headlights, but decided to keep cruising at 85 mph. He figured that if it was the California Highway Patrol (CHP), he would get stopped any minute. No such thing happened. The vehicle stayed with him for several miles, then D.J. decided to pick up the pace, feeling a bit more comfortable that it was not the CHP. However, the vehicle that was following him also picked up his pace and stayed with DJ. In that moment, DJ decided to “punch it” to the floor, burying the speedometer to 120 mph. He was finally pulling away from the vehicle following him, and THEN the RED LIGHTS started flashing. D.J. remembered thinking “Ohhh, Crap, I’m dead.” He slowed down, and pulled over since he knew he could not out run a radio. The CHP caught up, got out of his vehicle, and walked along the side of D.J.’s car. D.J. was preparing to show his license and registration, when the CHP knocked on his car door asking him to pop the hood. D.J. did so, and got out of the car and walked to the front of the car to open the hood. The CHP took his flashlight to survey the engine, and then said “I knew you had something in there. You were doing 85 mph when I got on the Freeway. I wanted to see what you could do, so I pushed you” D.J. said that the CHP clocked him at 136 mph. but, fortunately for D.J. the CHP only wrote him a speeding ticket for 80 mph in a 70 mph zone. DJ was only too happy to pay it, rather than getting a ticket for 136 mph in 70 mph zone. Unfortunately, on his way back to Base in Long Beach, on Sunday of the same week-end, he stopped at a Stoplight in town. He remembers it was about 3:30am, and the tail of his car was hit by a drunk driver going about 50 or 60 miles an hour, totaling the whole car. If it wasn’t for the sheer size of his car, in D.J.’s words, he would have been ‘creamed’. He was UPSET, but, in retrospect very grateful to be alive

Just out of the Navy, he lived with his brother Marty and his wife Charlene Quinn for a short time. Yes, our very own beloved Charlene. One day, Bernice and her husband Cam, came to visit her daughter Charlene, grand daughter Janet, husband Marty, and of course D.J.

They drove their four year old 1967 Crown Imperial and took the family to dinner. D.J. fell totally in love with their Imperial. It was even Blue, D.J.’s favorite color. He remembers talking with Cam, Bernice’s husband, and telling him that if he ever wanted to sell the ’67 Imperial, D.J. wanted to know. Of course, still a young man, he didn’t know how he would afford it, but, he wanted the chance.

After Bernice’s husband passed away, she became very active in the newly formed IOASV (Imperial Owners Association of Sacramento Valley). She partnered in helping Charlene purchase her ’65 Crown Imperial Convertible, and her son Ted’s ’68 Imperial Convertible that now belongs to Mike Hackney.

Both Bernice and Charlene appeared with their Imperials at almost every event. As time passed, Bernice could not care for her ’67 as she wanted. D.J. stepped in to help, driving it to many events for Bernice in later years.



During 2006 or 2007 when D.J. was preparing Bernice’s ’67 Imperial for Mopars in the Park or the State Meet in Monterey, (one of the two); he went to her home to pick up the keys. On the coffee table addressed to him was an envelope. Inside he found the pink slip and a note to the DMV that she was giving her ’67 to D.J. as a gift. He was very overwhelmed. He always thought that he should be the last person to receive her car as a gift, since Bernice had two children that she could leave her car. He shared that Bernice wanted to transfer the car to D.J. so there was no question of her gift to him. She did have two stipulations that D.J. has honored. The first was to keep the car “as is”, and the license plate the same, until one year after she was gone. The second was to stay connected with IOANC. She also bought D.J. and Rosie their first year membership. After one year, D.J. wanted to get some work done on the ’67 Imperial. He had dual exhausts put on the car. He had the paint color sanded and buffed. and had the transmission re-done. He replaced the valve covers and gaskets, He replaced the bias ply tires with radial tires which makes the car run like a champ now.

D.J. met Rosie, his beloved wife in 1972, a year after he got out of the Navy. His childhood friend, Russ Lawson, from Dillon's beach introduced them. In 1973, they were married and spent 35 blissful years together. Sadly, Rosie's life was cut short August 10, 2008. She died peacefully in her sleep, and, with no warning. D.J. shares that Rosie changed his life definitely for the better. They have two beautiful daughters, Nickol Danette, born February 1977, and Natalie Diann who was born in July 1982. Nickol and her husband Bill Catterlin have given him two beautiful grandchildren, Brady who is 5, and Sarah who is 4. Natalie is not married yet, but is in a very happy relationship, and D.J. approves of her boyfriend, Matthew.

