

NEWSLETTER OF THE IMPERIAL OWNERS ASSOCIATION OF NORTHERN CALIFORNIA

*Imperial*



*Material*

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**Special points of interest:**

- 2011 Fall Tour—  
Vancouver to  
San Francisco
- Selby BBQ
- Article: When is a  
Chrysler not a Chrysler



**A gentle reminder that  
it is time to  
RENEW your  
2012 Membership  
Application on Page 17**

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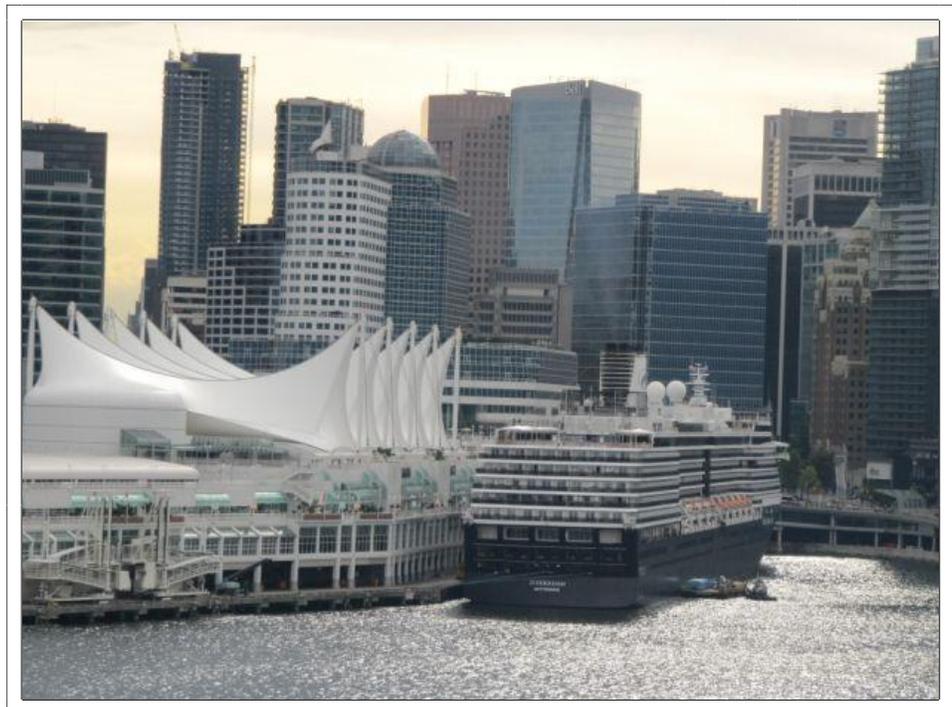
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# *IOANC Fall Tour*

## **September 23 -26 2011**

### *Vancouver to San Francisco*

## Repositioning Cruise



Impressive view of the City of Vancouver. The ship pictured is the Zuiderdam at port, on the other side of Canada Place where the Coral Princess was berthed. The Coral Princess was the ship IOANC members sailed to San Francisco.



## IOANC Presidents Column

DAVE LABHARD



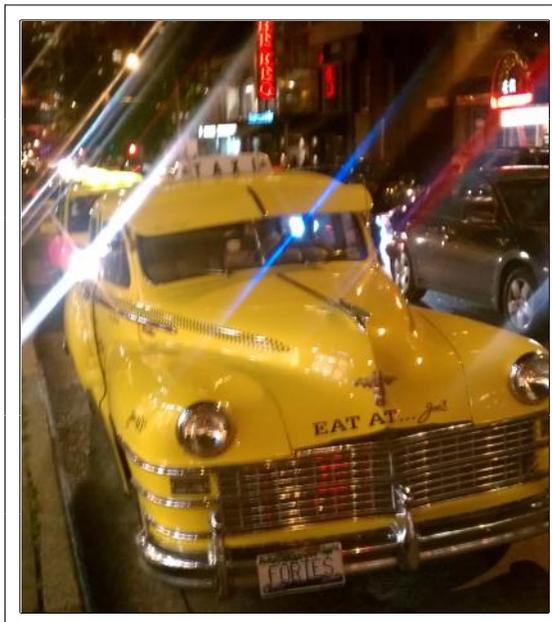
I would just like to say that the tour to **Vancouver Canada** and cruise to **San Francisco** was a great trip with our friends from the **Imperial Club**. As on all trips we were thrown a few curves but they did not deter us from having a wonderful time. We took things in stride and truly enjoyed ourselves. **Cam and I** along with **Roger and Carol Selby** caught up with **Bob and Pat Trepanier** in **Stanley Park**. Bob offered to be our tour guide for the day and we all jumped in their rented van and off we went. We met later for dinner at a sea side restaurant and enjoyed good food and good conversation. The next day when we left for the ship we all agreed we would return to Vancouver.

The **Coral Princess** was a beautiful ship and as our first time on a cruise ship we were very impressed. The adverse weather did slow us down a bit but most of us managed to meet for dinner. Cam and I caught up with **Jim and Amore Hudgins** at breakfast and we all agreed to meet on the top deck to sail under the **Golden Gate Bridge** into San Francisco.

Our sincere thanks go to **Bob and Pat Trepanier** for planning and coordinating this special tour.

Soon after the **Vancouver** tour **Roger and Carol Selby** hosted an **IOANC BBQ** at their place in the Placerville hills. It was a spectacular day with a wonderful BBQ buffet in the perfect setting.

**Reminder: The IOANC Annual Business Meeting Saturday November 12<sup>th</sup>.**



Vancouver Taxi

# 2011 Fall Tour Canada Repositioning Cruise from Vancouver Sept 23-26, 2011

## 2011 IOANC Fall Tour Recap

For the first time in IOANC history, our annual fall tour took club members outside the USA boundaries and into international territory. Dave and Cam Labhard, Roger and Carolyn Selby, Jim and Amor Hudgens, and Bob and Pat Trepanier joined WPC members Joe and Charlie Brown from Summerland, British Columbia, in Vancouver and sailed the *Coral Princess* back to San Francisco, where we were greeted by Ken and Debbie Lang dockside and welcomed home.

