

NEWSLETTER OF THE IMPERIAL OWNERS ASSOCIATION OF NORTHERN CALIFORNIA

Imperial



Material

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Member Spotlight - Dennis Leary

Special points of interest:

- Spotlight: Dennis Leary
- Feature Larry Foster of Chico's own Black Beauty
- Green Hornet Event and Review
- McClellan Air Museum and Ca State Military Museum
- Members Corner
- Welcome New Members (Back Page)

Dennis Leary, our Spotlight of this issue, is a delight to speak with. He was born in 1930, and grew up in Walnut Grove, Ca. He was the second of four children. He had an older sister, and a younger sister and brother. His Dad was a Rancher, and they grew a wide variety of agriculture.

When World War II broke out in 1941, Dennis was 11 years old. During those years, he said "drivers were needed". If you could reach the pedals of a vehicle, you were allowed to drive.



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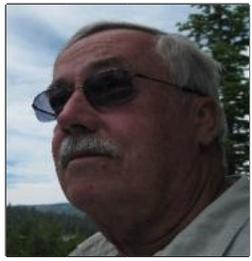
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Feature:

Larry Foster's own 'Black Beauty'

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IOANC Presidents Column

DAVE LABHARD



The February tours to the Aerospace Museum of California and Sacramento Military Museum were great. It was nice to see all of our IOANC friends. I want to thank Arlene Hackney for planning and organizing the day and keeping all of us on track.

March 12th we will head off to San Francisco to the Palace of the Legion of Honor and the Academy of Art University Car Collection tours led by Bob and Pat Trepanier. You should not miss this tour of the private car collection.



17 Mile Drive

The planning for the Statewide Meet to Pacific Grove is complete and the invitation and registration packet will be sent out soon. The Planning Committee (Jan and Rich Hardy, Debbie and Ken Lang) along with Cam and I just spent a few days in Pacific Grove finalizing the tour, picnic lunch and the awards dinner. We selected a private restaurant and have booked the entire facility for our dinner. We sampled three entrée choices and determined that the quality was excellent and the price fits our budget. The restaurant we selected is **An Choi** and they specialize in Asian Contemporary Cuisine. **An Choi** seats 50 guests in the main dining room which should accommodate our group based on the numbers from the 2009 Sacramento Meet.

I must say that Pacific Grove is absolutely beautiful and you will not be disappointed at the State Meet. We have left more time open in the schedule so you can truly enjoy your stay. Pacific Grove, Carmel and Big Sur have the most beautiful coastline in the world and your Imperial will look spectacular on the Coast Highway.

I will have the State Meet packet completed soon and will send it by email or snail mail for the Members who don't have email.

Dennis Leary (cont.)

When Dennis turned 12, he was already driving on the highway. He got his license at age 14. I asked Dennis if he was always interested in cars. He answered a definite “yes”. He then fondly recalled a time when, on his Dad’s Ranch, he would go out after dinner, and start nearly all the equipment and trucks that the men parked. He would drive ten feet forward and back. Sometimes he left they key “on”, and the batteries would be dead in the morning. The men would come out in the morning and say “he’s been out here again”. Years later, he found out that he was called “an awful nuisance”. We all had a chuckle at this memory.

Dennis loved his first car. It was a 1935 LaSalle. His dad bought another car in ‘42, and he eventually gave the La Salle to his son. He said that the 1935 looked very similar to the Labhard’s 1937 Imperial.

Dennis recalled that his dad said he would do ‘anything’ do drive. One of his summer jobs was to help sand the roads. When they sanded roads, they oiled the roads first and then put sand over the oil. It wasn’t the easiest job in the world. He loaded and unloaded sand every day, to get the job done, but he got to drive the truck, and that was his joy.

Another fond memory which Dennis always considered an “adventure” was to visit the car dealers to pick up their catalogs. A couple of times he remembers going to Earl C Anthony Packard Dealer in San Francisco. He recollected that their Showroom was very spectacular. He just loved those adventures of visiting the car showrooms.

