

Imperial Material

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IMPERIAL

FOUNDED 1977

IMPERIAL

Don't Forget!

To Renew your 2013 Membership see Page 17. Thanks to those who already have

Special points of interest:

- Imperial Member Spotlight Tom and Sherrie Egger
- New Board Members

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Happy New Year

Your IOANC Board Members



Serving you in 2013

Your elected IOANC Board Members wish you the very best in 2013. See Page 14

(L-R) John Tennyson, President, Deb Compson, Treasurer, Ken Lang, Membership, Deb Lang Newsletter, Arlene Hackney, Secretary



Member Spotlight

Tom and Sherrie Egger



I again feel privileged that when I asked Tom and Sherrie Egger to be our Member Spotlight this New Year issue, they agreed. You will find yourself smiling when peeking into what makes them tick. Their story is filled with warmth, love, joy laughter, and cars! Both Tom and Sherrie have volunteered passionately over the years (behind the scenes and in front), so that IOANC members can enjoy the many wonderful club activities that we have and still do. Please join me in reading the 'rest of their story' on pages 3 through 6.



IOANC PRESIDENTS COLUMN

JOHN TENNYSON



Dear Members:

It will be a tough job filling Dave Labhard's shoes the next two years as president of IOANC. Dave has worked extremely hard during his tenure to produce some really great Statewide Meets - in Sacramento in 2009 and Monterey in 2011 - that will be hard to beat. He also, along with our board, has put our club on a very sound financial basis that will allow us to do more things in the future. Thanks, Dave - and Cam too - for all you have done for the Imperial Club. Thanks also goes to Bob Trepanier - our past secretary and past president, and to Jimmy White our past treasurer. They have worked diligently on behalf of IOANC for these many years.

Talking about the future, your new board, consisting of Arlene Hackney, secretary, Debra Compson, treasurer, Deb Lang, newsletter, Ken Lang, membership VP, Dave Labhard, past president, and yours truly, will be meeting on January 12th to plan for the coming year. Jan Hardy, as an ex-officio board member and chair of club tours, will host. Number one on the agenda will be our Statewide Meet and Show in Clovis, CA (near Fresno) on April 18 - 20th. **RESERVE THE DATES NOW.** We also plan on participating in several car shows during 2013 - put on by other sponsors - such as Mopars in the Park in June - and perhaps visit a couple of car collections or museums. There will also be an annual fall tour in late September or early October - possibly in the Lake Shasta and northeast portion of the state. As your new president I would like to see us invite other car clubs to join in, or perhaps co-sponsor, some of these tours. Additionally, I would like us to consider the advantages of IOANC joining the California Automobile Museum (CAM) in order to be able to use some of their facilities and be included in invitations to some of their events, such as the Car Club Cavalcade. We will also be looking at some fundraising activities, in addition to our annual club calendar, such as the idea of selling a club recipe binder, or producing an all-in-one video of clips of past club events.

Of course none of these things are possible without your help and support. So for those of you who have not yet renewed your IOANC membership, now is the time, in order to continue receiving this great bi-monthly newsletter. This is also the time to purchase your Imperial calendar for 2013, if you have not already done so. See more information in this newsletter about both club renewals and calendars.

Again, thanks to you, our members, for your continued support, and I will look forward to seeing you at some or all of our 2013 activities or tours.

Cordially,

JOHN G. TENNYSON
IOANC President



Member Spotlight

Tom and Sherrie Egger



Tom is a native of Sacramento. His mother's family emigrated from Germany in the 1850's and his father's family from Switzerland in 1913. Sherrie is a 4th generation Modestoan.

Tom grew up loving music. His brother and he each had four years of accordion lessons and gave many recitals. He reminisces that sometimes they were so scared that he thought the audience could hear their knees knocking. He was involved in various choirs, including church, high school madrigals, and the Men's Glee Club at college. During his Easter break in college, the Glee Club would tour Northern or Southern California. What a great time he remembers. Music has always been a passion for him, and has always given him strength and calmness. Another interest Tom has is "everything plants". He says "I appreciate the beauty of healthy plants and a well maintained yard. Of course, where we live we have plenty to do" and you will understand "why" later in their story. Among these interests, Tom's biggest and BEST interest was skiing, skiing, skiing. He says he "went into withdrawals if he couldn't go on the weekends to ski." He shared that skiing was "being in the snow covered forest with nothing above you but the sky. It is a very spiritual experience". He

continues, "Of course when I started skiing, an all day pass to Heavenly Valley was \$6.00 a day. If we wanted to spend the BIG bucks, we went to Squaw Valley for \$8.00 a day. We always tried to get the most for our money by trying to see how many runs we could make. We started early in the day and rode the Tram up with food, and skied until they closed the mountain. "

Sherrie and Tom both attended Cal Poly in San Luis Obispo and they both received their Bachelor of Science degrees in Ornamental Horticulture. He says "One quarter, I was taking a lot of lab science classes when I noticed this blond girl in a pink parka in most all of my classes. We started talking and things seemed to be very relaxed. As Sherrie remembers "All of a sudden Tom wasn't in any of his classes." As she soon found out, he was in the Student Center Hospital with pneumonia. Of course, Tom continued "my love of skiing, and my heavy class load finally caught up with each other. Sherrie got up the nerve and came to visit me. There I was sitting in bed trying on some new ski boots that my roommate brought back from Sacramento. Sherrie wasn't too sure about this, however, she kept the flame simmering and our relationship developed from there".