The Labhard's and the Selby's were the first to arrive in Vancouver, four days prior to sailing, while the Hudgen's and the Trepanier's arrived three days prior. Joe and Charley met the group in Vancouver the night before sailing for an enjoyable dinner at the respected *Fish House in Stanley Park*. Each couple chose their own itinerary for pre-cruise sight-seeing, with the Hudgen's taking in Butchart Gardens and the Empress Hotel in Victoria, the Labhard's and Selby's visiting Stanley Park, Capilano Lake and Cleveland Dam, and the Capilano Suspension bridge, and Bob and Pat visiting Parliament and the Royal British Columbia Museum in Victoria. Other sights taken in were Granville Island, the University of British Columbia Botanical Gardens, and an extensive Hop-on Hop-off bus tour of many of the wonderful sights of Canada's bustling and favorite city. Resolutions were made by each of us to return to Vancouver soon, where the locals are friendly, people walk everywhere, and cleanliness abounds.

Once we boarded the *Coral Princess* for our return trip home, our group intermittently met for breakfast, dinner, nightly entertainment, and exploring the ship. Besides the many food venues which included two dining rooms, a buffet, the Bayou Cafe, and Sabatini's Italian Restaurant, as well as a pizzeria, a burger bar and grill, and an ice cream counter, the ship offered several lounges, an "internet" café, a library/card/game room, several shops, a fitness club, spa, basketball court, shuffleboard court, 3 swimming pools, several hot tubs, a virtual golf course, and even a wedding chapel. It was quite an experience!

After the waters calmed down and we all got our sea legs under us, we spent more and more time exploring the 92,000 ton, 965 foot long vessel. We had barely scratched the surface of all there was to see and do when it came time to enter San Francisco Bay under the Golden Gate Bridge, which until the last moment was mysteriously shrouded by a blanket of thick fog. Prior to entering the bay, and before we slipped into the fog bank, we were treated to spectacular views of the Farallon Islands to the west of us and Point Reyes Lighthouse (IOANC tour, June 2004) to the east. The views of San Francisco, the Golden Gate Bridge, The Presidio, Alcatraz, Fort Mason, Sausalito, Angel Island, and Fisherman's Wharf from the 14<sup>th</sup> deck of the *Coral Princess* were absolutely spectacular and won't be forgotten by fall tour participants any time soon.

The fall tour has offered a variety of wonderful locations to club members for many years, and plans are already in the works for a great 2012 destination. Join us for that event as well as any and all of the great outings the IOANC offers all year long!

*Bob and Pat Trepanier*

# Victoria B.C. Sightseeing

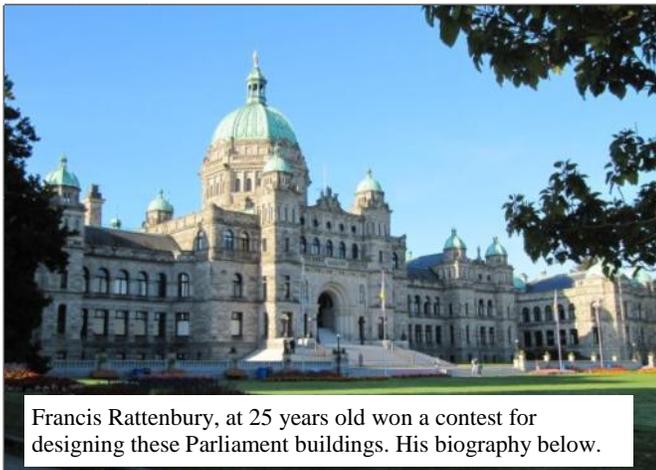
The photos are compliments of Bob and Pat Trepanier.. The saying goes that “Beauty is in the Eyes of the Beholder”. Thank you, Bob and Pat, your vision is now being enjoyed by all who have NOT been to Victoria B.C., and Vancouver and a beautiful reminder for those who have.



Victoria, known for its beautiful public display of flowers



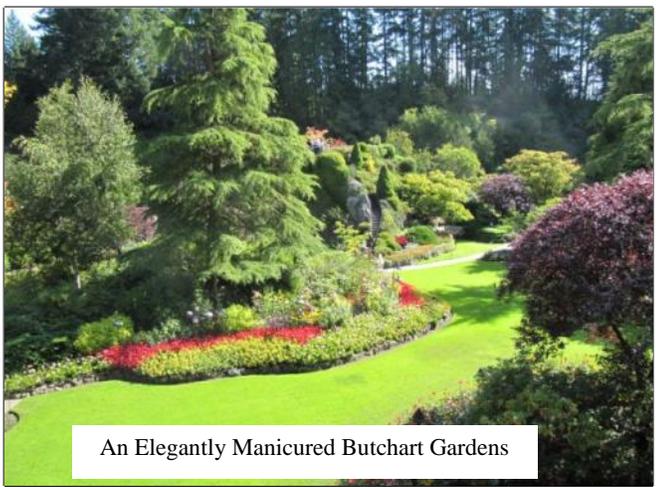
Empress Hotel in Victoria. The architect is Francis Rattenbury, who also designed the Parliament buildings.



Francis Rattenbury, at 25 years old won a contest for designing these Parliament buildings. His biography below.



A night view of Parliament Buildings Wow!

