

Imperial Material

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IMPERIAL

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IMPERIAL

Special points of interest:

- Annual Business Meeting (ABM) Woodland, Ca
- 2011 IOANC Christmas Story
- Article: 1955 Imperial Newport
- Order your 2012 Imperial Calendar Online www.ioanc.com



A gentle reminder that if you have not—it is time to **RENEW** your 2012 Membership Application on Page 17

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Happy New Year 2012, Everyone! Ken and I wish you and your family the best of health, happiness, and prosperity. IOANC is moving forward in full swing with the events we have planned this year. Our State-wide Meet is hosted by SCIOI this year, and will be held in Ventura. Elections for VP-Membership and VP-Newsletter came up last year. Tom Egger decided to step down from VP-Membership after serving 7 faithful years. We are grateful to Tom for ALL of his years of service since the 80's. He deserves a rest, but he and his wife Sherrie will continue giving their full support to IOANC. Ken Lang has stepped up and accepted the nomination for VP of Membership for the next two years. On behalf of our membership, WELCOME, as VP-MEMBERSHIP, Ken. I have also accepted VP-Newsletter for 2 more years because I thoroughly enjoy bringing you the IOANC News. THANK YOU for your continued support. Be safe where ever you are . Sincerely, Debbie Lang

Spotlight

NANETTE ALWAYS HAS A BRIGHT SMILE ON HER BEAUTIFUL FACE. THE 'REST OF HER STORY' STARTS ON PAGE THREE.



Nannette Clark



IOANC Presidents Column

DAVE LABHARD



I HOPE THAT EVERYONE HAD A WONDERFUL CHRISTMAS HOLIDAY WITH FAMILY AND FRIENDS. AS WE LOOK FORWARD TO THE NEW YEAR, THE CLUB HAS MANY INTERESTING TOURS PLANNED FOR 2012. CHECK THE NEWSLETTER AND THE [IOANC WEBSITE](#) FOR THE SCHEDULE OF EVENTS.

IN AN UPCOMING NON-CAR RELATED EVENT, WE HAVE TENTATIVELY PLANNED A MEMBERS MEETING TO DISCUSS THE STATEWIDE MEETS. AT THE ANNUAL BUSINESS MEETING WE HAD SOME GREAT DISCUSSIONS ABOUT ALL ASPECTS OF THE EVENT AND AGREED TO MEET AT DEBRA COMPSON'S HOUSE TO REVIEW THE EVOLUTION AND FUTURE DIRECTION OF THE STATE MEETS. I HAVE YET TO COORDINATE WITH DEBRA THE DATE FOR THE MEETING, BUT WE WILL KEEP YOU INFORMED.

WE WILL BE PARTICIPATING IN SOME NON-CLUB SANCTIONED EVENTS THAT SHOULD PROMOTE OUR CLUB AND GIVE OUR IMPERIALS MORE EXPOSURE TO THE PUBLIC. THE AUTORAMA IN SACRAMENTO THIS FEBRUARY SHOULD BE A GOOD EVENT TO PROMOTE THE IOANC AND THE CARS. WE HOPE YOU CAN COME OUT AND SUPPORT. WE HAVE TEN PARTICIPANTS.

CAM AND I LOOK FORWARD TO SEEING YOU IN THE NEW YEAR

Sacramento AutoRama Participants

February 17-19 2012

Dave and Cam Labhard	'55 Imperial Newport
Andy Harris	'59 Crown Sedan
Dan Caruth	'61 LeBaron
Rich and Jan Hardy	'62 Crown Southampton
Roger and Carol Selby	'64 Crown Coupe
John and Nancy Tennyson	'64 LeBaron
Thom and Kathy Quinn	'65 Crown Convertible
D.J. Quinn	'67 Crown
Mike Hackney	'68 Crown Convertible
Ken and Debbie Lang	'68 LeBaron



Nannette Clark



Nannette Clark will be turning 80 years young on May 16, 2012. She enjoyed attending elementary and high school in La Jolla and is a San Diego native. She has one brother. Her father and brother both liked cars, so it not surprising that Nannette took an interest, too. If you know her, you know you have to catch your breath to keep up with her.

Nannette met her first husband Ray, when she was 16 years old. She fondly recalls that she learned to rebuild the one barrel carburetor on Ray's 1937 Plymouth convertible, and when they married a few years later, she subsequently became Ray's mechanics helper. Little did she know that their future life together would total 44 years. They have two children who will proudly carry on their legacy.

I asked Nannette the history of their '55 Imperial. She responded "When the 1955 was in the show rooms, we knew we would buy one in a couple of years." They did, and the Imperial became her daily driver for a few years. Nannette and Ray enjoyed working on their 1955 Imperial together. One day they met the founders of the SCIOI ([Southern California Imperial Owners Inc](#)) shortly after the club was formed. In 1984, after they repainted their '55 Imperial, they became members of SCIOI, and attended their first Statewide meet, which was held in Yosemite, Ca. It was only the 2nd Statewide ever. The first Statewide Meet was held in Solvang, Ca. Over the years, Nannette has only missed 3 Meets. When Ray got sick, Nannette missed two meets to care for him, but with her dedication to the Imperial Owners Club, she has only missed one other since. Nannette enjoyed a full life with Ray, until his passing on April 6, 1993.

Nannette was very involved in her car clubs. I asked what other car club memberships she had, and she shared that with her 2nd husband, Charlie, they belonged to SCIOI, NCIOC, IOASV, Cadillac, AACA, Classic Car, Rolls-Royce, and Studebaker and Austin 7 of New Zealand car clubs. In those early years, there were two separate Northern California Imperial Clubs. NCIOC was located for Bay Area members, and IOASV served the Sacramento Valley. Both have since merged since to become a very active [Imperial Owners Association of Northern California](#). At present, Nannette only has memberships in SCIOI, IOANC, and AACA. (Antique Automobile Club of America). Wow! Nannette and Charlie DEFINITELY enjoyed a common point of interest in their car clubs. Sadly, Charlie passed away, and left Nannette too soon. They spent six happy years of marriage together.