After graduating in June of 1974, Tom and Sherrie were married. They settled in his hometown, Sacramento. They both had jobs in the nursery business; Sherrie in Wholesale, and Tom was in Retail. Their first son, Nick was born in 1979. Sherrie found an interest in the florist field, and soon went to manage East Lawn Florist, in Sacramento. Tom was enticed by the opportunity to make a lot of money as an insurance agent. So, he got his license, and started selling. It was all "cold calling" and after a year, he was DONE. He then went to work as an insurance underwriter and liked it much better. Tom and Sherrie remained in Sacramento until 1980 when they were given the challenge to buy a house in Modesto and have it moved to some undeveloped land in the country. There was no water, no electricity, no sewer, and no telephone. They had the tools, knowledge, and Sherrie's family to put the house back together. That was 32 years ago, and they are still living there. Their 2nd son, Duncan, was born in 1983. Both of their sons grew up in the country. Tom says of their sons, "Now that they both live in town with neighbors next door to them, they can appreciate country".

What a beautiful photo of Tom and Sherrie in 1974. They were also married that year.



Tom and Sherrie Egger



The Eggers welcoming Baby Duncan in 1983

Tom has another hobby which is collecting scale model cars. He has been collecting since the 1950's. In the 50's and 60's, he used to buy 1:24 scale plastic cars with friction motors. Some of these cars, he played with on the floor. Those that survived crash and burn accidents made it to the collection. Over the years, he has continued to collect different scales; along with models being made of other types of material such as metal die cast. He has three display cabinets. Sherrie is so glad that he bought the smaller cars instead of those you park in the driveway.

After moving to Modesto, Tom and Sherrie took on different careers. Sherrie went to work for Bank of America for 18 years, and Tom went back to work in the landscaping business. In 1983, the recession hit and Tom went to work as a claims adjuster. It was steady work, and it blended well with his past insurance work. Things changed again, and Tom had the opportunity to manage a very successful local body shop from where he retired. Sherrie had the chance to go to work for the only doctors in Ripon, Ca. and she is still there. Through their varied careers, both

of their interests in horticulture and living in the middle of the country are still very strong for them.

They have always been involved in their sons' activities such as 4H, baseball, band, camping, and traveling. Sherrie took an active role as community leader in the 4H group, as well as, organizing other activities. They still have their pig pen, if anyone wants to raise pigs.

Tom has always had an interest in cars. He had so many different makes and models that it is easy to lose track. Just like all young kids whose interest started at an early age, Tom was also able to tell the difference in car makes, models and years. In 1957, when the next door neighbors of his folks bought a new Imperial, Tom couldn't think of anything that was more beautiful than the "flight sweep deck lid, and those fins". Even the fins on the other neighbors new Cadillac couldn't compare. Tom admits that the esthetics and design catches his mind's eye more than the mechanical working of the engine and transmission. However, he DEFINITELY appreciates the power and handling. Tom's older son, Nick, is mechanically skilled and lets esthetics creep in once in a while. Between Tom, his son Nick, and a local repair shop, Tom's '64 Imperial is well taken care. The history of Tom's 1964 Imperial was that it was purchased NEW in Sacramento by a very close family friend. In fact, they named their (second son, Duncan, after the original owner.) Tom also remembers, "As kids, we called the car "The Elephant" because it had a trunk big enough to hold skis and that is IMPORTANT.

When "Nana Duncan" could no longer drive, Tom was offered the '64 Imperial. This past year, Tom finally had to replace the tires. He originally replaced the tires when he got the car. He had no idea those tires were on the car for 22 years. Tom says the '64 Imperial will go to his son Duncan, for whom it was named.



Tom, Sherrie, Nick (their oldest son) and Duncan (their youngest). This photo was taken in Twain Harte, Ca. May 1992