Back in the 40’s, his hometown of Walnut Grove was a ‘thriving’ town. By 1947, there were several car dealers that included – Chevrolet, Ford, Kaiser Frazer, Pontiac, and GMC trucks. I was disappointed because he did not mention Chrysler, but happy to hear that in Isleton, a few miles down the road (and my Mom’s hometown); there was a Dodge dealer where his parents bought two Chryslers. Today, Walnut Grove and Isleton are shadows of the towns they once represented, but still a delight to visit, if you don’t live there.

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Dennis with his ‘66 Imperial, at one of the State Meets.



Below is a photo of Dennis’ beautiful Ranch home and his ‘66 Imperial.

Dennis’ ‘66 Imperial’



Dennis Leary—Continued from Page 3

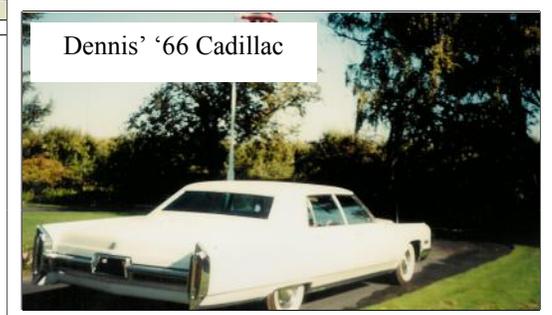
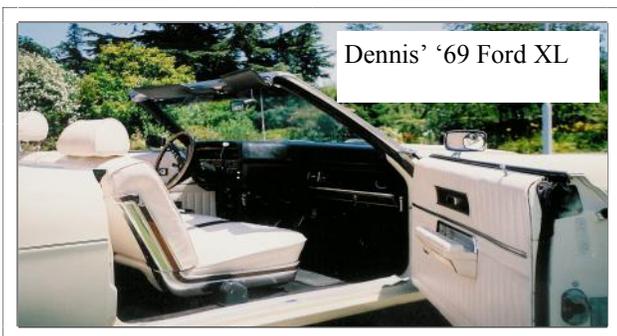
The 1966 Imperial that Dennis now owns, originally belonged to his parents.. Dennis ordered it for them from a Dealer in Lodi, Ca. His parents picked the color. The license plate frame is still the original. The reason the Imperial was purchased was that the front seat was a divided bench seat. He had a tall Father and a much shorter Mother. They drove often, and many times across country. They would always split the driving chores. Every hour they would switch. In the past, when they took their turn at driving, they would have to pull the seat closer to the accelerator for his Mom to drive. His Dad, being so tall, would have to endure his knees to his chin, as he sat on the passenger side. During their car shopping trip one year, they visited the Imperial dealer in Lodi. When his Mom saw that the Imperial had separate controls for the split bench seat, she knew they were going to buy the car. It wasn't a true bucket seat. It was a bench seat, but they could individually adjust it. The '66 Imperial won her heart. After she drove the Imperial for 100,000 miles, she was ready for another car. He did not want them to trade the Imperial in, so he bought it from them.

We had a chuckle during our interview when I asked Dennis if he was mechanically inclined. He said he "thought so", but he also said that when you have "better mechanics working with you", he wouldn't be so sure. I am sure Dennis was being humble. I am sure the learning opportunity to learn more about the care of your own car is enjoyable.

Dennis served in the Air Force for four years. He served one year in Korea. When he served his time in the Service, he returned to 'The Ranch', and worked with his Dad and brother.

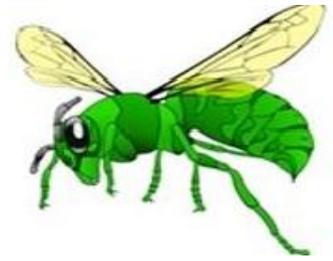
Dennis has been a member for many years. He has hosted two Christmas parties at his beautiful ranch home in Walnut Grove. At the last Christmas party, which Ken and I got to attend, Dennis gave us mementos of his family's produce label. His favorite memory of the Car Club was when John Tennyson came to Dennis' rescue, when the power steering hose on his Imperial gave up just as he was driving into the parking lot for an annual meeting around the Napa area. He is still soo appreciative of John fixing the power steering hose on his Imperial. Dennis continues to enjoy the club activities near home in Sacramento. Along with his Imperial, Dennis cherishes his other classics which include a '49 Ford, and his '69 Ford XL Convertible which he is also very proud.