D.J. retired from the State of California in 2004. He went back to work for them as a retired annuitant (RA) and worked there three days a week until 2008 when he lost Rosie. She had been babysitting their grandchildren daily and he took over until the kids could find daycare for grandkids, in Feb. of 2009. He went back to work as a RA for the State, but just didn't want to do that anymore so he fully quit in March of 2009. Since then he joined the Citrus Heights Police force as a Volunteer. He works there for a total of about 18 - 24 hours a week. He enjoys it, and feels it gives him something to do, and he can give back to the community.

His collection of die cast cars started 10 years ago. He says "I get most of them from auctions on eBay and some from die cast manufactures. I stopped counting quite awhile ago, but I think I have somewhere between 250 and 300 cars. I collect mostly cars from the 50's and 60's (my era) although I do have some older and newer than those eras."



Nickol Danette

Natalie Diann

He says with sincerity of IOANC "It is a good group of people".

Thank you, D.J., for your wonderful life story. I know we all experienced humor, righteousness, and the poignant passing of Rosie, too soon. You are a WONDERFUL addition to IOANC, and we are glad that you enjoy being a member, as well. I want to acknowledge, Linda Meyer-Ehly, the special lady in your life now. She is a gentle soul, and great to be around at our events. You are very fortunate for a second time. You both certainly deserve the happiness you have found together.



# DJ's Tribute to Bernice Hackney

DJ got the idea for the design of his beautiful new upholstery from the pillow that Bernice had embroidered. The eagle emblem was exactly what he wanted to portray on the headrests for the front and back seats. He got a perfect sample which was sent to Highlands Upholstery in Sacramento, Ca. and they were able to re-create to perfection the eagle that was Bernice's design. When he received 'Most Improved' award at the 2010 State Meet in Palm Springs, he was surprised and much honored. What tribute to Bernice Hackney, and what a dream come true to be gifted this beautiful Imperial that he asked to buy in 1971, if Bernice and Cam ever wanted to sell it.



Our Beautiful Beloved Bernice



Perfect replica of eagle from Bernice's pillow



Bernice gifted D.J. her '67 Imperial Pride and Joy. She is smiling to see she made the right choice in doing so.



D.J. receiving 'Ken Wood Award' for Most Improved at 2010 Palm Springs Statewide Meet



# 2010 Fall Tour 2010 Fall Tour

October 1st, 2nd, 3rd

**Carson City, Nv.**

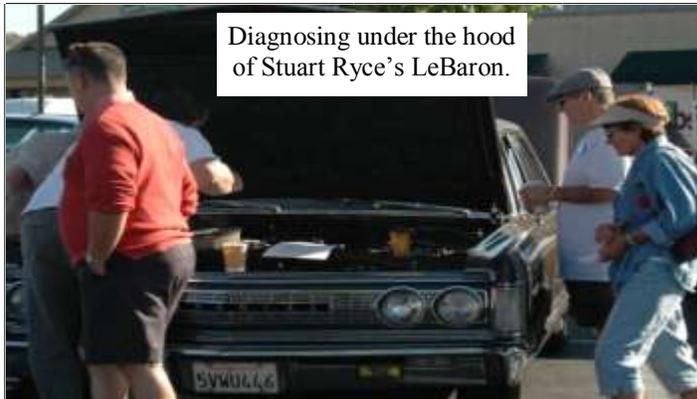
**Virginia City, Nv.**

**Day One**



Beautiful Photo taken by Club Photographer Rich Hardy of Fall Colors

On October 1st, all were in anticipation of our 2010 Fall Tour to Carson City, Nevada. Jan and Rich Hardy did a great job in organizing it. 41 members and guests gathered at the parking lot located in Cameron Park off Highway 50. Stuart Ryce provided some early morning excitement when his LeBaron sputtered and died at the exit of Highway 50 to our meeting place. A good Samaritan towed him to our location, and the diagnosing by our members began. One suspicion was that a little dirt got under the needle and seat of the carburetor. In no time, Stuart's LeBaron started, and we were on our way. We toured the beautiful back roads leading to the Mormon Emigrant Trail with nine Imperials in our caravan of 19 vehicles. We turned onto Highway 88 and drove to Kit Carson Lodge, overlooking Silver lake. It was a beautiful area to eat and relax. Many of our group headed five miles up the road to a restaurant call Kirkwood to enjoy a historic spot and great food made to order. Despite the two breakdowns, the Owners and their Imperials got home safely.