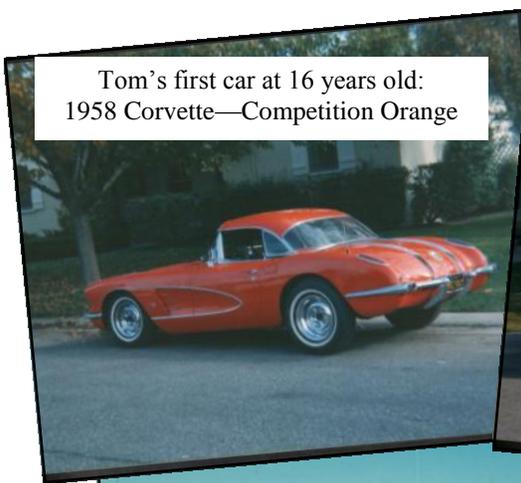
Tom and Sherrie Egger

Tom and Sherrie's FIRST Imperial was a pink 1957, 4 door sedan (with flight sweep deck lid). Tom found it at the Turlock Swap Meet and thought it was beige but Sherrie made him aware that it was really faded pink paint. They used to attend the Harrah's Annual Swap Meet in Sparks. After (Bill)Harrah died there were no more swap meets. However, a couple of years later the swap meet was replaced by a swap meet at Squaw Valley. A friend and Tom attended this meet and didn't find anything. However, as they started to leave, Tom started to see many, many, MANY Imperial parts. He stopped to talk to the vendor whose name was John Vlach from Oroville. John had friends in Oroville who "derbied" Imperials and they let him strip the cars before running them. Tom was looking for parts for his '57 Imperial, and John had them. John gave Tom, Bernice Hackney's name and phone number, and from then on, Tom and Sherrie became members of Imperial Owners Association of Sacramento Valley (IOASV) in 1986 which has since merged into IOANC today. Tom subsequently bought two other Imperials from John Vlach.

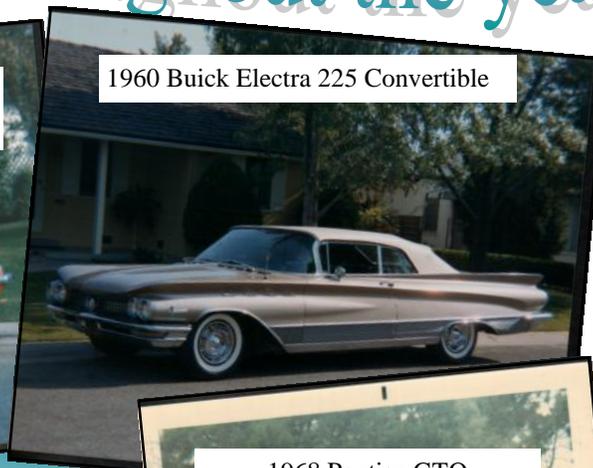
Since 1986, Sherrie has always supported Tom in car club activities, and has been by his side. Tom has held several Club Officer positions including(President in 1992 & 1993, Membership VP in the late 1980's) and his most recent VP Membership from which he just retired last year. (Sherrie also held the officer position of Events VP in the early 1990's and has really enjoyed being involved with Hospitality Night at the State Meets. They coordinated three State Meets and several tours.) He fondly closes their story by saying "You know, in being part of something, you have to give and receive. It's not in how much you do; it's being there if you're needed. Sherrie and I were welcomed with open arms way back then, and won't forget it. We hope that we have been able to do the same"

Tom's cars throughout the years

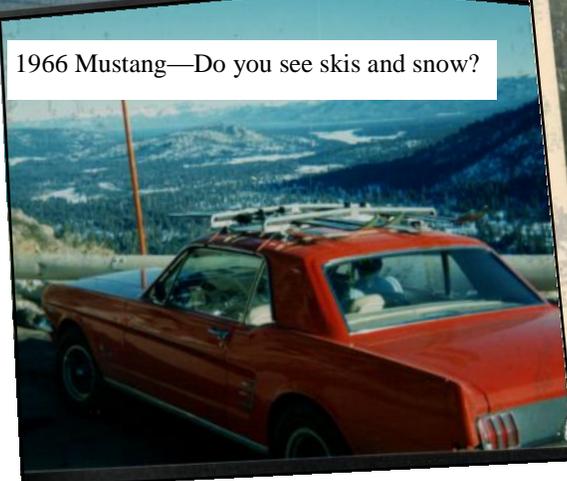
Tom's first car at 16 years old:
1958 Corvette—Competition Orange



