



# The Forward Look

**The Magazine of The R & S Valiant Car Club of NSW Inc.**



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# THE 9<sup>th</sup> NATIONAL R&S CHRYSLER VALIANT REUNION

Sun 13 to Sun 20  
November  
2022



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*Looking Forward to it!*

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# THE R & S SERIES VALIANT CAR CLUB OF NSW Inc.

PO Box: R124, Roselands, NSW, 2196.

<http://www.1962valiantclub.com>

**July—August 2022 - ISSUE 213**

**Bank Details - BSB: 112 879 Account: 415 179 129**

Meetings held first Monday of each month (except January) at 8.00pm

Brian Wunsch Centre: 128, Avoca Road, Wakeley, NSW, 2176.

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\* **Cover Photo** - Peter Morthen's Ex S in 2012 when Eloise drove it to Chryslers on the Murray. Taken in Holbrook NSW



# CLUB CALENDAR & RUNS 2022

Contact Bob Thomsen 0418 162 808 or Colin Money 0418 696 830 for information

**Please note: There is no January meeting**

January 16 Valiant 60th Anniversary run to Oatley Park. 1 Dame Mary Gilmore Rd Oatley Meet at venue 10.30 am

February 7 Meeting - Brian Wunsch Centre 128 Avoca Rd Wakeley - 8.00 pm

February 27 The Haven Terrigal— Meet at McDonalds Thornleigh 9.30 am

March 7 Meeting - Brian Wunsch Centre 128 Avoca Rd Wakeley - 8.00 pm

March 20 Luddenham Model Park. 869 Luddenham Rd, Luddenham. Meet at venue 10.00 am

April 4 Meeting Brian Wunsch Centre 128 Avoca Rd Wakeley - 8.00 pm

April 10 Racetrack Museum Bathurst. Drive around Mount Panorama then lunch at the Rock-abilly Cafe. Meet Glenbrook Information Centre 8.30 am

May 2 Meeting - Brian Wunsch Centre 128 Avoca Rd Wakeley - 8.00 pm

May 15 Air Museum Illawarra Airport Albion Park. Meet Uncle Leo's 9.30 am

June 6 Meeting - Brian Wunsch Centre 128 Avoca Rd Wakeley - 8.00 pm

June 19 Discovery Centre. 172 Showground Rd, Castle Hill. Meet at venue 10.00 am

July 4 Meeting - Brian Wunsch Centre 128 Avoca Rd Wakeley - 8.00 pm

July 24 Avoca Beach Markets. Meet at Thornleigh McDonalds 9.30 am

August 1 **AGM** and Election of Committee -Brian Wunsch Centre 128 Avoca Rd Wakeley - 8.00 pm

August 14 CMC Shannon's Classic Eastern Creek. Meet at Eastern Creek Raceway 8.30 am

August 26-28 Wake Run—Canton Beach Holiday Park. Registration Required – Meet at Venue

September 5 Meeting - Brian Wunsch Centre 128 Avoca Rd Wakeley - 8.00 PM

September 11 NRMA Car Museum Dapto. Meet at Uncle Leo's Cross Roads 9.00 am

September 18 Macarthur's Homestead. Meet at Curry Reserve 24 Camden Valley Way Elderslie 10.00am

October 3 Meeting - Brian Wunsch Centre 128 Avoca Rd Wakeley - 8.00 pm

October 16 All Chrysler Day – Museum of Fire Penrith. Gates open 7.30 – 9.00 am Meet at Venue.

November 7 Meeting - Brian Wunsch Centre 128 Avoca Rd Wakeley- 8.00 pm

November 13-20 9th National Rally (Reunion) Victoria. Details will be provided in future magazines

December 4 Club Christmas Lunch—Lizard Log Park - Wetherill Park 9.30 am

December 5 Meeting - Brian Wunsch Centre 128 Avoca Rd Wakeley - 8.00 pm





## President's Message



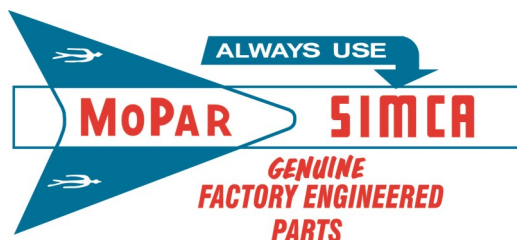
Our membership numbers continue to grow, and that is very pleasing. More people are buying up and restoring R and S Valiants that have lain dormant for decades and have found a new start with new owners. We are currently at 92 with another about to join. I will often bait our membership officer, Sue Pulo, about reaching 100. I think you would all agree, she does an outstanding job. Apart from this role, plus collecting the club mail each month and corresponding with many of you and mailing all the magazines, Sue has the unenviable task to go through the club magazine drafts I send and correct all the spelling, grammatical on misspelled names I present to her each issue. She reads every word, comma, full stop and space between words. What a gem.

