

NEWSLETTER OF THE IMPERIAL OWNERS ASSOCIATION OF NORTHERN CALIFORNIA

*Imperial*



*Material*

FOUNDED 1977

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

**Special points of interest:**

- 2010 Annual Business Meeting
- IOANC Christmas Party
- New Series: Chrysler Collectibles: The Airflow
- Trunk Treasures/ Members Corner

Happy New Year, Everyone!! It has been two years since accepting the position as VP-Newsletter, and I am still having a great time putting it together for you. We expect to have another fantastic year of events lined up for you to enjoy. Our Fall Tour this year in September is a repositioning Cruise from Vancouver, Canada sailing back to San Francisco. Since we all have to meet in Canada, and it is not a road trip, we are hoping ALL our members will consider joining us. Have a healthy and prosperous New Year, and stay safe on all your road trips.



IMPERIAL IMPERIAL IMPERIAL



**Thanks in Advance for Renewing**

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**We will resume the Member Spotlight next issue. The time turned out to be too short, and everyone so busy. There is a New Series starting on Page 10 on Chrysler Collectibles. I hope you will enjoy.**



**1934 Chrysler Imperial Airflow**



## IOANC Presidents Column

DAVE LABHARD



As we see 2010 end, it is a good opportunity to take a look back and remember the fun times we've had at the IOANC events. The bright spots of the year were the tours to new places, the beautiful Imperials, and getting together with good friends. It's our goal to continue to plan events that will get us out and about in our Imperials.

I hope everyone will continue to support your Imperial Club by renewing your membership for 2011. A special thanks to Lora Harmon and Stuart Ryce for planning and hosting the IOANC Christmas Party at the Hometown Buffet in Concord. The accommodations at the restaurant were perfect and it was nice to see our club friends during the holidays.

As we look forward to the next year we are currently planning more great tours and events. We will also be hosting the Statewide Meet in Pacific Grove. Pacific Grove is a small resort community between Monterey and Carmel at the waters edge of the Monterey Bay and Pacific Ocean. Activities include will the visiting Canary Row and the Victorian Antique Stores, Art Galleries, and Museums along Lighthouse Avenue. Pacific Grove also has the most spectacular beaches and sunsets in the world. You will not find a nicer place to cruise in your Imperial and the community appreciates and supports our event.

### 2011 State Meet Schedule is May 12th thru 14th

- Thursday: Monterey Bay Aquarium**  
**Antiquing, Fisherman's Warf, Cannery Row**  
**(On your own self guided activities)**
- Friday: Tour 17 Mile Drive to Carmel**  
**Point Lobos State Preserve Tour - Picnic Lunch**  
**Hospitality Night - Pacific Gardens Inn**
- Saturday: Imperial Show – Lighthouse Ave. (Main Street Pacific Grove)**  
**Awards Dinner – Dos Pinos Grill**



# IOANC State Meet 2011

*A Detailed  
State Meet  
Packet Will Be  
Sent Soon*



## Pacific Gardens INN



We have reserved the entire Pacific Gardens INN

Rooms	Weekday/Weekend
2 Single Queen Rooms	\$106/\$127
7 King & 11 Double Queen Rooms	\$114/\$140
4 One Bedroom Mini Suites	\$144/\$157
1 Large 2 Bedroom Suite	\$174/\$195

701 Asilomar Blvd Pacific Grove, CA

Web : <http://pacificgardensinn.com/index.html>

Email [innkeeper@pacificgardensinn.com](mailto:innkeeper@pacificgardensinn.com)

# Annual Business Meeting

November 6, 2010

The Annual Business Meeting (ABM) event was held on an incredibly beautiful November day in Sacramento. The plan was to tour the newly enlarged Crocker Art Museum in the morning, and afterward take a road trip on Garden Highway, to have our lunch and meeting at Alamar Floating Restaurant on the Sacramento River.

The tour of the Crocker Art Museum is home to California art, drawings and prints, sculptures, and more. It is also celebrating its 125 anniversary as well as 125,000 square feet of expansion. We had the privilege to view an exhibition celebrating Sacramento's most famous artist Wayne Thiebaud. Our IOANC President Dave Labhard shared that Wayne Thiebaud was his next door neighbor when he was a kid. He reminisced that after Thiebaud's parties, his kids used to throw the empty wine bottles over to Dave's family's yard, and he and his brothers used to throw them back.

