

NEWSLETTER OF THE IMPERIAL OWNERS ASSOCIATION OF NORTHERN CALIFORNIA

Imperial Material

www.ioanc.com

IMPERIAL

FOUNDED 1977

IMPERIAL

Special points of interest:

- Member Spotlight: **Rich and Jan Hardy**
- Featured 1962 Imperial
- First IOANC Event of 2012—Bay Model
- IOANC Participation in 62nd Annual Autorama Sacramento
- Welcome New IOANC Members
- 2011 IOANC Financial Statement

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Featured Imperial

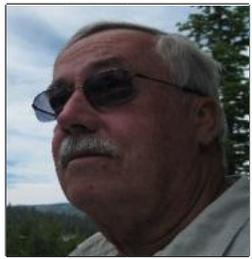
See Pages 13 & 14



Rich and Jan Hardy Member Spotlight



The REST of Rich and Jan's story on pages 3-5



IOANC Presidents Column

DAVE LABHARD



As we start our 2012 event schedule, I would like to acknowledge the efforts of all of the members that keep the IOANC active and moving forward. The members that offer to host, plan the details, lead the tours, and herd us through the events are what drives the success of our club. It is true that the more we get our Imperials out and in front of the public the more new members we recruit. We are all proud of our Imperials and don't hesitate to show them and promote the benefits of IOANC membership. The IOANC just participated in the 2012 Autorama at the California State Exposition facility in Sacramento. It has been years since the Autorama has asked classic cars to participate in their event. Ken Lang reviewed the invitation and spoke to Butch Gardner, head of the Association of California Car Clubs, (ACCC) and coordinator of the Autorama club display. Ken convinced several club members to participate and handled all of the organization for the event. I must admit that I had concerns about the event being mostly hot rods and not about the classic cars. The end result is that Ken put together a display of 10 Imperials with help from all of the members that were able to commit their cars and time.

Our members spent many days at the event, promoting the club and showing their cars. We all took shifts to make sure someone was at our display to answer questions about Imperials and the club. The effort by all of the members did not go unnoticed by the judges and those attending the show. The IOANC received an award for the Outstanding Club Display and we signed up five new members. It is always a huge success when we can promote the club and recruit new members.

Kudos to those who participated: Ken & Debbie Lang, Dan Caruth, Mike & Arleen Hackney, Rich & Jan Hardy, Andy Harris, D. J. Quinn & Linda Meyer-Ehly, Tom & Kathy Quinn, Roger & Carol Selby, John Tennyson and the Labhard's.

Editor's Note:

Thanks, Thom Quinn for your investigative skills. On the last day of the show when awards were presented, we did not hear that we won originally. Tom went to the Autorama office to ask who won, and came back proudly carrying our Plaque. Truthfully we wondered why we DIDN'T place. We had the best cars there. Everyone was OVERJOYED in an instant! This was such a huge event, and it was really a honor. It helped that we also won a CASH AWARD of \$100.

The teamwork was awesome, and a fun time was had by all.

Cam and Dave Labhard, Roger Selby, Linda Meyer-Ehly and DJ Quinn, Thom and Kathy Quinn, Ken and Debbie Lang, Rich and Jan Hardy, Arlene and son Mike Hackney, and John Tennyson posing with our "Outstanding Club Display plaque".



Rich and Jan Hardy

Member Spotlight

I always enjoy publishing Member Spotlights, and interviewing Rich and Jan Hardy was my great pleasure. Prepare to be entertained, as I share their lives. Destiny brought this wonderful couple together, and their strong love and tenacity to overcome life's trial and tribulations, are the reasons they will be celebrating their 54th wedding anniversary together this upcoming July. Here is the "Rest of their fabulous Story". But first...

Rich and Jan's early life (before Rich and Jan were a couple...)

Rich's earliest memory of seeing his first Imperial was when he was about 14 ½ years old. His Dad, a successful automobile salesman, came home one day in a brand new 1951 Imperial demo. Rich remembers being awestruck with this beautiful driving machine. He recalls the exterior color of the Imperial being black, but what he remembers most was being very impressed with all the 'brushed nickel' the interior of the Imperial contained. Cars in those days were chrome laden, but the brushed nickel gave the Imperial the edge of luxury. Rich's 2nd earliest memory of the Imperial was when his Dad picked him and his buddy up from Midway Airport in Chicago, Il. They were coming home from serving our Country overseas. Rich's Dad arrived in a beautiful '57 Imperial. His special memory of this trip was that his Dad expertly nosed the Imperial onto the freeway, heading back to Wisconsin. Rich was fascinated by the round gauges that lit the dash. The speedometer was already registering 70 to 80 mph, and Rich and his buddy were hanging on for dear life. Why, you ask? Well, Rich reminisces that when he was stationed in North Africa, there was an old Packard – Straight Eight that was "handed down" from crew to crew. This once luxury car was old and in need of repair, and with all the bad roads, the Packard was driven 20 to 25 mph tops. Rich remembers that along the Mediterranean Sea, near base, the Grand Prix race track was once host to many car races. For fun, Rich and his friends would take the old Packard for a run on the ancient track where they would "punched it, and blow out the carbon". As these special memories fade, Rich reverts back to 1957. He and his buddy are lulled comfortably in the large Imperial's pure luxury. Though it took a bit of time to get used to it, Rich and his buddy survived their AWESOME experience!



Leaving in their '52 New Yorker

Jan meanwhile was enjoying her growing years on her parents' farm in Placerville. She had the freedom to roam without harm. She joined the 4-H and competed with others, displaying her remarkable sewing skills. In high school, she loved the experience of helping to run the Senior Member Club which involved MANY clubs. She enjoyed playing sports in high school, especially baseball during her summers.

