

NEWSLETTER OF THE IMPERIAL OWNERS ASSOCIATION OF NORTHERN CALIFORNIA

# Imperial Material

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

IMPERIAL

FOUNDED 1977

IMPERIAL

## Don't Forget!

**John Tennyson needs your Fall Tour Skunk Train Reservation by July 13 See Page 21**

**July 21 IOANC Event**  
**Grillin' & Chillin'-Dixon**  
*Rich and Jan Hardy-Hosts*  
 See Page 19

**August 11 IOANC Event**  
**Fair Play**  
*RSVP Roger Selby*  
 See Page 20

**Special points of interest:**

- Imperial Spotlight: Mike Hackney— 3rd Generation IOANC
- June Event—Mopars in the Park

**Inside this issue:**

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# Member Spotlight

## Congratulations, Mike Hackney

### '68 Crown Convertible

See the rest of Mike's Story on Page 3



2012 Mopars Day in the Park  
**Sponsor Award**  
**G & O Auto Body Shop, Inc**



## IOANC Presidents Column

DAVE LABHARD



This year seems to be racing by and its time to start thinking about the IOANC Annual Business Meeting. The following offices on the Board of Directors are ending their two year term of service this year; President, Treasurer, and Secretary. It is time to submit your nomination of members for the respective offices in accordance with the club bylaws. Nominations shall be submitted by either postal mail to the club's address or e-mailed to the secretary Bob Trepanier at [secretary@ioanc.com](mailto:secretary@ioanc.com). Members also may make a nomination from the floor at the Annual Business Meeting.

I have been informed by Bob Trepanier that he is stepping down as Secretary and I also will step down as President.

I hope that those who are nominated will accept the nomination and be willing to serve, if elected, on the Board of Directors of the most active Imperial Club in the United States.

I would like to acknowledge Debbie Lang and say what a fabulous job she does assembling all the information and publishing the Imperial Material newsletter.

After reading the last issue with the feature articles and the write-up about the State Meet in Ventura all I can say is what a great publication about the club and the events we host and participate in. I also can't go without recognizing Ken Lang for his contribution as a ghost publisher, editor and assistant. When you get a chance say thanks to Debbie and Ken for an exceptional job. The State meet issue was spectacular.

Thanks, Great Job.

John Tennyson is planning the Fall Tour to Fort Bragg and needs to get a commitment for tickets on the Skunk Train in order to secure the group pricing. Please contact him now if you plan on going.

# Member Spotlight

## Mike Hackney



The Hackney Family: Ted and Arlene  
and their three children  
(L-R) Duane, Lisa, and Mike (1972)

Our IOANC Member Spotlight this issue is Mike Hackney. I am very happy to share his story because, in my humble opinion, Mike is a third generation IOANC member, as is his '68 Imperial convertible that was recently presented with a Sponsor award from G & O Auto Body Shop, Inc at this year's Mopars in the Park held in Hagan Park, Rancho Cordova, Ca.

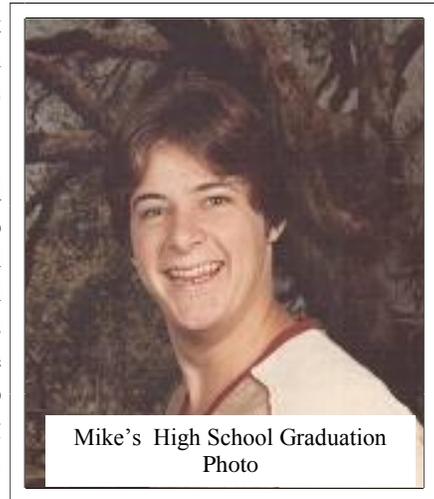
Mike comes from a wonderful Imperial Legacy. His grandmother was affectionately known as "Nana" to Mike; but to IOANC members she was our beloved Bernice Hackney. She owned a 1967 Crown 4 Door. Mike's Aunt Charlene Quinn lovingly known to him as "Aunt Cookie" owned a 1965 Crown Convertible, and finally Mike's hero, Dad Ted Hackney owned the '68 Crown Convertible that now belongs to Mike. For those of us who knew Bernice, Charlene, and Ted, we can attest to their passion, and dedication, for their beloved Imperials which, by the way, all remain active in our club.\* (see note at end of article).

Mike was born on April 17, 1964 to parents Ted and Arlene Hackney. He is the youngest of three children. He has an older brother, Duane, and an older sister, Lisa.

Mike literally grew up around things that go Vrrrooom. He loved the camping and boating trips his family took on week-ends, and the annual family vacation Ted made sure the family took every year. The family usually traveled in their motor home with the Jeep or boat in tow. As a child, and young adult, Mike has fond memories of enjoying activities that had to do with "all things engines". His dad, Ted always enjoyed driving their go-cart, motorcycle, and the family jeep which Ted and Arlene often took to numerous sand dunes, Pismo Beach, Eureka, CA, Coos Bay, OR and Sand Mountain, NV. At each destination, they would replace the jeep's road tires for the "paddle" (or sand) tires to enjoy "sand duning" in the desert or at the beach. At Bodega Bay, Mike remembers how his dad would take the boat out for commercial salmon fishing--usually coming back with very few fish, but they always had a lot of fun.

Mike's dad was an auto mechanic by trade, and Mike remembers him constantly working on engines. He always enjoyed being around and working with his dad. It was Mike's job to clean the tools and put them away as a young child. Today he can listen to the engine of his Imperial, and know that it needs service, although he does not work on the '68 himself.