Thank you, Dennis for sharing with us. You are a valued member of IOANC member.





January 16 Movie Premier



Our first IOANC event of 2011 was to see **The Green Hornet** Movie in 3D on Sunday, January 16. It was well attended. 24 members enjoyed breakfast at Nation's. 20 members attended the movies. Thanks to **Theo Martinez** who was our tour host. His idea formulated months earlier when he found out the movie was premiering in January. It featured the latest action heroes to transition to the big screen. Of course, the main attraction for IOANC members was Black Beauty, the high-horsepower, high-firepower Chrysler Imperial.

We met for breakfast at 9:30am Saturday morning before the Movie that started at 10:55am. Out in the Nation's parking lot we presented four of our four beloved Imperials, and **John Tennyson's** newly restored Dodge Coronet. They were: the 1965 Crown belonging to **Larry and Sally Tomasini**, the '67 LeBaron of **Lora Harmon and Stuart Ryce's**, **Tom and Sherrie Egger's** 1964 beauty, and **Ken and Debbie's** '68 LeBaron. We walked into the restaurant together, and were pleasantly surprised by the attendance of **John and Susan Swensson**, new IOANC members **Larry and Sandy Jett**, **Deb Compson**, **Arlene and son Mike Hackney**, **Bob and Royalee Schertle**, **Kenyon Wills**, and guest **Margaret, Pauline Yetter, Theo Martinez, Dennis Taylor**, Theo's guest **Jim**, and guest CCPC member **Bob Severen**. The **Tomasini's, Lora and Stuart** enjoyed breakfast with us, but could not stay to enjoy the movie. Pictures say 1000 words. Please enjoy with us the great memories of our first event.

(L-R)John Tennyson's Dodge Coronet; Ken and Debbie's '68 LeBaron, Tom and Sherrie's '64 Crown Imperial;



Theo's guest Jim and our host Theo Martinez



Tom Egger and Dennis Taylor in discussion



Larry and Sally Tomasini's '65 Crown Coupe



Lora and Stuart's '67 LeBaron



(Back to Front) Lora Harmon and Stuart Ryce, Sally and Larry Tomasini, Royalee and Bob Schertle



Deb Compson

Arlene and son Mike Hackney



Enjoying Breakfast at Nations



John and Susan Swennson
Larry and Sandy Jett



Kenyon Wills and Margaret Pereria



Tom & Sherri
Egger



Dennis Taylor and Theo Martinez



John Tennyson

Ken Lang

GREEN HORNET P13 1225P 320P 615P 910P



Pauline Yetter

Kenyon



Members in line to get Movie Tickets.
Bob Severin with Theo Martinez.



Royalee and Bob Schertle



"3D Glasses" Group Photo...FUN!



Deb Compson, John Tennyson,
Mike Hackney, Arlene Hackney

Green Hornet Review

3D
3D



This modern day movie, Green Hornet in 3D, is a Comic book remake of the 1930's radio show, and 1960's TV serial featuring a 1966 crowning achievement Imperial called Black Beauty. It was great fun to watch. Unlike the serious persona that Brit Reid (Van Williams) and sidekick Kato (Bruce Lee) played in the TV series over 40 years ago, I found myself LOL (laughing out loud) at the brilliantly bumbling Brit Reid (Seth Rogan) and his side kicking, coffee barista, and karate expert, Kato, (Jay Chao) who took full responsibility for designing and engineering Brit's devastatingly dangerous "rolling arsenal". Otherwise, I was WOWED by the action special effects that ran throughout the movie. (Whew! I thought about this introduction all the way home from the show). The movie version featured Black Beauty in the form of a '65 Imperial, and IMHO (in my humble opinion) it was the Star of the Show.



A quick synopsis of this highly recommended movie (by yours truly), is about a masked crime fighting team. Protecting the law by breaking it, Britt becomes a vigilante - the Green Hornet, as he and Kato hit the streets. Using all his ingenuity and skill, Kato builds the ultimate in advanced retro weaponry, the Black Beauty, an indestructible car equal parts firepower and horsepower. Rolling in a mobile fortress on wheels and striking the bad guys with Kato's clever gadgets, the Green Hornet and Kato quickly start making a name for themselves, and with the help of Britt's new Secretary Lenore Case (Cameron Diaz), they begin hunting down the man who controls LA's gritty underworld: Benjamin Chudnofsky (Christoph Waltz). But Chudnofsky has plans of his own: to swat down the Green Hornet once and for all.

