



## NORM FREY—MEMBER SPOTLIGHT



NORM, WHO WILL TURN 91 IN AUGUST, HAS BEEN A CHRYSLER PRODUCTS FAN MOST OF HIS LIFE. HE IS THE PROUD OWNER OF THREE BEAUTIFUL COLLECTOR IMPERIALS, A 1927 "80", A RARE 1931 IMPERIAL CG CONVERTIBLE ROADSTER (ONLY 10 MADE) AND A '55 IMPERIAL NEWPORT.

(CON'T PAGE 3)

### Special points of interest:

- Member Spotlight Norm Frey
- Maxwell Best Lil (Free) Car Show in the World
- Jelly Belly Factory Tour
- Mopars in the Park sponsored by Capitol City Mopars
- Trunk Treasures/ Members Corner

## IOANC WINS CLUB PARTICIPATION AWARD MOPARS IN THE PARK—JUNE 27, 2009 SACRAMENTO, CA (STORY PAGE 10)

### Inside this issue:

IOANC President's Message	2
Member Spotlight—Norm Frey	3-5
Welcome New Member Mike Place	6
Pictorial Maxwell, Ca. Best Lil (Free) Car Show	7
Jelly Belly Factory Tour	8-9
Mopars in the Park	10-11
Trunk Treasures/Members Experiences	12-14
For Sale	15
Event Calendar	16
Member Application/Club Information	17-18



John Weaver accepted our Club Participation Award. Members still present at the end of the day were (L-R) Andy Harris, Mike Hackney, Camela and Dave Labhard, Rich and Jan Hardy Arlene Hackney, Ken and Debbie Lang, and John Tennyson. Not Present but whose participation helped earn our award were: Deb Compson, Charlene Quinn, and Tony Bevacqua for a total of 9 Imperials registered as a Club.



## IOANC Presidents Column

DAVE LABHARD



WELL, SUMMER WEATHER HAS ARRIVED AND IT HAS NOT BEEN KIND TO THE CAR SHOWS THAT THE IOANC HAS PARTICIPATED IN. THE MAXWELL SHOW WAS 102 AND "MOPARS IN THE PARK" WAS 104. WE SET UP TENTS, ARRANGED CHAIRS, DISPLAYED OUR CLUB BANNER, SHARED WATER SPRAY BOTTLES, AND MOST IMPORTANTLY WE SPENT HOURS HANGING OUT WITH OUR FRIENDS TALKING ABOUT IMPERIALS, FUTURE CLUB EVENTS, AND MIXED IN WAS A LOT OF JOKING AROUND AND HAVING FUN. AT BOTH CAR SHOWS A GOOD TIME WAS HAD BY ALL. IN SPITE OF THE TEMPERATURES WE HAD A GREAT TURN OUT BY OUR MEMBERS WITH THEIR IMPERIALS. NOT TO BE OVERLOOKED WERE THE CLUB MEMBERS THAT ENTERED THEIR CHRYSLER 300'S AT "MOPARS IN THE PARK" AND TOOK HOME AWARDS IN THAT CLASS. THE IOANC WON AWARDS AT BOTH SHOWS FOR THE "BEST CLUB PARTICIPATION". IT IS A TESTAMENT TO THE CLUB MEMBERS DEDICATION AND I AM HONORED TO BE A PART OF A CLUB THAT IS RECOGNIZED FOR ITS FINE COLLECTION OF IMPERIALS AND ACTIVE PARTICIPATION IN IOANC EVENTS. THE NEXT EVENT IS THE WPC CLUB'S 40<sup>TH</sup> ANNUAL MEET IN SACRAMENTO AT THE SAME LOCATION AS THE MOPARS SHOW (HAGAN PARK). MANY OF THE IOANC MEMBERS ARE ALSO MEMBERS OF THE WPC CLUB. EVEN IF YOU'RE NOT ENTERING A VEHICLE YOU SHOULD GO TO SEE ALL OF THE BEAUTIFUL CARS THAT WILL BE ON DISPLAY. THE WPC CLUB MEET VEHICLE CLASSES ARE BY YEAR, NOT BY VEHICLE MAKE OR MODEL SO OUR IMPERIALS WILL NOT NECESSARILY ALL BE IN THE SAME AREA. I WILL BRING A "NOT SO EASY UP" TENT AND I'M SURE KEN AND DEBBIE LANG WILL ALSO BRING THEIRS SO THERE WILL SPACE IN THE SHADE.

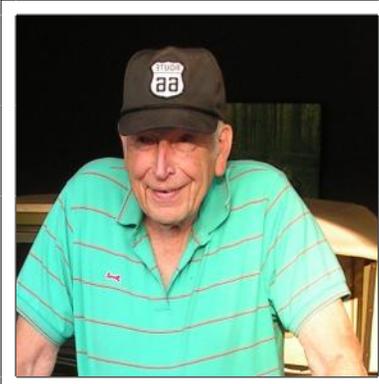
JOHN TENNYSON HAS SENT OUT THE DETAILS OF THE IOANC FALL TOUR AND THEY ARE ALSO INCLUDED IN THE IMPERIAL MATERIAL NEWSLETTER. ACCOMMODATIONS ARE LIMITED SO MAKE YOUR RESERVATIONS EARLY.