The drive along Garden Highway was relaxing and beautiful. We viewed gorgeous homes overlooking the water, and when we finally got to our destination, the Alamar Floating Restaurant offered excellent cuisine.

The meeting finally got underway. The reading of the minutes were waived, and several business items were discussed before nominations and voting was held. The winners were incumbents President Dave Labhard and Secretary Bob Trepanier, and Treasurer Jimmy White. CONGRATULATIONS to our 2011-2012 Board Members. Enjoy the photos, and remember to visit our club website for the full range of photos taken.

In attendance were: Dave and Camela Labhard, Tony Bevacqua, Jimmy White and grandson, A.J., Bob and Pat Trepanier, John and Nancy Tennyson, Roger and Carol Selby, Theo Martinez and son Daniel, (dan dan), Debra Compson, Susan Gutierrez, Arlene Hackney, Mike Hackney, Jan and Rich Hardy, Doug Walter and his guest Catherine Aragon,) Tom and Sherrie Egger, Robert and Royalee Schertle, DJ Quinn, and Ken and Debbie Lang.



L-R - Catherine Aragon, Doug Walter; Jimmy White, AJ, John and Nancy Tennyson, Tom Egger, Ken Lang, Jan Hardy, Tony Bevacqua, Bob Trepanier, Bob and Royalee Schertle, Theo and son Daniel, DJ Quinn way in the back



Lang's '68 LeBaron, Jimmy White '63, Egger's '64



Original Crocker Art Museum adjoins New Crocker Art Museum



Sherrie Egger and Pat Trepanier



Roger Selby's 300, Hardy's '62 Imperial



"Portrait of my Father"- Poignant





# Alamar Floating Restaurant

Sacramento, Ca.

continued

Doug Walter and Guest Catherine Aragon



Tom Egger...Yumm



Theo Martinez and son Dan Dan with Sacramento River as backdrop.



Cheers Rich Hardy



Deb Compson, Susan Gutierrez, Tony Bevacqua, DJ Quinn, Royalee and Bob Schertle, Arlene and son Mike Hackney



President Dave Labhard



Grandson AJ and Jimmy White

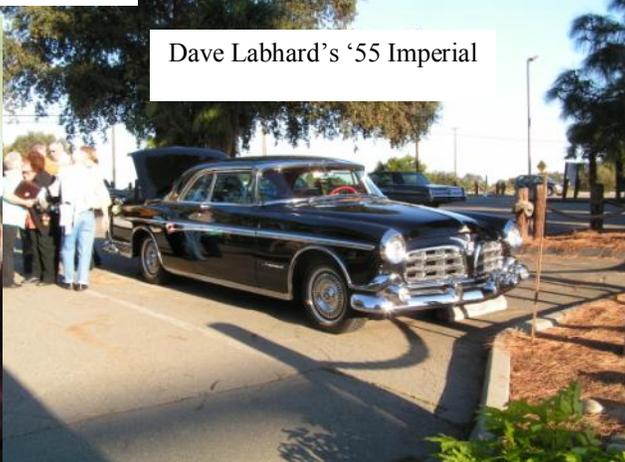


Royalee and Bob Schertle

Roger and Carolyn Selby, John and Nancy Tennyson



Dave Labhard's '55 Imperial



# IOANC Christmas Party

## IOANC Christmas Party

### Hometown Buffet

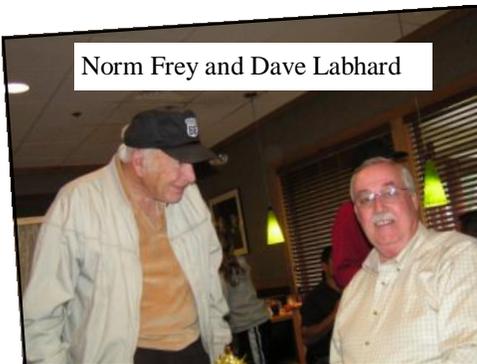
#### Concord, Ga



Dec 5

Our Club tried something different this year, thanks to **Lora Harmon and Stuart Ryce** who hosted this year's Christmas Event at Hometown Buffet, in Concord, Ca. What a novel idea, to gather at a restaurant and eat ALL you want, and party down with good friends, and then leave the cleaning to someone else. There were myriads of dishes to choose, and everyone had their fill. In attendance were: **Dave and Camela Labhard, Tom and Sherrie Egger, Bob and Pat Trepanier, Doug Walter, Bob & Royalee Schertle, Ken and Deb Lang, John Tennyson, Rich and Jan Hardy, Lora Harmon and Stuart Ryce, Larry and Sally Tomasini, Norm Frey, Arlene and Mike Hackney, Theo, Christine and son Daniel Martinez, Jimmy White.** What a GREAT TIME!