My thanks to Mike Barker, current WA club president and NSW member (you will know him as Mike Shime, contributor in the Same Same articles in each magazine). Mike brings an abundance of knowledge and enthusiasm to anything to do with early Valiants and Lancers. Our magazine features many rare and unseen print items that have been collected by him over decades and he is more than happy to share these with us. He and I believe that this information should be shared with you, our members and not hidden away for the few.

Mike tells me the WA Club has some fine merchandise for the 60th anniversary. Polo Shirts are \$40 each and stubby holders are \$5 each plus postage. These are quality made items and stock is limited.

August is our AGM, so, as I mention each year, if you would like to be more than an observer and be part of a team that drives the club forward, you can put your hand up for a role on the committee. I know it seems like we are all rusted on, but many have held positions for a long time. Just advise VP/ Secretary Paul McCurley before the August meeting.

*Colin Kenny-Levick*







# The R & S Club Run To Museums Discovery Centre

**FREE ADMISSION  
EVERY WEEKEND**

172 SHOWGROUND RD, CASTLE HILL

Go behind the scenes of three unique museums



Words By Michael Sidney – Images by Colin Kenny-Levick & Sue Pulo

So, after much hassling by our events directors to get organised and get to some car runs I locked onto the next scheduled club run. To my surprise and excitement it was a museum - The Discovery Centre at Castle Hill.

Advice was that there would be limited parking so maybe bring your daily drive and park down the road at the shopping centre.

Going on this run meant getting up early, so I sold this to Karen with all of the great highlights of the day. I said imagine a lovely drive in the old Camry over to Castle Hill to see a dusty museum. They may even offer a cup of international roast (Sadly disappointed on this point). On the bright side, the cost of entry was perfect for TAVO's... free, free, free.

We were able to park in the Centre. There was heaps of room. Syd was the die-hard that insisted on bring his S, so following the advice he parked in shopping centre (in the most remote part of the car park). Rod turned up soon after in his R and as he parked at the Discovery Centre was our token club car at the run!

The members who turned up were Bob Thomsen, John and Sue Pulo, Colin Kenny-Levick, Paul McCurley, Syd Coomes, Rod Clegg, Karen Klineberg and me (Michael Sidney) – Great effort I reckon.

We did opt in for a guided tour and this was excellent. The lovely lady who took us through the Centre showed three or four focus areas and was very knowledgeable. This made the whole experience so much more informative.





Although it was a relatively small display, there were thousands of items to look at and definitely a trip down memory lane. It's amazing that everyday things that we did not give much thought to, are suddenly interesting artefacts and collectible. The good part about this type of event is that you can browse through on your own and then regroup with various members and chat about what you have seen. After a few hours here we opted to go down to the shopping centre for some lunch. Rod had more exciting things to do so he left us at this point.

Once at the shopping centre, we parked well away from Syd's car for effect and stood admiring his S in its isolated (and safe) location. Down we went to the closest café to the car park. Here, we experienced the most complicated and confusing ordering system I have seen for a while. Eventually we all got something (I think it was what we ordered). It was great to spend some time with club members at the event and over lunch... It's been quite a while for me.

Anyway, it came time to wind this up as another part of my bribe to Karen was that we would go to Wenty Leagues for a good meal and a glass of VINO and time was awasting.

Farewell my friends... see you next time







### H3875

Cobb & Co. mail and passenger coach, No.2, for 8 passengers, full-size horsedrawn vehicle, timber / metal / leather, made by Cobb & Co Coach and Buggy Factory, Charleville,





# A COMPLETE <sup>of 4</sup> COURSE IN



## PUSHBUTTON DRIVING

(learning time — 10 seconds)



Reverse—simply push to engage the back-up gear



Neutral—push to disengage the gears after parking



Drive—push to go. This is the one you'll use the most



Low—perfect single-range gear for downhill braking



Second—convenient middle range for heavy traffic

And that's all there is to Chrysler Corporation's exclusive Pushbutton TorqueFlite automatic transmission. No lurch, no jerk—all smoothness and surge, easy to rock out of mud or sand.