When Rich Met Jan – (but I need to share this first:)

Rich purchased his original '52 New Yorker while still overseas, thanks to his Dad's "hawk eye." In 1952, Rich's Dad, a top automobile salesman, sold a brand new '52 New Yorker to a nice "older" lady who kept the car for four years. When Rich's Dad changed dealership's, she followed him as a loyal customer and bought a brand new Oldsmobile from him. Rich's Dad knew that Rich wanted a car, and offered to buy the '52 New Yorker from her. It only had 40,000 miles during the four years she owned it. The deal was made, and when Rich came home, he paid his Dad a whopping \$750, to own his '52 New Yorker. On U.S. soil now, Rich received orders that stationed him to Point Arena on the Northern California Coast. From Wisconsin, he drove his Mom, his Aunt, and younger brother to Bellingham, Washington in the '52 New Yorker, and then headed to Point Arena, California to report for duty.

Rich met Jan in December, 1957, when his Air force buddy, Gary, invited Rich to drive to Placerville to visit Gary's parents and Gary's younger brother, Nick who was at a 4H party when they arrived in Placerville. Not deterred, Gary and Rich decided to 'crash' the party, (in Jan's words) and the "rest is history." As Rich remembers the evening, the girls were all dancing, and the boys were just standing around. When Rich and Gary arrived at the party, they had no trouble dancing with the girls. However, one girl caught Rich's fancy, and you guessed it, her name was Jan.



Showing the Hardy's restored '52 at Towe Museum, Sacramento, Ca

Rich and Jan had a whirlwind courtship. They met in December 1957, and got married in July 1958. Rich's '52 New Yorker became their daily driver. They started their life together by driving it on their honeymoon.

(continued on Page 4)

They drove back to Wisconsin in the '52 New Yorker to start their life together. They started their family right away. Unfortunately, Rich had trouble finding a job. He dreamed about going to Engineering school but his G.I. Bill did not quite cover the expenses. He was finally offered a job in a Studebaker Parts Department, and took it. They lived in an apartment on a farm, and as young couples do, furnished their home. Due to the economic times, Rich soon lost his job. They decided to move back to California with the aid of Jan's parents. They now had one child and a second on the way. The '52 made yet ANOTHER journey back to California, and it was December 1959. The route they decided to take was Highway 66. They did this to avoid snow, but it followed them on their alternate route anyway. Going through Texas and New Mexico, they hit snowstorms, and floods, all while towing their belongings behind them. This determined family withstood their great adventure traveling back to California. Ironically, Rich worked in Automotive parts jobs back in California, but still had difficulty in keeping jobs because of the economically depressed times. Rich then saw an advertisement needing electronic technicians at McClellan Air Force base because the Vietnam war was heating up. He took the test and passed, and from that time he remained gainfully employed at McClellan Air force base until 1994. During their life, the original '52 got old and tired. With their growing family their next few vehicles were station wagons.

Joining the Imperial Club — (without one)

I asked Rich and Jan how they got involved with what is now IOANC. To explain, Jan recalls that as empty nesters now, they wanted to find another '52 New Yorker to take the place of Rich's original one. Rich received information from John Tennyson about a '52 New Yorker for sale. Rich contacted the owners, and they made a trip to see it. The owners wanted to sell it, but, they also wanted to make sure that they sold their beloved '52 New Yorker to someone who would put it back in good condition. When Rich assured them that he had previously owned a 1952 New Yorker, and wanted another one, they agreed to sell it. The asking price was \$750, but Rich was able to buy it for \$600.

John Tennyson then gave the Hardy's information that led them to first join the California Chrysler Products Club (CCPC), where they enjoyed taking the many road trips the Club organized. Rich and Jan recall that there was a Car Meet at Ohlone College called Bay Area Fall Classic. IOANC was separated into two Northern California clubs at the time. The Imperial Clubs from the Bay Area and Sacramento Valley were present at the Meet. Tom Johnson, a long time IOANC member, befriended them and invited them to the Imperial Club State Meet in Napa at the Silverado Country Club which they visited. The best part of that Meet was that the Hardy's were invited to have their '52 New Yorker photographed along with all of the other beautiful Imperials. Rich and Jan became a "fixture" at all the Imperial events from that day forward, and were enticed to 'finally' join the Imperial Club, even though they did not have their own Imperial.

Unrestored '52 bought May 11, 1985



Rich and Jan's Imperial Story— (they FINALLY own their own)

Rich had mentioned several times that he would like to own an Imperial. Bob Trepanier, then IOANC Club President, contacted Rich many times telling him about an Imperial that a club member in Southern California felt he needed to sell. He had a '62 Imperial. He was advancing in age, and he didn't want his wife to have to worry about getting rid of the auto, if or when something happened to him. Rich called and spoke with him, and agreed to purchase the Imperial if he liked it when he saw it. Rich and Jan traveled to Southern California, and they DID like the '62 that they now own. After they purchased the Imperial,

Rich and Jan asked if they could leave it there until after their vacation to Arkansas. Upon their return, Rich drove their newly purchased '62 Imperial home to Dixon, Ca, while Jan followed him in their LHS. The '62 Imperial has since won many awards at IOANC and non IOANC events.