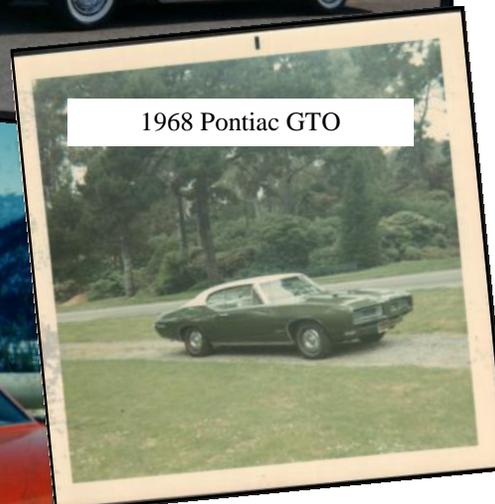
1960 Buick Electra 225 Convertible



1966 Mustang—Do you see skis and snow?



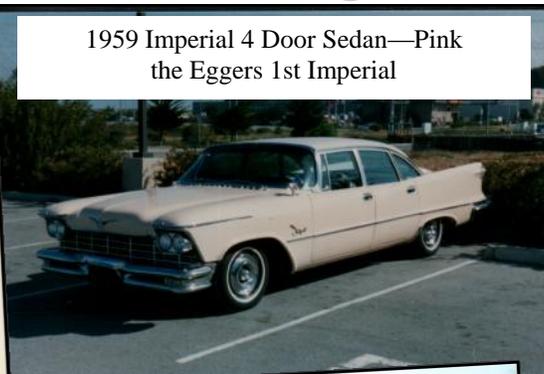
1968 Pontiac GTO



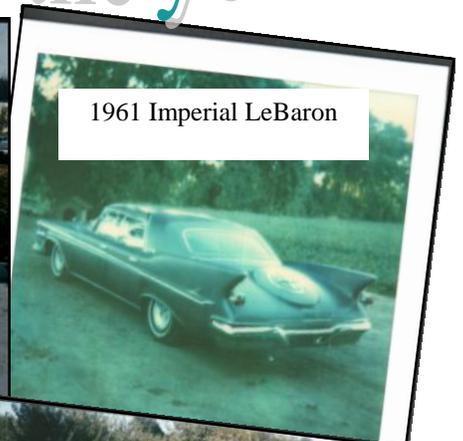
Tom's cars throughout the years



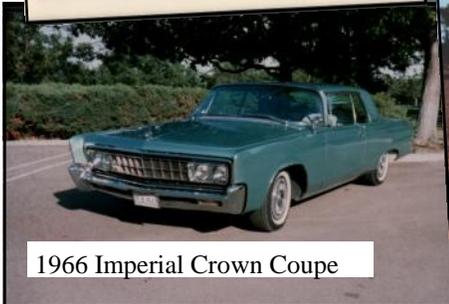
1969 Bug



1959 Imperial 4 Door Sedan—Pink the Eggers 1st Imperial



1961 Imperial LeBaron



1966 Imperial Crown Coupe



1968 Cadillac Fleetwood Brougham



1956 Continental Mark II



1961 Lincoln Continental Sedan



1961 Lincoln Continental Sedan



1985 Audi 5000 S



1975 Mercedes 280 C



1985 Mercedes 500 SEC



1980 300 SD



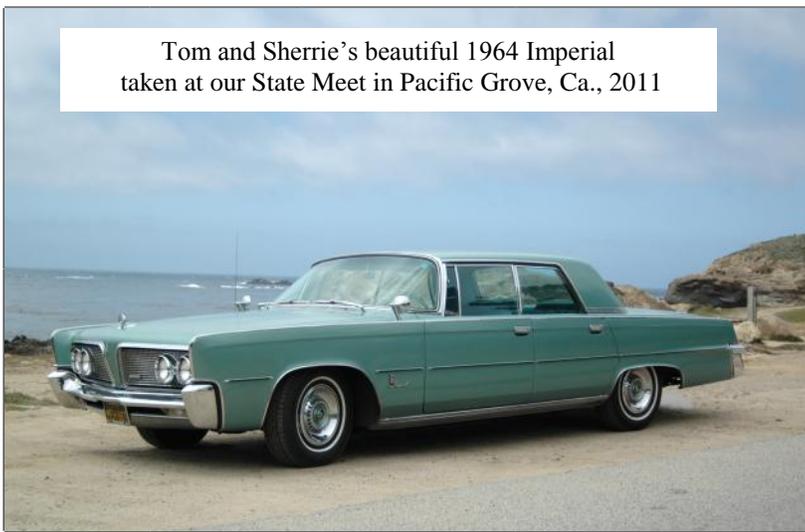
1988 Mercedes 300 SEL

Editors Note: Tom and Sherrie, Thank you so much for all you have contributed, and continue to do for IOANC. Heartfelt thanks for being our 2013 New Year Spotlight. I certainly called it when I told the members they would enjoy "the rest of your story" (smile).

The Incomparable Imperial of 1964

Author Andrew Angove has written a number of wonderful articles about different Imperial years, including this one about the 1964 Imperial. He also has a very nice [website](#) devoted to all luxury cars.

Tom and Sherrie's beautiful 1964 Imperial taken at our State Meet in Pacific Grove, Ca., 2011



The new model introductions in the fall of 1963 must have confused people. Ford's Thunderbird was all new, but its styling was somehow strangely familiar. It was more squared off than its predecessor; very much reminiscent in some respects of the 1958-1960 models. Cadillac had done an about-face for 1963, lost the somewhat fussy styling it had displayed in 1961-1962, and its 1964 models were a nice facelift on its refreshing 1963 styling. Even Lincoln made styling changes for 1964. They were limited to new grille and deck lid trim, a squared-off roofline, flat side glass, a linear instrument panel, and more rear seat and luggage compartment room.

And then there was Imperial--or was it a Lincoln? It looked more like a Lincoln than an Imperial. No doubt more than one observer did a double-take upon observing the 1964 Imperials for the first time! They didn't appear very "Imperial," not that Imperial

really had a specific look to base that opinion on. But they surely didn't look anything like the 1961-1963 models.

There is a reason for the resemblance between the Lincoln and the Imperial. Chrysler hired designer Elwood Engel from Ford in 1961, and he immediately saw to it that the Imperial of 1964 would bear little resemblance to previous models. Sales shot up 65% for Imperial in 1964, so the public surely liked what they saw.