An unforgettable memory for Mike was when he was only five years old. His dad took the jeep to run an errand, but it stopped at the bottom of the hill. Having to walk back to the house, he was a bit upset. Both Mike and Arlene recalled that Ted mentioned that the gas gauge registered full. It was then he found out that Mike had filled the gas tank with water. Mike's dad asked how he got the water in the gas tank, and Mike showed him how he took the water hose and filled the tank. Arlene recalled that Ted was rather calm about this tense situation, considering he had to ultimately rebuild the engine. Mike got off with a stern warning not to do anything in the future to the cars if he didn't know what he was doing, and to ALWAYS ask. That was a lesson for five year old Mike that he will never forget.



Mike's High School Graduation  
Photo

# Mike Hackney *continued*



Ted bought the '68 Imperial from his mom, Bernice, and affectionately named it "Christine" after Stephen King's horror novel published in 1983. It tells the story of a vintage automobile apparently possessed by supernatural forces. According to Mike, when Ted was not feeling well, the car would not start, or it gave him mechanical fits; when he was feeling well, the car ran like a dream. (background sounds of Twilight Zone). Mike can swear by this.

Matriarch Bernice introduced her daughter, Charlene, and her son and daughter-in-law, Ted and Arlene to the Imperial Club. It was definitely a family affair. Everyone actively participated in Club activities wholeheartedly. Unfortunately, some years later, Ted got very sick from cancer, and passed away in November 1995.

Mike inherited "Christine" because he always helped his Dad work on the '68 Imperial, and Ted knew Mike would take good care of it. What great memories for a young Mike to cherish of his Dad, whose life was taken too soon.

Mike's first Club function was the IOASV (Imperial Owners Association of Sacramento Valley) Christmas party held at John and Nancy Tennyson. He has since been to almost every event with his Mom Arlene, when he is not visiting his sister, Lisa, in Iowa. Mike is very helpful where help is needed at the IOANC events. He knows Imperial trivia, and I am amazed, and I learn from Mike.



"Christine" at Sacramento Executive Airport used for an ad campaign



2001 Solvang Statewide Meet

In the last few years, they started to make improvements to his '68 Imperial with a new top for the convertible, a beautiful paint job, and mechanical improvements to make "Christine" road reliable. The next major project will be a new interior for his '68.

In 1968, Mike's two-door Crown Convertible, weighed in at 4,815 lbs. The 6 passenger Imperial was sold for \$6,244, and 474 were produced. So today, Mike has a very coveted classic Imperial, indeed, and he is one **very proud** owner.

On behalf of the Club, I want to congratulate Mike and Arlene for the well deserved Sponsor Award they won at Mopars in the Park, and for their wonderful support over the years.



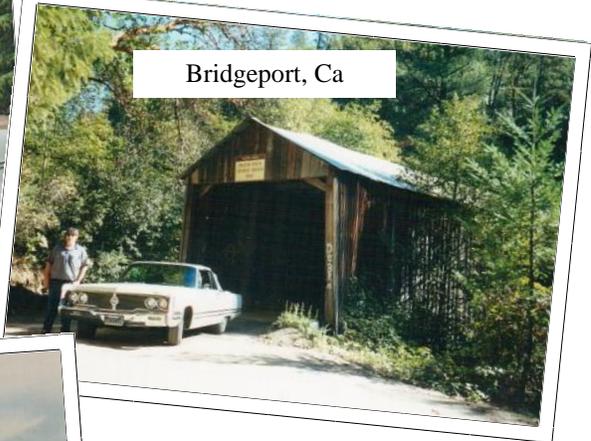
Arlene and Mike vacationing at Graceland, Memphis, TN—2007

# Mike Hackney More Wonderful Memories

2004 - Thousand Oaks State Meet



Bridgeport, Ca



Ted took some great photos while at the Queen Mary State Meet in 1989. Below is the '68 with the Long Beach skyline in the background



Above: Queen Mary Statement, Long Beach, 1989 Ted took photos of Bernice's 67 Crown, Charlene's '65 Convertible featured in Mar-Apr 2009 Imperial Material, and here is the '68 Convertible in all its glory.



\* Editor's Note: D.J. Quinn (Charlene's brother-in-law) was always around to take care of Bernice '67 Crown. After Bernice's passing, she awarded his efforts by gifting her '67 Crown to him, which he has lovingly restored. After Charlene's passing, it was her wish that her '65 stay in the club. D.J. talked his brother and sister-in-law, Thom and Kathy Quinn into buying Charlene's '65 Imperial Convertible, which they also fully restored. Thom and Kathy have never regretted their decision to become new owners, and they are WELCOMED additions to our club.

June 23, 2012

# Mopars in the Park

This year's Mopars in the Park was a lovely day, enjoyed by all. IOANC members always have a great time. 22 members who got out to the park were: Dave and Cam Labhard, Rich and Jan Hardy, Roger and son Steve Selby, Larry and Sally Tomasini, Arlene and son Mike Hackney, D.J. Quinn, Thom and Kathy Quinn, Tom and Sherrie Egger, John Tennyson, Paul Graveline, Mike Maritch and Cindy Dunn., and Cindy's daughter Ashland, Ken and Debbie Lang. We even had a new member sign up. His name is David Felderstein, and he is on the Board of Directors of the California Auto Museum, and a very nice guy. We entered seven Imperials. Member Roger Selby and his Son Steve brought two of Roger's 300 Chryslers to the show. He won 1st place for his 300L. DJ did not have an Imperial entry because it was still at the repair shop, so he entered his late model Sebring convertible. This was the first time in several years that IOANC did not receive the Club Participation award, but, we were proud to cheer Rich and Jan Hardy for taking 1st place in the Imperial class, and Thom and Kathy Quinn for taking 3rd place. Mike Hackney won a Sponsor Award for his '68 Imperial Convertible. Thom and Kathy were also presented their Ken Woods plaque for having the "Most Improved" car at the 2012 Ventura State meet. Nanette Clark just sent the new plaque she had to order because the original Ken Woods plaque had run out of room for anymore recipients. It was a great day.