Chrysler Corporation's mechanical pushbutton controls have been proved by six billion miles—a million drivers! Discover how easy it is! All you need is a finger!

*The Switch is On to . . .* **THE FORWARD LOOK**  
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# "Not Fun at the Moment"

By Jeff Muller



That's a quote from Peter Morthen's interesting article in the May-June issue. I sympathize. Just to show that he is not the only one that's felt like this, I'll relate some trials and tribulations I had with my second SV1.

My car appeared on the front cover of the May-June 2021 issue. Its history was related in the July-August 2020 issue. What I didn't include in that story was the frustrating bit.

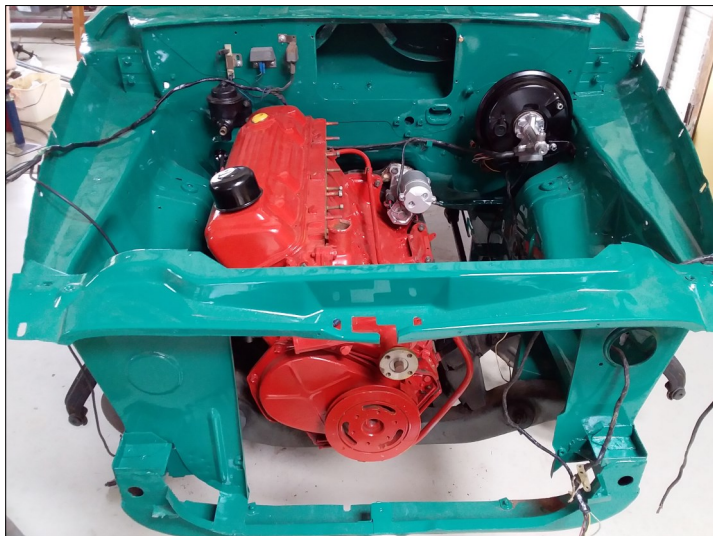
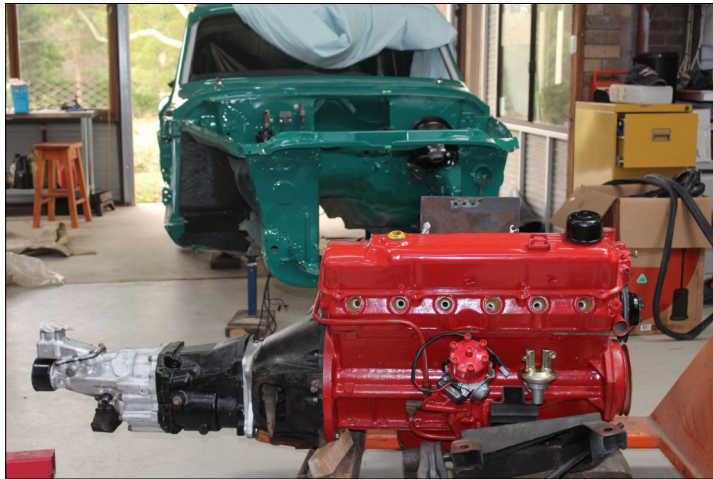
I bought the car from a well-known race driver who had big plans for it, then lost interest. It had been in dry storage for 30 years, and the body was excellent. When I pulled the engine out, I discovered that it had been fully rebuilt and never started. The bores still show honing marks. What a bonus, I thought!

In due course, the body blasted and painted, running gear installed, and the engine was ready to fire up for the first time. It started immediately, and ran smoothly. After about a minute I glanced at the dash and found to my horror that the oil light was still glowing. I immediately switched off, then, suspecting an electrical glitch, screwed in a mechanical gauge. I started the engine and let it run for a few seconds, and... blast, (or words to that effect)! The oil pressure hardly registered.

So, the engine had to come out. (To avoid risk of scratching the engine bay paint I always lift the body off the engine / K-frame). Off to my engine specialist, who discovered that whoever did the overhaul, probably 30 years ago, had not correctly installed the spring in the oil pump relief valve.