Diagnosing under the hood of Stuart Ryce's LeBaron.

We stopped because Roger Selby's '63 was leaking power steering fluid profusely. He was 20 miles from home, so he drove the Imperial home, and he, Carol, and Bruce and Mary Ann Toelle met us later in Carson City.



Lora Harmon, Stuart Ryce, Cam and Dave Labhard, Sally and Larry Tomasini.

# 2010 Fall Tour - Day One - continued



Rosemarie and Bill Wilkinson, Jan Hardy and Doug Walter



Debbie and Ken Lang's friends, Charley and Joe Brown from Canada.

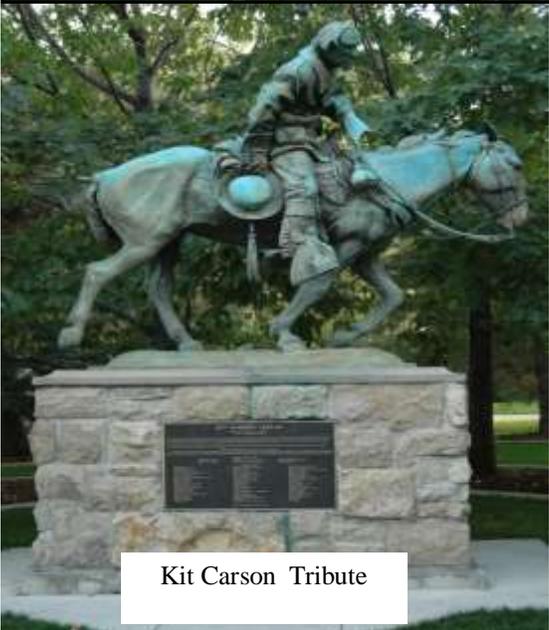
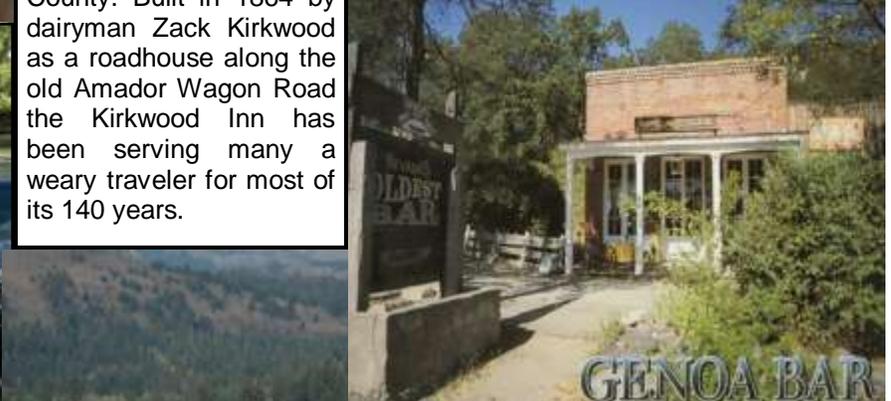
Kirkwood Inn, where many members chose to order a hot meal, is one of the oldest original stage stations and Inns still operating from the early days of post Gold Rush era El Dorado County. Built in 1864 by dairyman Zack Kirkwood as a roadhouse along the old Amador Wagon Road the Kirkwood Inn has been serving many a weary traveler for most of its 140 years.



D.J. and Linda



Arrival in Genoa, Nv. Est. 1850



Kit Carson Tribute



Schroeder Family Reunion

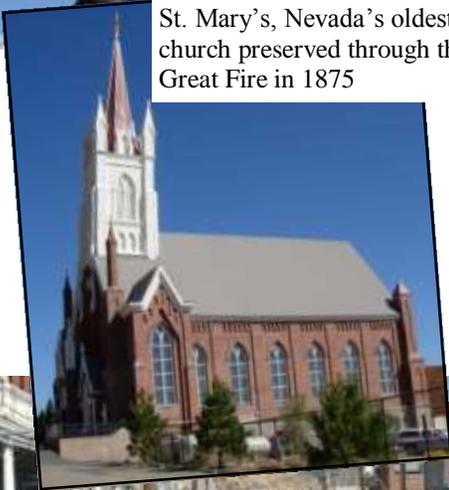
# Day Two



## Steam Train Ride To Virginia City



St. Mary's, Nevada's oldest church preserved through the Great Fire in 1875



Rich Hardy showing is great strength



Cam having fun posing in the "Flapper Crapper". It was one of the entries to win!