With Nannette's generous and kind heart, it is not surprising that Ken Munson, her larger-than-life current beau now shares her GUSTO for LIFE. Nannette met Ken in first grade at La Jolla Elementary, and they were classmates at the same high school. As their adult lives developed separately, and they raised their own families, they were still friends who acknowledged each other at their high school reunions. Destiny would have it that their two paths came to a crossroads. Their friendship become more, when on April 30, 2006, Nannette remembers that Ken met her at her home to help her unload her Imperial from the Statewide Meeting in Solvang. Since that time, he has supported her in everything she does. Nannette has been "lucky in love" with both her husbands peacefully laid to rest, and now sharing a full life with Kenny, as she fondly refers to him. She kept her heart open, and was generously rewarded with Ken's loving and attentive companionship, although I am sure Ken would say he is the lucky one.

On the next page, you will read Nannette's exciting account of her invitation to present her Austin 7 at Pebble Beach. What an honor and a proud accomplishment it was in her life. You will stay riveted as I did, while Nannette unwinds her experience of how she got her Austin 7 to partake in the time honored Pebble Beach Concours d'Elegance extravaganza. On page 5, you will view photos of her beloved Austin 7, and a cherished photo of Ray and Nannette with their '55 Imperial which won one of TWO "Best in Show" in its active lifetime.

It was my honor to Spotlight Nannette. She is a busy lady, but took time to share her life with us. Many of us know her for being a staunch supporter of both SCIOI and IOANC, and we love her for it. Thank you, so much Nannette.

BY INVITATION ONLY—Written by Nannette Clark

The Pebble Beach Concours d'Elegance just celebrated 53 years in 2003. Each year they strive to include a class of cars that is of special interest and a real crowd pleaser. This year they chose the British Austin Seven and its derivatives. This included the American Austin, American Bantam, the Dixie, the Rosengart and other licensees.

After I had been contacted last November about my 1933 British Austin Seven being considered for the Concours, and had mailed the committee pictures and information about it, my little car was accepted in March 2003.

Tuesday, August 12, 2003, my son, Jim and wife, Pam, accompanied me to Pebble Beach in their car (so we would have transportation while we were at the Concours) and I drove my motor home pulling the new enclosed trailer with the little Austin inside. At Paso Robles we phoned the local police and they told us where there was a safe vacant parking lot to spend the night. Jim and I have an adventuresome side so we decided to leave highway 101 at Greenfield and drive to Carmel via G16. This road was about 45 miles long ending up in Carmel Valley. It was very narrow and windy, and sometimes was only one lane wide – the beautiful countryside was well worth the journey. But can you imagine a woman behind the wheel of a motor home pulling a trailer on a one-lane road on hair-pin-turns?

We showed our passes at the gate to the Seventeen Mile Drive and made our way to the Polo Field at the Concours on Wednesday. What a sight – many of the commercial and private transporters were already there, lined up in rows. We could only imagine what type of cars they might have inside. The entire field had been covered with composted bark to keep the dust down and there was also a water truck wetting the area. We found parking along side another Austin Seven. During the afternoon, the cars started coming out of the transports for last minute preparation for the Tour d'Elegance that would be held the next day. You could feel the excitement in the air, as the cars were being cleaned and polished. This was the sixth year of the 50-mile tour. We slept in the only motor home on the Polo Field that night.

Thursday at 7:30 A.M. we lined up for the tour, got our instructions and were off by 9:00 with police escort (Jim was my navigator). As I had only driven the car about fifteen miles before, I was not sure it could finish all 50 miles. We drove the Seventeen Mile Drive, past Cannery Row, on to Laguna Seca Raceway, down the famous Cork Screw, up and down the Laureles Grade (a 1,200 foot climb) to Carmel Valley Road and into downtown Carmel. The main street was blocked off for our cars as we parked four abreast. While we ate lunch in the park, the public enjoyed looking at our classics. Then we were back in our cars to finish the tour, which ended at the Polo Field. People were lined along the entire 50-mile route with their cameras aimed at us, cheering and waving us on. There were 128 cars registered for the tour. We had our passport stamped at three check-points along the route and again at the finish line where we were presented with a lovely Rosette Ribbon, a framed picture of us on the Seventeen Mile Drive and lots of champagne. I was on cloud nine. Later we checked into our hotel room for a three-night stay, and then proceeded to get ready for the big Kick-Off Party that night that was hosted by the Ford Motor Company.

Friday found us checking out the 2004 Rolls-Royce Phantom and the new Maybach by DaimlerChrysler (at a starting price of \$350 thousand). We saw concept cars by Cadillac, Chrysler and a few others. The Blackhawk Collection had many interesting cars for sale. After walking all around the area we headed back to our hotel to get ready for the evening events. Lexus held a Fashion show and reception; the Aluminum Association held a reception and Christie's Auction Preview held a VIP Reception. We slept well that night!

We had not been able to see the unveiling of the new Maserati (in the Ferrari Group); so Saturday morning we made our reservations for 11 A.M. As we parked our car in their parking lot we were welcomed by a lady who handed us mimosas; then came the hors d'oeuvres. It was a beautiful display inside the tent and so were the cars. We went back to the Polo Field to do the last minute cleaning and detailing of the Austin for the show on Sunday. In the afternoon the Automotive Fine Arts Society had a wonderful Preview Reception – then – the big Gala Pre-Event Dinner sponsored by Chrysler and Automobile Magazine. The invitation requested the ladies wear red cocktail dresses – which we did. What a grand time we had.

The BIG day came – Sunday, at 7 AM we backed the Austin out of the trailer and with Pam in the passenger seat, on towards the 18th green we drove. Jay Leno, who must have over slept, as his hair was all askew, stumbled out of the Pebble Beach Lodge, leaned into the Austin and said, "Ladies, the service entrance is back that way!" A man in a golf cart ushered us to our spot on the far side of the show field. With the little Austin parked, we walked back to the motor home and got dressed up for the day. What a wonderful display of cars including a Bugatti Royale that had been flown from Molsheim, France. During the Concours, the participants were invited to a Hospitality Patio that included a continental breakfast and light refreshments throughout the day. We were also given a picnic basket with a blanket, goodies to eat and a chilled bottle of champagne with glasses. The awards were given out as the cars drove on the ramp. My Austin was not to be judged but for "display only" and after the awards were handed out all the participants were invited to drive on the ramp to have a picture taken (I chose not to). We drove back to the Polo Field – secured the Austin in its trailer for the trip home and then guess what? We all dressed up and went to the Post-Event Party, sponsored by the Mercedes-Benz Co.