A five-minute fix. He checked for engine damage from its 60 seconds without oil, and found some mild scratching in the bores and main bearings. Just to be 100% happy he installed new bearings and did a mild hone. Engine back in, and this time it ran sweetly with plenty of oil pressure. It was time to try the car on the road. This SV1 was originally a 3-speed manual, but thirty years ago it was fitted with a Celica 5-speed box, using Dellow's very first conversion kit for a Valiant. Whilst I had returned several other mods to stock, I knew that the Celica box was such a sweet unit I decided to keep it. I had a bit of an issue adjusting the clutch free-play, but thought I had it right. But no, I couldn't get the clutch to release at all.

Many hours of frustration later I decided that the engine had to come out again. I undid the K-frame, and all the other bits, lifted the body off....I was getting pretty good at it by this time. With the engine on the floor I was able to determine that the clutch was releasing just fine, but the input shaft was "welded" to the crankshaft.

I spoke to Geoff Dellow, who bent over backwards to help. That's a pretty good warranty period he was offering...30 years! We thought it might be that the aftermarket housing was miss-aligned, but eventually I realized that if I prised the bell housing off the engine by just a couple of millimetres, everything worked just fine. The culprit was the bronze bush in the back end of the crankshaft. It was simply too tight on the gearbox input shaft.

The bush wasn't easy to get it out, (I had to borrow a special tool from Adam at Hornsby Gearbox and Differential), but once out it took just a couple of minutes on the lathe to shave a few thou off the inside surface. I tapped the bush back in gently, re-assembled the engine (still on K-frame) and gearbox...and all worked perfectly.

Back in the car, (third time lucky), it drives like a dream. The Celica box makes a lovely car even better. Frustrations have been forgotten, (almost), and Peter, I do have a feeling of accomplishment. I'm certain you'll get that same feeling in spades when you have your beautiful "R" on the road.



# VALIANT HEATERS-FRESH AIR TYPE (PUSH BUTTON) VS RECIRCULATING TYPE (SLIDE)

By Colin Kenny-Levick



P. I. B. A. WM4514/1 Page 2 of 24

Particulars	RV1/2	RV1/4
Crankcase Ventilation System	Closed Vent	Closed Vent
Transmission	3 Speed Manual (w/Floor Shift)	3 Speed Automatic "Torqueflite Six"
Axle Ratio	3.23 to 1	3.23 to 1
Clutch (Hydraulic Operated)	9.1/4"	Not applicable
Wheel Base	106.5"	106.5"
Power Brakes	Accessory	Accessory
Power Steering	Not Available	Not Available
Heater (Fresh Air Type)	Optional	Optional
Heater (Recirculatory Type)	Accessory	Accessory
Fresh Air Ventilation	Standard	Standard
Radio	Accessory	Accessory
Windshield Washer	Accessory	Accessory
Glass	Clear	Clear
Back-up and Rear Turn Signal Lens	Amber	Amber
Windshield Wiper	Single Speed	Single Speed
Wheels	14" x 4.50"	14" x 4.50"

A limited quantity of Fresh Air Type Heaters are available through MoPar for field installation.



P. I. B. A. WM4514/1 Page 3 of 24

Code	Part Name and Description	Qty	Part Number
<b>GROUP 1 - ACCESSORIES:</b>			
1-30-1	Package - Trunk Compartment Lamp	1	A2282823
1-32-5	Package - Front Sun Shade	1	A2283221
1-34-1	Weathershield - Front Door	1	A2283224
1-39-2	Cap - Fuel Tank Locking	1	2073990
1-42-1	Package - Power Brakes (For Breakdown of Components refer Code 5-100-0)	1	A2282822
<b>HEATER</b>			
1-48-0	Package - Heater and Demister (Fresh Air Type)	1	2218669
1-48-1	Model 717 R. H. D.	1	2218669
1-48-144	Package - Heater and Demister (Recirculating Type)	1	A2283225
	Nozzle - Heater Defrost Duct R/H (Fresh Air Type)	1	2076129
	Nozzle - Heater Defrost Duct L/H (Fresh Air Type)	1	2076130
1-48-151	Tube - Heater Defroster - Right (Fresh Air Type)	1	2209010
1-48-254	Tube - Heater Defroster - Left (Fresh Air Type)	1	2209011
	Retainer - Vacuum Actuator Link to Heater Dist. Duct Damper	1	2197678
1-48-358	Housing - Cowl Plenum Chamber Fresh Air Open R/H *	1	2259112
	Housing - Cowl Plenum Chamber Fresh Air Open L/H *	1	2259113
1-48-362	Seal - Cowl Plenum Chamber Fresh Air Open Housing *	2	2162564
1-48-365	Door - Cowl Plenum Chamber Fresh Air *	2	2195951
1-48-370	Pin - Cowl Plenum Chamber Fresh Air Door Hinge *	4	6022809
	Pin - Cowl Plenum Chamber Fresh Air Door to Bowden Cable *	2	6022808
1-48-374	Control Assembly - Cowl Plenum Chamber Fresh Air Door	2	2259011
1-48-599	Motor - Heater Blower (Fresh Air Type) R. H. D.	1	2097758
1-48-611	Plate - Heater Blower Motor and Vacuum Actuator Mounting R. H. D.	1	2277269
1-48-709	Spacer - Heater Dist. Duct Mounting to Dash	3	2076120
1-48-711	Link - Actuator to Dist. Damper	1	2208978
1-48-860	Plate - Heater Temperature Control Valve	1	2277280
1-48-861	Gasket - Heater Temperature Control Valve Plate	1	2277279
1-48-940	Plate and Arm - Heater Control Mounting and Temperature Control R. H. D.	1	2208987