Norm Frey and Dave Labhard



Camela Labhard and Sherrie Egger



Pat Trepanier and Deb Lang



Daniel, Theo and Christine Martinez



Thanks, Lora ...Great Job in hosting our Christmas Party

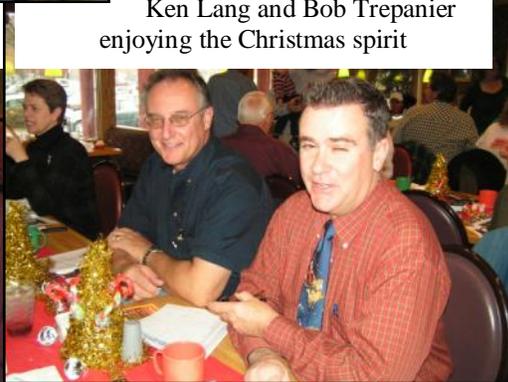


Sally and Larry Tomasini, Lora Harmon and Stuart Ryce, Arlene and son Mike Hackney, Jimmy White

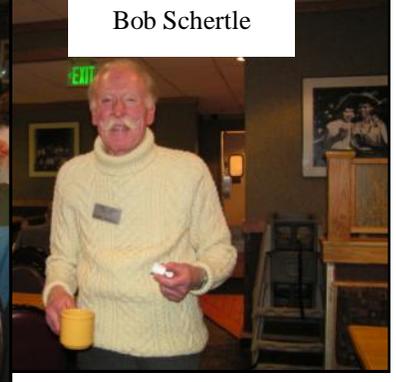
Jan and Rich Hardy, Royalee Schertle,



Ken Lang and Bob Trepanier enjoying the Christmas spirit



Bob Schertle



# The Genesis of the Airflow Project

Although our Newsletter is dedicated to featuring our beautiful Imperials and our Members who drive them, I am starting a new feature section of other Chryslers Collectibles, Classic Luxury Automobiles, and Car Makers who are no longer around. Receiving your Newsletter by email, allows you to click on the highlighted areas to read more about references I found on the Internet, and should satisfy copyright material. The information here comes mainly from an article Past President Jim Lightfoot of the [Airflow Club](#) wrote, and generously shared with me. These articles are for your reading pleasure, and my education. However, if my facts are NOT correct, please email me with the source, and I will publish correct information in the next Newsletter. I have provided a link for an article that was written for their Airflow Club members: [How to Identify an Airflow](#). It is very informative. Enjoy!



**Front view of a restored '34 Airflow**

The basis for the Chrysler Airflow was rooted in Chrysler Engineering's [Carl Breer](#)'s curiosity about how forms affected their movement through the environment. According to Chrysler, Breer's quest was started while watching geese travel through the air in a "V" flight pattern. Another source lists Breer as watching military planes on their practice maneuvers, while still other sources attach the genesis of the project to Breer's interest in lighter than air airships and how their shapes helped them move through the atmosphere.

Breer, along with fellow Chrysler engineers Fred Zeder and Owen Skelton, began a series of wind tunnel tests, with the cooperation of [Orville Wright](#), to study which forms were the most efficient shape created by nature that could suit an automobile. Chrysler built a wind tunnel at the [Highland Park](#) site, and tested at least 50 scale models by April 1930. The studies of various shapes in the wind tunnel led to the conclusion that the ideal shape to emulate was that of a teardrop which was wide and rounded at the front tapering to a point at the rear. This was just the reverse of current automotive design practice at the time which called for a relatively narrow radiator at the front of a vehicle, a body wide enough for two passengers in the front seats and three in the rear seat and a high square back. The engines were placed behind the front axle within the frame. It soon became obvious to Breer and his staff that to come anywhere close to the ideal shape of the teardrop, basic changes in all of the primary elements of the automobile would be necessary. To achieve a sloping rear, the passenger compartment would have to be moved forward. This would require that the engine also would have to be moved forward. The engineers came up with a design cradling the engine over the front axle that allowed the passenger compartment to be moved forward a full 20 inches. In addition to the sloping rear deck, this resulted in several other benefits. The rear seat passengers were now moved forward of the rear axle and closer to the center of gravity of the vehicle resulting in much reduced jouncing over bumps. The revised location of the engine required longer springs that had a lower frequency approximating a normal walking gait. This resulted in a much softer and less tiring ride. To compensate for the softer springing an anti-roll bar was incorporated giving handling as good or better than other cars of the time. In keeping with the ideal teardrop shape, the front seat was widened by ten inches, giving room for three passengers, making this the first six-passenger sedan.