Contributing editor Jonathan Welsh, whose photo of Black Beauty is featured here, says,

"The black sedan armed with retractable machine guns, missiles and other weapons, is actually one of a dozen or so old Chryslers used in the film. Parked outside a New York preview the car looked like the hard-working prop that it is. It had a few smudges and scratches, and there was a hole in the trunk where the chrome key latch is supposed to be. But while far from a concours showpiece, it is still impressive. The Imperial is a big, heavy four-door that can't pretend to be a sports car. But what it lacks in precision handling it apparently makes up in firepower. In addition to a pair of heavy machine guns that pop out of the hood, the car has grenade launchers under the bumpers. The front door is hinged in the rear, which makes it easier to get out with guns blazing."

(Editor's note: More than 50 Imperials between the years '64, '65' and '66 were acquired and roughly HALF were used to make Black Beauty Movie Star Car. The other half have been reserved in case there is a Green Hornet sequel. Many Imperial parts came from Lowell Howe's Salvage yard).



Living with 'my' Black Beauty

Contributor: Larry Foster

With the new "Green Hornet" movie that premiered in January, I thought I would comment on living with my "Black Beauty" 1966 Imperial Crown four door hardtop.

I bought my '66 in 1971 from **A. Volpato Inc.**, the Plymouth, Chrysler and Imperial dealer in Chico. I have a detail shop, and at the time was doing dealer work along with my private customers. Volpato's was a main account. Every car that went through their dealership, new, used, and cars finished at their body shop came through my shop. I also bought many cars at Volpato's and knew everyone well. (The Volpato family also lived three houses away from my parents house, so I knew them all my life).

In the summer of 1971 Chico was going through it's usual hot weather of 110 plus degrees, and the A/C in the Dodge I had was out again. I was driving by Volpato's rear lot when I saw a silver blue '66 Crown four door being parked in the "South 40". This was where the cheaper used cars were placed, and cars waiting to be detailed parked. I stopped and asked Louie Ricci (he was the used car manager and a minister at a local church) about the Imp. He told me it was a fresh trade in. Matter of fact, the lady was just leaving the lot in her new black, '71 LeBaron coupe. Louie waved to her to stop for a moment. I asked about her '66. She said she had two daughters, one in the San Francisco area and one in L.A.. She always drove Imperials, and ordered high performance versions (In the days if you asked for and paid the price, Chrysler Corp would build it). She said she visited her daughters often, and usually ran the Imperial at 110 plus mph on the way. I thanked her for the conversation and she departed. The lady had also told me the reason the '66 did not have two accessories was previous experience. There was no cruise control and no power trunk release. She had a '59 LeBaron before the '66. On her way to the bay area on highway 80, the cruise control kicked in (it was not set) and floored the gas. The Imperial rammed the truck ahead of her, went to idle for a second, then kicked in a second time, and rammed the truck again, all in a few seconds. She had it disconnected, and ordered the '66 without cruise. (I added aftermarket cruise). The '59 was broken into when she was in the bay area for Christmas in the early '60's and they used the power trunk release to steal the gifts from the trunk. So that didn't make it onto the '66. She also mentioned she ordered the Crown instead of a LeBaron in '66 because she did not like the smaller rear window on the LeBaron, but ordered everything a LeBaron would have.

I took the Imperial out for a test drive. I headed up highway 32 from Chico, which is 264 feet above sea level and three miles later on 32 is at 1500 feet in elevation, a steep straight hill. The Imperial buried the speedo and kept accelerating (with the A/C on). I was impressed. I turned off onto the old highway 32 which paralleled the new. The old road is rough, winding, narrow, and with pavement undulations all the way. I ran the Imperial to over 100 mph. It tracked the bad road like it was on rails, except for the three times it became airborne over rises in the road. The Imperial flies well.

Back at the lot, I went to Louie's office. I asked how much he wanted. He replied "Well, around a thousand, for you \$850." I had \$500 with me, and offered that.