The following are my deductions and not necessarily based on recorded information. The RHD MoPar push button heater was produced for export markets in the 1960 Valiant. The buttons were located on the opposite side to the LHD version and so, were not interchangeable. By the time we got our R Series, it is unlikely many were left. I have estimated that Australia received about 100 units. I suspect that almost all have survived. The first Valiant (pre release) PIBA (at left) from November 1961, shows that there were only a limited number ordered and the page below showed that they were sold out quickly. It is highly unlikely that any S Series saw one installed new. The MoPar Fresh Air Type, so called because it drew air through the plenum chamber and through the heater box on the firewall, utilized a barrel type fan to draw in the air through the heater core when





the warm lever was depressed. It had a "Defog/Defrost" button at top that would direct air through the ducts and nozzles to the windscreen. It would direct air into the cabin with the two speed switches ("HI" and "LO"). The system was vacuum operated with a tube off the inlet manifold and a clever arrangement of "wafer" slides that would open and close valves on the back of the push button unit.

Scarcity of the MoPar heater was not the only reason Chrysler had for changing the heater. They would have made a deal with the Federal Government, in return for tax concessions, to lift local content to the required 80% over time. To this end, a locally made unit was desirable.

Commonly called the "Smith's Heater" the recirculating heater was clearly available at launch, as it was included in the first PIBA (Parts & Information Bulletin—Australia). Smith's, a local supplier of automotive instruments and accessories, used a Bosch heater unit mounted on the footwell. It did not draw air from outside (hence "recirculating") and had two slide switches on the same panel the "Fresh Air" push buttons occupied. There was no "Defog" option on the slides, so in order to defrost, you had to close the two flaps on the front of the unit to force the air through the windscreen ducts. The heater core was in the cabin, as opposed to the fresh air core in the heater box under hood. Two hoses allowed the hot water from the engine to circulate into the unit and the fan would force the warm air into the cabin. Three fan speeds were available—"High", "Medium" and "Low".

I don't have any estimates on numbers produced or surviving units of the Smith's recirculating type, but these were a well made unit and, like the fresh air type, are a very desirable accessory today. I seem to see more push buttons than slides on cars that I come across. Who knows, maybe these could be the rarer of the two kinds surviving.



# Blasts From The Past

A promotional shot of the new US Valiant showing it can seat six (if three are munchkins) and a dealer launch of the new 1962 Valiant. Facing page— Clem Smith and Ern Abbott's Valiants were always popular at the track.









# REMEMBERING PETER STEAD

BY CHRISTINE & AMBER AND MARK STEAD



Dear Colin, My husband Frederick Peterson Stead known as "Peter" passed away at Shoalhaven Memorial Hospital on Monday 7<sup>th</sup> March 2022 at age 81, in the care of me, son Mark and daughter in law Eileen.

Two memorial services were held for Peter. The first was held on Wednesday 6/4/22 at the Nowra Church of Christ, led by Pastor Jeremy Bromhead for people who lived near Nowra.

The second was held at Theresa Park Rural Fire shed on Wednesday 20/4/22 for friends, firemen and their families. Peter was a rural firefighter for 34 years. He was captain of the Theresa Park Rural Fire Brigade for 12 years.



Peter truly loved the two Valiant S cars he owned. He served on the club committee and was also club secretary for some time. He really enjoyed the friendships he made there, as did I.