**1934 Chrysler CU Airflow Eight Sedan**

The design of the Airflows was a true engineering "tour de force". Beginning with the relocated and widened passenger compartment and the placement of the engine over the front axle, a surprising number of improvements were incorporated in the design, many of them for the first time in a production automobile. It incorporated all steel bodies at a time when most bodies were framed in wood with sheet metal attached. It used a semi-unit body design with most of the strength of the unit provided by a bridge-truss latticework within the body structure. It incorporated an automatic overdrive transmission in conjunction with free-wheeling. They continued the use of hydraulic brakes, a feature on Chrysler cars since the first Chrysler in 1924. The new design provided a luggage compartment inside of the body behind the rear seats. In addition, the engines used precision bearing inserts and hardened valve seats for long reliable service.

The design and styling of the Airflows was highly controversial. It was intensely admired in some quarters, particularly in Europe where it resulted in several imitators. The sloping rear deck was widely admired, particularly in the coupe models. In profile, the lines of the coupe swept up from the front bumper in a clean arc over the roof and tapered to the rear bumper with only a step for the windshield interrupting the teardrop form. However, the design of the front of the Airflows was another matter. The stubby hood with the headlights, radiator grille and fenders all blended into a massive cascade of metal contrasted totally with the prow-like grille, free standing headlights and graceful outrigger fenders on most of the Airflow's contemporaries. The car soon became the object of ridicule with critics describing the round blandness of its front end as being bug eyed and having a look of rhinocerine ungainliness.

Prior to the Airflow's debut, Chrysler did a publicity stunt in which they reversed the axles and steering gear, which allowed the car to be driven "backwards" throughout Detroit. The stunt caused a near panic, but the marketing department felt that this would send a hint that Chrysler was planning something big. The car that emerged was like no other American production car to date.

In spite of having a large backlog of orders shortly after its introduction, sales were a resounding disappointment. DeSoto sales fell 47 percent below those of the preceding year while Chrysler only maintained its 10th place sales position because they continued to offer their lower priced conventionally styled six-cylinder models from the previous year. For DeSoto the Airflow was the only model available. There has been a great deal written about why the Airflow failed so badly in sales. The decision to go forward into production was finally made only fifteen months before its targeted introduction date, set to coincide with the tenth anniversary of the Chrysler Corporation. This compressed schedule posed enormous difficulties in producing a car that was so basically different from anything built before. The Airflow bodies were difficult to build and volume production was not achieved until well after the January 1934 introduction at the New York Auto Show. In addition, the Airflows were significantly more expensive than the models they replaced with the DeSotos costing approximately thirty percent more than the corresponding 1933 models, making their sales a daunting

**1934 Chrysler Airflow**



task with the country still in the throes of the depression. Perhaps the greatest problem was the styling of the face of the Airflows. The Lincoln Zephyr that was introduced in 1936, two years after the Airflow, shared many aspects of design with the Airflow. It had the same overall profile with a steeply raked windshield and sloping back, the widened passenger compartment moved forward and the engine located over the front axle. However, the designers at Ford had learned from the Airflow experience and gave the Zephyr a strikingly handsome face with sharply pointed V-type grille, a broad flat alligator hood and headlights mounted in the fenders. It was acknowledged as a style leader at the time.

The Chrysler line of eight cylinder Airflows included model CU Airflow Eight (123.5 inch wheelbase), model CV Airflow Imperial Eight (128 inch wheelbase), model CX Airflow Custom Imperial (137.5 inch wheelbase). At the very top was the model CW Airflow Custom Imperial with a body built by LeBaron on a 146.5 in wheelbase. The CW had the industry's first one-piece curved windshield on production automobile. Chrysler recognized the styling problems with the 1934 Airflows and made significant changes for subsequent years by adapting more conventional upright grilles. Chrysler also reintroduced conventionally styled and lower priced models in both the Chrysler and DeSoto lines that, together with the Plymouth and Dodge models, allowed Chrysler to be profitable all through the depression with the exception only of 1934. It is ironic to note that just seven years after the introduction of the Airflow, General Motors brought out its "fastback" design with a profile almost identical to the Airflow coupe.