Rich and Jan's '62 Imperial

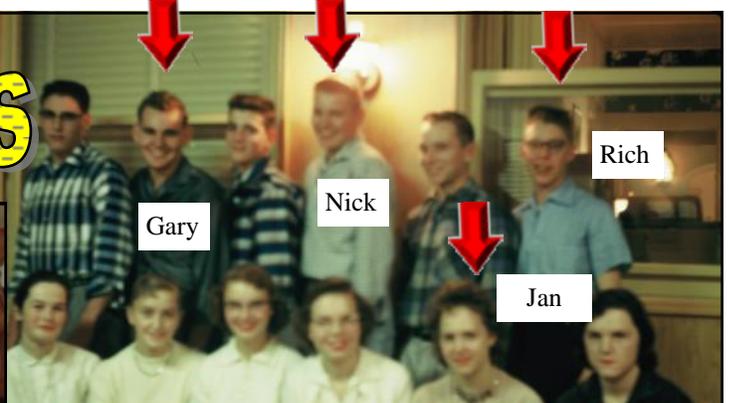
Club Photographer and IOANC Tour Director

Rich and Jan are VERY active in IOANC. When I asked what their favorite Club Memory was, they could not pinpoint any one thing, as they thoroughly enjoy and are involved in most every event. Rich is Club Photographer, and Jan is IOANC Tour Director. Beside their '52 New Yorker and '62 Imperial, they have a '54 un-restored New Yorker Deluxe Convertible under car cover parked in their driveway. It will be a gem, when Rich gets around to restoring it. I asked Rich how he got so good at fixing his cars. He said he did it from necessity a long time ago. The Hardy Legacy now comprises of four generations. Rich and Jan have 5 children, 15 grandchildren, and 2 great granddaughters and they just found out a 3rd great grandchild is on the way. Though retired from the Corporate life for a while now, they have a thriving glass etching business, and are very involved with Dixon Chamber of Commerce. It has been a pleasure to give the highlights of Rich and Jan's life. I could write a book about them, otherwise. Thank you, Rich and Jan for your efforts in helping to make IOANC a fun club, and for being our MEMBER SPOTLIGHT this issue.

Long Lasting & Hardy Memories



“Rich on a Stick” a big hit at Dixon Chamber of Commerce, too. We love this gift from the Trepanier’s. They presented it to Rich and Jan, because Rich was hardly ever in the photos. He was always taking them.



This photo was a private party given by Gary’s brother Nick in December 1957 at their parents’ home. Rich’s Air force buddy Gary invited him to Placerville again. It was during Jan’s Christmas vacation. This was Rich’s second date with Jan. The rest is history!



Assistant Scout Leader Rich



Jan’s beautiful remodeled kitchen in their home EST 1964



Rich and Jan’s beautiful restored ‘52 New Yorker



Jan’s Parents celebrating their 60th Wedding Anniversary with the Hardy Legacy—4 generations



Jan and Rich at Chamber of Commerce Ribbon Cutting

Rich and Jan are not only active in IOANC. They have a thriving glass etching business, too!

1st Event of 2012

1st Event of 2012

The Bay Model

Sausalito, Ca

February 4



Larry and Sally Tomasini

Our Tour Leaders, Larry and Sally Tomasini, did a FANTASTIC job in hosting our 1st IOANC event of the year. The Bay Model is a three-dimensional hydraulic model of San Francisco Bay and Delta areas capable of simulating tides and currents. The Bay Model is over 1.5 acres in size and represents an area from the Pacific Ocean to Sacramento and Stockton, including: the San Francisco, San Pablo and Suisun Bays and a portion of the Sacramento - San Joaquin Delta.

Several members drove their classic Imperials. Larry and Sally Tomasini brought their '65 Coupe. Stuart Ryce and Lora brought their '67 LeBaron. Tom and Sherri Egger drove their '64 Crown, Rich and Jan Hardy drove their '62 Southampton, and Deb Compson drove her '63 Southampton. We had the pleasure to see Denny's '58 Desoto, and Dave and Karen Barnhardt surprised us by driving their '63 Studebaker. What a treat! The rest of the members who enjoyed the day were: DJ Quinn and his guest David Kellis, Jimmy White and his grandson, AJ, Arlene and son Mike Hackney, and Ken and Debbie Lang. Deb Compson brought two guests Myla Pierre and Liz Ryan. Rich and Jan Hardy also brought their guests Don and Helen Ritchey.



Hardy's '62 Southampton



Deb Compson's '63 Southampton



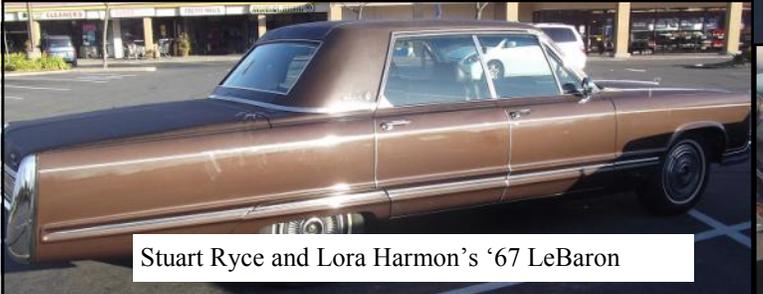
Tomasini's '65 Coupe



Egger's '64 Crown 4 Dr HT



The Barnhardt's '63 Studebaker



Stuart Ryce and Lora Harmon's '67 LeBaron



Denny Taylor's '58 DeSoto

Members really enjoyed their day!

Early morning meet to go to Bay Model in Sausalito. Stuart Ryce, Ken Lang, Sally and Larry Tomasini, our hosts for the day, and Tom and Sherry Egger.



IOANC Ladies and their Guests



IOANC Group Photo after a delicious lunch at Salito's Crab House specializing in Crab and Prime Rib in Sausalito, Ca.



Rich Hardy taking a photo of members on Bay Model's elevated viewing area of the Bay. What a beautiful day it was.



Stuart Ryce and Lora Harmon



YUMM, huh, Rich Hardy?



Rich and Jan Hardy and their guests Don and Helen Ritchy



DJ Quinn and David Kellis



Jimmy White and Grand son AJ



(L-R) Deb Compson, and her Guests Myla Pierre, and Liz Ryan



Our Bay Model hosts: Larry and Sally Tomasini



Arlene and son Mike Hackney



(L-R) Denny Taylor, and Dave and Karen Barnhardt

History and Significance of The Bay Model



To understand how the water flows in the Bay, the U.S. Army Corps of Engineers constructed the San Francisco Bay Model in 1957. We were able to study this large system due to the fact that the model of the Bay is much smaller than the actual San Francisco Bay and Delta, approximately the size of two football fields. The time scale, running 100 times faster than nature, permits us to observe a long sequence of events in a short time period.