Peter's Valiant S cars served many purposes. They were used as an everyday car and then polished up for car shows. They would be used for anything from taking our deer hounds to dog shows, to doing the shopping, to going on long family trips.



He loved going on the outings with other Valiant R and S club members. One fond memory was when club members assisted with my daughter Amber's wedding cars. Peter was a very proud man that day.

My son Mark, when in primary school, used to think the Silver Valiant S was like "Batman's" car and he felt really cool in it. When he was older, he drove the Blue Valiant S and he loved the Push Button Auto features. He said there is a certain sound the Valiant S makes as you put your foot down on the accelerator and the car gathers a rolling momentum that is so unique to these cars. All his friends loved going in the Valiant.



We so much enjoyed the years we spent with the Club and still own our Valiant R and S jackets, which are still in immaculate condition.

Thank you so much for all you've done for the Valiant R&S Club, Colin. I have attached some photos I have found.

Kind Regards,  
Christine





Good morning. My name is Amber Stead and I'm contacting you to let you know of my Dad, Peter's passing on the March 7, 2022.

Dad was a huge Valiant S Series fan and was a member of your club, although quite a few years ago. I even had some club members driving their amazing cars for my wedding cars

My family would like to pass on our thanks to the club for being such a big part of Dad's life. He actually passed away watching his beloved car racing and left us bereft, but we were blessed to know the special person, companion to Mum, loving father and the most decent human I have ever known. Sitting here in his Valiant S club jacket, I and the family want to thank you for the joy the club brought him.

Sincerely,

Amber Stead



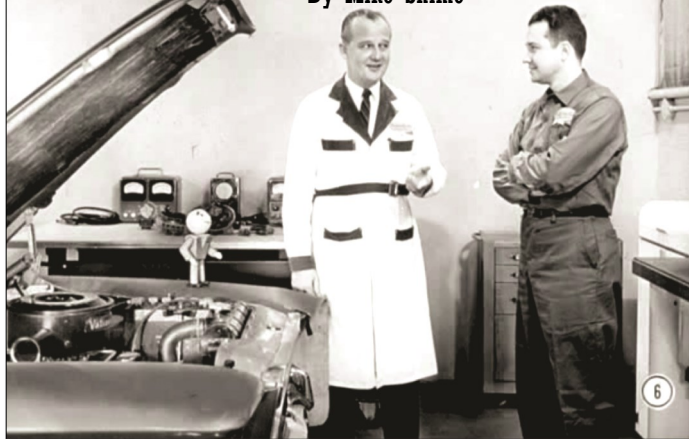
*Peter served our club as secretary from 1988 to 1995 and as treasurer from August 1990 to July 1991 and again from August 1993 to July 1996. We are very grateful for his service and comradeship.*

Colin Kenny-Levick





It's the Same Same but Different.  
By Mike Shime



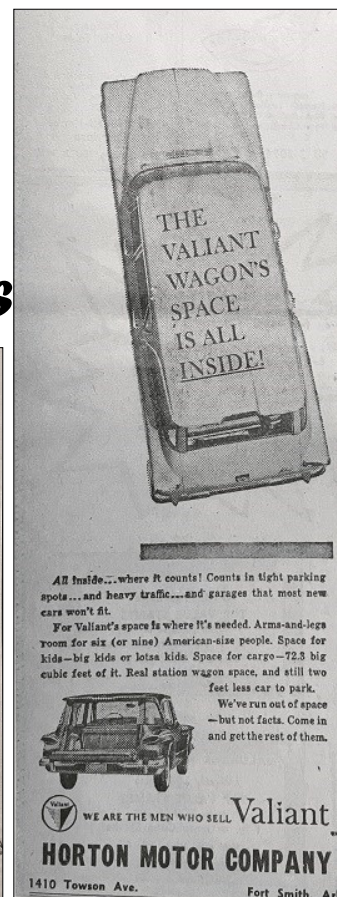
Checking out Valiant bits and pieces

As far as anyone knows... When the 1961/1962 North American Valiants arrived in Australia in CKD format ready to be assembled for the Australian market in the guise of the Chrysler R&S Series Valiants, they were all sedans. No Special club coupes. No two door post sedans and no wagons. Could it have been possible to throw a few hard-tops in? And maybe a dozen wagons? Sure, I say. But this is me 60 years after the fact. Who really knows the in and out workings of the Chrysler executives of the day. Maybe it was in the too hard basket. Maybe they did put a few in for good luck and they just didn't put them together... I wasn't there, so I can't tell you. But hey, imagine a couple of Aussie released S-Series wagons and a few R special club coupes rolling around. I mean... The Valiant guys over in South Africa got RHD Coupes and Wagons... Why not Australia I ask...