While I had been on the test drive, Louie had filled out the sales form. when I said "\$500" he brought up the sold stamp he had in his lowered right hand and stamped the sales agreement. "You just bought the Imperial." he said. Not bad for a four year old Imperial with 30,000 miles.

From the time I saw the Imperial, I knew it would not be silver blue for long. The color did nothing for the lines, as far as I was concerned. I did my own lacquer paint jobs, and changed the color to metallic black. The metallic silver blue leather interior contrasted beautifully. I enjoyed the way the '66 was equipped; with power steering, brakes, windows and vents, antennae, the split bench front seat with six way power, and reclining passenger side, eagle emblem translucent floor mats, tilt and telescopic steering wheel, A/C with rear air, AM-FM radio with reverb, high output engine and heavy duty suspension, (which unfortunately does have drum brakes). With the repaint and excellent original interior I took the Imperial to it's first concours. The competition were Cadillac and Lincoln convertibles done by restoration shops. The Imperial took first place in the "Luxury-Large" category. The man who placed second was miffed because he had spent \$35,000 on his Cad convertibles restoration. Each car was to drive to the judges stand (about 1/8th of a mile), in order of first, second, and third. When our group was called, the man in the Caddy tried to pass the Imperial on the way to the judges stand. With a bellow from the four barrel with unsilenced air cleaner, the Imperial easily stayed in the lead. As the judge handed me the sterling silver trophy, he made the comment over the PA system, "Not only is this Imperial better looking that the Cadillac, it's faster too!"



One change I made soon after buying the Imp was to change the hubcaps. I still have the originals, but found with my driving style, they would not stay on the wheels. The '66 caps are very heavy and I found that when cornering hard with the tail hung out, one rear hubcap or the other would blow off and do it's best to destroy everything in it's high speed path. When they started coming off at high speed in a straight line, it was the time for the change. Coming down the Skyway from Paradise, a left rear cap blew off (at 120 mph), passed the Imperial, then went off road, coming to a stop against a boulder...which the hubcap split into two large pieces. I have 18 sets of hubcaps for the Imperial. John Tennyson commented years back that he'd never seen my car with the same set twice. Since that time I use three main sets, 1956 Imperial caps, 1966 300 style disc brake hubcaps, and most often 1966 Buick Electra Limited caps (that look remarkably like 1965 Imperial hubcaps, but stay on, and don't rattle). I have a set of wire caps with Imperial eagle center emblems which look great, but also weigh a lot and can blow off.

The Green Hornet "Black Beauty" has many special items for various purposes. I've found the inherent strength and power of my '66 to be more than a match for most situations.

A few weeks after becoming the owner, I stopped my Imp behind a Mazda sedan at a red light (which happened to be right by Volpato's). When the light turned green, the Mazda just sat there, with the driver watching me in his mirror. The light went red again. There were cars behind me honking. I couldn't back up and go around with them there. The second green light I tapped my horn (I had replaced the stock horns with Ferrari Fiam air horns when I bought the Imp). The Mazda driver held his hand up and extended his middle finger. I could see a smile on his face in his mirror. I guess he thought he had the big Imperial trapped behind him. The Mazda was a model that had large rubber bumpers front and rear. I rolled forward on the next green light, made contact gently,...and floored the Imperial. He had his brakes locked, which had no effect on the Imperials acceleration. The people in the cars behind me were cheering me on. I pushed the Mazda through that green light as well as the next two green lights. Then I hit the brakes, changed lanes, and went around the Mazda, which still had the brakes locked (along with the smoking tires, sliding to a stop). There was no damage to either car, but I strongly doubted the Mazda driver would ever try anything like that again.



As mentioned before, I found the Imperial flies well (and eagerly) more importantly, lands well. I had a copy of the 1964 Motor Trend, Imperial Crown Coupe road test. The lead photo shows the Coupe several feet off the ground, catching air over a rise in the highway at 110 mph. Motor Trend mentioned it did so in complete confidence and safety. I found bridges and rises would launch my Imperial at higher speeds (100+mph) and give an E ticket ride. I also discovered very soon the complete control in corners. If I wished, I could hang the rear out with rear tires smoking, or do a full four wheel drift with precision. I can place the body metal and bumpers within an inch of where I'm planning on being. I've found the drum brakes not to be a disadvantage, because of the excellent power and handling.