The hydraulic model, the largest of its kind, was used as a scientific research tool from 1958-2000 to evaluate circulation and flow characteristics of the water within the

estuary system associated with the geometry or shape of the Bay and related waterways. Assessments could be made regarding the impact of man's activities such as dredging navigation channels, filling portions of the Bay, diverting water, introducing wastes and oil spills. Although the model does not look exactly like the bay or delta, its action is similar. Think of the model as a simulator of bay and river conditions, rather than as a model of familiar landmarks.

The model was used to reproduce (to the proper scale) the rise and fall of tide, flow, and currents of water, mixing of salt and fresh water, and indicates trends in sediment movement.

The limits of the model encompass the Pacific Ocean extending 17 miles beyond the Golden Gate, San Francisco Bay, San Pablo Bay, Suisun Bay and all of the Sacramento-San Joaquin Delta to Verona, 17 miles north of Sacramento on the north, and to Vernalis, 32 miles south of Stockton on the San Joaquin River on the south.

The model is approximately 320 feet long in the north-south direction and about 400 feet long in the east-west direction. It is constructed out of 286 five ton concrete slabs joined together like a jigsaw puzzle. Features that affect the water flow of the San Francisco Bay and Sacramento-San Joaquin Delta are reproduced, including ship channels, rivers, creeks, sloughs, the canals in the Delta, fills, major wharfs, piers, slips, dikes, bridges, and breakwaters.

The research department of the Bay Model was closed in 2000, but the model continues to operate as a public education center. Our docent did share that in 2007, an oil tanker crashed into the Bay Bridge spilling oil. They used the Bay Model facilities to study where the oil was going to drift.

As the mission of the Bay Model moves away from scientific research and more toward interpretation and education, the associated Visitor Center and interpretive staff continues to provide public programs focusing on water policy and environmental issues relevant to the Bay and Delta regions.

The U.S. Army Corps of Engineers is a federal agency that provides quality, responsive engineering service to the nation and is tasked with planning, designing, building, operating water resources and other civil works projects. The Corps also provides design and construction support for other defense and federal agencies.



It all began when Ken Lang, VP Membership, received an email inviting our Club to participate in the 62nd Annual Autorama in Sacramento at the Cal Expo, February 17-19, 2012. After consulting with IOANC President Dave Labhard, Ken sent invitations to the Membership asking for interest to participate. Ten members volunteered to show their beloved Imperials. They were: Dave and Cam Labhard and their '55 Newport, Andy Harris with his '59 Crown Sedan, Dan Caruth and his '61 LeBaron, Rich and Jan Hardy and their '62 Crown Southampton, Roger and Carol Selby and their '64 Crown Coupe, John and Nancy Tennyson and their '64 LeBaron, Thom and Kathy Quinn and their '65 Crown Convertible, DJ Quinn and his '67 Crown, Mike Hackney and his '68 Crown Convertible, and Ken and Debbie Lang with their '68 LeBaron.

Autorama allotted a certain amount of space to park for each entry, no matter the size of one's vehicle. Because our Imperials are literally land yachts, Ken came up with a plan to place each Imperial in opposite directions side by side to fit comfortably in the space we got. The show was officially open to the public Friday, Saturday and Sunday, but in order to get ready for the show, we received instructions the Wednesday before to "get your car parked, with batteries disconnected" until the close of the show on Sunday. We knew there was going to be a barrage of car entries bursting to get their cars parked, so plans were to arrive before the gates opened at 4pm. Dave and Cam Labhard, DJ Quinn, Thom Quinn, Rich and Jan Hardy, and John Tennyson were already on the scene as Ken Lang arrived with his '68 LeBaron. Andy Harris, Roger and Carol Selby, Dan Caruth, and Arlene and son Mike Hackney arrived later, and everyone got busy positioning their vehicles in our designated area.

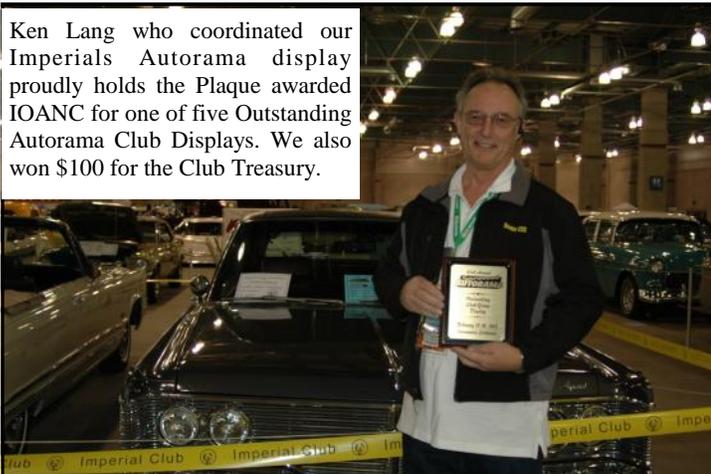
With the job of parking the cars finally done, everyone went to Mimi's Café a few blocks away to celebrate with what we do well...sharing meal together.

On Thursday, everyone gathered to set up our display area and get final detailing done on the Imperials. Finally, we were READY for the show. There was a sign up sheet for participants to take turns "meeting and greeting" the public interested in our Imperials. The sheet was filled, but during the three days of the show, most participants in the show were present to help. It was fantastic. We received FIVE new IOANC memberships during the three days which was exciting. The public was VERY impressed with our Imperials, and it was definitely a hit at the show. Many comments from the public ranged from reminiscing growing up with an Imperial, to simple praise, to the question "was Imperial really its own Marquee at one time?" Our members fielded each question and comment with enthusiasm.

During the last day of the show, awards were given. IOANC was presented a plaque for one of five Outstanding Club Displays and \$100 was awarded and added to our Club treasury.