According to Chrysler International... 153 x V-100, 2 seater RHD Wagons made it out. But no V-200 RHD wagons. Even though no official Chrysler Valiant 60-62 wagons were imported to Australia back in the day...

That doesn't mean they aren't here. Even in the early days there were a couple here. A pale yellow one was spotted in the early years in Tasmania. And a photo of a red wagon in NSW shows one in the 60s. The years since have shown a few of each of the model years. One person I know has a 60, 61 and a 62 version stashed away in the back shed.

## 1960 to 1962 Valiant Station Wagons



### The 1960 VALIANT 3-Seat SUBURBAN

is equipped with the revolutionary dual chamber tire development by **GOODYEAR**

The Goodyear Tires with Captive-Air Steel-Cord Safety Shields provide the protection of the safest, most trouble-free passenger car tire development on the road today. The dual chamber principle is designed to give many thousands of miles of safer, carefree driving.





One family out west has a few as well. At a rough count there are about 20 that I know about but then they're all the hidden ones I don't know about. They are lurking in sheds somewhere ready to pop their heads out one day. And people are still finding them and importing them each year.

So this issue we are going to have a look see at 60-62 Valiant wagons. Mainly 'cause wagons are just super cool. Why have a four door when you can have a five door car... Just saying...

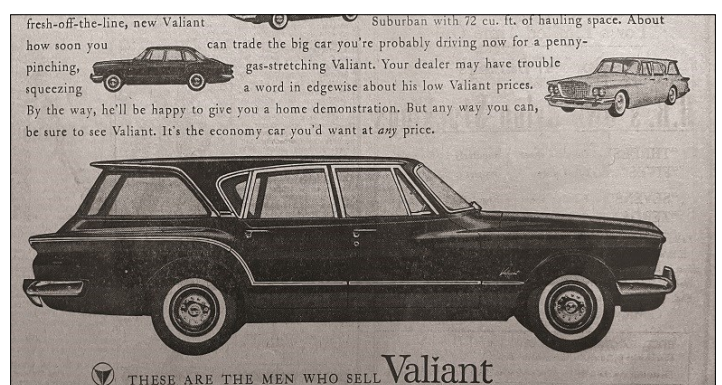
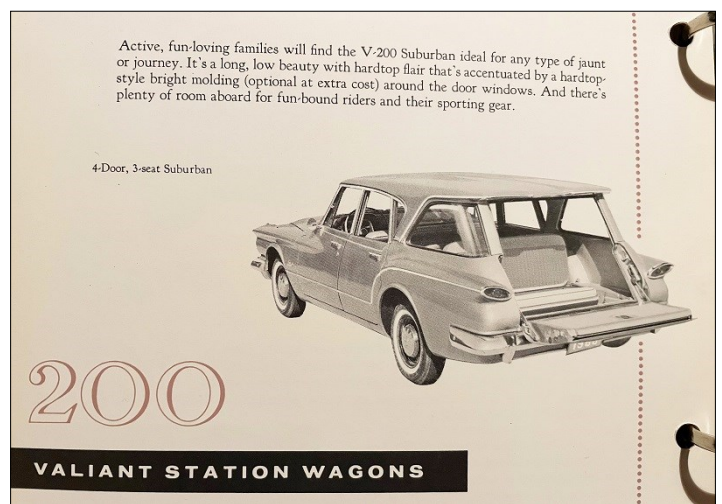
While the 1960 Valiant sedans were first announced (not released) in the USA on the 19<sup>th</sup> September 1959 in big fanfare in Miami Beach by the Chrysler Corporation "Press Information Service", it wasn't until November 6<sup>th</sup> 1959 that the Valiant Suburbans were announced by the Plymouth- De Soto-Valiant Division back in Detroit. But they stated that they were already in production.

In 1960 the wagons (named the suburban and with a suburban nameplate badge located on the C-Pillar), came with a few items that completely disappeared by 1962.