Virginia City, Nv.



A **speeder** (also known as railway motor car, putt-putt, track-maintenance car, crew car, jigger, trike, quad, trolley or inspection car, and also known as a **draisine** (powered or unpowered) in many other parts of the world) is a maintenance of way motorized vehicle formerly used on railroads around the world by track inspectors and work crews to move quickly to and from work sites. In the 1990s, speeders were replaced with trucks (usually pickup trucks or sport utility vehicles) using flanged wheels that could be lowered for on-rail, called road-rail vehicles. Now speeders are collected by hobbyists, who refurbish them and take them on outings organized by the North American Railcar Operators Association (NARCOA) in the USA and Canada and the Australian Society of Section Car Operators, Inc. in Australia.

Reference: From Wikipedia, the free encyclopedia

## 2010 Fall Tour - Day 2 and 3

### Day Two Continued

Our day in Virginia City was a hit! It was the most crowded I had ever seen it, and that was definitely due to the local festivities of the First Annual Outhouse races. Most everyone was subdued on the train ride home, and ready to eat. Rain fell lightly on Saturday, but our spirits were not dampened as we gathered Red's Old 395 Grill. We had a guest who brought a few Dealer Albums that, showed Color/Upholstery to Customers who came into the Dealership to buy their car.. We enjoyed good company and great food, and rested for the ride home on Sunday.



Listening Intently

### Day Three

Everyone had a great time, and most decided to get home before the storm. A handful of us had breakfast, found a train mural to use as a back drop, then we went on our way to visit the National Automobile Museum scheduled for 10:00. Uh ohhh...more rain!



Bill Adams Sr. living in Dayton, Nv. He helped provide space and tools for Stuart Ryce to work on his car before the long ride home. Thx, Bill.



Enjoying Dinner after the Museum



Joe and Charley Brown's '67

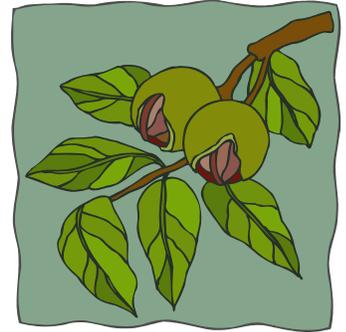


Camela and Dave Labhard



# Octoberberg

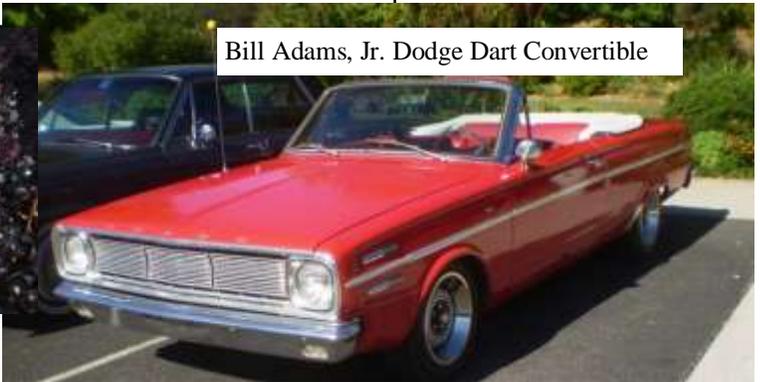
## Wine to Walnuts



Thanks to Bill Adams, Jr., for sponsoring his 3rd Annual Wine to Walnuts tour. It was the first year, that Ken and I were able to attend. It was absolutely great fun, and a great way to celebrate our 11th Wedding Anniversary. I recommend this tour highly next year to our members. The tour was attended by many of Bill's friends who were local car enthusiasts. Our tour started in (City), and we traveled to two wineries, stopped for lunch, then caravanned to Bill and Jo's home for a fantastic BBQ spread, good conversation, and making new friends.. Here are