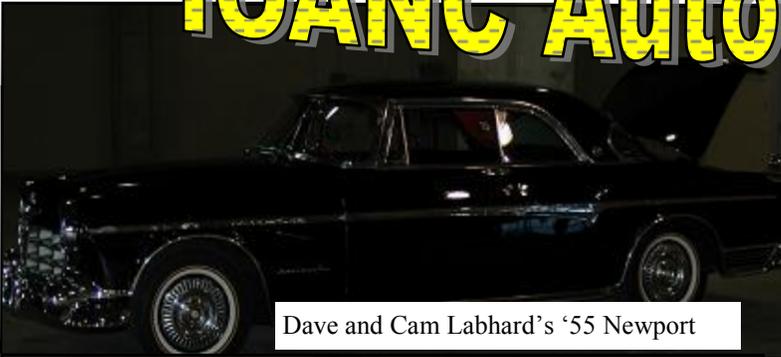
Thanks to Ken Lang who organized this event, and to all participating members whose Imperials won our prestigious awards!!!

Ken Lang who coordinated our Imperials Autorama display proudly holds the Plaque awarded IOANC for one of five Outstanding Autorama Club Displays. We also won \$100 for the Club Treasury.



Rich Hardy and Butch Gardner from ACCC, who organized all the Car Club Autorama entries

IOANC Autorama Entries



Dave and Cam Labhard's '55 Newport



Andy Harris's '59 Crown Sedan



Rich and Jan's '62 Southampton



John and Nancy Tennyson's '64 LeBaron



DJ
Quinn's
'67
Crown



Thom and Kathy
Quinn's Crown
Convertible



Roger and Carol Selby's
'64 Crown Coupe



Dan Caruth's
'61 LeBaron



Mike
Hackney's '68
Crown
Convertible



Ken and Debbie
Lang's '68 LeBaron



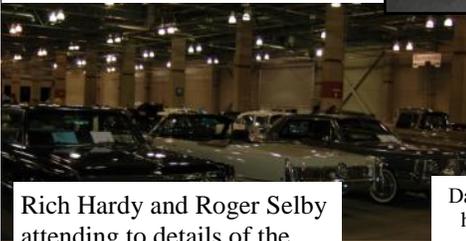
DJ Quinn is not parking attendant for just 'any' car. Imperials...YES!



More Imperials "in place" at Autorama



Due to space constraints, Ken devised a plan for each Imperial to alternate facing back and front to fit properly



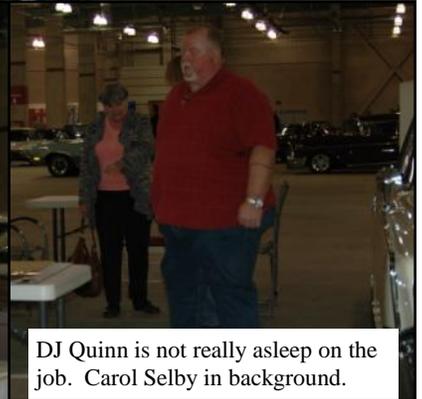
Rich Hardy and Roger Selby attending to details of the display set up.



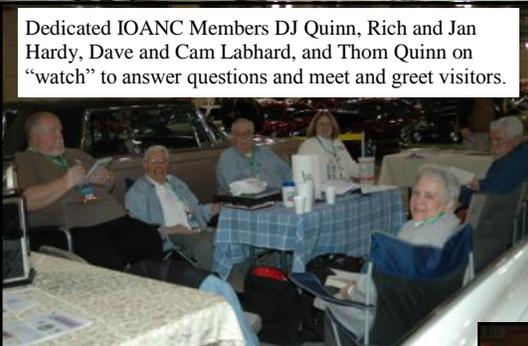
Dan Caruth, proud owner of his '61 LeBaron also worked hard throughout Autorama fielding Imperial questions.



Ken Lang and Dave Labhard waiting to greet visitors interested in our Imperials



DJ Quinn is not really asleep on the job. Carol Selby in background.



Dedicated IOANC Members DJ Quinn, Rich and Jan Hardy, Dave and Cam Labhard, and Thom Quinn on "watch" to answer questions and meet and greet visitors.



Our Imperial Club caution tape was a big hit.



Ken Lang's '68 LeBaron

IOANC Members (L-R) Dan Caruth, DJ Quinn, and Ken Lang posing for a photo. Everyone gathered for dinner after setting up the Imperials for the Autorama show



(L-R) Thom and Kathy Quinn, Arlene and son Mike Hackney, Carol and Roger Selby, Dave and Cam Labhard, and Jan Hardy smiling after a hard day's work is done!

Member's Corner

Welcome New IOANC Members

TIM QUINTERO
916-372-0733
NO EMAIL

DON & CLAIRE WESTHAVER
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STRTEKVJO@AOL.COM

KATHIE & ERIC EVANS
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806-577-2011
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BILL & JOSETTE ADAMS
209-402-6167
XDMN@YAHOO.COM



BIGGEST MECHANICAL change on the '62 Imperial is a new automatic transmission that is 60 lbs. lighter.

Imperial

Restyling of roof and rear-quarter panels has produced a cleaner look

STYLING CHANGES for 1962, although not involving major body changes, have given the Imperials a new look. They still carry many of the outstanding characteristics, however, that set them apart and make them easily recognizable as Imperials.

New rear quarter panels have de-emphasized the fin effect, new moldings and a cleaner rear deck area make the car look lower and wider. Roof areas also appear "cleaned up," as the moldings that outlined the sweep areas, once two-toned, have been removed.

The Imperial lineup of models is unchanged from 1961. There are three series: the Custom with two and four-door hardtops, the Crown with two and four-door hardtops, plus convertible and the LeBaron four-door hardtop. All models are on the 129-inch wheelbase, separate-frame chassis with an overall body length of 227 inches.