*WPC Annual Meet July 17, 2005  
Burbank California*

## NORM FREY

AS A TEENAGER, NORM PURCHASED 3 VEHICLES BEFORE BUYING HIS 1925 CHRYSLER . IT WAS THEN HE BECAME A CHRYSLER PRODUCTS BELIEVER. HE HAS BEEN SO PASSIONATE THAT HE HAS ORGANIZED AND BROUGHT TOGETHER OTHER CHRYSLER FANS THRU THE YEARS, HERE IS THE REST OF HIS STORY!



Norm Frey is a gentle man, unassuming, and a man of many talents. However, knowing Norm, we do not let the unassuming part of him fool us.

He was born on August 31, 1918 in Berkeley, Ca. As a child, Norm was technically inclined, and he always loved cars. He remembers looking out the back window of his parents' car and naming vehicles as they drove. He built bicycles as a very young man, saved his money, and bought his first Model T Ford at age 13 in 1931 for \$15.00. His second car was also a Model T Ford, and his third car, an Essex. His love for Chryslers began at the age of 16 or 17, when he bought his first 1925 Chrysler Roadster. Ford or GM never had a chance to court him after purchasing that car.

After graduating high school, Norm was employed by Western Electric. Shortly after his employment, he replied to an ad from Uncle Sam to join the Army. He volunteered for the Signal Corp and qualified for a Three Striped Sergeant. They were in need of those that had electrical knowledge and he wanted to serve in the World War II effort. Soon after joining, he was told to report for a medical checkup at the Presidio in Monterey. There they discovered he could not see out of one eye, a result of an accident at age seven. He was medically discharged, and, served in the War effort anyway through his job with Western Electric. A family man who worked hard all of his life, he retired at the age of 63. His accomplishments include, raising 3 wonderful children, all who live close. He built a home in Fremont, Ca. with his own hands, using his '37 Plymouth pickup to haul the building material. He still has his pickup sitting at the side of his home. After he built the house, he decided to move his family to Castro Valley in 1963 where he and his beloved wife found the school system to be of much high caliber. He chose a spot on a hill that was almost a third of an acre to have another home built. His blue prints included an 8 car garage with a workshop. He still lives in the same home today.

His passion for Chrysler Products prompted him to found the Walter P. Chrysler Club, (WPC). I asked Norm how he did it. He shared that when he met other Chrysler Owners, he exchanged contact information. One day, he wrote 32 letters from these contacts and invited them to an Owners meeting. Four Chrysler owners attended his first meeting. It mushroomed into a National Club, and, in the discussion of names for the club, Walter P. Chrysler was suggested. Unfortunately, with power and ego abound, a disagreement occurred with another Region, and Norm's Northern California Region was, as Norm put it "kicked out", and that is putting it mildly. That did not stop Norm and his now orphaned club members. He founded what is now California Chrysler Products Club (CCPC) ([www.ccpcclub.org](http://www.ccpcclub.org)). He is also a Charter Member of IOANC in its infant state. WOW...what a privilege to share his story.

Norm was witness to the Bay Area's spectacular growth. He remembers what it was like to live in the San Francisco Bay Area before the San Francisco/Oakland Bay Bridge and Golden Gate Bridge were built in 1936 and 1937 respectively. He loved going back and forth to San Francisco because you could only go by Ferry Service, which still exists today. While the bridges were being built, he recalls taking the ferries across the Bay, and admiring all the hard work that it took to build the bridges; men risking their lives many times hanging from those high places. He shared that he actually drove his 1931 Chrysler CG Convertible on a tour for the 25th anniversary of the Golden Gate bridge. He also has fond memories of going to the 1939 World's Fair held on Treasure Island many times during its stay in the San Francisco. How wonderful to hear Norm's recollection first hand.

## Norm Frey's Chrysler Collection Plus One

1924	Chrysler Roadster B
1924	Chrysler Phaeton
1925	Chrysler Roadster Model 70
1927	Chrysler Rumble Seat Coupe
1928	Chrysler Roadster Model.72 (Yellow)
1928	Chrysler Roadster Model 72 (2 tone Brown/Beige)
1926 (chassis) (built by Norm with '24-'29 parts)	Chrysler Boat Tail Speedster—The Redhead Special
1927	Imperial Model 80
1931	Imperial Convertible CG (only 10 made)
1936	Chrysler Airstream Model C8 Convertible
1936	Chrysler Airstream C8 Coupe (Brown)
1941	Chrysler Royal Business Coupe (Maroon)
1955	Imperial Newport
1975	Chrysler Cordoba
1937	Plymouth Pickup

In 1957, Norm started his formal Collection of Chryslers. He bought his 1925—2 door Chrysler Sedan Model 70, in memory of his very first 1925 Chrysler Roadster which he used for transportation as a young teenager. In the years to follow, his collection would include Chrysler's bought and sold to finally total the 14 Chryslers, and one '37 Plymouth Pickup he stores on his property today. 13 of his vehicles are registered as Historical.