Grapes complete with Bees



Bill Adams, Jr. Dodge Dart Convertible

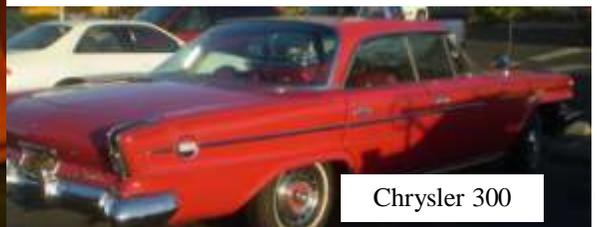
I met Bill Jr., and his Dad, Bill Adams Sr (IOANC member) when Ken and I attend the WPC Meet held in Sacramento, Ca. a few years ago. Bill Sr is a charter member of the original WPC started by Norm Frey. He shared that his kids were ALWAYS on car events with him, and is proud that Bill Jr. has followed in his Dad's footsteps, organizing his annual tours. We enjoyed wineries in the area, then a BBQ at his home, where the cars rested in his Walnut orchard. It was a treat for fellow car enthusiasts to drive their prides and joys. Among the gathering were a great mix of American cars. Bill Jr., like his dad is mainly a Mopar guy, but opens his tour to all his friends and anyone who wants to join. About 20 vehicles showed. IOANC was represented with three Imperials belong ing to Stuart Ryce and Lora Harmon, Larry and Sally Tomasini, and Ken and Debbie Lang. A few members from CCPC were also present. The cars represented were a Chrysler 300, and a Dodge RT. A Viper was present, two Corvettes, Classics—Super Bee, Challenger, Charger, and Bill's Dart convertible to name a few others.



Road Trip



Twisted Oaks Winery



Chrysler 300



Partial Walnut Orchard. Great Man Cave in the background



Beautiful day Excellent Food, Fantastic Time Thank you Bill and Jo

# Lowell Howe's October 16 Junk Yard Prowl

It was a beautiful day. Each year, Kenyon sponsors a Lowell Howe Junk Yard Prowl and invites Imperial Owners to browse, kick tires, shoot the breeze, and enjoy Submarine Sandwiches that he provides. This year, several IOANC members went. They were: Tom Egger, Jimmy White, Pauline Yetter, David Joliff, Kenyon Wills, Ken and Debbie Lang. Here is a pictorial of the day.



Lowell Howe



Pauline Yetter and Kenyon Wills



Relaxing after the 'Prowl'



Ken Lang, Jimmy White, David Joliff, looking good



Jimmy White's '63 Southampton  
Ken and Debbie Lang's '68 LeBaron in back



Tom Egger's '64 Crown

# Hot Leads For Sale

## 1955 Imperial Newport

CONTACT:  
John Curtis

Email: [curtisjd@ix.netcom.com](mailto:curtisjd@ix.netcom.com)  
Telephone: (925) 957-1000  
Cell phone: (925) 787-1607

2 DR HT. Power steering, power brakes, electric windows and seats, AC (with the condenser in the trunk), radio and clock. 2-door hardtop with leather seats (cloth inserts) and gunsight tail lights. It is a large 4,500 lb vehicle with two tone paint job (light blue / dark blue) and very sharp looking, fully radiused wheel openings. The engine is a 331 cubic inch Hemi V8 rated at 250 hp with an automatic transmission and a unique "wand" shift lever protruding from the dash. It's an older restoration. I believe that it is complete. It comes with manuals, some spare parts, and some show materials. The AC doesn't work at the moment -- though its complete. The vehicle runs well, has been tuned up, has new white wall tires, new brakes and is available for test driving. 35,350 miles. \$10,000.



IMPERIAL IMPERIAL IMPERIAL IMPERIAL IMPERIAL IMPERIAL

We all know June Reinhardt and her beautiful 1955. June has had some health issues and feels she won't be driving for a long time. As we all know, our Imperials are made to be driven so June has asked her nephew to find a new home for her **one owner Imperial**. If you are interested in buying her car, please contact: TONY MEDYN by email or phone.