And what wasn't to like? The front fender tips and rear quarter panel ends on the Imperial had an angular taper to them when viewed from the side, the lines were very clean and there wasn't any sign of free standing headlamps or taillights mounted on pods. The square roofline was all the rage in 1964, and from behind there was more than a casual resemblance to the deck lid kick-up that was such an identifying feature for the Continental Mark II.

Inside, a completely new interior appeared. The Torqueflite pushbutton transmission controls would make their final appearance; a Sentry Signal on the instrument panel would inform the driver to check the gauges for something amiss; and the instrument panel itself became a statement to simplicity and elegance in design. Chrysler saw to it that the Imperial passenger would be properly pampered. Courtesy lights were placed in the door pulls to light the way in and out of the car, and thick foam padded front and rear seats with center fold down arm rests made long trips a breeze.

Quality control was quite rigid on these cars; even Lincoln, which exhibited better quality control than Cadillac at the time, paled in comparison. Interior fabrics were specified with special dyes that would resist fade--even in tropic sun conditions. And, if the fabric ever should fade, it must do so evenly, so that the color value throughout the interior would remain true.

Every Imperial was rust-proofed in seven dip-baths and six spray treatments. Some of the rust preventatives were so potent that they actually increased the inherent rust immunity of the steel itself! This was followed by nine coats of paint, each finish coat of acrylic enamel was hand-sanded, except for the last. This coat underwent a special machine-buffing process that provided a brilliant luster not possible by hand.

The Incomparable Imperial of 1964

continued

Three separate groups of inspectors ensured that Imperial was built to the highest standards in the land. 106 technicians kept vigilance on each car as it moved through the assembly plant. The completed car was then inspected by a separate team that road tested each car and checked every component for proper operation. Finally, top-tier quality control supervisors maintained standards in work procedures and finished car quality. All summed up, these steps made Imperial the best-built motorcar in America.

Imperial engineers even used super-sensitive microphones, tape recorders, analyzers, oscilloscopes, and new electronic equipment to measure sound conduction through metal. By doing so, they were able to define 154 improvements that would isolate and eliminate noise from vibration. Some of the noises weren't even audible to the human ear, but could cause tension and fatigue. Body mounts were also analyzed and moved to eliminate the vibration patterns of road noise which served to isolate the passenger compartment, creating an almost silent interior.

Underneath the car, three layers of steel were used in exhaust pipes, and double thickness was utilized in exhaust pipe extensions. Imperial was the only car built in America at the time to use a flexible coupling in its steering column to filter out road shock, but still provide good road feel through the steering wheel.

Imperial was certainly positioned to be a top seller for 1964. It was the only traditional luxury car to be completely redesigned, and it certainly had a confident air about it. The styling was right on target for the times, and it continued to be the best handling of the lot. A member of the press spoke highly of the new car after a press review: "The more you drive this car, the more impressive are its differences from other fine cars. And finally you realize that this is what luxury cars always were meant to be, but somehow never became until now."

We couldn't say it any better, and Imperialists already know you will never forget your first drive in The Incomparable Imperial of 1964.

Engel's first Imperials

In 1961, Chrysler scored a coup by hiring Elwood Engel away from Ford, where he had designed the 1961 Lincoln Continental. Engel's design themes at Chrysler were a major departure from the fins of Virgil Exner, and instead featured a more familiar three-box design, but with more extreme rectilinear styling. And, at first glance, the total re-styling of the Imperial in 1964 was thought to strongly resemble Elwood Engel's previous efforts for the 1961 Lincoln Continental. Both cars shared clean, slab-sided body panels, thick C-pillars, and a chrome molding outlining the top of the fender line. However, Engel used subtle curves and parallelogram angles to give the Imperial a distinct and novel look.



1964

The 1964 Imperials were the first designed entirely by Engel. Predictably, they bore a strong resemblance to the Lincoln Continental. The dashboards seemed more conventional because the squared-off steering wheel and electroluminescent dash lighting were gone. However, there remained the ribbon-style speedometer. A split grille returned after one year's absence, and the fake spare tire bulge atop the trunk lid gave way to a squared-off protrusion at the rear, carrying downward into the rear bumper. A large boss in the center of it was actually the fuel filler door, covered with a large Imperial Eagle, with chromed bars going outward that terminated in the taillights. Heat and defrost, always a popular option,

were now standard.

The base Imperial Custom model was now gone; the cars were now available as a four-door hardtop in the Crown or LeBaron levels of trim, or as a two-door hardtop or convertible in the Crown level of trim. As a result power windows were now standard on all Imperials. Imperial Crown coupes adopted the smaller style LeBaron "formal rear window" that had been introduced in 1960, and both body styles could now be ordered with a vinyl roof. With 23,295 produced, 1964 was Imperial's second best tally ever. A padded dash, power seats, power steering, power brakes, and head rests were standard.¹ A new option this year was an adjustable steering wheel. Engel retired in 1973, but stayed on at Chrysler as a consultant until 1974. Engel died of cancer on June 24, 1986.