**1935 Chrysler Airflow Imperial Sedan**



While a sales disaster, the Airflow occupies an exalted place in the history of automotive design. By 1940, virtually all American cars shared most of the major features that had been pioneered by the Airflow including the engine location over the front axle, the widened and forward placement of passenger compartments, and the adoption of rounded streamlined forms. Foremost of 1935 changes was the placement of a slightly peaked grille that replaced the waterfall unit of 1934.

**1936 Chrysler C10 Imperial Airflow**



**1936** For 1936, the Airflow surrendered its smooth backside when a trunk was tacked onto the body of the car. The grille also became more pronounced. Only one Airflow body style, the four-door **Imperial** sedan (C-10) broke the 1,000 unit mark with 4,259 units built. Otherwise, total Airflow production sank to 6,275 units compared to the concurrent Airstream models, which sold more than 52,000 units for 1936. 1936 would be the last year that Chrysler's premium Imperial model range would carry the Airflow.

**1937 Airflow Custom Imperial Limousine CW**



**1937** In its final year, the Airflow was reduced to one model, the Airflow Eight, offered as a two-door coupe and four-door sedan. A total of 4,600 units were produced before the program was cancelled. It was in this year that an Airflow Custom Imperial, model CW, limousine became the official car of Philippines president Manuel L. Quezon. The historic vehicle was restored in 1978 and is on display in Quezon City, Philippines

The 'Airflow' design, applied to both Chrysler and its sister marque DeSoto, is one of the most important cars of all time. It was both an incredible engineering success, as well as, a crushing commercial failure. Largely shunned by the car buying public in its era, the radical streamlined design of the Airflow was truly ahead of its time. That is why this car is truly a Chrysler collectible.

# Member's Corner

That good looking guy is Ken Lang in 1981. He was living in Texas at the time, and was showing off his brand new 1981 Imperial which he eventually sold because the insurance was so high. He hardly drove it because he worked all the time. Ahhh...hindsight is 20/20...what a CLASSIC it is now.



Ken is selling one of our beloved Imperials, and of course, we want it to go to a good home. It is being featured on Ebay.



The Lang's are selling their 1967 4D HT Crown Imperial with Original CA Black Plates.

For more information call Ken at 510-886-5934. Full disclosure is located on Ebay:

[Click here: 1967 Chrysler Imperial Crown](#)