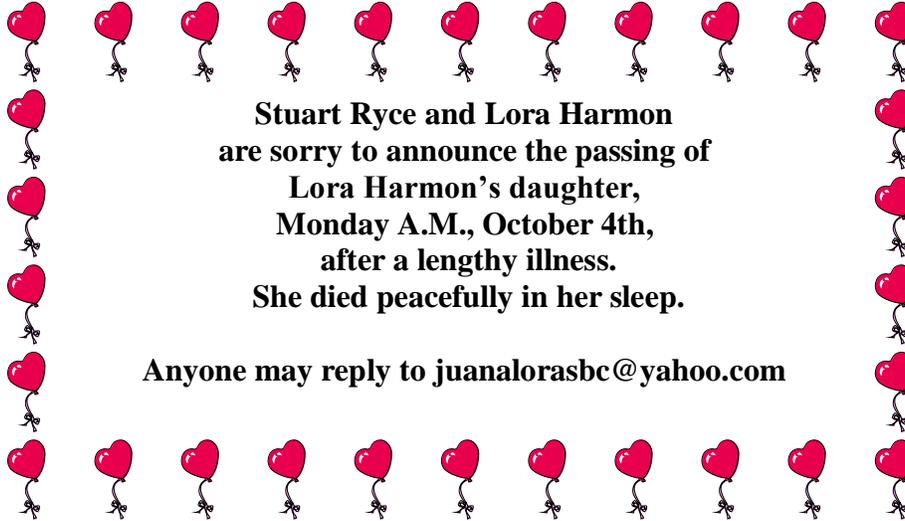
Email: [YLTony@aol.com](mailto:YLTony@aol.com)

Home phone: 714-779-1106  
Cell phone: 714-392-9004

# For Sale

Memo from:  
Nannette Clark  
SCIOI Treasurer  
IOANC Member

# In Loving Memory



**Stuart Ryce and Lora Harmon  
are sorry to announce the passing of  
Lora Harmon's daughter,  
Monday A.M., October 4th,  
after a lengthy illness.  
She died peacefully in her sleep.**

**Anyone may reply to [juanalorasbc@yahoo.com](mailto:juanalorasbc@yahoo.com)**



These beautiful daisies were taken by me when we arrived at the  
Kit Carson Lodge for a rest stop and lunch.  
Lora, on behalf of our  
IOANC members, we send our deepest sympathies.

## **First Announcement!**



### 2011 IOANC Fall Tour

Cruise from Vancouver, British Columbia to San Francisco!

**Sail aboard the Princess Cruise Lines' ship**

*Coral Princess*

Departing Vancouver on

Saturday, September 24<sup>th</sup>, 2011

**At Four o'clock in the Afternoon**

&

Arriving in San Francisco

Monday, September 26<sup>th</sup>, 2011

**At Ten o'clock in the Morning**

All Interested Parties Please

**SAVE THE DATE**

&

**OBTAIN PASSPORTS FOR INTERNATIONAL TRAVEL**

## The Nitti-Gritty

### The Ship

The *Coral Princess* was built in 2002 and refurbished in 2009. It has a 4½ star rating out of six, which is apparently very good. **This ship holds a total of 1,970 passengers, which means that it's not one of the biggest cruise ships in service, but if you don't want to run into someone for a day and a half, you should be able to pull that off.** Unique features of the *Coral Princess* include **a "Swim against the current" lap pool, a nine-hole putting course, golf simulator, cigar lounge, outdoor movie screen, spa, and a 24-hour buffet.** Ninety-percent of the staterooms have ocean views, and there are 700 balconies. At any time, any day, you can go to [www.princess.com](http://www.princess.com), **click on "ships", click on "Coral Princess", then click on "Princess Bridge Cam" to see where in the world the *Coral Princess* is at.** You can also see all deck plans, ship features, and information on staterooms. There are **several different stateroom types you can choose from, including "Interior", "Oceanview Obstructed", "Oceanview", "Balcony", and "Mini-Suite/Suite".** The price of the cruise depends on which type of cabin you choose.

### The Cruise

The type of cruise we will be on is known as a "Repositioning Cruise". There are no stops, land excursions, or other interruptions along the way. We board the ship in Vancouver and disembark in San Francisco. **If you've never cruised before, this is a great introduction to life aboard ship, and a wonderful opportunity to see if you enjoy cruising.** If you have cruised before, then you know that a day and a half away from it all is pure heaven.