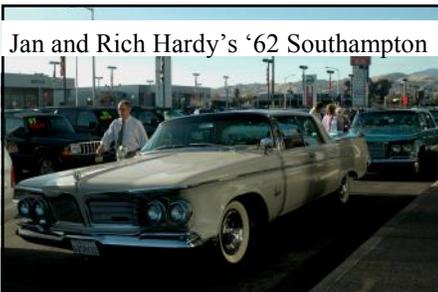
November 3rd 2012

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The day was an absolutely gorgeous Fall Day. Our Imperials Owners Association of Northern California (IOANC) always enjoys an EVENT which includes dining, before each Annual Business Meeting. This year was no exception. The ABM was held in Antioch, Ca., one of the oldest cities in California, established in 1850 right after the gold rush. It had rained a few days earlier, and we were not sure what the weather would be like. Ken and Debbie Lang were hosts. Ken was diligent to send weather reports to the members via email. The day arrives, and the weather reaches the lower 80's. My kind of weather for sure. Everyone met at the local Chrysler Dealer in town. It was a treat for the local citizens to see our beautiful Imperials all staged together. After the Driver's Meeting, Ken Lang led the way to the Antioch Museum built in 1911 as an original High School. It is a BEAUTIFUL building, and Ken's cousin is one of the docents/handy men (who in his 70's now) is the youngest volunteer caretakers. We had elections and new Officers at our ABM. (see Page 15). Tom and Sherrie received this year's George W. Davis Service Award. Attendees were: Arlene Hackney, Mike Hackney ('68 Imperial Convertible) Roger Selby ('63 Crown 4dr HT), DJ Quinn ('67 Crown 4dr HT), Ad and Lud Indihar with son Phil ('63 Crown Southampton), Tom and Sherrie Egger ('64 Crown 4dr HT), Rich and Jan Hardy ('62 Crown Southampton) Deb and Ken Lang ('68 LeBaron). Other members present were: Deb Compson, Liz Ryan, Don and Helen Ritchey, Jimmy White, John Tennyson, Ken Munson and Nannette Clark, Dave and Cam Labhard, and Bob and Royalee Schertle.



Jan and Rich Hardy's '62 Southampton



Members gathering for the days events



DJ Quinn's '67 Crown 4 Door



Ken and Debbie Lang's '68 LeBaron



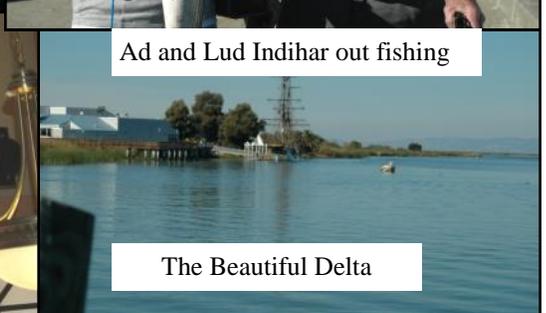
Roger Selby's '63 Southampton



"The Girls"



Ad and Lud Indihar out fishing



The Beautiful Delta

A

B

M

Antioch Historical Society



The Antioch Historical Society building was the first high school constructed in Contra Costa County April 1910, and first opened in opened November 4, 1911. Antioch and Pittsburg dissolved the Union District in 1925. The last Antioch class graduated from Riverview Union High School in 1931. As with all well cared museums, we viewed so many beautiful things of the past.



ABM

November 3rd



Ken Munson and Nannette Clark



Royalee and Bob Schertle



Jack Rohlf, John Swenson's "son-in-law" having lunch at the River-view Restaurant during our ABM.