Ken and DJ setting up shade in the Park



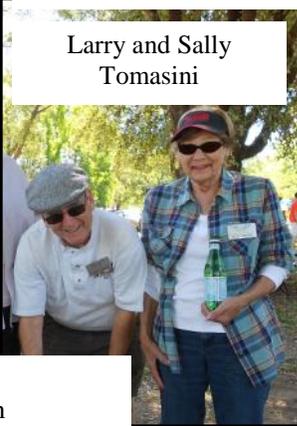
The Labhard's with Abby their dog who was a hit at the show.



Ken wears his t-shirt proudly



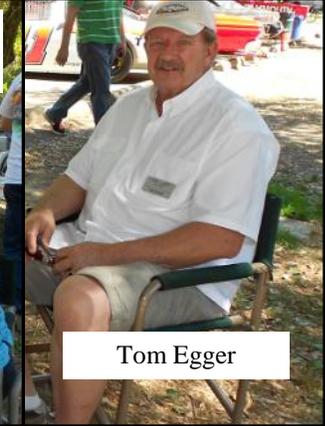
Paul Graveline, Arlene and Mike Hackney



Larry and Sally Tomasini



Roger Selby and Sherrie Egger



Tom Egger



Jan Hardy



Rich Hardy And DJ Quinn



Steve Selby



Group Photo

Hardy's '62 Imperial



Egger's 64 Crown 4 Door



'Tennyson's 64 Crown 4-dr Hard Top



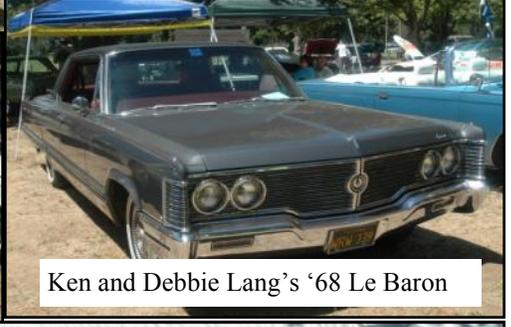
Mike Hackney's '68 Imperial



Thom and Kathy's '65 Convertible



Ken and Debbie Lang's '68 Le Baron



Tomasini's '65 Crown 2-Dr HT



3rd Place Winner-Thom and Kathy Quinn



1st Place Imperial Trophy



Thom and Kathy Quinn proudly receives Ken Woods award for "Most Improved" from Ventura Statement



# John and Susan Swensson's 1955 Imperial Newport

## 2012 Best in Show

## SCIOI President's Cup



John & Susan Swensson's Tango Red and Oyster White 55 Imperial Newport started as an all white, non startable car with gold green cloth. Mice had eaten the interior and rats had eaten some underhood hoses. But it was a complete Coupe with no bodywork and was last seen at Lud and Ad Indihar's 1987 Northern CA Imperial Meet in 1987. It was in the Baer Family of San Jose for a number of years. I bought the car sight unseen and had it trucked to Reno where my son-in-law was working for C&C Fuel Injection. After storing it in the rain with the window down for about 6 months they pulled the engine for rebuilding and agreed to do the mechanicals on the car, which took in excess of one year. They worked on it when they could get to it and charged a more reasonable rate. The engine is 392 from a 1957 Imperial; this is the third such car we have found with a 57 engine; there were apparently factory recalls if you had trouble with your 331, and dealers installed the '57 engines which have a total of 325 hp as opposed to 250.

The recession caused my painter, Roger Van Trease who had formerly painted for the National Auto Museum, to ask if he could paint the car while the engine was out and he would make good any subsequent paint damage that might be caused at the mechanics or later at Express Upholstery in Reno. There was no damage, but after the mechanicals, including a major brake overhaul, and the interior were done I returned the car to Roger's for buffing/polishing and shipment to Larry Jett's Jett Ranch (formerly the home of 2,607 horses) in Newark.

The interior was a combination of SMS in Oregon who did the door panels and Isaac at Express Upholstery in Reno. We did everything including covering the dash which necessitated pulling the windshield which necessitated finding and buying a new seal. Finally, after 7 years, the day before the first snows of 2010 in Tahoe, a trucker left the Imp with the keys in the ignition in Larry's driveway. When Larry found the car he drove it around the block and then got HIS family out for a Christmas Card shot, and then he started a list of "to do's." Larry loves working on MOPAR products, heads the Western US 300 club and we know him as "Mr. Mopar." He knows where to find anything, what to do about everything and is fast and accurate. He took apart the new interior, the new trunk and ordered the wiring harnesses for the entire car. He also started looking for a number of missing pieces and sending some items to the chromers. He tuned the engine, we ordered the Wheels from Coker (5 months!!) and Larry worked hard to get ready for show season.