Monday morning saw Jim and Pam heading north to San Francisco to see friends and me heading south to San Diego. I-5 was over 100 degrees so when I reached the Grape Vine I decided to stay in a hotel for the night to cool down. It was nice in the morning, driving over the Grape Vine and in a few hours I arrived home, still on Cloud Nine! What a GRAND experience I will never forget!

Nannette Clark
August 2003

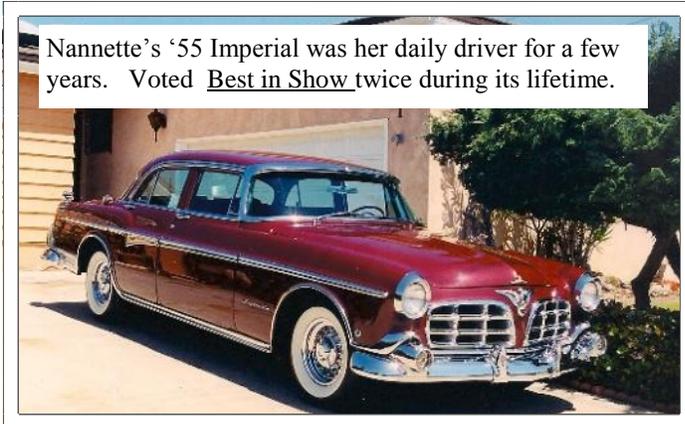
Nannette's 1933 British Austin 7 Invited to Pebble Beach



Nannette, her son Jim and his wife Pam standing beside the Chrysler Concept Car at the show

The **Austin 7** was a car produced from 1922 through to 1939 in the United Kingdom by the Austin Motor Company. Nicknamed the "Baby Austin", it was one of the most popular cars ever produced for the British market, and sold well abroad. It wiped out most other British small cars and cycle cars of the early 1920s; its effect on the British market was similar to that of the Model T Ford in the USA. It was also licensed and copied by companies all over the world. Such was the power of the Austin 7 name .

Nannette & Ray take "Best in Show" at the 5th Statewide Meet in 1988



Nannette's '55 Imperial was her daily driver for a few years. Voted Best in Show twice during its lifetime.



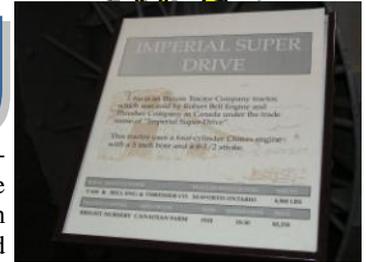
Nannette's '55 Imperial



ABM

Annual Business Meeting

November 12 2011



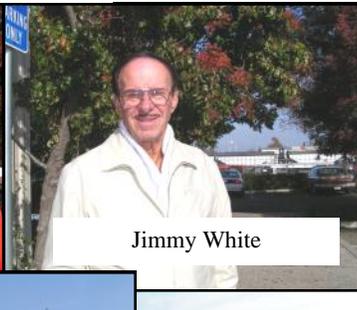
Our 2011 Annual Business Meeting began with a great tour of the Hays Tractor Museum. Everyone then had a delicious lunch buffet afterward, and we commenced to business. Twenty one members gathered for today's event. President Dave Labhard presided over the meeting which began around 1:15pm. The members present were DJ Quinn, Kathy and Thom Quinn, Jan and Rich Hardy, Tony Bevacqua, Arlene Hackney and son Mike Hackney, Deb Compson, Nancy and John Tennyson, Cam and Dave Labhard, Tom and Sherrie Egger, Royalee and Bob Schertle, Jimmy White, Bob Trepanier, Ken and Debbie Lang. Joe Barty made a cameo appearance. Unfortunately, he only visited for a moment, but with his promise that he would become more active when he gets his Imperial running. We had reports from all of the Executive Officers, and discussion and review of our 2011 IOANC sponsored State Meet in Pacific Grove. Members are looking forward to the 2012's SCIOI sponsored State Meet in Ventura. Business turned to the 2011 Elections. Incumbent Debbie Lang, accepted two more years of VP Newsletter Editor. Tom Egger gracefully retired after seven years of serving as VP Membership. Tom has also given MANY years to IOANC, serving in different Executive capacities since 1985 including President. Ken Lang was nominated and unanimously voted in for the next two years. Awards were presented. The annual presentation of the George W. Davis Service Award was humbly accepted by me. What a pleasant surprise and honor. Tom Egger was presented a BEAUTIFUL plaque commemorating his seven years of VP Membership. Great participation, friendship, delicious food and FUN! Here are the photos to prove it.



The Group Gathering



Thom & Kathy Quinn



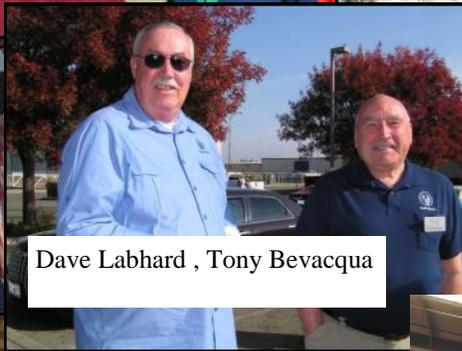
Jimmy White



D.J. Quinn



Deb Compson, Cam Labhard, Tom and Sherrie Egger, Arlene and Mike Hackney



Dave Labhard, Tony Bevacqua



Lora Harmon, Sherri Egger, Jan Hardy, Ken Lang, Stuart Ryce

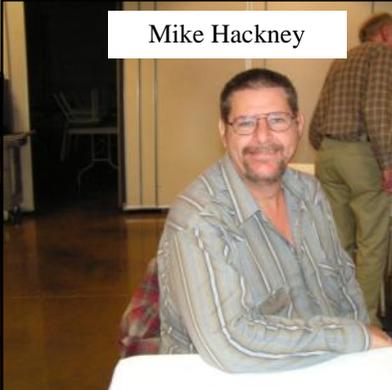


Bob Trepanier, and Tom Egger



Arlene Hackney, Ken Lang

Mike Hackney



L-R—Cam Labhard, Royalee and Bob Schertle, Nancy and John Tennyson and Sherrie Egger



Tony Bevacqua, Jan and Rich Hardy



L-R—Ken Lang, Arlene Hackney, and son, Mike (looking away) and Deb Compson



ABM

Debbie Lang, thrilled to receive George W. Davis Service Award.



Couldn't resist this photo of D.J.