Norm lives on a cul-de-sac with 2 attached garages on either side of his home, and an enclosed car port which protects his '55 Newport Imperial. The garage that is attached to his home, protects his two beautiful Chrysler Imperials: a 1927 Imperial "80," and a rare One of Ten production 1931 Chrysler Imperial CG Convertibles ever made. Norm purchased his '31 Chrysler CG in 1964. On July 12, 1987, Norm's '31 Chrysler Convertible served as the Theme Car for the Classic Car Show, Concours d' Elegance held that year.

In the last 20 years, Norm has served as editor of the California Chrysler Products Club (CCPC) Newsletter. Using 'old school' methods even today. He delivers (mails) the CCPC newsletter monthly. We were invited inside to see his home office where I saw his layout of the July issue laying on his desk. He labors to cut and paste articles, update a very active events calendar where they take road trips regularly, and then he takes it to the printer to be mailed shortly afterward.

Norm continues to be very active in the CCPC club which he founded, serving as President many times. As a member of IOANC, also, Norm enjoys many joint adventures that CCPC and IOANC share. We can be assured that he will be present, like us, for as long as he is able.



**Norm is right at home sitting behind the wheel of Dennis and Linda Harris' (CCPC) 2009 Dodge Challenger RT (taken at the Jelly Belly Tour.**

## NORM'S 1927 CHRYSLER "80"



The "80" was not only the Model number, but the MPH this Chrysler was conservatively capable

Norm's 1931 Imperial CG Convertible was used as the Theme Car for the 1987 Concourse D'elegance for that year! A proud accomplishment indeed!

## NORM'S 1931 CHRYSLER IMPERIAL CG





## New IOANC Member

Mike Place  
8233 Mt. Vernon Road  
Auburn, CA 95603  
Home # (530) 823-8659  
Cell # (530) 401-6398  
e-mail- [imperiallebaron73@yahoo.com](mailto:imperiallebaron73@yahoo.com)

### YELLOW '73 LEBARON



Mike's dad, Charlie Place (left) and New Member Mike Place (right) pose at Mopars in the Park Event. Saturday June 27.

WELCOME Mike

It was blue skies for miles as a surprising number of IOANC members gathered to attend a diverse and well represented American car show featuring vehicles from early 1900's, the Muscle cars era, through present day models. A parade, and other festivities took place before a few of us, who met and went to breakfast, arrived. Arlene and Mike Hackney, and Deb Compson and her Mom Phyllis got to wave at people during their participation in the parade. Rich and Jan Hardy coordinated the Road Trip. The Meet time was 9am in the parking lot of Bill and Kathy's in Dunnigan, Ca. We caravanned to Granzella's Restaurant for Breakfast in Williams. There, our Motley Crew consisting of Rich and Jan Hardy, Dave and Camela Labhard, Jimmy White, Roger and his son Steve Selby, Charlene Quinn, and Ken and Debbie Lang, were joined by John Tennyson, Larry and Sally Tomasini, and Stuart Ryce. The restaurant also had on display, an eclectic collection of stuffed animals, a game hunter's dream. Dave Barnhardt, Chris Smith and John Sturla met us at the show grounds. Fortunately, Dave and Cam brought their MUCH WELCOMED canopy so we could all enjoy shade in the wide open Back Forty where our Imperial Presence was felt and rewarded. After the show, we stopped by Granzella's once again and enjoyed refreshments before calling it a day.

*12th Annual Classic Car Show and Parade , Maxwell, Ca.*

*booked as "The Best Lil (Free) Car Show in the World"*



**IMPERIAL POWER AND PRESENCE GARNERED THIS CAR MEET'S CLUB PARTICIPATION AWARD**



Charlene Quinn  
Jan Hardy

Ken Lang and his new hat purchased at Granzellas

Camela Labhard

Chris Smith

David Barnhardt and Friend

Rich Hardy and his Fan Hat

Jimmy White

Stuart Ryce

Lounging

Our Imperial Presence...