I know the limits on my cars, and found the Imperial will do four stops from 100 mph with full braking force, then a few more at reduced braking, before losing braking until after a 20-30 minute cool down. In actual driving I have never overheated the brakes even in spirited mountain driving.

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The Imperial's A/C was a main reason for purchase. A few days after buying the Imp, the A/C stopped working. My Imperial was equipped the same as highway patrol cars of the time. Under full throttle, or speeds above 95-100 mph the A/C would automatically shut off for maximum power. I found the A/C was not on as much as I wanted, and removed the shut off switch. Then I found the A/C compressor did not like very high rpm running. After some work the A/C was back and could sustain my driving style.

Just before I painted the Imp, it was hit in the left rear quarter panel. I was at a Chico mall, walking back to the Crown. A '66 Chevy van was cutting across the parking lot at around 30-35 mph when it ran square into the rear fender. The Imperial was pushed sideways through three spaces (no other cars near). I thought, "That one really bent the Imperial." Until the van was pulled away from the fender. The Imperial looked fine. The front of the van was collapsed back to the front wheels. I did find a ding in the rear fender, which was so small, I forgot to remove when I painted the car.



Another thing that happened early on. The passenger seat recliner broke, which tended to panic passengers as it would suddenly recline on hard acceleration. I fixed it, then it broke again. That time we welded the seat frame with bracing. It's comfortably upright and no longer reclines.

A couple of years after painting, the Imperial was vandalized. It was parked at my sister's house when we were having a birthday party for my mother. My aunt's black '56 Continental Mark II was next to my Imperial. Both were attacked with hammers, screwdrivers, and eggs, al-

though no glass was broken. The Lincoln was damaged worse than the Imperial (they had also jumped up and down on the hoods of both cars). I straightened the imperfections and re-painted the black. It turned out the police caught the vandals. They were trying to vandalize cars of some people they knew and had the wrong ranch, attacking the wrong cars.

Living in Chico (Crash Central) my Imperial has been rear ended five times, destroying every car that ran into it, with only tail light damage on mine. At the front, a GMC pickup with a barden rear bumper, backed into the front bumper and grill of the Imp at around 20 mph. My bumper has a slight bow, and the grille a one inch hairline crack as a result. The rear barden bumper and the bed of the pickup were knocked completely off the truck, it lay in the parking lot of my car insurance agency where the accident happened. In recent years, Two Ford Taurus' have run stop signs directly in front of the Imperial, so close there was no chance to brake. Which I thought was really dumb on their part. The Imperial changed the shape of both into horse shoes. Damage to the Imperial? The stainless trim that runs up and back on the upper edge of the car has a slight ding in the front. A strange accident happened a couple of years back. As I was passing through an intersection, a BMW 3 series waiting at the red light, was rear ended by a Honda Accord sedan. The rear 'rubber-ducky' bumper of the BMW flew totally off the Bimmer, spun through the air, and bounced off the right rear fender of my Imperial. I later did find a very small ding in the fender from that impact.

A friend used to run 64-66 Imperials in destruction derby's, until outlawed. He has the notice sent to him when they were banned, framed and hung on his wall.

**1964, 1965 and 1966 Imperials will no longer be allowed in
destruction derbys. They have an unfair construction advantage
over any other automobile ever built.**

One girl here in Chico, driving her father's '66 Crown Coupe grabbed for something falling off the seat. She went off the right side of the road and sheared off a telephone pole at ground level. The Imperial did have a dent in the front, but was still perfectly drivable and was used for many years that way.

Now, with over 200,000 miles on my Imperial, I have traveled far and wide to car events, and just enjoying the journeys to visit friends and see new places.

After Thirty-three years of jumping over things and driving for high performance the rear suspension pretty much disintegrated. I have parts cars, but found my '66 Imperial had much beefier rear suspension than stock. Every part measured larger and heavier than a stock part. Everything had to be fabricated (no replacement parts from Chrysler). After replacing every last piece of the rear suspension, I no longer jump the Imperial. I still slide around corners (it does it so well), and drive rapidly, but try respecting the automobile a bit more now. In the hard charging days, I also broke the front anti-sway bar in half. I got a new one from Chrysler Corp, along with a note saying no one had apparently ever broken one before.