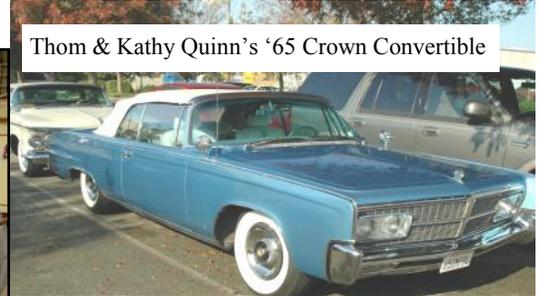


Dave Labhard presenting Tom Egger a beautiful plaque highlighting seven years of being



CONGRATULATIONS to New VP-Membership—Ken Lang

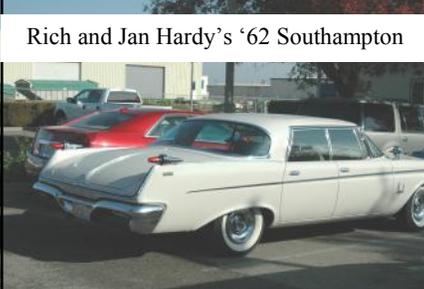
Thom & Kathy Quinn's '65 Crown Convertible



John & Nancy Tennyson's '64 LeBaron



Rich and Jan Hardy's '62 Southampton



Jimmy White's '63 Southampton



Heidrick Antique Tractor and Hays Truck Museum

The Heidrick Ag History Center First opened in 1997, the Ag History Center exhibits farm implements, tractors and harvesting machinery from the late 1800s through the middle of the last century. Mr. Heidrick collected rare, unusual, and historic farm machinery over the course of his lifetime and built the Center to make it available to the public.



Tony Bevacqua

An IOANC Christmas Story

Nevada Gold Country

December 3, 2011



Our Tour Leaders, Bob and Royalee Schertle, outdid themselves a second time this year, organizing our 2011 Christmas extravaganza. We had our Christmas luncheon at Goomba's Italian Family Restaurant in Grass Valley, and Saturday evening attended a theater play called "Christmas Story" in Nevada City. They also scheduled overnight accommodations at the Northern Queen Chalet for those who did not want to make the long drive back. The day was a complete success. Bob and Royalee, thanks so much. The day was beautiful, crisp, and a bit nippy. The evening temperature dropped below freezing as members, bundled warmly, strolled Broad Street in Nevada City perusing interesting shops and galleries and stopping for an opportunity to dine before the theater play. The quaint towns we visited are located in Nevada Gold Country, situated in the California 49er Foothills. The area is "perfectly positioned on the Western Slope of the Sierra Nevada Mountains, halfway between California's Mojave Desert and North Coast Redwood Forests, or between San Francisco and the enticements of Reno, Nevada. But once you're there, you just may find yourself not wanting to be anywhere else" reads the online guide at www.goldcountrygold.com. 31 members and guests met at Goomba's Restaurant at Noon. Present were Nanette Clark and Ken Munson, Debra Compson, Liz Ryan, Bob and Pat Trepanier, Lud, Ad, and their sons Jerry and Mike Indihar, Tom and Sherrie Egger, D.J. Quinn, and Linda Meyer-Ehly, Dave and Cam Labhard, Arlene and son Mike Hackney, David and Karen Barnhardt, Rich and Jan Hardy, Roger and Carol Selby, John Tennyson, Royalee and Bob Schertle, Andy Harris with guest Kristy De Vaneg, and Debbie and Ken Lang. Everyone who attended had a GREAT time. Many members left early the next morning, but about ten of us enjoyed a leisurely crisp morning and breakfast together at TJ's Café right on the Chalet grounds which featured a central waterfall, and old trains cars on real tracks. Breakfast was refreshing and DELICIOUS. Everyone who enjoyed breakfast had another opportunity to share fun, laughter and contained raucous behavior. The only Imperials driven were Ad Indihar's which we sadly did not get a photograph, and Andy Harris's '59 Crown shown below.



Indihar Family-Jerry, Lud, Ad, Mike John Tennyson



DJ Quinn and Linda Meyer-Ehly



Dave Labhard "concentrating"



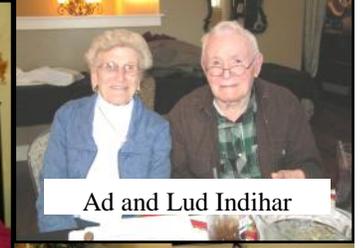
Andy Harris's 1959 Crown 4 Dr Sedan



Royalee Schertle and Pat Trepanier



Tom and Sherrie, Egger John Tennyson, Bob Trepanier



Ad and Lud Indihar



Rich Hardy, Ken Lang, Cam Labhard



Jan Hardy, Karen and Dave Barnhardt, Bob Schertle



Dave Labhard, Rich Hardy, Ad Indihar



Andy Harris, Kristy De Vaneg

Merry Christmas & Happy New Year

Merry Christmas & Happy New Year

Dec 3, 2011



Top Row (L-R) Bob Trepanier, Andy Harris, Ken Lang, Dave and Cam Labhard, Mike Hackney, Tom Egger, DJ Quinn **Middle Row:** (L-R) John Tennyson, Rich Hardy, Deb Lang, Deb Compson, Linda Meyer-Ehly, Bob Trepanier, Sherrie Egger, Roger Selby **Bottom Row:** (L-R) Kristy De Vaneg, Jan Hardy, Bob and Royalee Schertle, Carol Selby, Liz Ryan, Nannette Clark



Sherrie and Tom Egger



Kristy De Vaneg, Andy Harris



Jan and Rich Hardy



Pat Trepanier



Mike, Arlene Hackney



Nannette Clarke,
Ken Munson



Ad Indihar



Karen and Dave
Barnhardt



Liz Ryan,
Deb Compson



Carol and Roger Selby



Deb and Ken Lang



Cam and Dave Labhard



John Tennyson

Dec 3, 2011 *On to Nevada City to attend* *"A Christmas Play"*



"A Christmas Play"



In one of the many shops featuring Christmas figurines and dolls, Holiday Magic is portrayed in these photos.



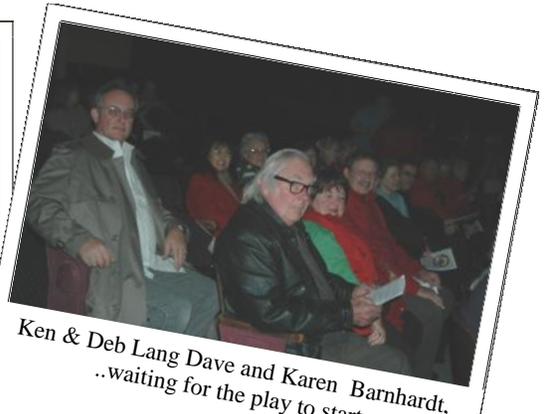
Broad Ave., Nevada City, Ca.