Deb Compson, Phyllis Weiss, Chris Smith—  
What is so interesting

Roger Selby...Howdy

Larry Tomasini

Joe's Mom Michelle

Sally Tomasini

Joe Moore

Tour Leaders, Jan and Rich Proudly Display our Award

Refreshment time after a Great Day

# JELLY BELLY FACTORY TOUR AND LUNCH JOINT IOANC AND CCPC ADVENTURE MAY 24, 2009

RICH AND JAN HARDY—TOUR LEADERS



Rich on a  
Snick and Jan  
Hardy

We had a fabulous FUN time touring the Jelly Belly Factory then caravanning to Rio Vista via some great back roads to have lunch at "The Point". Our tour was combined with the CCPC (California Chrysler Products Club). Norm Frey and Ken Lang coordinated members from the Bay Area and Rich and Jan Hardy, from Sacramento. We all gathered for our 10am tour, took pictures, laughed, shopped, and lunched. Our cars numbered 15, and our members and guests were 29. Members in attendance were: Rich and Jan Hardy, ('52 Chrysler New Yorker) Dave and Cam Labhard, ('55 Imperial Newport) Larry and Sally Tomasini, ('65 Imperial), Stuart Ryce and Lora Harmon, ('48 Chrysler Traveler) Debra Compson ('63 Crown Imperial) with Cousin Susan Gutierrez, Arlene & Mike Hackney (2003 PT Cruiser GT) and Nephew Danny Crisp, Charlene Quinn, ('65 Crown Convertible) Norm Frey, ('75 Chrysler Cordoba) Bruce and Maryann Toelle, ('68 Imperial Crown) John Tennyson, ('66 Dodge Coronet) Theo Martinez and his Mom Louella Romero. (Daily Driver). CCPC Members only included: Cathy and Bob Severin, ('66 Dodge Dart), Dennis and Linda Harris, 2009 Dodge Challenger, Tom Terry, ('51 Dodge Coronet) Eric and Carolyn Beeby.



Smile, You're on  
Candid Camera



Great Back Roads to Rio Vista  
for Lunch. Wide open sky and  
Windmills



Are we having FUN Yet?  
ALWAYS!



Road Trip

# LUNCH AT THE "THE POINT" IN RIO VISTA



Charlene Quinn

Debbie and Ken Lang

John Tennyson

First Lady Cam, Pres Dave Labhard

Norm Frey

Bob and Cathy Severin CCPC

Linda and Dennis Harris  
CCPC

Jan Hardy and  
Camela Labhard

Tom Terry CCPC

Luncheon for  
29, Great Day,  
Great River  
View, Great  
Company

Stuart Ryce and Lora  
Harmon

Deb Compson, Cousin  
Susan Gutierrez

Arlene Hackney, Grandson  
Danny, Mike Hackney

Sally and Larry Tomasini

Bruce and Maryann Toelle

Jan, Rich Hardy, Linda  
Harris, and Restaurant  
Hostess

Theo Martinez  
and Mom Louella  
Romero

Rich Hardy, Dave  
Labhard, Bob Severin, Ken  
Lang, John Tennyson

Dave Labhard, Tom Terry,  
Rich Hardy

Rich and Jan  
Hardy's '52  
Chrysler New  
Yorker with  
hood open



# MOPARS IN THE PARK, SACRAMENTO, CA. JUNE 27, 2009 CLUB PARTICIPATION AWARD EARNED

Mopars in the Park has been a favorite IOANC gathering. Our Imperials, again, have won the Club Participation Award in 2009. We have been fortunate to see growth in our Club, and new Imperial participation each year. Entries this year included, Rich and Jan Hardy, Deb Compson, Arlene and Mike Hackney, Tony Bevacqua, Charlene Quinn, John Weaver, John Tennyson, Andy Harris. IOANC members who brought their 300's this year were Roger and Steve Selby, Bruce and Maryann Toelle, Richard Palmer and Henry Hopkins. Observers who attended were Chris Smith, John Sturla, Mike Place, Larry Salvador, and Dave and Camela Labhard. The 3rd, 2nd, and 1st Place Winners in the Imperial Class were 3rd Place: Ken and Debbie Lang for their '68 LeBaron; 2nd Place: Rich and Jan Hardy for their '62 Imperial Southampton, and Tony and Marilyn Bevacqua for their 1st place entry '56 C73 4 Dr Sedan. Our members who owned 300's and placed were Roger Selby and Bruce and Maryann Toelle. The weather held back the real heat until afternoon when it reached 104 degrees. We are prepared to provide shade in future events with several pop-up canopies. Come on out!



Andy Harris and John Sturla  
Chris Smith and Larry Salvador  
Debbie Lang, Tony Bevacqua, and Arlene Hackney enjoying the day

Bruce and MaryAnn Toelle brought their 300 this time

Steve Selby and Dad Roger brought their 300 to show

Rich Hardy and Tony Bevacqua,

Charleen Quinn and John Weaver

Deb Compson, Girl ALWAYS loves to have fun!

Dave Labhard and Ken Lang smiling for the camera

Watching the Winners: Camela Labhard, Jan Hardy, Arlene and Mike Hackney, John Tennyson

Henry Hopkins, Richard Palmer, John Weaver

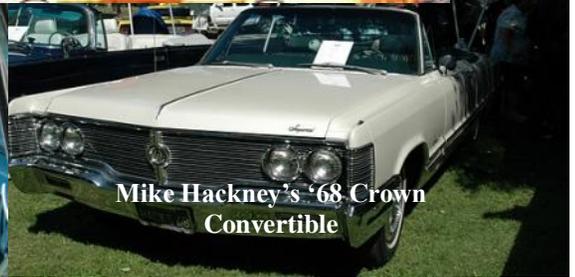
# Imperial Owners Association Northern California