So we headed for the Benicia Auto show at 0730 on a Sunday morning and blew a freeze plug, our second, on Hiway 80. Fortunately it was a short ten mile tow back to Larry's and the driver took pictures. The next day the local shop replaced ALL of the freeze plugs and so we were able to attend the 2011 State Meet for Imperials and the Marin Concours the next weekend. I also changed my AAA to a 200 mile tow!

The car drives great. The radials and Flame Red seat belts from Snake Oyl provide extra safety and comfort. We sent out the radio to Oregon and the clock to Michigan and Larry did all of the interior paint. When I bought the car, the exhausts came straight out from under the car under the license plate. Meineke in Redwood City redid everything and we routed the pipes and chrome tips out of the correct holes in the rear bumper. We added 1/2" to keep the exhaust away from the chrome so we now have the longest 55 Imperial Newport Coupe in the world J

The first season (2011) we went to eight shows and won eight awards including the Stanford Cup at Palo Alto and the tour award at Niello Concours at Serrano in Eldorado Hills (our favorite event). The car drives GREAT on the highway. My thanks to Larry Jett, John Lazenby, Dave Labhard, and all of the members of the Imperial Clubs of Northern and Southern CA for their encouragement and assistance.

### **CREDITS for the work:**

1955 IMPERIAL NEWPORT COUPE owned by John and Susan Swensson; Saratoga CA

Vin #C559379, One of 3,418. MSRP \$4720. Weight 4490lbs

Options: Air Conditioning (rear), Power Windows, Four way Power Seat, Signal Seeking Radio

Tango Red and Oyster White, 392 Hemi Engine

RESTORATION by Larry Jett, Jett Ranch; Newark CA

Mechanicals: C&C Fuel Injection Specialities; Sparks NV

Interior: SMS, and Express Upholstery; Reno NV

Paint: Roger Van Trease ; Reno NV

Exhaust by Meineke Muffler; Redwood City

Tires and Wheels by Coker

Radio by Antique Radio Dr; Grants Pass OR

Wiring by Rhode Island Wiring Service

Clock by Bob's Speedometer; Howell MI

Thanks to: Larry Jett, National Automotive Museum, John Lazenby, Dave Labhard, Roger Selby, & Members of the Imperial Clubs of Northern and Southern CA, The Family, Fabricio Mata



Mike Maritch and Cindy Dunn, and Cindy's precocious daughter Ashland came to Mopars in the Park to enjoy the day June 23. Mike and Cindy joined at Autorama in Sacramento in February. Mike has two Imperials. He is working on restoring his '65, and he drives his '93 Imperial. The '93 is the last year Chrysler made the Imperial. WELCOME once again to our Club, Mike, Cindy, and Ashland. The following pages features the 1993 Chrysler Imperial.

# 1993 Chrysler Imperial

## Pictures are worth 1000's of words



### THAT LUXURY LOOK

Imperial's stately appearance is accented by a thickly padded vinyl landau roof, classic opera windows that allow backseat passengers a touch of privacy, and distinctive wire wheel covers. Adding to Imperial's timeless styling theme is an elegant "waterfall" grille and concealed halogen headlights.

Open the doors and an Imperial

welcomes you with remarkable comfort, convenience, luxury and safety. The quiet interior encloses you and your passengers in a refined atmosphere that shuts out the noise of the outside world.

Bring the V6 engine to life and you're ready for around-the-town shopping or highway cruising. Fully adaptive electronic controls help the

four-speed electronic transaxle glide effortlessly through gear changes. A road-touring suspension gives you a precise "feel" for the road. Braking is safe and sure with the four-wheel antilock braking system.

Add it all up and you'll find Imperial gives you the luxury car look, ride and technology — but without the "luxury" price.



## FEATURES AND OPTIONS

1. The available Electronic Features Package includes an electronic instrument cluster with high-tech graphics. Other items in the package are listed on page 18.
2. The Infiniti RS sound system, included in the Electronic Features Package, adds 10 Infiniti speakers in six places to the standard four-speaker graphic equalizer cassette/radio, for outstanding presence.
3. Have your dealer install the optional compact disc system with CD changer and handheld controller for easy magazine switching. Includes six-disc storage.
4. Available electrochromatic day/night mirror electronically dims reflected glare and automatically turns headlights on and off as needed. Part of the Electronic Features Package.
5. Spacious room, a convenient center armrest, available cup holders, and front seatback storage pockets are comforting amenities for backseat passengers.
6. Easily accessible controls for power windows, door locks and seats are located in the fully upholstered door trim panels.

12

13



## THAT LUXURY TOUCH

There's no better way to heighten Imperial's luxury touch than by ordering the available elegant interior with leather-seat facings. Here is uncompromising quality in material and workmanship. Besides the refined feel of real leather, you'll enjoy the added convenience of eight-way power front seats with a

two-position memory feature on the driver's seat and exterior mirrors. You'll also appreciate the security of having a driver-side air bag, speed-sensitive power door locks and an illuminated entry system. To give your 1993 Imperial the high-tech look, add the available Electronic Features Package\* that

includes an electronic instrument cluster with easy-to-read displays and an Infiniti RS audio system. All of the ample comforts and pleasing details obtainable through human engineering and fine craftsmanship are available in the 1993 Imperial.

\* See page 18 for complete contents.

10

11

Strong steel front and rear side-door beams help guard driver and passengers during a lateral impact.

Simulated air bag deployment shown.