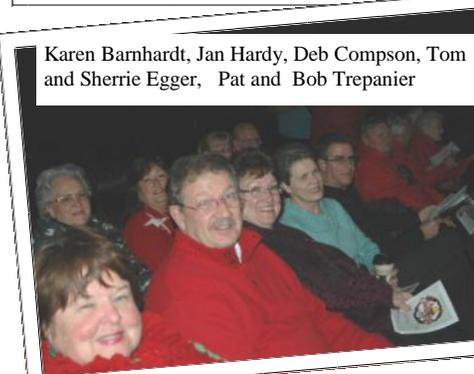
Arlene Hackney, Sherrie and Tom Egger,



The Red Brigade—The Famous Indihars—
Jerry, Ad, Lud, and Mike



Ken & Deb Lang Dave and Karen Barnhardt,
..waiting for the play to start



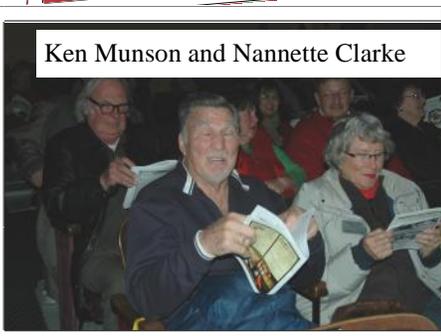
Karen Barnhardt, Jan Hardy, Deb Compson, Tom
and Sherrie Egger, Pat and Bob Trepanier



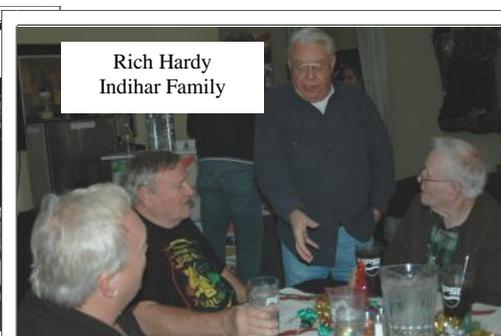
Deb Lang, Jan Hardy, Deb Compson



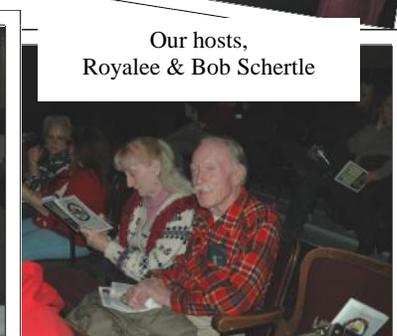
DJ Quinn and
Linda Meyer-



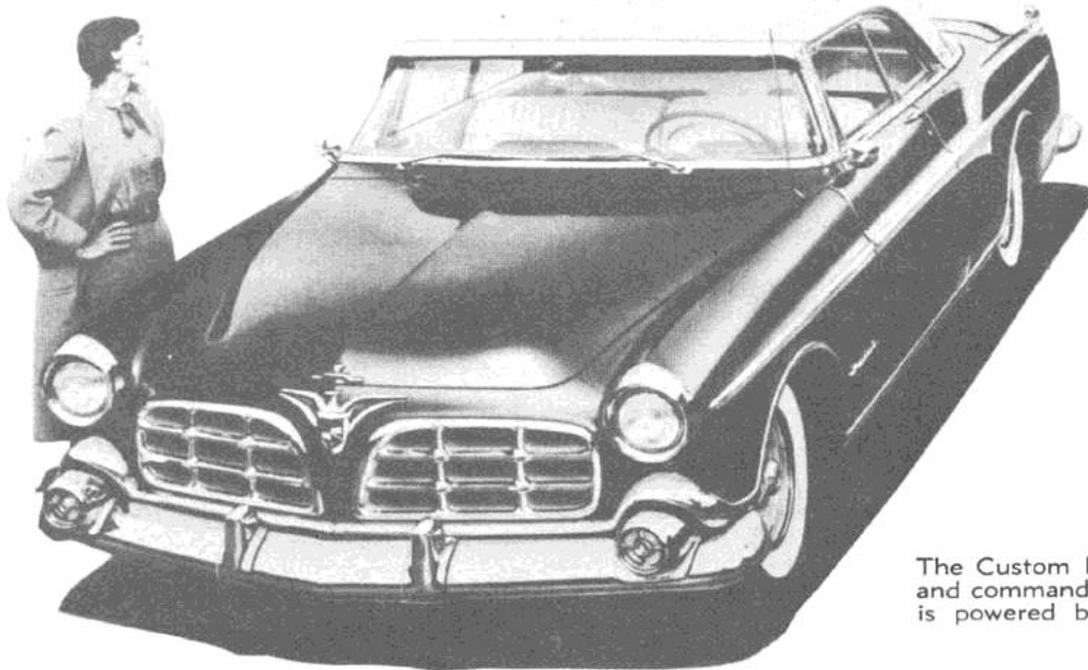
Ken Munson and Nannette Clarke



Rich Hardy
Indihar Family



Our hosts,
Royalee & Bob Schertle



The Custom Imperial is slim, taut and commanding in appearance. It is powered by a 250-hp engine.

IMPERIAL

With the accent on beauty and quality, Chrysler presents the impressive Imperial to the fine-car field.

WITH the introduction of the new 1955 Imperial, Chrysler brings to the fine-car field a new car and a dramatic new concept in American automotive styling," said E. C. Quinn, president, Chrysler Division, Chrysler Corporation. "The Imperial is slim, taut and commanding in appearance and combines elegance and distinction with a feeling of agility that sets it apart. We feel that ownership of an Imperial will be the most rewarding period of any motorist's life."

Imperial Has Individual Design

The new Imperial's designers aimed at creating an impressive motor car, large and commanding yet with slim lines and classic proportions to keep it free from bulkiness. Its body is not shared with any other car in the Chrysler Corporation line and it is built on its own assembly line.

The long, low sloping Imperial hood suggests power and affords excellent driver visibility. The roof runs in a smooth, tapering line from the sun cap visor to the rear deck. Its slimness serves to concentrate the mass of the car low to the ground.