### The Cost

When you book your cruise, you actually pick the cabin you'll be staying in. Some people prefer being in the middle of the ship for the smoothest possible ride, and generally, those cabins go first. Latecomers will get whatever's left over. The sailing from Vancouver to San Francisco is generally pretty smooth, but I've never been all the way forward or aft on a ship either. You should know that Princess will fill up this ship, one way or another. Now, what does this all have to do with cost? Well, simply that most often, the price of a cruise will come down the closer we get to the sailing date in order to fill the ship. You may **decide to play the "wait and see" game, but you might not get very many choices when it comes to selecting your cabin.** Right now, prices are as follows: Interior cabins are \$221.09, Oceanview are \$261.09, and Balcony cabins are \$321.09. These prices are per person, based on double occupancy, and include taxes and government fees. Some cabins can accommodate a third or even a fourth person, at a lower charge. Prices also include your meals on board, and every cruise Pat and I have **been on offers plenty of very good food, 24 hours a day. To work off the extra pounds you'll put on, you can always hit the gym (free) or work up a frenzy in the casino (maybe not so free).** Prices quoted do not include liquor and other types of specialty foods that are available on board. Gratuities are extra, and there is a recommended amount of \$10.50 per person per day for tips. **To see what's included and what isn't for the price quoted, go to [www.princess.com](http://www.princess.com).**

### The Loose Ends

You'll need to get yourself to the ship and back to wherever you started out from. For example, if you choose to fly to Vancouver, you'll need to get yourself from the Airport in Vancouver to the cruise ship (Princess can assist you on this, but there is an extra charge called a "Transfer" fee), and then you'll have to get home from the cruise ship terminal in San Francisco once we've returned. This might involve taxi rides, busses, or other arrangements you'll need to make on your own.

What else is going on?

Some people have expressed an interest in a group activity in Vancouver prior to sailing on Saturday afternoon. There has **even been mentioned the possibility of some members taking the Amtrak's *Coast Starlight* to Vancouver instead of flying.** If enough people express an interest in doing something as a group, then we'll present something of interest to the members. If you've never been to Vancouver, it's really a great city with lots to see and do, and I'd be glad to arrange something ahead of time, if there is interest in doing so.

The Timeline

If you'd like to participate in this event, there are some things you should be doing right now: First, let me know if you are interested. There is no commitment to make, just let me know honestly if it sounds like it's for you or not. Second, make sure you have a valid Passport. You can no longer enter Canada without one, and even if you did get in, you wouldn't get back. The processing time for getting a passport can be six to eight weeks or more, and you'll need to start this process now. Check with your local county government on how to do this. Third, start saving away your quarters, dimes, nickels, pennies, and anything else you come across. I would imagine the entire cost of the trip is going to run each individual between \$400 and \$500 minimum, without adding any days, for the lowest priced cabins. By January, we'll need to make the first bookings, and at that time, we'll require a 20% deposit for the cruise fare to submit to Princess. The final payment will be due by July 11, 2011. There is also cancellation insurance available, and for more on this, see the Princess website.

What else?

Pat and Bob Trepanier are hosting this tour. If you have any questions, feel free to contact either of us at (707) 527-5940 any time. We're working with Peggy Jensen on making this booking, who is working with Jody Quinn, who is with Kidd's Cruises and Tours. You can always look at the princess website for a bunch of information that I haven't provided, don't know, or am keeping secret from you. At the bottom of this form, there is an "Interested Member" tear-off that I'd appreciate you filling out and returning to me at your earliest convenience.

Interested Members please complete, clip and return the lower portion of this page

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Names

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Address

City

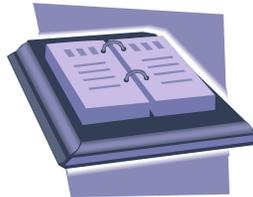
Phone Number

We are interested in going:

We are interested in an activity prior to the cruise:

Cut and return this portion to Bob and Pat Trepanier, 3188 Montecito Meadow Drive, Santa Rosa, CA 95404

## 2010 IOANC TOUR CALENDAR Jan Hardy, IOANC Tour Director/Coordinator



November 6 \*\*

Annual Business Meeting November 6–

Meet at the museum by 9:30 am.

ADDRESS IS 216 "O" STREET, SACRAMENTO, CA.

We will tour newly enlarged Crocker Art Gallery at 10:00am.

After the tour we will caravan along Sacramento River on Garden Hiway to Alamar Floating Restaurant for lunch and the Annual Business Meeting.

December 5 \*\*

Annual Christmas Party organized by Lora Harmon at Hometown Buffet, Concord, Ca. 12 noon.

\*\* Please call Jan Hardy (707-678-5904) if you will the Annual Christmas Party on December 5.

She wants to get an idea of how many seats at the restaurant to Reserve for both occasions. Christmas time will definitely get very busy as the time gets closer, and we DON'T WANT TO SCRAMBLE AT THE LAST MOMENT.