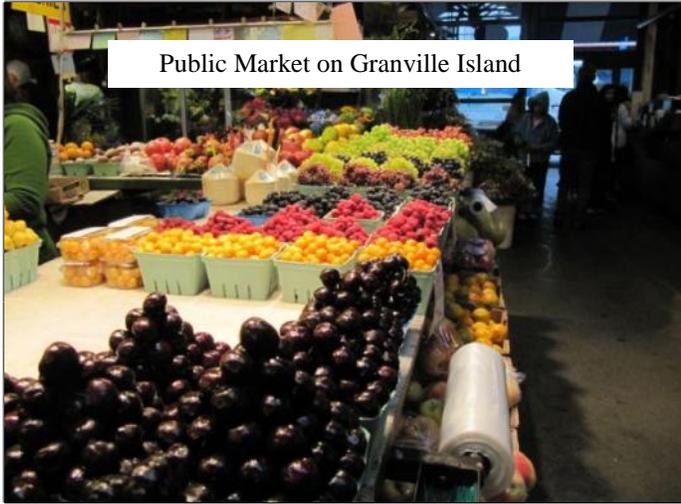


An Elegantly Manicured Butchart Gardens

Bob Trepanier, architect by training and heart shares the life and times of Francis Rattenbury, Architect of the Empress Hotel and Parliament Buildings in Victoria, B.C.

Rattenbury had no formal training in Architecture, made a fortune, lost it, and ended up being murdered by his second wife's lover. He left his first wife of 25 years of marriage to marry a woman 29 years younger than he. She in turn would have an affair with their 18 year old chauffeur, who would end up committing the murder of Rattenbury in 1935. The second wife was originally charged with Francis' murder, but later retracted her confession and cleared of the crime. Two days after her release she committed suicide. The chauffeur was eventually found guilty, sentenced to death, but had that sentence commuted to life in prison, only to be released early to serve in the armed services during World War II. He died in 2000 at 83. As Bob puts it: "Fame, fortune, love, scandal, murder, and suicide: Why hasn't this story been made in to a movie??"

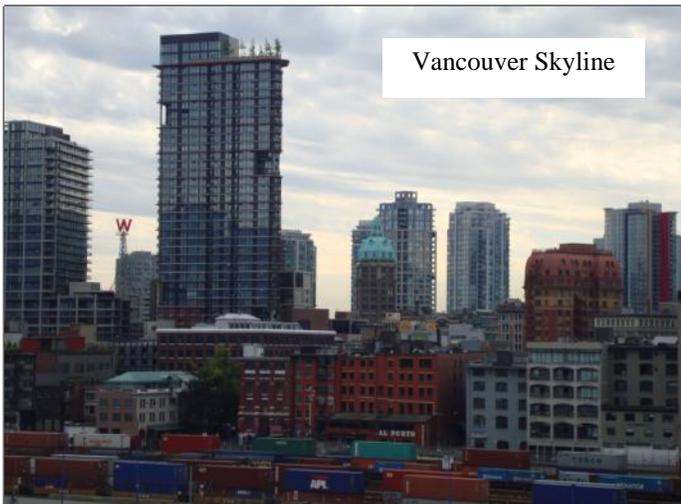
# Vancouver Sightseeing



Public Market on Granville Island



Stanley Park



Vancouver Skyline



Robson Street in Vancouver –Premier Shopping



Farewell to Vancouver Dinner: Selby's, Labhard's, Trepanier's, and Joe and Charley Brown from Canada who came to meet and travel with our IOANC members.



Departing shot from the Coral Princess of Vancouver

# Fun Photos *Fall Tour (con't)*



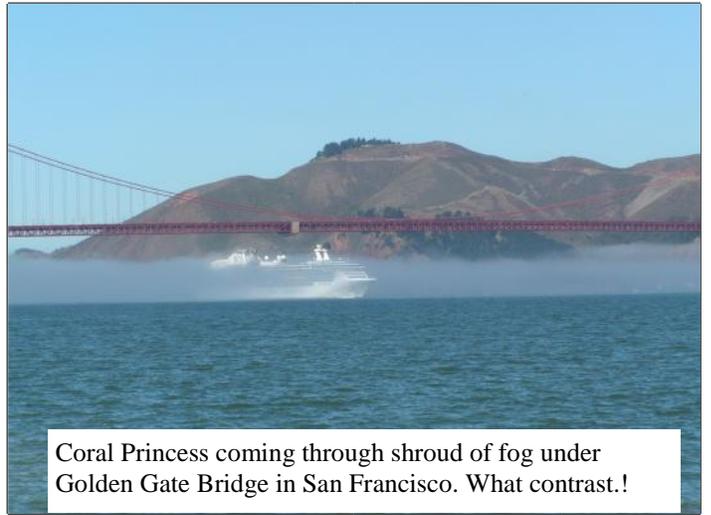
Bob Trepanier found this '47-'48 Chrysler Town and Country on the street. It certainly shows character.



Finally aboard the Cruise Ship: Carol Selby, Labhard's and Trepanier's



Selby's, Trepanier's, Brown's, Labhard's, Amor and Jim Hudgen's on board Coral Princess., with San Francisco in background



Coral Princess coming through shroud of fog under Golden Gate Bridge in San Francisco. What contrast.!



Out of the fog, sailing for Pier 35

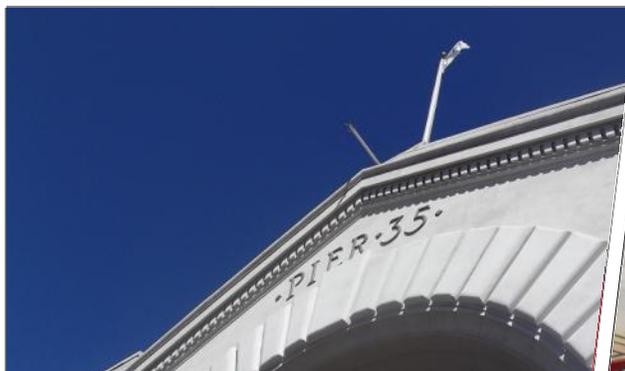


Finally DOCKED! You can see First Lady, Cam Labhard (wearing white) on deck below Coral Princess signage..fun!