All Chrysler air bag systems are factory-certified and feature gold-plated terminals to resist corrosion and aid deployment. An air bag, in combination with a lap/shoulder belt, is one of the best driver protection systems available.

The Portable Cellular Phone lets you make and take calls in or outside of the vehicle. See page 19 for more details.

Child-protection rear door locks help safeguard children.

Three-point Unibelt restraints for front and rear outboard passengers have a cinching latchplate to securely hold passengers or child seats in a proper position.

A standard four-wheel antilock brake system (ABS) enables the driver to control steering and avoid wheel lockup during demanding braking.

4

The 3.8-liter SMPI V6 engine has sequential multipoint electronic fuel injection. It provides smooth, steady performance by injecting fuel directly into each cylinder port as needed.

Road-touring front suspension features gas-charged struts to help cushion the ride. An automatic load-leveling rear suspension is standard.

A sophisticated network of on-board microprocessors execute coordinated decisions to improve safety, economy and performance; increase comfort and convenience; and reduce emission.

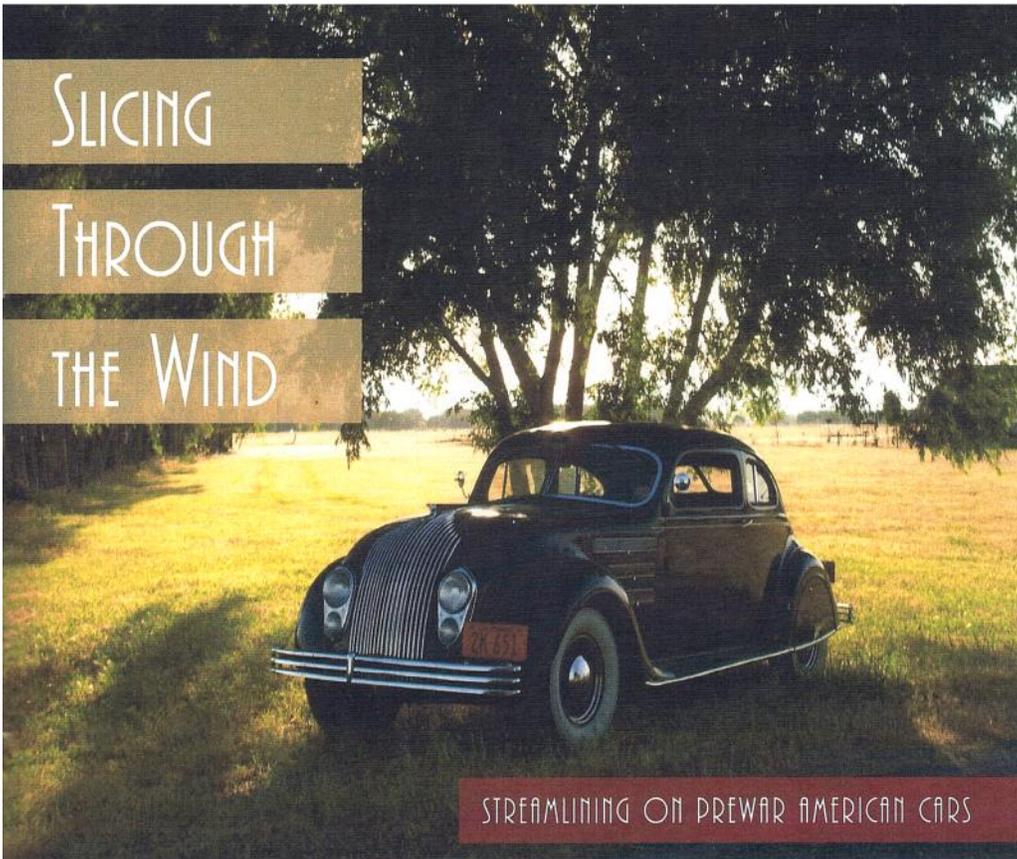
Galvanized steel, antichip protective coatings, zinc-rich primers and electroplated paints resist corrosion and protect against abrasion, weathering and chemicals.

7

Welcome  
Welcome

# New IOANC Member David Felderstein Sacramento

## 1935 C2 Airflow Sedan



SLICING

THROUGH

THE WIND

### STREAMLINING ON PREWAR AMERICAN CARS

BY DAVID FELDERSTEIN, MEMBER  
Board of Directors, California Automobile Museum

We've all stuck our flattened hand out of a car door window to imitate an airplane wing moving up and down in the breeze.

Automotive history tells the well-known 1927 story of a genius engineer who, while "playing airplane" in his car, started a process that ended in a massive evolutionary leap in automobile design. During this ride, Carl Breer of Chrysler came upon the idea of the world's first automotive wind tunnel.

Built by Chrysler Corporation with the help of aviation pioneer Orville Wright, the wind tunnel was created as Walter P. Chrysler personally oversaw the project. Initial wind tunnel experiments showed conclusively that

cars of the boxy designs popular in the 1920s actually created less wind resistance while moving backwards. Mr. Chrysler became convinced that car design must be changed from the ground up. He set his design team (Breer, Fred Zeder and Owen Skelton, Chrysler's famous "Three Musketeers") to work on a totally new concept for automobiles that his company would offer the public.