Thanks so much!!

check our website for up to the minute details  
[www.ioanc.com/events.html](http://www.ioanc.com/events.html)

[View Pictures of our 2010 Fall Tour](#)



2011



New Membership Application/Renewal Form

Website: [www.ioanc.com](http://www.ioanc.com)

New Membership Application

Renewal

Members of the IOANC are entitled to six issues of the club newsletter *Imperial Material* annually, invitations to club events, tours, and shows, an annual membership roster, participation in the Annual Business Meeting, advertising privileges in the newsletter, and one vote at the Annual Business Meeting and Elections.

Please list all individuals:

\_\_\_\_\_  
 First Name Last Name

\_\_\_\_\_  
 First Name Last Name

\_\_\_\_\_  
 Address City State Zip Code

\_\_\_\_\_  
 Home Phone Cell Phone

\_\_\_\_\_  
 E-mail

In lieu of a postal mailed copy, please send my newsletter to my e-mail address listed above.

Imperials you own:

(If no changes from last year, check the box below)

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 Year Model Body Style Color

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 Year Model Body Style Color

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 Year Model Body Style Color

**Use same information shown in last years' roster**

Membership is \$30 for the calendar year, January 1 to December 31, 2011. Full year memberships are due by February 1 for inclusion in the annual roster. For new members only, who join the IOANC after June 30<sup>th</sup>, dues are one-half the annual rate. Checks payable to the IOANC, along with this completed form, are to be sent to:

**IOANC, P.O. Box 14626, Santa Rosa, CA 95402**

REMINDERS

- Cars &/or parts for sale are printed in the club newsletter at no cost to members. If you have an ad you want listed, please email Dave Labhard at [dlabhard@surewest.net](mailto:dlabhard@surewest.net) or the club mailbox.
- If you would like to change the format in which you receive the *Imperial Material* from printed to electronically, or vice versa, please email Debbie Lang at [deb@4thelangs.com](mailto:deb@4thelangs.com). Emailed newsletters are in full color; mailed copies are in black and white.
- Please contact Jan Hardy if you would like to host a tour for 2011!
- If you know of anyone who would like to join IOANC or Renew, the Membership form is on our website [www.ioanc.com](http://www.ioanc.com)
- **Editor's Note:** . I am a GIANTS Fan, and am I ever thrilled that we FINALLY won the World Series as San Francisco Giants. I ventured on BART, (Bay Area Rapid Transit) to get over to the City the day of the Parade. On the train, I had so much fun celebrating with others on the way over. It was standing room only, and EVERYONE was in a FANTASTIC mood. When I got of the Civic Center exit and climbed to the surface of Market Street, I was amazed and overwhelmed by the sea of Orange and Black colors . Everyone was in a GREAT mood, yelling "GO GIANTS", and having it echo from fans on the other side of the street. I was able to spend time with my son who I used to take to baseball games at Candlestick Park in the 80's and 90's . We took our time walking from Civic Center to the Ferry Building in that special VICTORY glow. It was an AMAZING day. I looked at my watch, and it was time to get back to the East Bay. My son and I said our goodbyes for the moment, and the ride back was just as crowded, and just as conversational. I tried to get the Newsletter out on the 1st, but, Giants Fever had a hold of me! I want to thank Rich and Jan Hardy for their fabulous trip planning of the Fall Tour and photos. I also want to acknowledge Cam and Dave Labhard, and John Tennyson for your photos, too. PLEASE go to our website <http://www.ioanc.com>, and choose Photo Gallery to enjoy all of the The Fall Tour Photos! Til next time!!

**2010 Executive Board Club Officers**

President	Dave Labhard	Sacramento	916-825-7999
Secretary	Bob Trepanier	Santa Rosa	707-527-5940
Membership VP	Tom Egger	Modesto	209-545-1481
Newsletter Editor VP	Debbie Lang	Hayward	510-886-5934
Treasurer	Jimmy White	Citrus Heights	916-726-2409

**Appointed Ex-Officio Club Officers**

Events Director	Jan Hardy	Dixon	707-678-5904
Photographer	Rich Hardy	Dixon	707-678-5904

<b><u>Club Address:</u></b>	P.O. Box 14626	Santa Rosa, CA	95402
<b><u>Dues:</u></b>	\$30 per annum	Checks payable to:	IOANC
		Mailed to:	Club Address above

**Website:** [www.ioanc.com](http://www.ioanc.com) Type into address bar to access