A character line, formed in the side metal and accented by a thrusting chromed lance-like molding, runs back from the headlight and into the rear fender, giving the Imperial a strong feeling of forward motion, emphasizing the car's length and lowness, and unifying the side treatment. Fenders have been clearly defined to avoid bulkiness and full wheel openings emphasize the functional beauty of the wheels.

The superscenic windshield is wrapped around both top and bottom, terminating in side pillars which are sloped rearward to convey the feeling of forward motion. It is topped by a sun cap visor which flairs into the roof line.

The Imperial's divided grille, with its simple box-check effect, conveys the feeling of slimness by reducing front end bulk. The tapering area of body metal that divides the two grille elements points up the simplicity of the dual openings and, by carrying the body color down to the bumper line, adds to the feeling of lowness.

The bumper, which wraps around and extends to the wheel openings, underlines the front end treatment. At its outer ends, large, nacelle-like bumper

guards emerge from heavily chromed hoods set against the fenders. The size and outboard location of these guards serve to accent width, and the chromed hoods which flow over them integrate the bumpers with the body. Parking lamps are deeply inset inside the guards and are protected by crossed bars of chrome.

A large Imperial eagle spans the dividing strip between the grille elements and assures positive model identification.

Rear View Distinctive

The unity of design which characterizes the new Imperial is evident when the car is viewed from the rear. Bumper guards, repeating the front end motif, are inset into chromed hoods and blend with the side and rear fender treatment. Their extreme outboard location adds a strong accent to width. Slim backup lights are recessed into the tall bumper guards and below them twin tailpipes extend through the bumper.

Centers of interest in the rear end treatment are the gun sight taillights mounted on chrome saddles on top of the rear fenders. Unlike the taillights

1955 IMPERIAL MODELS

Custom Series

6-passenger Sedan
Newport Hardtop Coupe

Crown Series

9-passenger Sedan
Limousine

found on any other cars, they add to the distinctive character of the new Imperial. Mounted high and wide, they accent, by contrast, the sweeping lines of the rear fenders and are important aids in parking. When the lights are on, the recessed button in the forward end of the taillight nacelle glows with a subdued amber light, thus defining rear fender location. The gas tank filler tube is concealed beneath a hinged cover which is actually the rear half of the right fender saddle.

Imperial cars are available in two lines for 1955—the Custom Imperial on a 130-inch wheelbase and the Crown Imperial on a 150-inch wheelbase. Custom Imperials are offered in six-passenger sedan and Newport hardtop coupe.

Crown Imperial eight-passenger sedan and limousine models are offered for 1955. Over twenty feet in overall length, these cars have the same proportioning of elements that is characteristic of the Custom Imperial models. Despite their length and impressive size, they retain slimmness and a feeling of vitality. Major body trim items such as grille, side moldings, bumpers, and taillights are identical to those found on Custom Imperial models, assuring positive identification

between these lines.

Imperials feature 16 solid and 17 two-tone color combinations of exterior finishes, plus 21 cloth, leather and vinyl interior trim options.

Every engineering feature designed for luxury motoring is incorporated in the new Imperial. Heading the list are the improved 250-horsepower FirePower V-8 hemispherical head engine, fully-automatic PowerFlite transmission, with PowerFlite range selector on the dash,

full-time coaxial power steering, four-way power-operated front seat, double-width-pedal power brakes, a new heating and ventilating system, and a new high-capacity air conditioning unit.

Other features include power window lifts, search-tuning radio, luxury coil spring seats, rigid full-length box-section frame, new suspension and new steering linkage. Crown Imperials are equipped with disc brakes—the only disc brakes offered on an American automobile. •

1955 IMPERIAL SPECIFICATIONS

Engine

	Custom	Crown
Type	90-V	same
Bore and stroke (in.)	3.81 x 3.63	same
Displacement (cu. in.)	331	same
Compression ratio	8.5 to 1	same
Brake horsepower	250 at 4600 rpm	same
Taxable horsepower	46.5	same
Maximum torque (lb. ft. at rpm)	340 at 2800	same
Transmission	Standard Optional Automatic	Standard Optional Automatic

Interior Dimensions

Front shoulder room (in.)	58.3	same
Rear shoulder room (in.)	58.3	same
Front hip room (in.)	62.5	same
Rear hip room (in.)	62.0	same
Steering wheel center to body center	15.1	same

Tires

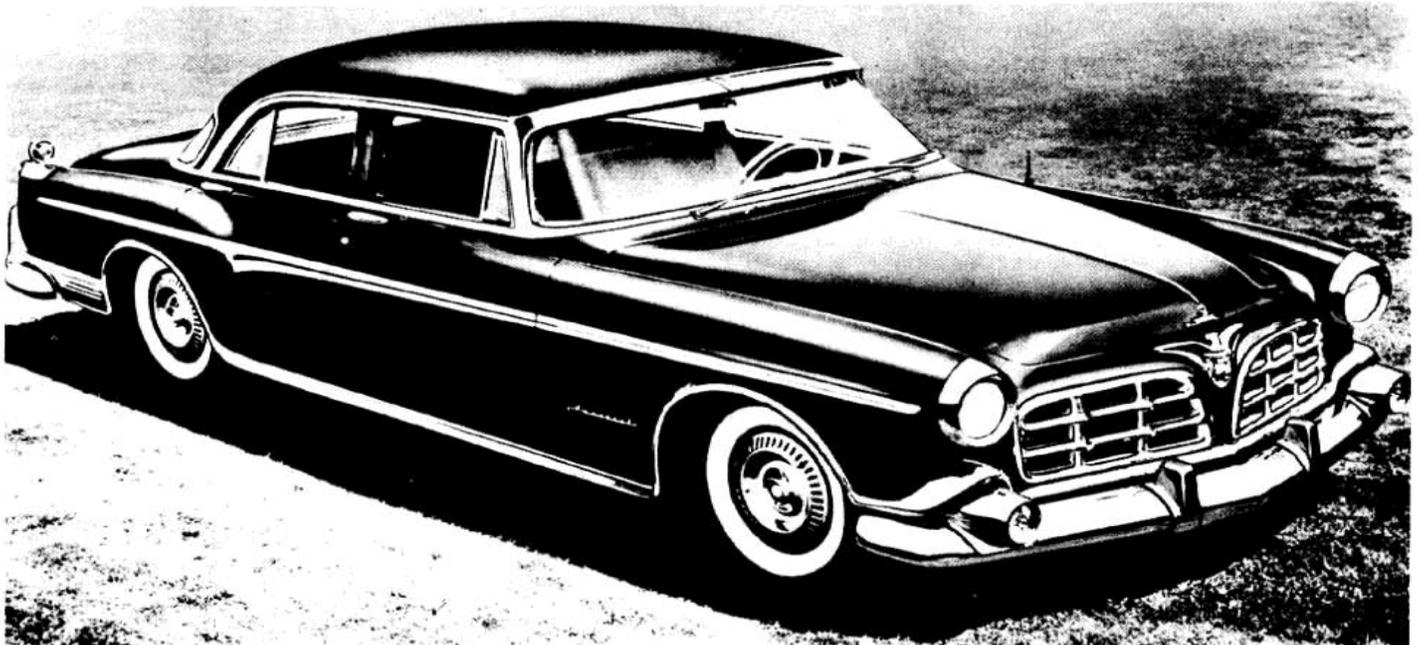
Standard	8.20 x 15-4	8.90 x 15-6
Optional	8.20 x 15-6	