As added protection against cor-

PLENTY OF LEGROOM here, a full 14 inches from cushion to front seat.



rosion, Imperial's separate bodies receive the full seven-stage dip and spray treatment given to the other Chrysler unit-body cars.

Adoption of a new and more compact automatic transmission has made it possible for engineers to reduce the height and width of the center hump in the front compartment. This new transmission replaces the Torque-Flite automatic previously used. It has the same ratios (2.45 low, 1.45 intermediate and 1.00 direct), but internal construction is new and the case is a

one-piece aluminum die casting. Not only is this transmission smaller, but it also effects a weight savings of 60 pounds. Despite this lighter weight, it has 10 percent greater torque capacity than previous transmission. Control, as before, is by push button.

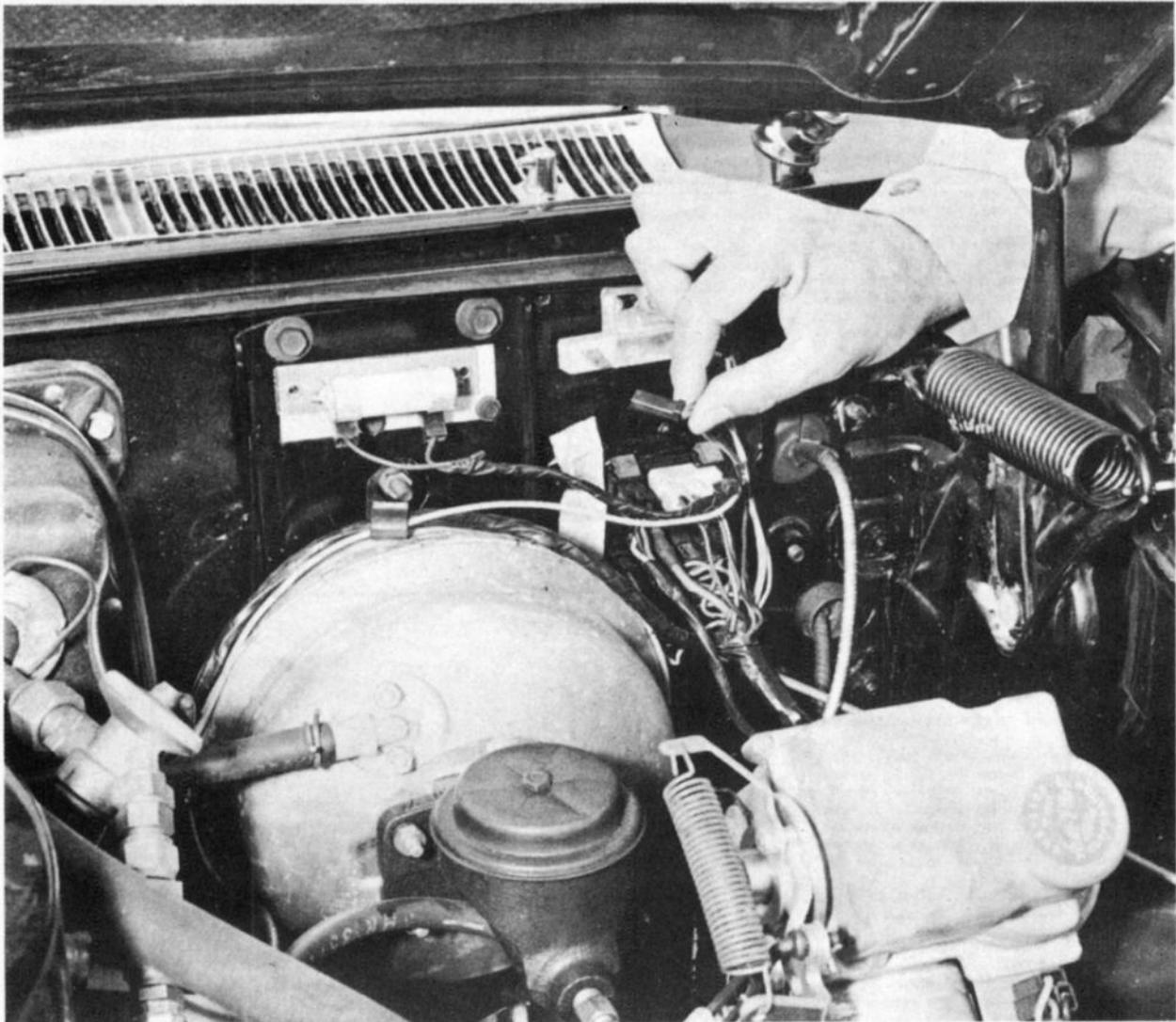
Imperial's single engine is the 413-cubic-inch "senior" Chrysler Corporation V8. Installed in the Imperial with a 10.0 to 1 compression ratio and single four-barrel carburetor, this engine develops 340 horsepower at 4600 r.p.m.

A single exhaust system replaces the dual exhausts previously used on the Imperial. Because it runs hotter, the single system remains dry and resists corrosion. Cost of replacement will be halved.

Chassis-lubrication intervals have been extended from 2000 to 32,000 miles on all suspension and steering linkage items. Tie rod ends are sealed for life. Other points are re-filled via plugs.

A new smaller and lighter starter has also been installed on the 1962 Imperial.

ELECTRICAL LEADS are neatly capped, plug into main terminal. Mechanism at lower right is automatic pilot control.



Specifications—1962

BODY STYLES—Imperial Custom: 2-Door Southampton; 4-Door Southampton. Imperial Crown: 2-Door Southampton; 4-Door Southampton; Convertible Coupe. Imperial LeBaron: 4-Door Southampton.