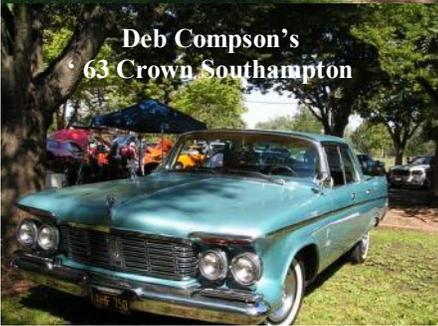
www.ioanc.com



John Weaver's 56 Custom Convertible



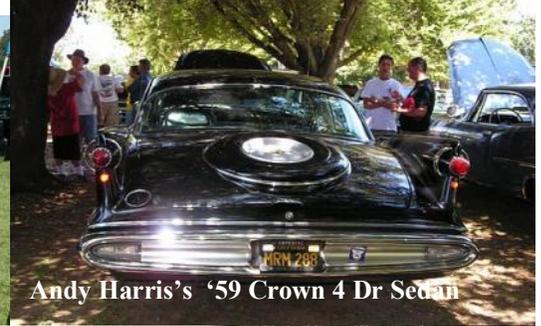
Mike Hackney's '68 Crown Convertible



Deb Compson's '63 Crown Southampton



Charlene's 65 Crown Convertible



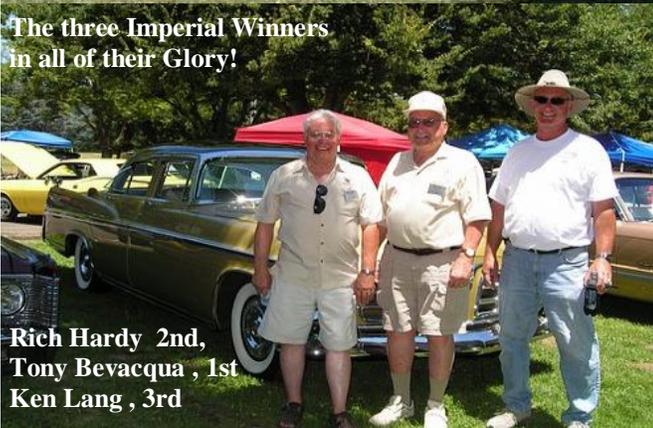
Andy Harris's '59 Crown 4 Dr Sedan



Tony Bevacqua's 1st Place '56 C74 4 Door Sedan



Rich and Jan Hardy's 2nd Place '62 Crown Southampton



The three Imperial Winners in all of their Glory!

Rich Hardy 2nd, Tony Bevacqua, 1st Ken Lang, 3rd



Ken and Debbie Lang's '68 LeBaron—3rd Place

# TRUNK TREASURES



1931 IMPERIAL CG ON DISPLAY AT BEHRING AUTO MUSEUM, BLACKHAWK PLAZA, DANVILLE, CA.

**1931 Chrysler**  
CG Imperial 8, Roadster

The remarkable styling of the CG series Imperials was the work of LeBaron, one of the greatest design firms of the Classic Era. Founded by Thomas Hibbard and Ray Dietrich - Ralph Roberts joined them later on - the company was known as innovative, creative and responsive.

Hibbard and Dietrich left to pursue other opportunities, but the company flourished under Roberts' direction. Totally new for 1931, the Imperial Series CG had its own version of the eight-cylinder engine and was built on the 145-inch wheelbase Imperial Custom Line chassis—the largest chassis that Chrysler had built to date.

All 1931 Imperials were 210.75 inches long overall, and 100 Roadsters with semi-production bodies by LeBaron were built. They are often described as the most beautiful Imperial ever produced.

These cars were powered by the new L-head Eight which developed 125 horsepower at 3200 rpm, and could maintain a cruising speed of 96 mph; it could accelerate from 0 to 60 mph in twenty seconds.

<b>Engine</b>	<b>Body/Coachbuilder</b>
8 cylinder, in-line, L-head	LeBaron
3.5" bore, 5" stroke	Detroit, Michigan
384.8 cubic inch	
125 hp. @ 3200 rpm.	<b>Manufacturer</b>
	Chrysler Corporation
	Detroit, Michigan

**Price when new: \$3,220**



*(Partial) 1931 Imperial Brochure*

*ALL* progress is change. Only by change do man and the factors of his civilization move from the lower to the higher state; from the cruder to the finer development. Our Chrysler engineers devote their lives to study, to analysis, to experimentation. And out of this constant searching and trying come the knowledge, conviction and decision that lead to progress. In announcing the New Imperial Straight Eight, we now register our most important change and progress—all designed, all worked for, all created to give the world better and more satisfying transportation. In our progress there is no departure from fundamental principles. To maintain public approbation, we must give always finer, more dependable, more dynamic car performance—must offer always greater value, as well as cars better suited to the needs of modern transport. Thus, the New Chrysler Imperial Eight—containing as it does, engineering and style improvements which antedate all earlier standards—is, we believe, a milestone along the course of automobile progress.