# For Sale

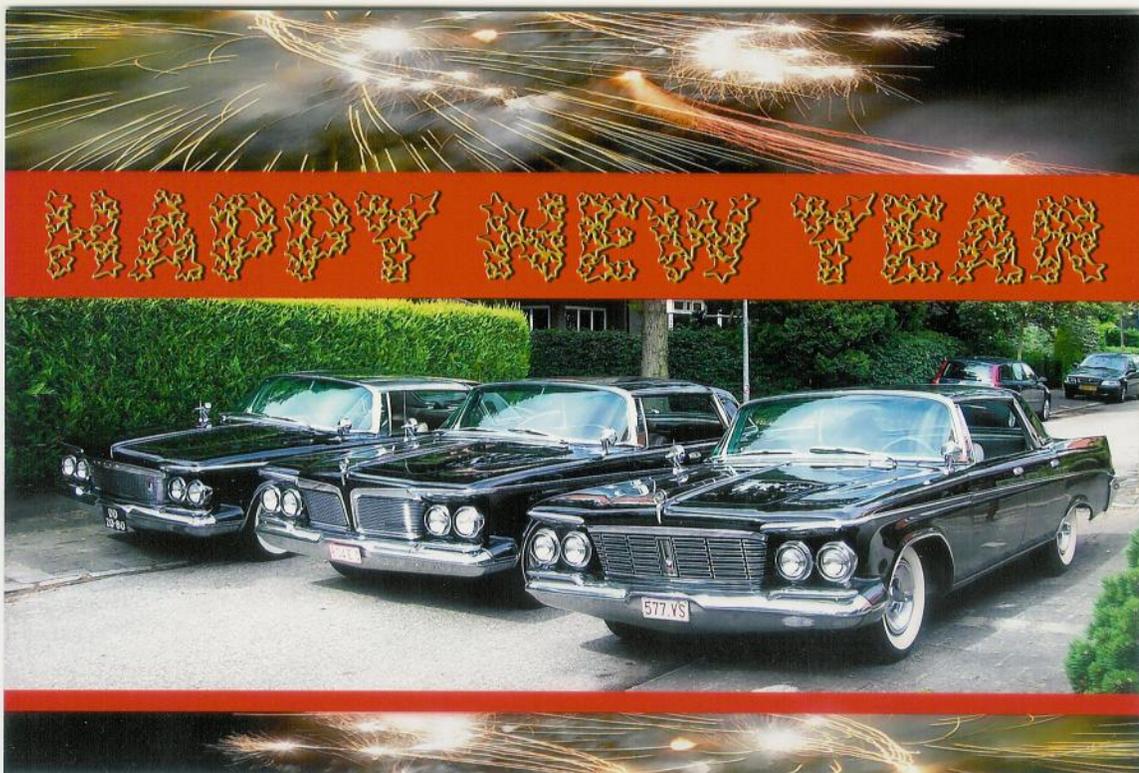


# Newsworthy Notes

From: Member Jack Shea  
Indianapolis, Indiana

Greetings, Jack,  
Thank you for the beautiful  
postcard of your home. We  
know you truly enjoyed a  
White Christmas. You are an  
invaluable supporter of our  
Club, and we APPRECIATE  
you very much!

**Good Health  
Happiness  
Prosperity**



Happy New Year to  
you also, DeGroot!

Sharing your  
beautiful Imperials  
this 2nd year in a row  
in a holiday card  
form is the greatest  
way to hear from  
you! **THANK YOU**  
for taking the time to  
share with us!

## Heart Attacks and Heart Disease

Roger Selby survived a Heart Attack. recently. Fortunately, he is mending well. When he called to say he was okay, and had become a member of the "Stint Club", I was reminded of my own incident over a year and a half ago. I found this article to share. I was told that after having a heart attack, the status quo is suffering another one within five years. Roger and I certainly do not want a reoccurrence, and are mindful (apart from genetics) that we do eat more healthily and get our exercise. Wishing all of our members GOOD HEALTH and Happiness this New Year

More than 1 million Americans have heart attacks each year. A heart attack, or myocardial infarction (MI), is permanent damage to the heart muscle. "Myo" means muscle, "cardial" refers to the heart, and "infarction" means death of tissue due to lack of blood supply.

### What Happens During a Heart Attack?

The heart muscle requires a constant supply of oxygen-rich blood to nourish it. The coronary arteries provide the heart with this critical blood supply. If you have coronary artery disease, those arteries become narrow and blood cannot flow as well as they should. Fatty matter, calcium, proteins, and inflammatory cells build up within the arteries to form plaques of different sizes. The plaque deposits are hard on the outside and soft and mushy on the inside.

When the plaque is hard, the outer shell cracks (plaque rupture), platelets (disc-shaped particles in the blood that aid clotting) come to the area, and blood clots form around the plaque. If a blood clot totally blocks the artery, the heart muscle becomes "starved" for oxygen. Within a short time, death of heart muscle cells occurs, causing permanent damage. This is a heart attack.

While it is unusual, a heart attack can also be caused by a spasm of a coronary artery. During a coronary spasm, the coronary arteries restrict or spasm on and off, reducing blood supply to the heart muscle (ischemia). It may occur at rest and can even occur in people without significant coronary artery disease.

Each coronary artery supplies blood to a region of heart muscle. The amount of damage to the heart muscle depends on the size of the area supplied by the blocked artery and the time between injury and treatment.

Healing of the heart muscle begins soon after a heart attack and takes about eight weeks. Just like a skin wound, the heart's wound heals and a scar will form in the damaged area. But, the new scar tissue does not contract. So, the heart's pumping ability is lessened after a heart attack. The amount of lost pumping ability depends on the size and location of the scar.



### Heart Attack Symptoms

Symptoms of a heart attack include:

**'LET THE BEAT GO ON'**

- Discomfort, pressure, heaviness, or pain in the chest, arm, or below the breastbone
- Discomfort radiating to the back, jaw, throat, or arm
- Fullness, indigestion, or choking feeling (may feel like heartburn)
- Sweating, nausea, vomiting, or dizziness
- Extreme weakness, anxiety, or shortness of breath
- Rapid or irregular heartbeats

During a heart attack, symptoms last 30 minutes or longer and are not relieved by rest or nitroglycerin under the tongue.