Introduced in 1934, the Chrysler Airflow models were the world's first mass-produced aerodynamic cars. Featuring radically different shapes and styling, the Airflows were unfortunately seen by most buyers as strange, even ugly. Chrysler's competition immediately advertised that Airflow cars were unsafe, unreliable and undesirable. For that reason and several early teething problems, Airflows didn't sell. As 1934 moved into 1935 and 1936, Chrysler tried to make Airflow styling more "normal," but

David Felderstein is on the Board of Directors of the California Automobile Museum. His beautiful 1935 C2 Airflow is on display at the Museum. Here is an article that David wrote for Concours d'Elegance publication about the Airflow.



these cars still didn't sell. They were finally taken out of production in 1937.

Only the embarrassing 1958 failure of Ford's Edsel erased the memory of Chrysler's infamous Airflow failure some 24 years earlier.

In hindsight, however, it's clear that the unpopular Airflow set in motion an amazing and quite rapid evolution in the look and structural design of American cars that came later. As the 1930s progressed, streamlined, aerodynamic cars featuring Art Deco ornamentation gained increasing public acceptance. Airflow's engineering and structural innovations were incorporated into most new cars' designs by the end of the 1930s.

In order to show the evolution of automotive styling in the years leading up to the 1942 models (and the break in car production caused by the Second World War) today's Capitol Concours is featuring a large group of unmodified cars from all over Northern California. These 1931 to 1942 models were invited here to present a display of vehicles produced by different American manufacturers. The exhibit starts with a 1934 to 1937 group of Chrysler-made cars, and ends with a 1940 and 1941 group of Ford-made cars. It also includes cars from many other companies. They demonstrate how auto design changed so radically over just 11 model years. Almost every aspect of the low-priced 1931 Ford Model A that starts the exhibit is totally different from the low-priced 1942 Plymouth at the exhibit's end.

Can we say the same about today's cars and those built eleven years ago?

Member's Corner **Welcome Back**  
**Pauline Yetter**  
**We are so happy that you have renewed**  
*Thanks for your support for so many years*

# Imperial Statemeets since 1984

Thank you to Marlys Hamann and her husband Dick, Founders of the Southern California Imperials Owners, Inc. (SCIOI). I met them at the 29th Ventura Statemeet this year. Because of Marlys, I am able to list for you the 29 Imperial Meets since 1984. I also want to thank Jan Hardy for giving me the 16th State Meet in Visalia, the only piece Marlys had missing. It is nice for me to see the list of Statemeets in one place.

1st	1984	Morrow Bay	16th	1999	Visalia
2nd	1985	Yosemite	17th	2000	Modesto
3rd	1986	Buena Park	18th	2001	Solvang
4th	1987	Monterey	19th	2002	Oakhurst
5th	1988	Sacramento	20th	2003	Monterey
6th	1989	Queen Mary, Long Beach	21st	2004	Thousand Oaks
7th	1990	Napa	22nd	2005	San Rafael
8th	1991	South Lake Tahoe	23rd	2006	Solvang
9th	1992	San Diego	24th	2007	Santa Cruz
10th	1993	Paso Robles	25th	2008	Bakersfield
11th	1994	Folsom	26th	2009	Sacramento
12th	1995	Oxnard	27th	2010	Palm Springs
13th	1996	Paso Robles	28th	2011	Pacific Grove
14th	1997	Sonora	29th	2012	Ventura
15th	1998	Deer Park, Escondido	30th	2013	Clovis

# Member's Corner

# For Sale

1957 Imperial Crown 4dr hdt, 392 hemi, 57k on the odometer, new blue medium metallic paint and blue interior in 1995, after-market AC. Parked since 1996. Includes parts car. \$15,000.

1963 Chrysler 300 Sport, 2dr hdt, 383 engine, P-B automatic, white with burgundy "J option" interior (buckets/console), 115k miles, PS,PB,PW, \$10,000.

Call Paul at (916) 988-3622 or cell (916) 307 9694 Sacramento area location.

Dear club members,

I am writing to inform you that a past member, **Tom Johnson** has passed away.

I am in charge of selling his cars and items in his garage. He owned two Imperials at the time of his passing. A 1951 Imperial Sedan and a partially completed 51 Imperial Convertible. Below are links to pictures of the cars.

<http://photobucket.com/51imperial>

<http://photobucket.com/imperialconvertible>

Also, Tom was a collector of imperial stuff - an unbelievable amount! If you know someone who may be interested in purchasing items from his garages, please let me know. His estate is located in Sonora, CA.

The sedan is priced at \$9,500 and we are interested in offers on the unfinished convertible (loaded with parts)

I wanted to also let you know we have two other Chrysler cars in the Johnson estate, a 1950 Plymouth and a 56 Plymouth that isn't quite finished. The 50 is priced at \$10,500 and we want offers on the 56. (we also have a 1934 Packard and 49 Cadillac)

<http://photobucket.com/50Plymouth>

<http://photobucket.com/56plymouth>

Thank you,

Maggie O'Connell  
209-533-8300  
maggie@rmstore.net



2012



ABM November

# IOANC Board Elections

**for  
President  
Secretary  
Treasurer**



Please send your nominations to the Club Mailbox:  
IOANC  
P.O. Box 14626, Santa Rosa, CA., 95402