*M.C. Chrysler*  
PRESIDENT AND CHAIRMAN OF THE BOARD  
CHRYSLER CORPORATION

The engine of the Chrysler Imperial Eight—the outstanding triumph of the most progressive group of engineers in the industry, is an achievement in high powered smoothness such as eight cylinders have never been known to produce. It develops 125 horsepower at 3200 revolutions per minute.

Thousands of hours of exhaustive experimental trials; thousands upon thousands of miles of exacting road tests, is your assurance of its performance and durability.

Characteristic of the excellence of design of this fine engine is the large nine-bearing crankshaft (main bearings  $2\frac{3}{4}$ " in diameter and supported for a total length of 13"). It is counter-weighted at eight points and equipped with an impulse neutralizer.

Other features of this fine motor include Chrysler down-draft carburetion, Chrysler Isotherm pistons, accelerating pump, fuel pump, air cleaner, oil filter, fuel filter, crankcase ventilation and full pressure lubrication.

# TECHIE TIDBITS



I have a 1972 Imperial with a 440 engine. The water pump is driven by a single fan belt that wraps around the water pump pulley, the crank pulley, and a small idler pulley that is adjustable to tension the belt.

The bearings on my idler pulley went bad and the pulley essentially exploded its bearing assembly on the freeway and the pulley wheel then dropped out of the engine compartment while I was still in flight.

I pulled the car over and promptly exited the freeway, keeping an eye on the temperature gauge. I didn't actually know what had happened, but presumed that it was something fan-belt related.

## SCREWDRIVER SARCASM

We would hopefully never let our Imperials get this bad

right there around the corner, and best of all, they had loading docks that seemed pretty active. I went in and got scolded for dumping my car at the front gate in the area that the trucks were by a concerned trucker. I told him that I was overheating and looking for zip ties. He said "Oh!" and pulled a handful of them out of his visor and I was on my way.

These were the extra long, skinny kind. I put them on in such a way that they had long tails on them. Started the car and didn't rev it. Heard the long tails slapping around inside of the engine compartment, and I knew that as long as they were slapping, that I had a good "belt" that was still doing its job. I knew that there was an auto parts place down the road, and it took two sets of skinny zip ties to get there. Once there, I bought a large bag of extra-thick white zip ties for about \$15. They didn't have a Mopar idler pulley, after all.

These super-thick ties only required one set to get me 15 miles back to the house, where I had a spare pulley. The belt was fine.

I understand that there are videos on YouTube showing how you can do the same thing with a women's pantyhose, so I guess that's what you go for if you are in the suburbs and a supermarket is the only thing close...

Kenyon Wills





## MEMBER'S CORNER



Contributed by: Larry Foster

### ONE ENCHANTED...MORNING



I've had my 1966 Imperial Crown 4 door hardtop since 1971; I bought it from the original selling dealer, A. Volpato Inc. of Chico California. The Imperial had 30,000 miles on her when I got her (or he, the Imperial can get pretty brutal at times) and as this is written has over 230,000 miles, and is still magnificent.

For over 30 years I went to the Turlock, California January swap meet, one of the larger ones in California. I started taking the Imperial most times because of its comfort and road ability. Several years ago the friend who was due to go with me had to cancel the day before the meet, which was the day I planned on going down to Modesto, where I had a room reserved at the Days Inn. Turlock is usu-

ally booked up a year or more in advance for rooms so Modesto was usually it, 12 miles away. I would go down on Friday after the normal fog disappeared, get to the meet the next morning in fog, enjoy the meet and later that night have dinner with the De Soto and Imperial joint/club dinner in Turlock. Then the next morning head back to Chico, most often in the dreaded fog, which at times made it impossible to even see the upright Eagle hood ornament at the front of the car. A few times it was so bad I couldn't see the left outside mirror right outside the window.

I met friends at the meet and enjoyed the day. Then as planned had an excellent dinner at Latif's in Turlock, and then went back to my motel in Modesto and to bed earlier than I usually did around 10 pm. The next morning I woke up at 5 am. I looked outside and saw absolutely clear weather. No fog! I turned on the TV to the weather channel. Pea soup fog was predicted by 6 am.

I threw my things in the Imperial's vast trunk and checked out. Once out of Modesto there is a connector highway that runs between highway 99 and interstate 5. I usually travel on I-5 because of faster moving traffic and less time getting home. Something that was unusual that morning was not seeing any cars on the road in Modesto, or on the highway connector. As I accelerated onto Interstate 5 there were no cars in sight. I ran the Imperial up to 100 miles per hour, and set the cruise control. The night was perfectly clear. After 15 miles I upped the speed to 115 miles per hour. I saw one car near Stockton as I went past the city on I-5. No police in sight.

The distance between Stockton and Sacramento was covered rapidly at 115 and was the first time I ever encountered totally empty 12 lane sections of freeway. Heading north out of Sacramento I accelerated to 125 miles per hour and re-set the cruise control. From the time I had pulled on I-5 I had been listening to my favorite music on the tape player. The Imperial's torsion bar suspension, tight steering, heavy duty gas shocks, and high speed tires made cornering fun. The big Imp stuck like glue in the corners, but had the ability to kick the tail out and drift corners beautifully with a fifty/fifty weight distribution front to rear, and the center of gravity in the bottom of the driver's seat, the driving "feel" was and is superb.