# Last but not Least 2011 Fall Tour Arrival

# San Francisco

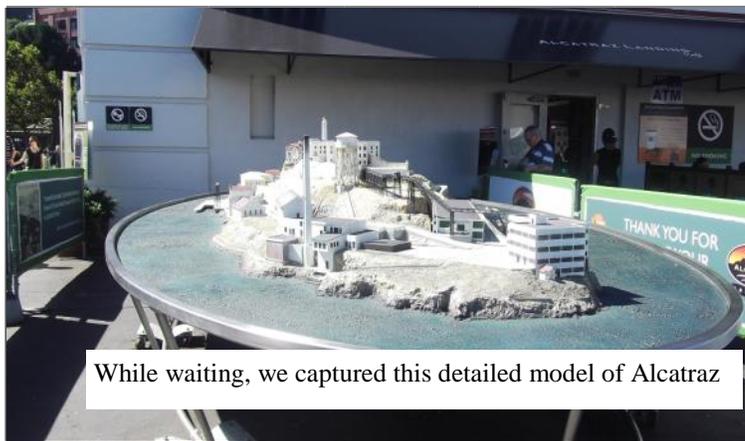
Sept 26, 2011



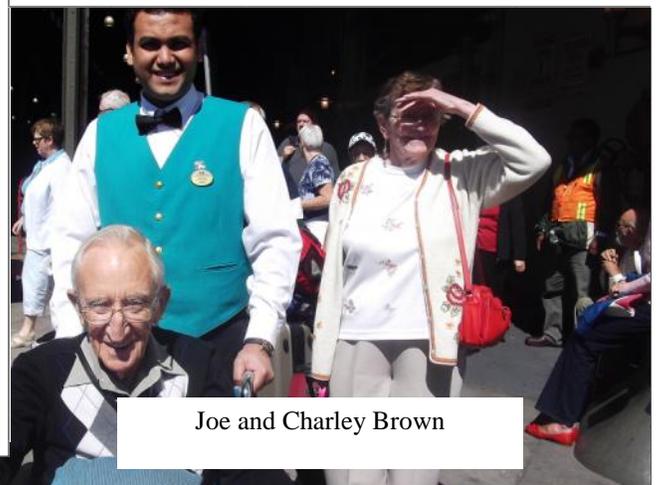
There was some confusion as to where we would meet IOANC members. Finally, we found they would disembark at Pier 35.



Pat and Bob...always have GREAT smiles. Glad to be "home".



While waiting, we captured this detailed model of Alcatraz



Joe and Charley Brown

On the day of the Coral Princess's arrival, Ken and I traveled to the Marin Headlands to take pictures of the ship coming into Port. On the next pages you will see our photo journal of San Francisco tour we gave to Joe and Charley Brown, our dear friends, who are WPC members, and met at the WPC National Meet a few years ago in Sacramento. Of course, upon a ship's arrival it takes literally a few hours for people to disembark. We were able to take pictures of Bob and Pat Trepanier, and Joe and Charley. We couldn't wait to get pictures of Dave and Cam Labhard, the Selby's or the Hudgen's thought it would have been fantastic to see their smiling faces also. It was a fun Fall Tour, and as our President Dave Labhard said in his President's message, we thank Bob and Pat Trepanier for their diligence in organizing this cruise by water not by land...though we continue to ask that you join us for our cruises by land in the coming months! (smile)...

# Selby's Ranch BBQ

## Hang Town, California

**Oct 8, 2011**

We always have a GREAT time at our IOANC events. The Selby BBQ was no exception. The food was exceptional. The day was gorgeous and warm. IOANC members in attendance were Dave and Cam Labhard, Tom and Sherri Egger, David and Karen Barnhardt, Tomm and Kathy Quinn, DJ Quinn and Linda Meyer-Ehly, Tony and Marilyn Bevacqua, Bruce and Maryann Toelle, Deb Compson, Susan Guterrez, John Tennyson, John Weaver, Bob and Royalee Schertle, Jan and Rich Hardy, Ken and Debbie Lang, and our gracious hosts, Roger and Carol Selby. The Selby's family were present., and it was great to see Steve Selby. DJ was our official BBQ man of the afternoon...EVERYTHING was hmm hmm....SCRUMPTIOUS!



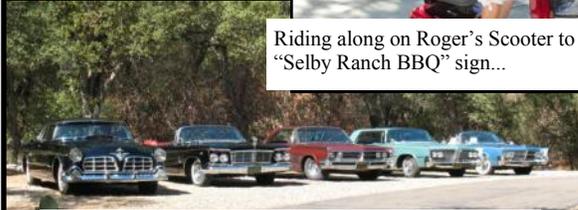
Roger's Chrysler Building



Riding along on Roger's Scooter to take a pic of "Selby Ranch BBQ" sign...



Cam Labhard and Sherrie Egger



Quasi Imperial Row: Labhard's '55, Barnhardt's '63, Tennyson's '66 "300," Egger's '64, Thom and Kathy Quinn's '67.



Marilyn Bevacqua & Arlene Hackney



Shop Talk—Tom Egger and John Tennyson



It is DEFINITELY a leisurely afternoon, L-R Thom Quinn, Tony Bevacqua, Bruce Toelle Great Minds Think Alike!



Roger's Man Cave is just a treat! Smile— you're on Candid Camera Steve Selby and Mike Hackney



Maryann Toelle and Susan Gutierrez enjoying the shade on a warm day.



Group Photo



Aww...Nice Pic—Dave and Karen Barnhardt



A Car Club History of Fast Friendship—  
John Weaver and John Tennyson

Royalee and Bob Schertle—always enjoy an IOANC event if they are not hosting one :)



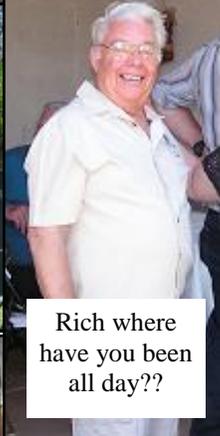
Hostesses with the Mostesses—  
Carol Selby and Sherrie Egger



How do you spell FUN? (L-R) Deb Compson, Cam Labhard, Susan Gutierrez, Jan Hardy, Karen Barnhardt, Kathy Quinn, Linda Meyer-Ehly, Deb Lang and even Ken Lang got in the picture



Pure Country in the background  
Maryann Toelle, and Dave Labhard



Rich where  
have you been  
all day??