## 2012 IOANC TOUR CALENDAR

### JAN HARDY, IOANC TOUR DIRECTOR/COORDINATOR



July 21	Grillin' and Chillin' - Dixon <u>Application on Page 23</u> ) Hosts: Rich & Jan Hardy Please join us for this first time participation for IOANC
July 29	California Cadillac Club - Portal Park Cupertino (non-IOANC) <a href="#">Flyer and Entry form on www.ioanc.com</a>
August 11	Fair Play Driving Tour Hosts: Carol and Roger Selby
September (To be Announced)	Grass Valley Buffalo Ranch—BBQ Host: Dan Caruth
October 5, 6, & 7 2012	<p>Fall Tour—Sonoma/Mendocino Coast &amp; Skunk Train Tour <u>Friday, October 5</u> 10:30am Meet at Cloverdale on Highway 101 and caravan to Mendocino, Pine Beach Inn (located on Highway 1) for the night. Dinner on your own. 15 rooms are reserved under Imperial Club. Half is for basic rate of \$79 (two regular beds or king) half for \$99 plus tax (Deluxe Queen Room) <u>Room Reservations should be made by September 10</u> using our club name. Continental breakfast provided. Thai Dinner café on the premises.</p> <p><u>Saturday October 6</u> 9:15am Leave Pine Beach for Skunk Train Depot – Ft. Brag. 21 mile guided train ride. Skunk train price will \$40 per person <u>before July 15</u> if we can get 20 people. Otherwise it is \$49.</p> <p><u>Sunday October 7</u> 10am – Caravan south to Pt Arena &amp; Gualala for lunch then home on your own. Questions: Email John Tennyson, tour leader at <a href="mailto:johntennson@gmail.com">johntennson@gmail.com</a> or call 916-481-3546. Please refer to <a href="#">IOANC website</a> for full information</p>
November	ABM– Antioch Ca. Hosts: Ken and Debbie Lang
December 8	Christmas Gathering Hosts: John and Nancy Tennyson

AS DATES ARE FINALIZED, THEY WILL BE ANNOUNCED VIA THE WEBSITE  
STAY TUNED: [WWW.IOANC.COM](http://WWW.IOANC.COM)

# 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, 2012. 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 2013
- 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.

**EDITOR'S NOTE:**

**In June, once again, we enjoyed participating in Mopars in the Park, Sacramento, Ca. We WELCOME new member, David Felderstein, and we WELCOME BACK a former member Pauline Yetter. So happy you have joined and re-joined our IOANC family. Another CONGRATULATIONS goes out to Mike Hackney for winning one of the Sponsor award from G&O Bodyshop, in Placerville. He is also our Spotlight. Elections for President, Secretary, and Treasurer, will happen in November. Please think about a nomination, and email Bob Trepanier with your choice. I listed the Statements from the start way back in 1984. Thank you Marlys Hamann for your help.**

**I hope you have enjoyed this issue. Safe Journey Always. VP Newsletter, Debbie Lang**

**IMPERIAL OWNERS ASSOCIATION OF NORTHERN CALIFORNIA**

**2012 Executive Board Club Officers**

President	Dave Labhard	Sacramento	916-825-7999
Secretary	Bob Trepanier	Santa Rosa	707-527-5940
Membership VP	Ken Lang	Antioch	925-289-5575
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

# Dixon's Grillin & Chillin 3 Car & Truck Show

Pre-1974 Cars & Trucks ONLY

## July 21, 2012

Event starts 10am Awards Presentation 3pm

DixonRibCookOff.com



Classes & Awards  
BEST of SHOW Car  
BEST of SHOW Truck  
Event Directors Choice  
Car Directors Choice

Judges Award for Outstanding Vehicle's  
All Classes will have  
1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>

Trucks Pre-1950 \_\_\_\_\_  
Trucks 1951-1974 \_\_\_\_\_  
Modified Pre-1950 \_\_\_\_\_  
Modified 1951-1974 \_\_\_\_\_  
Street Rods Pre-1950 \_\_\_\_\_  
Street Rods 1951-1974 \_\_\_\_\_  
Stock Pre-1950 \_\_\_\_\_  
Stock 1951-1974 \_\_\_\_\_  
Mustang \_\_\_\_\_

Check your Class   
ONE entry form per vehicle

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_ E-Mail \_\_\_\_\_

Club Affiliation \_\_\_\_\_ Class: \_\_\_\_\_

Year: \_\_\_\_\_ Make: \_\_\_\_\_ Model: \_\_\_\_\_ Color: \_\_\_\_\_

T-Shirt Size: Large \_\_\_\_\_ XL \_\_\_\_\_ XXL \_\_\_\_\_ XXXL \_\_\_\_\_ XXXXL \_\_\_\_\_ (add \$3 for 2-3 & 4XL)  
Extra shirts will be available at the event

Authorized Signature \_\_\_\_\_



Return with your payment

Save for your records

**REGISTRATION FEE \$30.00**  
**after July 1, 2012 & at the day of the SHOW \$35.00**  
Got questions? Call... 707.678.4373

Make your check payable to:  
**Grillin & Chillin Car Show**  
**1590 Pembroke Way**  
**Dixon CA 95620**



**Arrive Between 7:30-9:00am....** The event starts at 10am sharp! **FOLLOW THE SIGNS!**

EAST BOUUND I-80 HEAD SOUTH on Highway 113 toward Downtown DIXON.

WEST-BOUND I-80 HEAD SOUTH on Highway 113 toward Downtown DIXON.