John Tennyson, Dave and Cam Labhard



Phil Indihar



Roger Selby; Ken Munson



Our Beautiful Imperials overlooking the Delta



Tom Egger



DJ Quinn



Don and Helen Ritchey



Sherry Egger; Jimmy White



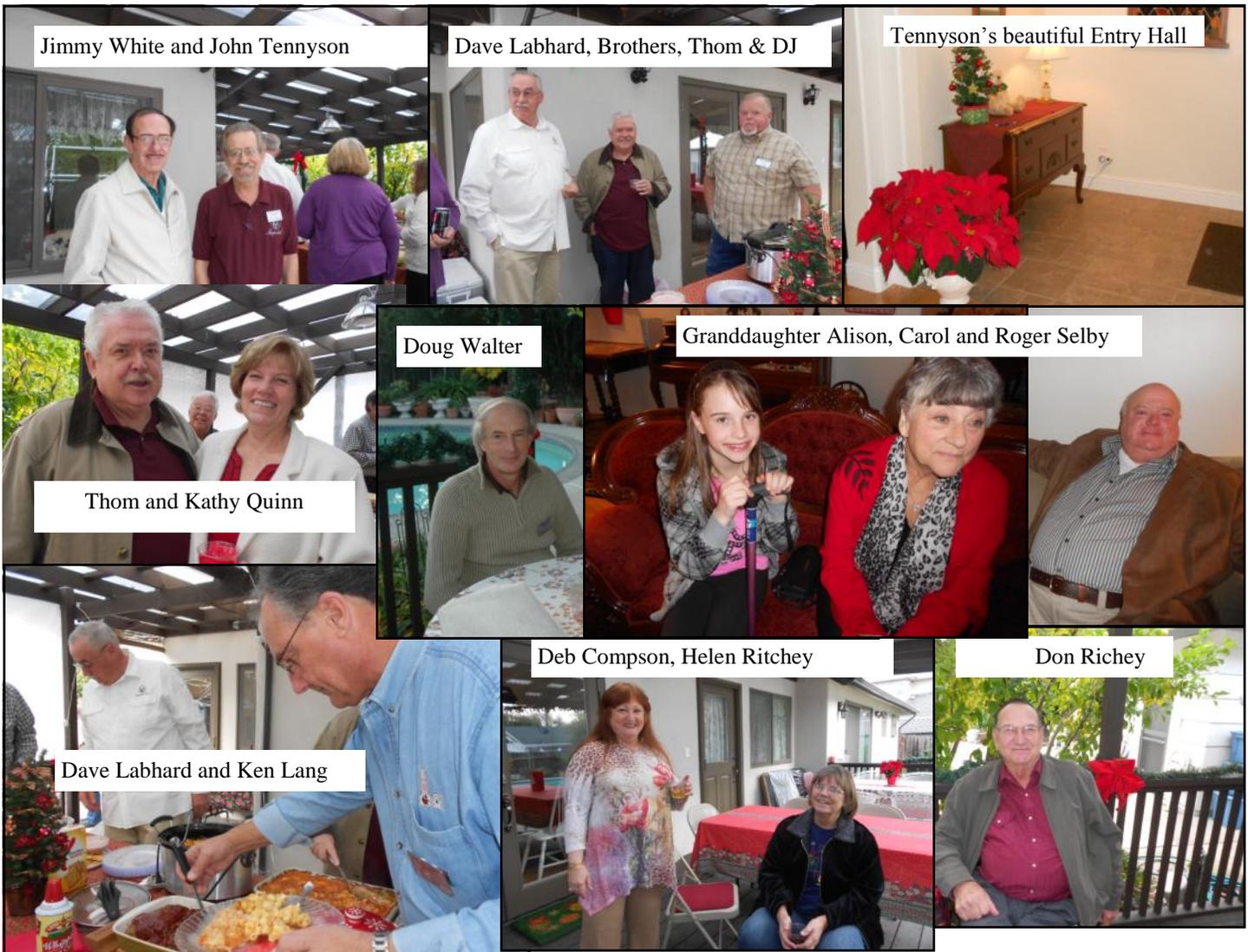
Deb Compson; Liz Ryan

Dec 10
Dec

IOANC CHRISTMAS PARTY HOSTED BY JOHN AND NANCY TENNYSON



The weather was cool and overcast and rain had just fallen. John and Nancy Tennyson graciously hosted our 2012 Christmas party. They had just had their home remodeled, and they were bursting with pride with the results as they showed us around. Everyone was in a holiday mood, as we gathered bringing different potluck items to be enjoyed. It was also a time to say thank you to Dave Labhard, (departing as IOANC President) and Jimmy White, (departing as VP-Treasurer), who both tirelessly worked for the continued success of IOANC and the members during their terms. A special mention also goes to Bob Trepanier who served as VP Secretary two terms in a row, also. We took traditional Christmas photos in front of John and Nancy Tennyson's beautiful Christmas tree. When it was time, everyone bid each other Happy Holidays, Happy New Year, and to All a Goodnight. In attendance were, Rich and Jan Hardy, Cam and Dave Labhard, Helen and Don Ritchey, Deb Compson, Tom and Sherrie Egger, Arlene Hackney and Mike Hackney, D.J. Quinn and Linda Meyer-Ehly, Thom and Kathy Quinn, Liz Ryan, Carol, Roger Selby, and granddaughter Alison, John Sturla, Doug Walter, Jack Weaver, Jimmy White, and Deb and Ken Lang.



IOANC CHRISTMAS PARTY Con't



Liz Ryan



John Sturla's '61 LeBaron



Jimmy White's '63 Crown Southampton



Rich and Jan Hardy's '62 Southampton



Jack Weaver



Jimmy White showing his appreciation gift from serving so many years as VP Treasurer



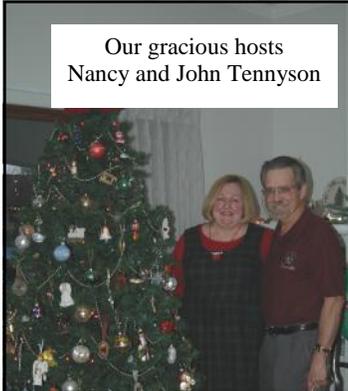
John Sturla, John



Dave Labhard sharing appreciation plaque for two terms of IOANC President, now retired