Capacities

Oil (quarts)	5	same
Water (quarts)	26	same
Without heater	25	
Gasoline (gallons)	20	same

General

Wheelbase	130.0	149.5
Overall length (in.)	223.0	242.5
Overall width (in.)	79.1	N/A
Overall height (in.)	61.2	N/A



The Custom Imperial 6-passenger sedan combines elegance and distinction with a feeling of agility. It is built on its own assembly line and is also available in the hardtop coupe shown opposite.

OMMISSION FROM LAST ISSUE

Sept 26, 2011

OMMISSION FROM LAST ISSUE

I really appreciate everyone's enjoyment of your Imperial Material Newsletter. I have asked for corrections when you see them but you are too gracious (or too busy) to alert me. It's okay, I DO appreciate your understanding. Because the November-December 2011 was late, and there were last minute changes, I only discovered that I did not include the San Francisco tour I said I would publish when our good friends Joe and Charley Brown sailed into San Francisco with the rest of the IOANC members who went on the 2011 Fall Tour Sept 23-26, 2011. So, I am publishing it now. Enjoy!

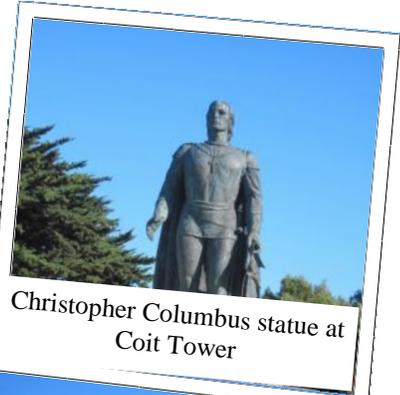
Joe and Charley Brown's San Francisco Tour



Joe and Charley Brown at Marin Headlands



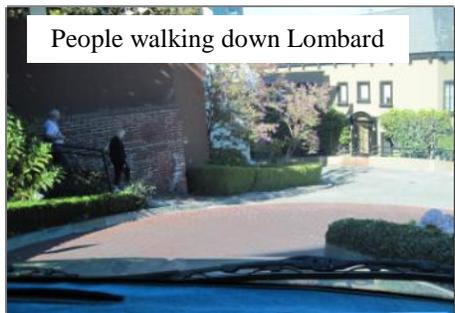
Sailing into San Francisco



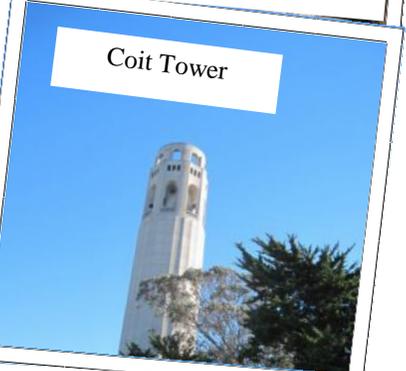
Christopher Columbus statue at Coit Tower