**SORRY NO REFUNDS COME RAIN OR SHINE! LIMITED SPACE FOR THE FIRST 200 CARS!**

### REGISTRATION INCLUDES:

**ONE** T-Shirt, **ONE** Dash Plaque, **ONE** Meal Ticket \$10.00 value per entry. (no cash value)  
While they last...Free Coffee & Donuts... YES, Plenty of ice-cold bottled water

### AGREEMENT

I have read and agree to observe the 2012 Dixon Grillin & Chillin 3 Car & Truck Show rules and regulations as stated in the application I do hereby agree to indemnity and hold harmless to the 2012 Dixon Grillin & Chillin 3 Car & Truck Show and its respective officers agreements underwriters individually and/or collectively from all fines, penalties, liabilities, losses, claims, damages, injury and expenses including court and attorney fees incurred or suffered as a result of relating to my participation in the event known as the Dixon's Grillin & Chillin 3 Car & Truck Show, held on July 21, 2012. I also relinquish any rights to any photography or videos taken in connection with this event.  
I have read and understood the above statements.



# IMPERIAL



## Owners Association of Northern California

### Official Event Entry Form

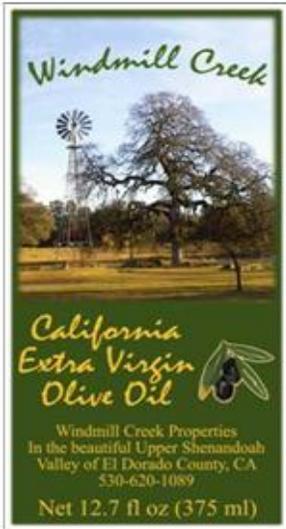
**When:** August 11, 2012

**Where:** Folsom (then on to Fair Play)

**Address:** 12545 Folsom Blvd. (Folsom Dodge Dealer)

**Directions:** Hwy 50 East to Exit 22 (Aerojet Road). Turn left at light, turn left into dealership.

**Meet:** At 9:30 AM to assemble in parking lot



The tour will go thru the foothills of the Sierra and drive thru the old Main Street of Plymouth. We will then stop at the Wind Mill Creek Olive Oil retail shop. This is a good stop to buy olive oil and other goodies. You can get something to drink and make a pit stop.



We will then go to the Alpaca Ranch. You can mingle with the alpacas and buy hand made items in the gift shop. We then head for lunch and you have your choice of 2 quality restaurants next door to each other in Somerset. After lunch we head back down the hill and will stop at one of the many wineries on the way home if you wish. The tour will end between 3 and 4 pm.

The normal \$2.00 per person tour fee still applies, but because there is no other "up-front" money needed for this tour, it will be collected when we meet at the Dodge Dealer.

**Please RSVP to Roger by Aug 4<sup>th</sup>.** We need the numbers so we can set up parking and dining

Roger Selby  
1161 Mt. Shasta Ct.  
Placerville, Ca. 95667  
[rselby41@yahoo.com](mailto:rselby41@yahoo.com)

Please call Roger Selby if you have any questions at: **530-622-1020**

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



# IMPERIAL Owners Association of Northern California



## Official Event Entry Form

**When:** October 5, 6 & 7, 2012

**Where:** Mendocino County, Ft. Bragg – Skunk Train Ride

**Meet:** At 10:30 AM in Cloverdale (exact location provided later)

### Friday October 5



- \*Meet at Cloverdale on Highway 101 (tour kits & maps to be provided)
- \*Caravan on Highway 128 to Hendy Woods or Navarro Redwoods Park
- \*Picnic Lunch at Park - bring your own lunch and chair
- \*Caravan via 128 and Hwy. 1 to Mendocino - browse town or visit shops.
- \*Check into **Pine Beach Inn\*** - Ft. Bragg and rest up
- \*Dinner on your own - info on restaurants to be provided

### Saturday October 6

- \*Leave in Caravan for **Skunk Train Depot\*\*** - Ft. Bragg
- \*All Aboard for 21 mile guided train ride to Northspur thru Noyo Valley
- \*Get off at Northspur - lunch on your own/tri-trip, hamburgers, etc. available
- \*Return trip to Ft. Bragg
- \*Browse around Ft. Bragg or return to Pine Cone Inn on your own
- \*Dinner on your own, info on restaurants to be provided



### Sunday October 7

- \*Caravan south on Hwy. 1 about 50 miles to Gualala.
- \*Lunch in Gualala and then home on your own



**\*The Pine Beach Inn** is located on Hwy. 1 between Mendocino and Ft. Bragg. There are 15 rooms reserved under the Imperial Club, half with a group rate of \$79 for a basic room (2 regular beds or a king) and half at \$99 for a deluxe queen room, each plus 11% tax. Continental breakfast is included, and there is a Thai dinner cafe on the premises. You will be responsible for making your own reservation at the Inn by **no later than September 10<sup>th</sup>** using the club name. Their numbers are: 1-888-987-8388 or 707-964-5603

**\*\*The Skunk Train** will be \$40 per person (with a group minimum 20 people – otherwise \$49 each). Your train reservation must be received by us **no later than July 15, 2012**. We will advise you if we don't make the minimum 20.

**Checks should be made payable to "IOANC"** for the \$40 per person train ride plus a \$2 per person for the club tour (covers cost of maps, tour kits). Mail to: John Tennyson, 1511 El Nido Way, Sacramento, CA 95864. On signing up, a confirmation letter or email will be sent to you in August with details on our Friday meeting place in Cloverdale.

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 _____

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

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

John Tennyson  
1511 El Nido Way  
Sacramento, Ca. 95864

**Please mail form by July 13<sup>th</sup>**

**Questions:** E-mail John Tennyson, tour leader at [johngtennyson@gmail.com](mailto:johngtennyson@gmail.com) or call 916-481-3546 after 7 p.m. weekdays.

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