Some people have a heart attack without having any symptoms (a "silent" myocardial infarction). A silent MI can occur in any person, though it is more common among diabetics.



# IMPERIAL



Owners Association of Northern California

Official Event Entry Form



## Movie Premier



**Where:** Century 16 Theater in Pleasant Hill

**Address:** 125 Crescent Drive, Pleasant Hill, Ca. 94523

**When:** Sunday January, 16<sup>th</sup>, 2011

Check your newsletter and the club website for more info and show times.  
Sunday show times will usually be around 10 to 11 AM [www.ioanc.com](http://www.ioanc.com)

**Extra:** We will meet at Nation's for breakfast at 9:30. They are located at 1900 Contra Costa Blvd, Pleasant Hill, Ca. 94523

No advanced monies needed. Pay your way in at the theater box-office.

About 3 blocks from the theater

Standard Movie Pricing	
Adult Evening	\$10.25
Adult Fri/Sat after 6pm (*Price also applies to Special Advance Showings)	\$10.75
Child (1-11) /Senior (62+)	\$7.25
Adult Matinee before 6pm (Sat/Sun/Holidays before 2pm)	\$7.50
Early Bird 1st Matinee Showtime (7 days a week). Note: Check below for multiple listings of a movie (i.e. DLP, Digital, Regular, 3D, etc.) to find first showtime.	\$6.25
Seniors Day – All Day Monday – any movie, any showtime	\$6.00
3D Attraction - Normal Ticket Price Plus Premium	\$3.50



**AEROSPACE MUSEUM OF CALIFORNIA  
AND MILITARY MUSEUM  
TOUR  
SACRAMENTO, CA. February 12, 2011  
Tour host: Arlene Hackney**

\*\*\*\*\*

Le Rhone— Vintage Airplane Engine



Meet at 9:00 a.m. at Mc Clellan Park - Take I - 80 to Watt Avenue North to Freedom Park Dr. then turn left. Museum is at:

3200 Freedom Park Dr.  
North Highlands, Ca. 95652  
916-643-3192

A docent led tour starts at 9:30 a.m.  
\$5.00 entry

We will tour the museum for approximately 1 1/2 to 2 hours, after which we will have lunch at a still to be determined location.

Following lunch we will drive to Old Sacramento for a docent led tour of the Military Museum, located at:

1119 2nd St.  
Sacramento, Ca. 95814  
916-442-2883

\$5.00 entry fee, but if you're ex-military, bring a copy of your DD214 for reduced entry rate.

Looking for military information - there is an extensive library with expert help in obtaining just about any information you would like to find.

Parking in Old Sacramento - there is the multi-story parking garage (not recommended for Imperial sized autos, street parking is available on first come basis - bring quarters for this as it takes 5 quarters per hour

Email Debra Compson [samdebra@sbcglobal.net](mailto:samdebra@sbcglobal.net) by February 8 to confirm your attendance so we will know if we will need 1 or 2 docents at each location

Keep checking our website [www.ioanc.com](http://www.ioanc.com) for updated information.

Military Museum,, Sacramento Ca.



## **TOUR ANNOUNCEMENT**



**Saturday, March 12, 2011**

### **The Morning Tour**

Join Bob and Pat Trepanier for a wonderful tour through the Palace of the Legion of Honor in San Francisco. The Legion of Honor is a world class art museum, and is widely recognized as one of San Francisco's true gems. Our Highlights Tour will feature some of the museum's finest masterpieces, including the history behind the museum, its architecture, and its patron, Alma de Bretteville Spreckels.

### **Lunch**

Lunch will be "on your own", and you may select from either the Museum Café or one of the many nearby restaurants. If the weather is nice, pack a picnic basket and enjoy the views from Sutro Park or Baker Beach. Restaurant information will be provided on the morning of the tour.



### **The Afternoon Tour**

We'll take a leisurely drive thru San Francisco's Presidio to the Academy of Art University and visit their legendary classic auto collection. We'll be treated to a rare inside glimpse at some of the finest Automotive Designs ever to hit the road, including such makes as Packard, Marmon, Cord, Lincoln, and Cadillac. This is a private collection that is not open to the public, so don't miss out on this very special opportunity!

### **Details**

The Legion of Honor is \$10 per person (adults) or \$7 if you're 65 or older. Parking is free. There is a \$10 donation requested for the Academy of Art Collection, which the school donates to charity. The event fee is \$2 per person. Parking at the Academy is difficult, but information will be provided on the morning of the tour.