"The Spread" already being enjoyed



Our gracious hosts Nancy and John Tennyson



Rich & Jan Hardy



Arlene Hackney Mike Hackney



DJ Quinn and Linda Meyer-Ehly

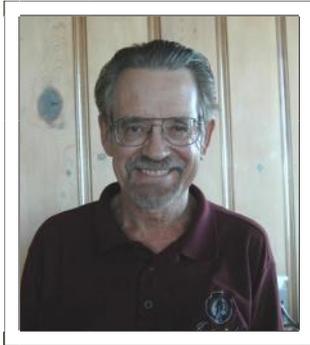


Cam Labhard, and Tom and Sherrie Egger

Welcome 2013 IOANC Board Members

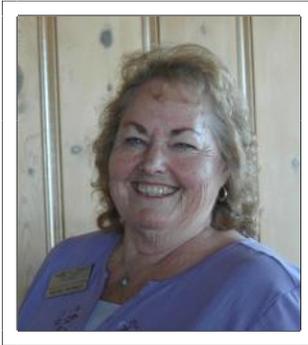
Welcome 2013 IOANC Board Members

IOANC President



John Tennyson has led and supported the Imperial Club since the 80's. We are happy to have John as President of IOANC for the next two years. He is already working hard to get our IOANC sponsored State Meet to be in Clovis, Ca., with the able help of Tom Egger, and has plans to lead the Fall Tour in September or October in the Shasta area. A warm welcome back as IOANC President, John.

VP-Secretary



Arlene Hackney has been an active IOANC member since the 80's also. We have SUCH great experience in Arlene's decision to hold the VP-Secretary position. She and her son Mike Hackney who inherited his '68 Imperial Convertible from his Dad, support most all events, and are a great Hackney tradition three generations running with our IOANC club. We warmly welcome you back, Arlene.

VP-Treasurer



Deb Compson has been an IOANC member since early 2000. Arlene and Deb have been friends from their work days. One day, Arlene invited Deb to an IOANC event impressing upon her the fun that IOANC members have on our outings, and to join us. Deb bought her '63 Imperial Crown Southampton, from Jack Weaver, and is always the life of the party with her presence. She serves as VP-Treasurer for the next two years. We also warmly welcome you, Deb.

VP-Membership



Ken Lang is serving his second year of a two year term as VP Membership. He is also Webmaster of www.ioanc.com. He thoroughly enjoys being in the mix of club activities. He enjoys getting our IOANC calendars made, so if you haven't gotten yours yet, you can order from the website or contact him. (See Page 15)

VP-Newsletter



Debbie Lang has been Newsletter editor going on five years. It sure does not seem that long, but, it has been fun to report our activities to all the Members of IOANC, especially those so far away or unable to make our regular events. Be on alert, she may just ask you to be the next Spotlight



2013 IOANC TOUR CALENDAR
JAN HARDY, IOANC TOUR DIRECTOR/COORDINATOR



January 12	IOANC Board Meeting 12 noon Dixon
February	To Be Announced
March	To Be Announced
April 18-20	IOANC Sponsored State Wide Meet
May	To Be Announced
June	To Be Announced
July	To Be Announced
August	To Be Announced
September	To Be Announced
October	Tentative Fall Tour
November	ABM
December	Christmas Party

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

2013

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, 2013. 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, c/o Ken Lang, 2105 Arzate Lane, Antioch, Ca. 94509

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 2013
- If you know of anyone who would like to join IOANC or Renew, the Membership form is on our website.
- Thanks to Rich & Jan Hardy, and Nannette Clark for photos I presented here.

EDITOR'S NOTE:

Happy New Year 2013 to everyone. Ken and I want to wish all our Members, Health, Happiness, and Safe Driving wherever you are headed. I also want to thank Tom and Sherrie Egger once again for being our New Year Issue Spotlight. It is always fun to read their stories over and above our gatherings which are usually focused on our beautiful Imperials. Congratulations to Tom and Sherrie, who also received the George W. Davis Service Award for their years of contribution to IOANC. I want to thank my husband Ken for all his hard work in scanning photos for the Newsletter, and Rich Hardy Club Photographer for all the great photos I publish here. An extra thanks goes to all the photographers who also give us their camera chips so I can have more selection. Of course, I want to extend our deepest gratitude to Dave Labhard, Bob Trepanier, and Jimmy White who served selflessly as IOANC President, VP-Secretary, and VP-Treasurer. At the same time, I want to give a warm welcome to incoming IOANC President, John Tennyson, VP-Secretary-Arlene Hackney, and VP-Treasurer Deb Compson. Don't forget to order your IOANC Calendars, and renew your Membership. Your support is so APPRECIATED. Best Wishes, til next issue. Sincerely, Deb Lang VP-Newsletter.+

IMPERIAL OWNERS ASSOCIATION OF NORTHERN CALIFORNIA

2013 Executive Board Club Officers

President	John Tennyson	Sacramento	916-825-7999
Secretary	Arlene Hackney	Sacramento	916-508-1876
Membership VP	Ken Lang	Antioch	925-289-5575
Newsletter Editor VP	Debbie Lang	Antioch	925-289-5575
Treasurer	Deb Compson	Sacramento	916-601-4673

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: 1511 El Nido Way Sacramento, Ca 95864

Dues: \$30 per annum
 Checks payable to: IOANC
 Mailed to: c/o Ken Lang
 2105 Arzate Lane, Antioch, Ca 94509

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