BFF's (best  
friends  
Forever :))  
...  
Arlene  
Hackney  
and Deb  
Compson

So glad you could accompany Tony today, Marilyn Bevacqua... Beautiful Photo, glad the day was warm for you (and me)..



Left—Tom and Sherrie Egger's '64 Imperial  
Right -Thom and Kathy Quinn's '67 Imperial Convertible



Food 'a  
PLENTY

Y  
U  
M  
M



Glad you could look up and give a quick smile, DJ



## WHEN IS A CHRYSLER NOT A CHRYSLER?

# 1967 IMPERIAL CONVERTIBLE

By Arch Brown

It wasn't until 1955 that the Imperial was established as a marque — a brand name — in its own right.

To be sure, Chrysler had marketed an Imperial line right from the start, back in 1924. But it was always the Chrysler Imperial, regarded simply as the top of the Chrysler line, not as a separate entity. At first, in fact, it shared the engine and chassis of the standard Chrysler, its principal distinction lying in its more sumptuous level of trim. And its \$1,895 price was only \$270 higher than the base Chrysler sedan.

Within two years, however, the Chrysler Imperial had picked up more than half a ton of additional weight. Its new six-cylinder engine produced 92 horsepower, up from 68 in the original version. And at \$3,395 it cost \$200 more than a Cadillac!

By 1928 there was 112 hp on tap, and the Chrysler Imperial was one of the fastest of all production automobiles. Its price had been shaved, too; but at \$2,695 it was still an expensive machine. A Fifth Series Packard was \$410 cheaper!

Not until 1931 was the Imperial given eight-cylinder power — a huge, 384.8-cid straight eight rated at 125 hp. The car was enormous, too, resting on a wheelbase of 145 inches and tipping the scales at 4,705 pounds. Its quality was as impressive as its performance. At \$2,745 it was \$50 cheaper than a Cadillac, and unquestionably it was a bargain. But times were hard, and the market for expensive automobiles was increasingly limited.

And so, as the depression deepened, the Imperial title was bestowed upon progressively smaller and less prestigious cars. By 1937 a Chrysler Imperial Brougham could be purchased for as little as \$1,070! With a wheelbase of just 121 inches, this 3,544-pound automobile was a far cry from the great land yachts that had carried the Imperial designation a few years earlier. But it was fast! Fast enough, in fact, that it became a favorite with the California Highway Patrol. And it sold in much great-



er numbers than any previous Chrysler Imperial.

By this time, of course, the Imperial name stood more for performance than for prestige, although the company continued to market some high-priced models under the Chrysler Custom Imperial title. But then in an abrupt turnabout, commencing in 1940, Chrysler again reserved the Imperial name solely for its luxury models. Once again they were big cars, with a wheelbase of 145 inches. Not until a decade later was there a regular-production Chrysler Imperial built on anything less than a limousine-length chassis.

In what appears in retrospect to have been a serious lapse of judgment on somebody's part, the Chrysler Imperials of 1950-52, though they were priced head-to-head with Cadillac, were made to look almost the same as Chrysler's medium-priced lines. It seems hardly necessary to add that they sold poorly. But in 1953 an effort was made to distinguish the Imperial series from the upper-medium-priced New Yorker. In part this was done by fitting the latter to the shorter chassis of the six-cylinder Windsor, and in part the dif-

ferentiation came about through styling modifications. Unfortunately, a \$400 price increase accompanied these otherwise commendable efforts, and the New Yorker outsold the larger car by a margin of nearly nine to one.

The year 1955 was a watershed for Chrysler Corp. Under the leadership of Virgil Exner, the entire product line was attractively restyled. And at long last the Imperial was cut loose from the Chrysler line and established as a marque in its own right. It was a move long overdue. And the new, un-hyphenated Imperial was a magnificent automobile, distinguished from the Chrysler by a massive grille at one end and a pair of distinctive "bomb-sight" taillamps at the other. Still, people, even some who should have known better, continued to refer to it as the Chrysler Imperial.

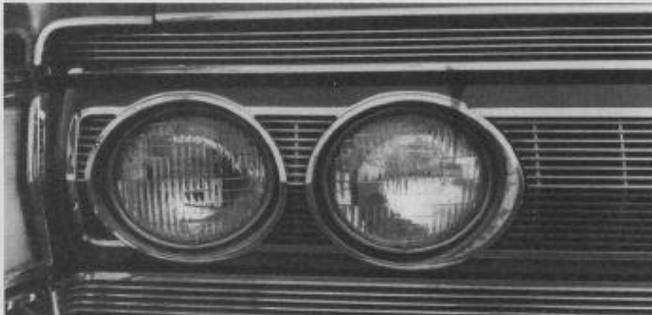
But never mind; Imperial sales doubled over 1954, despite the fact that the new car sold for \$500 more than a Cadillac!

The next big step came in 1957, with the introduction of Chrysler Corp.'s "Forward Look." For this time the Imperial had its own sheet metal, sharing its styling with

# IMPERIAL

no other car. Impressive in appearance, the 1957 model was actually shorter than its predecessor, though it was marginally heavier. It continued, however, to share the New Yorker's engine. And for the first time in many years the Imperial's price was fully competitive with that of the Cadillac.

For the Chrysler Corp. to have gone to the enormous expense of developing separate tooling for what had always been a limited-production automobile was an audacious move. Obviously the company was prepared to take some risks in its effort to



challenge Cadillac's dominance of the luxury market. And the attempt was successful, at least up to a point. For Imperial production during the 1957 model year was almost four times as great as the year before. And for the first time in its history, the Imperial outsold the Lincoln!

It turned out to be the *only* time Imperial outsold Lincoln, however. Quality control problems, which plagued all Chrysler Corp. lines in the late fifties, proved to be particularly damaging to the Imperial's reputation, and sales dropped by more than half during 1958. Things picked up a little the following year, but then the downward trend commenced once again.