North of Sacramento I left I-5 and took the 99/70 off ramp. I hadn't seen a single car all through Sacramento. On 99/70 it was the same and the traffic lights were all green in my favor. Where highways 99 and 70 split I chose to go 70, as there are less towns and more divided highway. The 440 cubic inch engine under the hood was humming along at the 125 mile per hour mark with a gentle rumble of the dual glass packs under the car. There was no wind noise and a quiet environment for the music tape in the concert hall size of the Imperial's interior. There are gentle curves on 70 before Yuba City and slightly more pronounced curves above it. The huge Imp gracefully and very comfortably negotiated them without lean on its suspension. The pavement was dry all the way, and a touch of lighter sky started to show when I had passed Yuba City. Between there and Oroville the highway is narrower and has many more side roads coming onto it. I slowed to 115 miles per hour as the Imp hurtled through the countryside beneath the fading night sky. There are a few corners that are banked near Oroville on 70, that made the cornering easy. As I entered the divided freeway south of Oroville I accelerated to 125 miles per hour again, and after passing Oroville proper did a run to 140 miles per hour and held it there for awhile, then allowed the Imp to drift back down in speed to the 125 mark again. I slowed to 100 on 149, the connector between 70 and 99, and accelerated to 125+ on the sweeping curve that delivers onto 99 and back up to 140 miles per hour for the rest of the way into Chico. I saw four cars near Chico, all going the other direction.

I stopped by my Detail/restoration shop in Chico to clean the bugs off and do a quick wash. As I washed the Imperial the sun started rising. I had covered the distance between Modesto and Chico (quite often a 3 hour drive at normal speeds) in one hour and forty-six minutes, in absolute comfort, and security in the handling and competence of Chrysler Corporation's 1966 Flagship, Imperial. No one was bothered or endangered by the speed and the trip was an exhilarating morning coming home. The Imperial was an expensive top of the line automobile when new, and wonderful thing about it, it stays that way year after year. In my business I drive most everything, and would not trade the Imperial for a new Mercedes or BMW. The Imp does everything magnificently and is the car for point A to point B in total comfort and control. And if the occasion ever comes to run into something the Imperial is tough enough and protective enough to be the car I want to be in.

I will always remember that morning, with no traffic and the magic of the pre dawn light making everything in sight seem like you should see unicorns and pixies around every turn. Here's to the "Incomparable Imperial".

Editor's Note: I had to ask Larry HOW he knew that he was going as fast as he shared with us. Here is his answer: "On some of my cars the speedo reads much higher. Over the years I've had the speedos calibrated. On the Imperial the last marker on the speedo equals 125 mph; after that I used a tach and rpm for higher figures on longer trips. I've run the Imperial at higher speeds enough over the years that I admit sometimes I figure the speeds from the sound of then engine and feel of the speed. When I've check these feelings with a tach over the years they have been accurate. Having had my cars for such a long time I know the feel very well. One problem I had early on with the Imperial was the speedometer fell to zero on a few high speed runs. Each time it was fixed, it did it again. My mechanic said the wedge that was supposed to hold the speedo together was getting wound to tight and popping out. He lightly brazed the wedge in. I haven't had a failure since. I also have gone by feel about where to travel fast. [T]here was no one to bother me on the road trip. When traffic is heavier or I get the 'feel' of police I back out. [M]ain thing: [S]afety.

# For Sale

ENGINE FOR SALE  
1966 IMPERIAL 440  
36,000 ORIGINAL MILES  
TURNS FREE  
INSIDE STORAGE  
\$700  
CONTACT:  
JOHN WEAVER  
916-488-2619

## May-June Issue Bloopers Corrected

I really appreciate Everyone's SUPPORT, Encouragement, and Understanding of small mistakes that have appeared in the past three Newsletters. However, there are some things that are blatant and need to be corrected. I am acknowledging them here. This is your Newsletter, and, I WANT the information I publish to be correct!!! It may not matter 100 years from now, but it does today!! THANKS!



## 2009 IOANC TOUR CALENDAR

### JOHN TENNYSON, IOANC TOUR DIRECTOR/COORDINATOR

JULY 21ST - 25TH

WPC CLUB NATIONAL MEET-SACRAMENTO, CA

FOR MORE INFORMATION

CONTACT CLIFF FALES 916-635-1126

[VALIANT60@SBCGLOBAL.NET](mailto:VALIANT60@SBCGLOBAL.NET)

[HTTP://WWW.CHRYSLERCLUB.ORG](http://WWW.CHRYSLERCLUB.ORG)

JULY 26

THE DON FROLICH MEMORIAL NATIONAL MEET

AT PORTAL PARK IN CUPERTINO,

AUGUST 15

ISLAND BAR-B-Q SOCIAL SPONSORED BY CCPC

TIME: PARTY BARGE PICKUP UP STARTS 11:30AM

PLACE: FRENCH ISLAND (MILES NORTH OF RIO VISTA)

COST \$14.00 . MONEY TO BE REC'D BY AUG 7, 2009

MAIL CHECK: JOANNE LUNARDI, 3754 ROSALEE CT.