**Tire Kicking at the Palace of the Legion of Honor Starts at 8:30 am**

**Palace of the Legion of Honor Tour starts at 9:00 am**

**To reserve this tour, send appropriate payment to Bob Trepanier (address below) before March 4<sup>th</sup>**

**Directions to the Legion of Honor will be provided upon receipt of your tour reservation fee**

**This tour will not be cancelled due to inclement weather; this is an indoor activity!**

Send reservation payment to Bob Trepanier, 3188 Montecito Meadow Drive, Santa Rosa, CA 95404.  
For questions, call (707) 527-5940 or (707) 696-4392.

## 2011 IOANC TOUR CALENDAR

### JAN HARDY, IOANC TOUR DIRECTOR/COORDINATOR

<p>JANUARY 16</p> 	<p style="text-align: center;">GREEN HORNET PREMIERE</p> <p>Theo Martinez is proposing an activity for the IOANC. The current proposal is to meet at the Century 16 in Pleasant Hill for the first screening of the day. They are located at 125 Crescent Drive in Pleasant Hill. There is covered parking available if it rains. There are two good places for breakfast within walking distance. Theo will provide showtimes and directions as the date approaches. Make sure to access our Club website: <a href="http://www.ioanc.com">www.ioanc.com</a> for current details.</p>
<p>FEBRUARY 5</p>	<p style="text-align: center;">Tour of Military museum in Old Sacramento and possibly tour of McClellan air museum. Details coming</p>
<p>MARCH 12</p>	<p style="text-align: center;">San Francisco Legion of Honor Tour; Academy of Art University Car Collection</p>
<p>APRIL 14</p>	<p style="text-align: center;">Tour of Silent Film museum in old Niles. Details soon</p>
<p>MAY 14-16</p>	<p style="text-align: center;">IOANC Sponsored Statewide Meet—Pacific Grove, Ca. Details to follow. Access our Club website for up to minute details.</p>
<p>JUNE 5</p> 	<p style="text-align: center;">First Sunday in June at Ohlone College. Details Coming (Non-sponsored IOANC event)</p>
<p>JUNE 25</p> 	<p style="text-align: center;">Capitol City Mopars - Day in the Park Saturday June 25th at Hagan Park in Rancho Cordova. Flyer and Application coming (Non-sponsored IOANCE event)</p>
<p>JULY OR AUGUST</p>	<p style="text-align: center;">Looking at a possible tour of a pipe organ factory with one of our members giving us a small concert. Details coming.</p>
<p>SEPT 24, 25, &amp; 26</p>	<p style="text-align: center;">Fall Tour—Cruise from Vancouver, B.C. to San Francisco</p>
<p>NOVEMBER</p>	<p style="text-align: center;">November is the Annual Business Meeting. Usually the first weekend of the month but we're still working on an activity to coincide with it</p>
<p>DECEMBER Details coming</p>	<p style="text-align: center;">December will be our luncheon tentatively scheduled for the Grass Valley area. The tour may include an overnight stay. Details coming</p>
<p>Page 16</p>	<p style="text-align: center;"><b>RESERVE THESE DATES NOW</b></p>

**2011**  
**New Membership Application/Renewal Form**  
[www.ioanc.com](http://www.ioanc.com)

**New Membership Application**

**Renewal**

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

**Please list all individuals:**

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

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

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

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

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

**Your Newsletter, the Imperial Material, will be sent to this email address**

**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](mailto: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: It is amazing how 2010 whizzed by, and here we are in 2011 with new and fortified hopes, and dreams to make happen. It is IOANC's turn to sponsor the Statewide meet that will happen in May, and then we will get ready for our upcoming repositioning Cruise from Vancouver, BC to San Francisco, in the Fall. I hope our out of state members will think about joining us if you are able. It sure would be great to meet you in person. THANKS for EVERYONE's support! Let us have a healthy, prosperous, and SAFE year wherever we may be!**

**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	Hayward	510-886-5934
Treasurer	Jimmy White	Citrus Heights	916-726-2409

**Appointed Ex-Officio Club Officers**

Events Director	Jan hardy	Dixon	707-678-5904
Photographer	Rich Hardy	Dixon	707-678-5904
IOANC Web Master	Ken Lang	Hayward	510-886-5934

<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