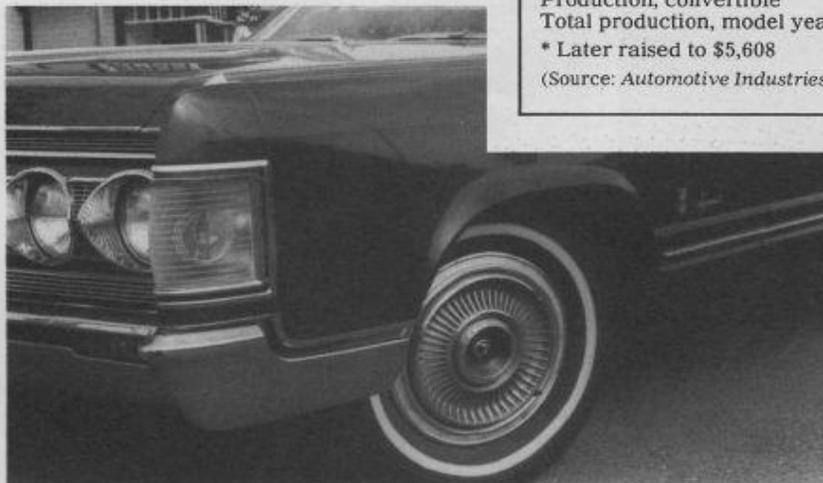
Fresh new styling, again distinct from the corporation's less expensive marques,

was featured during 1964. Imperial sales rose substantially that year, despite the fact that prices were again significantly higher than Cadillac's. Even so, Imperial sales were no more than a weak third, behind front-running Cadillac and the handsome Lincoln Continental.

The Imperial's next major change came about in 1967, the year our feature car was built. For the first time since 1956 the Imperial shared its major body components with the Chrysler, though both its wheelbase and its rear deck were stretched by several inches. Quality control, by this time, was very high. But so was the price! More than a thousand dollars separated it from the Cadillac, in the case of the convertible, although a mid-

year price increase by Cadillac cut the difference to \$636. Overall, sales were up a little for the model year, but not much. The total came to only 17,614 units — a miserable showing against Cadillac's output of 200,000 cars!

It is perhaps best that we draw what Mark Twain once called "the curtain of mercy" across the remainder of the Imperial's history, for the marque went absolutely nowhere during the remaining years of its production life. Just how dismal the picture became can be seen in the contrast between the Imperial's 1973 output and that of Cadillac: 16,729 cars, versus 304,839! Attractive new styling for 1974 failed to spark a revival, and 1975 looked even worse. It was time for the



**COMPARISON TABLE  
1967 IMPERIAL AND CADILLAC CONVERTIBLES**

	<b>Imperial</b>	<b>Cadillac</b>
Price (f.o.b. factory)	\$6,244	\$5,238*
Engine	90° OHV V-8	90° OHV V-8
Bore/stroke	4.32x3.75	4.13x4.00
Displacement (cu. in.)	440.0	429.0
HP/RPM	350/4,400	340/4,600
Torque/RPM	480/2,800	480/3,000
Compression ratio	10.10:1	10.50:1
Carburetor	1-4 bbl	1-4 bbl
Transmission	Torqueflite	Turbo-HydraMatic
Ratios	2.45/1.45/1.00	2.48/1.48/1.00
Max. ratio at stall	2.00:1	2.00:1
Final drive ratio	2.94:1	2.94:1
Brakes	Disc/drum (power)	Drum (power)
Swept area (sq. in.)	471.6	377.0
Power steering ratio (overall)	19.1	16.6
Turn Circle (curb/curb)	44' 11"	44' 9"
Front suspension (independent)	Torsion bars	Coil springs
Tire size	9.15/15	9.00/15
Wheelbase	127"	129½"
Overall length	224.7"	224.0"
Overall width	79.6"	79.9"
Overall height (sedan)	57.1"	58.1"
Shipping weight (convertible)	4,815 lbs.	4,479 lbs.
Horsepower/c.i.d.	.795	.793
Lbs./horsepower	13.76	13.17
Lbs. c.i.d.	10.03	10.44
Production, convertible	577	18,200
Total production, model year	15,506	200,000

\* Later raised to \$5,608

(Source: *Automotive Industries*, March 15, 1967)

Chrysler Corp. to abandon what had been a long and costly effort to establish a beachhead in the luxury market.

There was a postscript, of course. Five years later a new Imperial appeared. Offered only as a coupe, it was based on the Chrysler Cordoba, and was distinguished from it by a boxy rear deck. Presumably the styling had been inspired by the Cadillac Seville, but somehow it managed only to look like something left over from the heyday of the Wells Fargo Express; and it soon joined the rest of the Imperials in oblivion.

Our feature car was still in the hands of its original owner when it was spotted by Ralph Hartsock, a Stockton, Calif. heavy equipment dealer. That was in 1976, when

# IMPERIAL

Ralph was still living in New Jersey. Months of negotiation followed; and finally, early in 1977, the convertible changed hands. With only 66,000 miles then on its clock, the big car was in excellent unrestored condition. Even the forest green metallic paint was, and is, almost like new.

Three years later the Hartsocks moved west, and Ralph and his teenage son had an opportunity to drive the Imperial across the continent. "It's a marvelous road car," its owner reports.

It's a nicely equipped car. In addition to the expected Torqueflite transmission, power steering and power disc brakes, the big ragtop is fitted with electric windows and a reclining split bench seat with six-way power adjustment on both sides. The automatic climate control incorporates both heater and air conditioner. The supple black leather seats are fitted with nylon expansion panels, and when the front backrest is tipped the seat moves forward electrically for easy access to the rear compartment.

Performance is impressive. Acceleration is very fast, cornering is nice and flat, and the ride is firm but comfortable. It's a fine automobile. Was it worth the premium over the price of a Cadillac convertible? Only 577 people thought so, but it's quite possible they may have been right!