In 1986 I had everything re-built at the same time; engine, transmission, front suspension, A/C, brakes, power steering, and new speed rated tires. The engine produces MUCH more than stock horsepower (the shift from second to high gear comes at 125 mph when floored).

The Imperial is a marvelous, extraordinary luxury convenience. The styling is timeless, the comfort supreme. With a bad back, I have driven 1100 miles at a sitting with no back pain. On the way back from Victoria, British Columbia, near the Oregon, California border, I fell asleep at the wheel of the Imp. When I woke up, the Imperial was tracking around a corner perfectly without me doing a thing. I've had many cars over the years, but kept the ones that have their own special personality, which the Imperial definitely does. Now, the paint needs to be re-done, and there are a few spots in the interior that need attention, but everywhere I go people still gather and marvel at the Imperial. Even the ones that say "Great 'Kennedy' Lincoln". Maybe with the 'Green Hornet' out, people will realize what an Imperial is.

I seem to be the only one left driving a '66 Imperial in the Butte County area. I plan to keep my "Black Beauty", hopefully with some face-lifting soon to bring back the full glory of Imperialism.

MCCLELLAN AIR MUSEUM

Tour Leaders: Thank you Arlene Hackney and Deb Compson

On February 12, 2011, a fun time was had by IOANC members and their guests. The destination was The McClellan Air Museum and Veteran Memorial Museum with a lunch break in-between at the Logan Roadhouse, a scrumptious location that IO-ANC members had eaten in the past. Members who participated were: **Arlene Hackney and son Mike. Tom and Sherrie Egger, Dave and Cam Labhard, Earl and Coralie Corin, John and Dana Corin, Jimmy White, and grandson, AJ, David Barnhardt, John Tennyson, Rich and Jan Hardy, Deb Compson and Mom Phyllis Weis, and Ken Lang.** A fun time was had by all.

Let's get this party started



AJ, Jimmy White's Grandson



IOANC Members and Guests



(Left) Mike Hackney's White '68 Crown



Jimmy White's '63 Southampton



Cam Labhard and Sherrie Egger





Jan Hardy, Sherrie Egger and Arlene Hackney relaxing



Phyllis Weiss and Deb Compson

Something funny enjoyed by all



A view of Old Sacramento on the way to the Military Museum



Member's Corner

Ken and Debbie Lang

say goodbye to their '67 Crown Imperial

Once upon a time, Ken Lang spotted a beautiful unrestored Sandlewood '67 Crown Imperial with a black vinyl top while enjoying the day at Capitol City Mopars in Sacramento, Ca. That auspicious day was June 26, 2004. On June 30, 2004, a deal was struck, cash exchanged, and the proud third owners, Ken and Debbie Lang took their Imperial home. It was with great sadness, that in 2011, a decision to sell their beautiful '67 Imperial, albeit in WAY better condition than when they were bought it, thanks to Ken's mechanical prowess,. It was placed on Ebay. What is amazing is the close circle of Imperial Owner enthusiasts. IOANC member Kenyon Wills placed the ad for Ken. The fourth owner of this lucky Sandlewood '67 Crown Imperial, had honest dealings with Kenyon, and "a deal was struck, cash was exchanged, and now he is a the proud fourth owner, giving it a great home on the East Coast. Here is the photo journal of the '67 Imperial's journey from West Coast to East Coast.

Saying Goodbye to the '67 Imperial



Sears Hayward Southland Mall



Email from John—New Owner:
February 1, 2011

Hi Ken, after about twelve days the great Imperial arrived. I actually backed her onto the lift. The first picture is in the Sears parking lot at Pembroke mall and then safely home. If you have another set of keys please send, if not it is ok. You did a great job on drivability! This Imperial drives really well, actually like new. The battery and the tranny weren't too happy after the trip but I'll get right on it. Thank you for all the work that you did; this is a safe automobile. Thank you again. v/r, John

State of Virginia, its new home



Home Sweet Home

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 4th

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.