Driving down Crookedest St in SF—Lombard Street



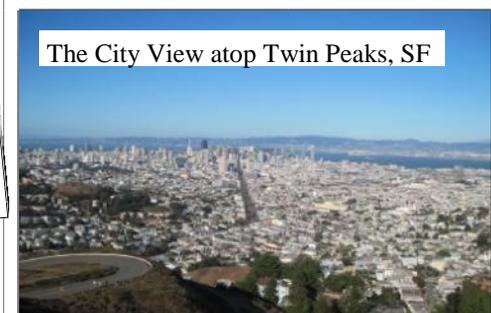
People walking down Lombard



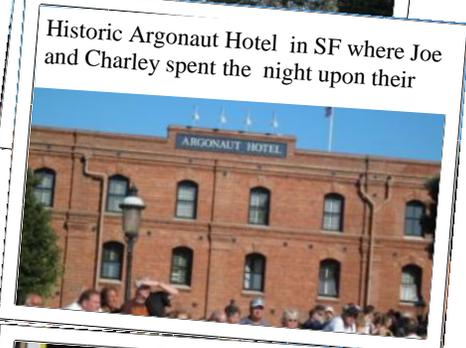
Coit Tower



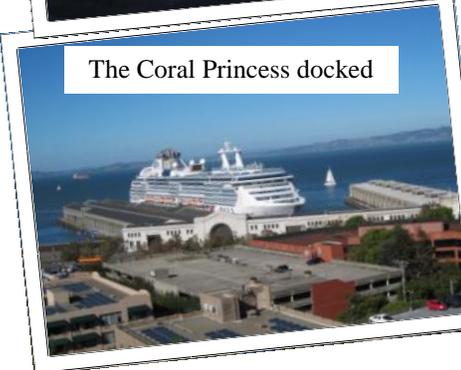
San Francisco Street Car



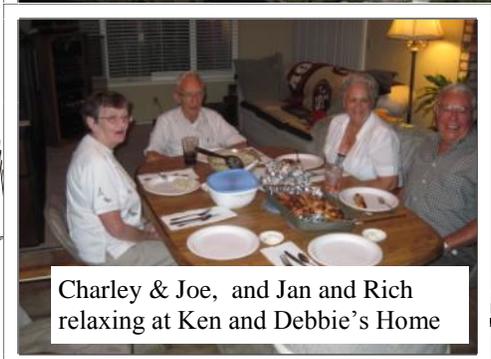
The City View atop Twin Peaks, SF



Historic Argonaut Hotel in SF where Joe and Charley spent the night upon their



The Coral Princess docked



Charley & Joe, and Jan and Rich relaxing at Ken and Debbie's Home



San Francisco famous Cable Car

Member's Corner

Welcome to our New IOANC Members

JOEL TUFFORD

1966 Imperial Crown Coupe

JOE & CHARLEY BROWN

1967 Imperial Crown Coupe

We are very excited to WELCOME Joel Tufford and Joe and Charley Brown as our newest IOANC members. Looking forward to getting to know Joel. Ken and I met Joe and Charley several years ago at the Walter P. Chrysler National Meet in Sacramento. After a tour of the Blackhawk Museum in Danville, we started a conversation on the bus back to Sacramento. Since then we have become fast friends, and they are just a delightful couple. They participated in both our 2010 and 2011 Fall Tours driving their beautiful '67 Crown Coupe all the way from their home in Summerland, British Columbia, to the Carson City, Nevada event in 2010. In 2011, Joe and Charley joined in our Fall Tour on the Coral Princess Cruise Liner, voyaging from Vancouver to San Francisco with participating members. They finally listened to our gentle persuasion to become IOANC members, and we are happy they joined!

2012 IOANC Calendar...

ORDER AT WWW.IOANC.COM

\$15.00

plus postage and handling

Available Now



In last issue, I made a regrettable mistake, identifying Thom and Kathy Quinn's '65 Crown Convertible as their '67 Imperial. I had CRS (Can't remember...stuff) Bob Trepanier caught the mistake, but was kind enough not to bring it up until I did at the ABM. As always, thanks for everyone's support and patience.



Quasi Imperial Row: (L-R) Labhard's '55, Barnhardt's '63, Tennyson's '66 "300," Egger's '64, Thom and Kathy Quinn's '65 Crown Convertible

From My House To Yours



Jack Shea from Indianapolis, had a visit from the local newspaper. They made a 1 1/2 minute video of his home. To view go to: www.southsidervoicetv.com and click on "Decorating for friends" to watch the video. Jack has 350 ornaments on his tree and 340 figurines on the table. It takes him 31 hours to decorate his 9 room home for friends. Congratulations, Jack!

2012 IOANC TOUR CALENDAR

JAN HARDY, IOANC TOUR DIRECTOR/COORDINATOR



FEBRUARY 4	TOUR OF BAY MODEL IN SAUSALITO— HOSTS: LARRY AND SALLY TOMASINI
FEBRUARY 17-19	SACRAMENTO AUTORAMA COORDINATORS: KEN LANG AND DAVE LABHARD
MARCH 10	LINDY LANE TEA ROOM (FOR THE IOANC DOLLS) MOTORCYCLE MUSEUM & LUNCH (FOR IOANC GUYS) HOSTS: RICH AND JAN HARDY
APRIL (TO BE ANNOUNCED)	SACRAMENTO CEMETERY AND PICNIC LUNCH HOSTS: TOM AND SHERRIE EGGER
APRIL 26, 27 & 28	ANNUAL STATE MEET—VENTURA HOSTED BY SCIOI
JULY 23	CAPITOL CITY MOPARS, HAGAN PARK, RANCHO CORDOVA, CA.
JUNE 24, 2012	46TH ANNUAL PALO ALTO CONCOURS D'ELEGANCE INVITES YOUR PARTICIPATION IN THIS CHARITY FUND RAISING EVENT WHICH BENEFITS OVER 40 SOUTH BAY CHARITIES. HELD ON THE STANFORD UNI- VERSITY CAMPUS AT THE SAND HILL ROAD ATHLETIC FIELD SAND HILL & PASTEUR DR. FEATURING CHRYSLER BUILT CARS. INFORMATION TO FOLLOW
JULY 21	GRILLIN' AND CHILLIN' - DIXON HOSTS: RICH & JAN HARDY
AUGUST—(TO BE ANNOUNCED)	FELTON TRAIN RIDE TO SANTA CRUZ
SEPTEMBER (TO BE ANNOUNCED)	TOUR TO EAST BAY PRIVATE COLLECTION
OCTOBER (TO BE ANNOUNCED)	FALL TOUR
NOVEMBER (TO BE ANNOUNCED)	ABM
DECEMBER 8	CHRISTMAS GATHERING HOSTS: JOHN AND NANCY TENNYSON

AS DATES ARE FINALIZED, THEY WILL BE ANNOUNCED VIA THE WEBSITE
STAY TUNED: WWW.IOANC.COM

2012

New Membership Application/Renewal Form

New Membership Application

Renewal

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

Please list all individuals:

First Name _____ Last Name _____

First Name _____ Last Name _____

Address _____ City _____ State _____ Zip Code _____

Home Phone _____ Cell Phone _____

E-mail _____

Imperials you own:

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

Year _____ Model _____ Body Style _____ Color _____

Year _____ Model _____ Body Style _____ Color _____

Year _____ Model _____ Body Style _____ Color _____

Use same information shown in last years' roster

Membership is \$30 for the calendar year, January 1 to December 31, 2012. Full year memberships are due by February 1 for inclusion in the annual roster. For new members only who join the IOANC after June 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 2012
- 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.

This issue of our Imperial Material is jam packed!! There are many activities for everyone, but for those who are too far away to join us, I am glad I can feature the events here. For those of you receiving this issue with “Complimentary Copy” at the top, it is because we have not received your renewal for Membership yet. We know that things slip our minds, and that is why we are sending you your first issue of 2012. I hope you have enjoyed this issue, and will send in your renewal. Best wishes for a HAPPY NEW YEAR 2012. Thank you and Safe Journey Always.

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	Ken Lang	Antioch	925-289-5575
Newsletter Editor VP	Debbie Lang	Antioch	925-289-5575
Treasurer	Jimmy White	Citrus Heights	916-726-2409

Appointed Ex-Officio Club Officers

Events Director	Jan hardy	Dixon	707-678-5904
Photographer	Rich Hardy	Dixon	707-678-5904
IOANC Web Master	Ken Lang	Antioch	925-289-5575

<u>Club Address:</u>	P.O. Box 14626	Santa Rosa, CA	95402
<u>Dues:</u>	\$30 per annum	Checks payable to:	IOANC
		Mailed to:	Club Address above

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