# Member's Corner

Ken and I ventured back to Carson City on September 16, 2011 to meet the gentlemen that bought our '67 Imperial featured a featured months ago. John Chudacek is as meticulous in caring for our former '67. We had dinner at Red's 395, and it was again another memorable meal. John complimented Ken in the mechanical excellence of the '67, appreciating that he got what he paid for. They were like two old friends who had not seen each other in years, and in fact, they only became friends recently, and the '67 was their common bond. When he alerted us that he would be in Fallon, Nv. for military business from New Jersey, they agreed that Carson City would be a great place to meet. Ken's daughter, Jennifer lives in Reno, and it was a great opportunity to visit for the rest of the week-end. I am here now working on my first entry in Issue No. 6, promising myself I would get this issue to you by December 1st. Ken saw an article that a beam remnant from one of the Twin Towers beam would be on display in Mills Park, in Carson City. A dedication was made at the location of the beam on September 11, 2011. We drove to Mills Park, and found the beam. It was a somber moment to step up to it and pay our respects. Here are some great photo's of the beam, and our definite remembrance of 9-11-2001.



## For Sale

### 1964 LeBaron

White w/black vinyl top and red leather interior. AM/FM, tilt wheel, auto pilot, rear A/C.  
Rebuilt 413 that runs strong.

Vinyl top needs replacing, but we have the replacement vinyl. Left front seat leather is damaged.  
Car was previously owned by club member, David Joliff.

**ASKING: \$3500.00/  
OBO (or best offer)**

For further information, please contact:

Doreen Flanagan (209) 579-1418 or  
Tom Egger (209) 545-1481

# Jack Shea

## Letter to the editor

### Modesty keeps him from bragging

To the editor:  
I was tickled to see the front-page article about my great friend John "Jack" Shea in the Sept. 21 *Southsider Voice*.

I have known Jack for close to 30 years, and he is simply one of a kind.

Everyone who knows Jack is richer for having met him.

His modesty prevents him from telling about all of the good works that he has done for various individuals and causes over the years, but I know from experience that it has been substantial.

I knew Jack's mom, Maud, who also was wonderfully generous, so I think that Jack came by his goodness honestly.

Greg Dant

# in the NEWS

ice.com

Wednesday, September 21, 2011

## Positively Perry: A weekly glance at our neighbors

### Caregiving and remodeling: It's in his blood

By B. Scott Mohr  
Assistant editor

Although John "Jack" Shea has always been single, the 81-year-old has experienced many of the responsibilities that go along with being married.

After less than two years of service to the Army during the Korean War, he was granted a medical hardship leave in the early 1950s to help care for his cancer-stricken father, Paul, who died in 1952, and his two youngest sisters.

In addition, Shea helped raise a niece with his mom, Maud. "I also took care of Mom until she died 10 years ago, and my oldest sister was here for 6 1/2 months last summer with a broken ankle. I'm always here for anybody," said Shea, who comes from a family of nine children.

"Mom did it all on her own when Dad was sick. She made \$34.50 a month working six 10-hour days, and there was no welfare then."

Shea attended Tech High School but did not graduate; he earned a vocational certificate. "I did not do well with book learning, but I was great with my hands, so I took shop classes and mechanical drawing," he said.

Shea enjoyed a six-month working vacation in 1956 while employed by Sears, Roebuck in California, where he made \$2 an hour, a handsome pay until figuring in the high cost of living.

Upon returning to Indianapolis, he landed a job with Eli Lilly and Co. in 1957. Since Shea didn't boast an advanced degree, he was content knowing that manual labor



SOUTHSIDER VOICE PHOTOS BY DENISE M. SUMMERS  
Shea stands in front of his house, which he painstakingly renovated after purchasing it in 1970 for \$8,000. His craftsmanship and attention to detail is evident throughout the house and yard.

awaited him. "I told the (personal) lady that I wasn't allergic to work. I must have come across being mature. I guess that's what got me the job."

His first position entailed operating a bottle washer; he later did bindery and warehouse work, retiring in 2001 after 34 years of service.

He has lived 40 years in Southport, near Long's Bakery, but spent 11 months remodeling his home before moving in with his mother (they had always lived together).

"I completely gutted it and redid it," said Shea, whose crafts-

manship can be seen throughout the 3,400-square-foot residence. The house had 10-foot ceilings, but they were torn out and lowered to make room for an upstairs. "I moved walls and added a stairway. That's why it took so long."

"I really love living here because of the small-town atmosphere, and I have great neighbors," Shea said.

A "minor remodeling bug" hit him after Christmas last year;

See "Remodeling" Page 5

## Remodeling (Continued from Page 1)



PHOTO COURTESY OF JOHN "JACK" SHEA

Shea's house before he renovated it.

he has painted every room in his house except one – it was wallpapered – and tore out the carpet in two rooms before having it replaced. He also painted his utility shed and 24-by-36 garage a few years ago.

The octogenarian enjoys good health – he takes no medications and manages his diabetes through a balanced diet. "I can handle diabetes," he says. "It's Alzheimer's disease, cancer and Parkinson's disease that scare me."

A clean bill of health allows him to remain self-sufficient. Besides cutting the grass, he shoulders all work around the yard and house. "I enjoy working outside. I trim the bushes, pull weeds, take care of my

tomatoes and water my flowerpots," says Shea, who is active in St. Jude Catholic Church and the Southport Flag Committee. He's also a member of the Chrysler Imperial Classic Car Club and will soon venture to California for its annual show.

An avid traveler, he has been to all 50 states, South America and such countries as Norway, Finland, Denmark, Holland, Germany, Switzerland, England and France. "I liked all of them," he said.

Reflecting on his life, Shea commented, "I am not an educated man, but I am not embarrassed to tell people that. What I've done with my life and hands makes me proud."



John "Jack" Shea sits on the staircase near the entryway to his house. He commissioned the mural behind him, which is highlighted by the stained glass windows next to it.

**Jack Shea**, one of our devoted out-of-State members, and one of a few, who doesn't even own an IMPERIAL, is a proud IOANC and SCIOI member. He loves the camaraderie that the Northern and Southern California Imperial Clubs offer. He was recently SPOTLIGHTED in our **May-June 2011 Imperial Material**.

Well, Jack has made the NEWS again. I am proud to share that Jack was chosen for a feature in his local Newspaper.