IMPERIAL



Owners Association of Northern California

Official Event Entry Form



Niles Silent Film Museum Tour

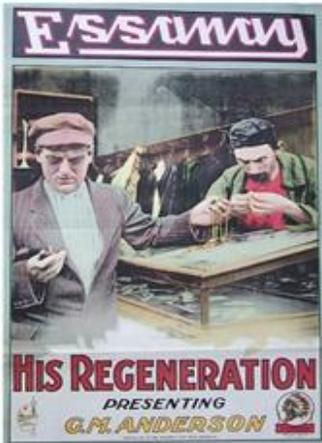


When: Saturday April 16, 2011

Where: Niles Silent Film Museum

Address: 37417 Niles Blvd., Fremont, Ca. 94536

Meet: At 9:30 AM to assemble in parking lot across from the museum



The cost of the tour depends on the total number of participants.

- Group of 10-24 @\$12/ea
- Group of 25-34 @\$10ea
- Group of 35 or more @\$8ea

At this time we will assume to have at least 25 participants and will set the price at \$10 each. If it turns out we have more than 35 who show up, I will refund the \$2 to each who overpaid on the day of the event.

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

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

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

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

Total = _____

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

Ken Lang
27920 Quercus Ct
Hayward, Ca 94542

Please mail form by April 1st

Please call Ken if you have any questions at: 510-886-5934

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

2011 IOANC TOUR CALENDAR

JAN HARDY, IOANC TOUR DIRECTOR/COORDINATOR

		
MARCH 12	Legion of Honor and Academy of Art Tour – San Francisco. Hope to see you there.	
APRIL 16	Tour of Silent Film museum in old Niles. Reserve your spot. It will be a fun time.	
MAY 14-16	IOANC Sponsored Statewide Meet—Pacific Grove, Ca. Details to follow. Access our Club website for up to minute details.	
JUNE 5		First Sunday in June at Ohlone College. Details Coming (Non-sponsored IOANC event)
JUNE 25		Capitol City Mopars - Day in the Park Saturday June 25th at Hagan Park in Rancho Cordova. Flyer and Application coming (Non-sponsored IOANCE event)
AUGUST 6	Looking at a possible tour of a pipe organ factory with one of our members giving us a small concert. Details coming.	
SEPT 24, 25, & 26	Fall Tour—Repositioning Cruise from Vancouver, B.C. to San Francisco. See www.ioanc.com for more details.	
NOVEMBER	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	
DECEMBER Details coming	December will be our luncheon tentatively scheduled for the Grass Valley area. The tour may include an overnight stay. Details coming	

RESERVE THESE DATES NOW

2011

New Membership Application/Renewal Form

New Membership Application

Renewal

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

Please list all individuals:

First Name _____ Last Name _____

First Name _____ Last Name _____

Address _____ City _____ State _____ Zip Code _____

Home Phone _____ Cell Phone _____

E-mail _____

Imperials you own:

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

Year _____ Model _____ Body Style _____ Color _____

Year _____ Model _____ Body Style _____ Color _____

Year _____ Model _____ Body Style _____ Color _____

Use same information shown in last years' roster

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

IOANC, P.O. Box 14626, Santa Rosa, CA 95404

REMINDERS

- Cars &/or parts for sale are printed in the club newsletter at no cost to members. If you have an ad you want listed, please email Dave Labhard at dlabhard@surewest.net or the club mailbox.
- Please contact Jan Hardy if you would like to host a tour for 2011!
- If you know of anyone who would like to join IOANC or Renew, the Membership form is on our website.
- Thanks to Ken Lang for assisting me with the Newsletter and Mailings. Thanks to Rich & Jan Hardy for Picture Assist.

Welcome to our New IOANC Members

Thom and Kathy Quinn
thomkathyquinn@comcast.com
Joined 11/06/2010

Bill & Miranda Balasky
(Bruce Balasky's Parents)
Joined: 02/11/2011

Larry & Sandy Jett
jettlarry@aol.com
Joined: 01/01/2011

Chris Steinbrune
chriss@bbcpa.com
Joined 01/11/2011

Patrick & Evelyn Coady
28templeton@att.net
Joined: 01/01/2011

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

Club Address: P.O. Box 14626 Santa Rosa, CA 95402

Dues: \$30 per annum
 Checks payable to: IOANC
 Mailed to: Club Address above

Website: www.ioanc.com Type into address bar to access