CASTRO VALLEY, CA. 94546 BY AUGUST 7, 2009

OCTOBER 2ND, 3RD, 4TH

ANNUAL CHRYSLER & IMPERIAL FALL TOUR-

SEQUOIA NATIONAL PARK

JOHN TENNYSON, TOUR LEADER-INFO IN JUNE-JULY

OCTOBER 24

SANTA CRUZ AREA CAR COLLECTION TOUR

KEN LANG, TOUR LEADER, INFO IN AUGUST-SEPTEMBER

MID NOVEMBER

ANNUAL BUSINESS MEETING AND TOUR-NO DATE YET

IDEAS WELCOME. TOUR LEADER NEEDED

EARLY DECEMBER

ANNUAL CHRISTMAS PARTY-NO DATE YET-SEEKING HOST

[RESERVE THESE DATES NOW](#)

**Editor's Note:** As always, I would like to thank ALL the Participants for enjoying the Tour Events that IOANC holds. I would like to thank, Rich and Jan Hardy for being the Tour Leaders for the Maxwell, Ca. Best Little (Free) Car Show in the World, and the Jelly Belly and Lunch Tour. Jan's attendance detail has certainly helped me to acknowledge all of our Members who participate. THANKS, Jan. We have had SOO much fun these past couple of months after the AWESOME Statewide Meet that Dave and Camela managed so well. I have enjoyed putting together the Newsletter for you, and invite you to send your articles of tidbits that you would like to share with our Members. Have a WONDERFUL SUMMER. Events coming up will be WPC National Meet, and of course, make your Reservations for our Fall Tour that John Tennyson so THOROUGHLY puts together for our enjoyment. Thanks, until next time!

Imperially, Debbie

The Imperial Owners Association of Northern California  
**2009 Chrysler & Imperial Annual Fall Tour**  
Fresno & Sequoia-Kings Canyon National Parks  
October 2, 3 & 4<sup>th</sup>

**Registration Form**

NAME \_\_\_\_\_ # in Party \_\_\_\_\_

ADDRESS \_\_\_\_\_

E-mail \_\_\_\_\_ Phone (\_\_\_\_) - \_\_\_\_ - \_\_\_\_\_

Year/ Make of Car \_\_\_\_\_

Tour Fee – covers cost of Drivers’ Kits/Maps/Info \$ 5 per car = \_\_\_\_\_  
Underground Gardens (Group Discount) per person \$10 ea X #\_\_\_\_persons = \_\_\_\_\_  
Friday Night Group Tour Dinner @ Lunas in Clovis \$16 ea X #\_\_\_\_persons = \_\_\_\_\_

Make Checks payable to “John Tennyson” and send to Total \$ \_\_\_\_\_  
him with this form at:

1511 El Nido Way  
Sacramento, CA 95864

**BY**

**DEADLINE FOR TOUR REGISTRATION: September 1, 2009 (postmarked)**

**Hotel Reservations:** SEE INFORMATION SHEET. You are responsible for making your own Hotel reservations in Clovis and Sequoia for this tour. Since the best rate at the **Best Western Clovis** is the individual rate with AAA or other discounts, there is no group deadline, but we recommend reserving a room **ASAP** as Clovis is a popular spot. **Deadline for reservations at the Wuksachi Lodge in Sequoia is August 15, 2009.**

**Questions:** Call John Tennyson at (916) 481-3546 eves between 7–10 p.m. only please or leave a message and we will call you back, or e-mail: [j.tennyson@sbcglobal.net](mailto:j.tennyson@sbcglobal.net)

**REMINDERS**

- Your check for \$14.00 per person to attend the Island BBQ Social, CCPC hosted, must be **received** by August 7, 2009. **Send form to: Joanne Lunardi, 3754 Rosalee Ct., Castro Valley, Ca/ 04546.**
- Fall Tour Registration has to be postmarked by September 1, 2009. Make checks payable to: John Tennyson, 1511 El Nido Way, Sacramento, Ca. 95864. (916)481-3546 eves between 7-10pm only or leave a message.
- 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.
- 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. Emailed newsletters are in full color; mailed copies are in black and white.
- Please contact John Tennyson if you would like to host a tour for 2009!
- All IOANC members are entitled to one free admission to the Towe Auto Museum in Sacramento. Just show your IOANC membership card at the front door and enjoy the fine displays. Check out their website at [www.toweautomuseum.org](http://www.toweautomuseum.org) for hours, address and directions.

**IMPERIAL OWNERS ASSOCIATION OF NORTHERN CALIFORNIA**

**2009 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	John Tennyson	Sacramento	916-481-3546
Historian	Charlene Quinn	Wilton	916-687-8101
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