ENGINE—High-compression 90° Imperial V-8 with wedge-type combustion chambers and overhead in-line valve arrangement. Bore, 4.18 in. Stroke, 3.75 in. Piston displacement, 413 cu. in. Compression ratio, 10.1 to 1. Brake horsepower, 340 at 4600 r.p.m. Slipper-type cam ground, steel band aluminum alloy pistons. Three rings per piston. Full-pressure lubrication. Waterproof ignition. Silicon chromium steel intake and exhaust valves. Replaceable-element air cleaner. Shear-type engine mountings. Full-Flow oil filter. Aluminized exhaust with resonator.

FUEL SYSTEM—Four-barrel carburetor with mechanically controlled secondary draft system. Quick response, well-type automatic choke. Plastic fuel filter in gas tank. Supermicronic, replaceable filter at engine. Tank capacity, 23 gallons.

COOLING SYSTEM—Series-flow type with thermostatic by-pass control. Four-bladed fan. Fin and tube radiator

core. Full-length water jacket around cylinders. Capacity, 17 quarts (with heater).

ELECTRICAL SYSTEM—12-volt battery, 78-plate, 70-amp-hr.; 35-amp. alternator (40-amp. with air conditioning). 14mm spark plugs. Sealed-Beam Dual Headlights; Back-up Lights; Directional Signals; Map Light; Power Window Lifts and 6-Way Power Seat, standard on Imperial Crown and LeBaron, optional on Imperial Custom; Power Vent Windows, standard on LeBaron, optional on Custom and Crown; Electric Variable-Speed Windshield Wipers (with electric Windshield Washer); Cigarette Lighters, two lighters in rear compartment, one in front; Electric Clock; Rear Compartment Light; Glove Compartment and Luggage Compartment Lights; Parking Brake Warning Signal.

TRANSMISSION—TorqueFlite—fully automatic torque converter with 3-speed planetary gear set. Torque converter ratio, 2.2 to 1. Transmission gear ratios—First gear, 2.45 to 1; Second gear, 1.45 to 1; Third gear, 1 to 1. Pushbutton Control located on dash panel to left of steering wheel. For safety, engine cannot be started unless transmission is in neutral.

DRIVE—Hotchkiss Drive through rear springs. Hypoid rear axle. Axle ratio, 2.93 to 1.

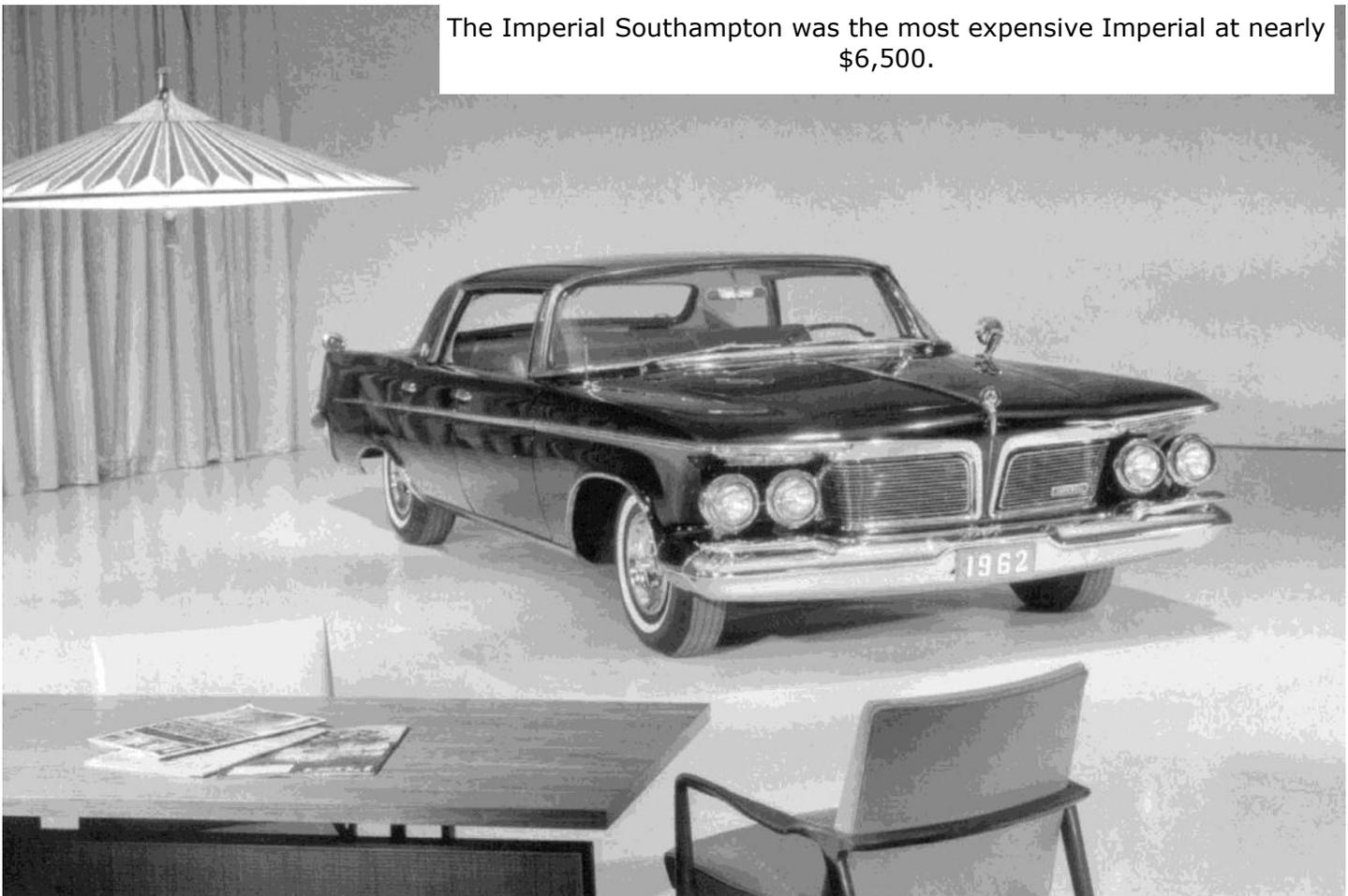
SUSPENSION—Independent front wheel suspension with torsion-bar springs. Oriflow Shock Absorbers in both front and rear. Tapered-leaf outboard rear springs with interliners and rear axle strut.