With all of the depressing news being reported these days, it is REFRESHING to read the accomplishments of upstanding citizens in our society, the UNSUNG HEROES making a difference where we live.

**Congratulations, Jack!! "Positively Perry" did a GREAT job featuring you.**

# 2011 IOANC TOUR CALENDAR

## JAN HARDY, IOANC TOUR DIRECTOR/COORDINATOR



<p>NOVEMBER 12</p>	<p style="text-align: center;"><b>Annual Business Meeting (ABM) Hays Truck and Ag Museum—Woodland, Ca.</b>  <b>Hays Truck Museum &amp; Heidrick AG History Center</b>  <b>1962 Hays Lane, Woodland, CA*</b>  <b>Arrive 10:00 am</b>  Museum Tour 10:30 – Noon  Museum Entry Fee \$5.00 - Collected at Museum  Hot Buffet Lunch 12:30pm - \$19 per person  Caesar Salad  Grilled Tri Tip  Chicken Breast with Pesto Cream Sauce  Roasted New Potatoes  Grilled Seasonal Vegetables  Dessert - Strawberry Cheese Cake  Beverages - Ice Tea, Sodas, Bottled Water  <b>ABM Meeting—1:15pm</b></p>
<p>DECEMBER 3</p> <p>OFFICIAL SIGN UP FLYER ON PAGE 19</p> 	<p><b>Christmas Celebration—Saturday 12:00 Noon—Goomba’s Italian Family Restaurant</b> <a href="http://www.goombas.biz">www.goombas.biz</a> 450 Colfax Ave. Grass Valley, Ca. 95945</p> <p><b>Additional Activity:</b> 8:00pm Play—A Christmas Story \$17.00 a person</p> <p>Nevada Theater <a href="http://www.nevadatheatre.com">http://www.nevadatheatre.com</a>  401 Broad Street  Nevada City, Ca. 95959</p> <p><b>Optional: Overnight Stay—Northern Queen Inn or your own accommodations.</b>  Northern Queen Inn <a href="http://www.northernqueeninn.com">www.northernqueeninn.com</a>  400 Railroad Avenue 530-265-5824  Nevada City, Ca 95959</p> <p>Room Rates: Single Queens \$101.25  Double Queens \$112.25  Chalet (Sleeps 4, 1 &amp; 1/4 bath, full kitchen) \$156</p>
	<p style="text-align: center;"><b>RESERVE THESE DATES NOW</b></p>

# 2012

## New Membership Application/Renewal Form

**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 \_\_\_\_\_

**Imperials you own:**

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

Year \_\_\_\_\_ Model \_\_\_\_\_ Body Style \_\_\_\_\_ Color \_\_\_\_\_

Year \_\_\_\_\_ Model \_\_\_\_\_ Body Style \_\_\_\_\_ Color \_\_\_\_\_

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 95404**



**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 or the club mailbox.
- 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.
- Thanks to Ken Lang for assisting me with the Newsletter and Mailings. Thanks to Rich & Jan Hardy for Picture Assist.

**Editors Note: The sixth and final issue of 2011 is now in your hands. I hope you have enjoyed the cataloging of events we have had almost every month. I certainly have had fun sharing. The many photographers who take photos at our events, gives me a myriad selection from which to choose. Thanks, dear Members. Granted, I am still working on publishing by the 1st of each month. It is hit or miss depending on what is happening in my life. I seem to be so much busier living near my grandson now. I really treasure watching him grow. The holidays are upon us, and on behalf of the Executive Board, I want to wish everyone SAFE JOURNEYS to where ever you may be celebrating. Thank you for renewing early, and if you haven't already, please remember to send in your renewal. We appreciate your continued support.**

**IMPERIAL OWNERS ASSOCIATION OF NORTHERN CALIFORNIA**

**2011 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	Antioch	925-289-5575
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
IOANC Web Master	Ken Lang	Antioch	925-289-5575

<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



# IMPERIAL

## Owners Association of Northern California



Official Event Entry Form

**Christmas Celebration**

**When:** Saturday, December 3, 2011 at 12:00 Noon

**Where:** Goomba's Italian Family Restaurant (www.goombas.biz)

**Address:** 450 Colfax Ave.  
Grass Valley, Ca. 95945



**Additional Activity:** 8:00 PM Play, A Christmas Story.  
\$17.00 per Person

**Optional Overnight:** Northern Queen Inn (www.northernqueeninn.com)  
400 Railroad Ave  
Nevada City, Ca. 95959  
530-265-5824

Make reservations directly  
with Northern Queen Inn.  
Reference Imperial Club



### Luncheon Only

Name: \_\_\_\_\_ \$2.00 = Sub Total \_\_\_\_\_  
Name: \_\_\_\_\_ \$2.00 = Sub Total \_\_\_\_\_  
Name: \_\_\_\_\_ \$2.00 = Sub Total \_\_\_\_\_  
Name: \_\_\_\_\_ \$2.00 = Sub Total \_\_\_\_\_

**OR**

Total = \_\_\_\_\_

### Luncheon and 8:00 PM Play

Name: \_\_\_\_\_ Amt: \_\_\_\_\_ (plus \$2.00) = Sub Total \_\_\_\_\_  
Name: \_\_\_\_\_ Amt: \_\_\_\_\_ (plus \$2.00) = Sub Total \_\_\_\_\_  
Name: \_\_\_\_\_ Amt: \_\_\_\_\_ (plus \$2.00) = Sub Total \_\_\_\_\_  
Name: \_\_\_\_\_ Amt: \_\_\_\_\_ (plus \$2.00) = Sub Total \_\_\_\_\_

Total = \_\_\_\_\_

Make check payable to IOANC and mail  
along with completed form to:

IOANC  
P.O. Box 14626  
Santa Rosa, Ca. 95402

**Please mail form by  
November 12<sup>th</sup>,**

Please call Bob or Royalee Schertle if you have any questions at: 510-547-0866

NOTE THERE IS A \$2.00 FEE PER PERSON TO HELP COVER TOUR EXPENSES