STEERING—Full-time, Constant-Control Power Steering with symmetrical idler-arm steering linkage. From full right to full left, only 3.5 turns of steering wheel.

BRAKES—Total-Contact hydraulic braking system, with Power Brake and independent Parking Brake. Brake diameter, 12 in. Two cylinders on each front wheel brake. Cycle-bonded brake linings. Parking brake actuated by foot pedal—released by control on dash panel. Red warning signal on panel.

WHEELS AND TIRES—Rayon Custom Super Cushion Tubeless Tires, 8:20 x 15. Safety-Rim Wheels. Stainless Steel Wheel Covers. Rayon White Sidewall Tires, standard on LeBaron, optional on Custom and Crown.

DIMENSIONS—Wheelbase, 129 inches. Front tread, 61.7 inches; rear 62.2 inches. Over-all length, 227.1 inches. Width, 81.7 inches. Height (loaded), 56.8 inches.



The Imperial Southampton was the most expensive Imperial at nearly \$6,500.

2012 IOANC TOUR CALENDAR

JAN HARDY, IOANC TOUR DIRECTOR/COORDINATOR



MARCH 3	LINDY LANE TEA ROOM (FOR THE IOANC DOLLS) MOTORCYCLE MUSEUM & LUNCH (FOR IOANC GUYS) HOSTS: RICH AND JAN HARDY
APRIL 14	SACRAMENTO CEMETERY AND PICNIC LUNCH HOSTS: TOM AND SHERRIE EGGER
APRIL 26, 27 & 28	ANNUAL STATE MEET-VENTURA HOSTED BY SCIOI
MAY 19	MAXWELL CLASSIC CAR SHOW, MAXWELL, CA (NON IOANC EVENT)
JUNE 23	CAPITOL CITY MOPARS, HAGAN PARK, RANCHO CORDOVA, CA. EVENT COORDINATOR: ARLENE HACKNEY
JUNE 24, 2012	46TH ANNUAL PALO ALTO CONCOURS D'ELEGANCE (NON 'IOANC) 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 (SEE APPLICATION PAGE 19) HOSTS: RICH & JAN HARDY
AUGUST 11	FAIRPLAY DRIVING TOUR HOSTS: CAROL AND ROGER SELBY
SEPTEMBER (TO BE ANNOUNCED)	GRASS VALLEY BUFFALO RANCH-BBQ HOST: DAN CARUTH
OCTOBER (TO BE ANNOUNCED)	FALL TOUR (TENTATIVELY SHASTA MCCLLOUD TOUR) 1ST OR 2ND WEEKEND OF OCTOBER-DETAILS TO FOLLOW HOST: JOHN TENNYSON
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

IMPERIAL OWNERS ASSOCIATION OF NORTHERN CALIFORNIA

01/12/12

Financial Report from January 1 to December 31, 2011

Beginning Balance	\$3,342.08
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Income

Membership Dues	\$2,630.00
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Events

Want Ads	
Autorama	\$500.00
Tours	\$1,491.00
State Meet	\$5,546.00
Christmas Party	\$485.00

Club Store Items

Calendars	\$970.10
Name Badges	
Key chain and pins	
Hub caps donated for sale	\$212.21

Other Misc	\$94.20
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Dividens

Total Income	\$11,928.51
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Expenses

001	Membership	\$515.88
002	Misc.	\$160.50
003	Newsletter	\$229.68
004	Printing Calanders	\$552.50
005	Supplies	\$262.62
006	Web Site	\$587.32
007	Autorama	\$500.00
008	Christmas Party	\$425.00
009	Tours	\$1,564.93
010	State Meet	\$4,282.42
011	Business/Legal 2012 Insurance	\$425.00
012	Postage	\$161.42

Total Expenses	\$9,667.27
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Ending Balance

5603.32

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.

EDITOR'S NOTE:

This issue of our Imperial Material is again jam packed!! Thanks to our members who subscribe and support us from afar, and to the members who are able to join us in the local event fun. I always appreciate your patience with me, if the Newsletter is on time or a bit late. I really do try my best in presenting an accurate account of everything Imperial and our members. Again, a WARM WELCOME to our brand new members, and hope to see you on future local events with us.

Safe Journey Always. VP Newsletter, Debbie Lang

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

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

Dixon's Grillin & Chillin 3 Car & Truck Show

Pre-1974 Cars & Trucks ONLY

July 21, 2012

Event starts 10am Awards Presentation 3pm

DixonRibCookOff.com



Name _____

Address _____

City _____ State _____ Zip _____

Phone _____ E-Mail _____

Club Affiliation _____ Class: _____

Year: _____ Make: _____ Model: _____ Color: _____

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

Authorized Signature _____



Return with your payment

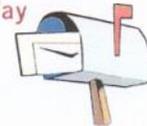
Save for your records

REGISTRATION FEE \$30.00

after July 1, 2012 & at the day of the SHOW \$35.00

Got questions? Call... 707.678.4373

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



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

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

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

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

REGISTRATION INCLUDES:

ONE T-Shirt, **ONE** Dash Plaque, **ONE** Meal Ticket \$10.00 value per entry. (no cash value)

While they last...Free Coffee & Donuts... YES, Plenty of ice-cold bottled water

AGREEMENT

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

I have read and understood the above statements.

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

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

Trucks Pre-1950 _____
Trucks 1951-1974 _____
Modified Pre-1950 _____
Modified 1951-1974 _____
Street Rods Pre-1950 _____
Street Rods 1951-1974 _____
Stock Pre-1950 _____
Stock 1951-1974 _____
Mustang _____

Check your Class
ONE entry form per vehicle