The main one that stands out to me is that 1960 had a full 3<sup>rd</sup> seat option at the rear of the wagon. The 3<sup>rd</sup> seat option was also offered in the 1961 model year run but very soon became nowhere near as pretty or solid looking as the 1960 version. 1960 was a factory 3<sup>rd</sup> seat option. With the 1961 model year it became a dealership option. For those wondering if their wagon is a factory optional 3<sup>rd</sup> seat wagon... look at the data tag under the front hood. If under the BDY section it has the numbers 176, it is a 2 seat wagon. If it shows the numbers 177 you have a factory 3<sup>rd</sup> seat car.

The 3<sup>rd</sup> seat optional was dropped for the 1962 model year.

**Part Two in Next Edition...**







## *Club Parts For Sale—Contact Colin Money*

### Members' Prices Only

#### BADGES

1. R & S Series "Torqueflite" Boot Lid—\$45.00
2. R Series "By Chrysler" Boot Lid—\$60.00
3. R series "Valiant" Front Guard - each—\$45.00
4. R Series "Valiant" Boot Lid - each—\$45.00

#### STICKERS

5. Air Cleaner Stickers—\$7.50
6. Fire Wall Stickers—\$7.50

#### LENSES

7. S Rear Indicator (Flat Yellow) - Set of 2 identical—\$40.00
8. R Rear Indicator (Curved Yellow) - Set (1 L & 1 R) - \$40.00
9. R & S Front Indicator - Set (1 Left & 1 Right) - \$70.00
10. S Rear Tail Light (Round) - Set of 2 identical—\$80.00
11. R Rear Tail Light (Cats Eyes) - Set (1 left & 1 Right) - \$90.00

#### GENERAL

12. Fuel Senders — \$95.00 **Sold Out**
13. Rear Axle Oil Seals - Set of 2—\$15.00
14. Manual Gearbox Gasket Kit HJ179 – Set—\$10.00
15. Auto Transmission Gasket —\$20.00
16. Auto Trans Gear Shaft Rubber Seal—\$10.00
17. Thermostat Housings—\$18.00
18. Rubber Hose Block-offs - heater—\$5.00
19. Interior Dome Light Covers—\$35.00
20. Inner Speedo Cables—\$45.00
21. Inner and Outer Speedo Cables—\$120.00
22. Radiator Hose lower P/N 0014 (both R & S) - \$30.00
23. Radiator Hose upper RV1. P/N 0072 - \$20.00
24. Radiator Hose upper SV1. P/N 0013- \$20.00
25. Ignition & Door Key Blanks—\$3.00
26. Boot Key Blanks - \$3.00
27. Wiper Spring Stainless Steel - \$10 each

#### CLUB MERCHANDISE

28. Grille Badge—\$25.00
29. Lapel Badge—\$7.00
30. Club Polo Shirt—\$25.00
31. Club Baseball Caps—\$15.00
32. Club Bucket Hats—\$15.00
33. Club Car Window Sticker—\$5.00
34. R & S Laser-cut Displays—\$75 (Limited Stock)

## *Members' Parts*

### *Wanted*

Mike Barker is looking for pressed steel battery hold down bracket wing nuts identical to picture  
Email - yardtours@gmail.com



### *For Sale\**

Set of 5 new/unused Chrome US Mag rims with new Pirelli tyres 225 / 45 R17 - sizes 17" x 7" **late model Valiant stud pattern \$2,400**  
Phone John Pulo  
(02) 9790 6286



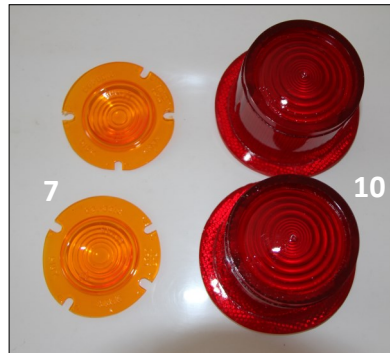
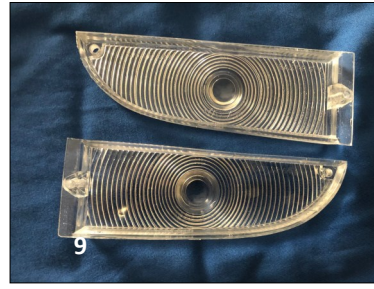
Chrysler 300C Rims - almost new - **Set of 4 x 20" x 8" +24 alloy rims to suit a 2012 Chrysler 300C, in near new condition - \$1,600 or best offer.** John Pulo  
(02) 9790 6286



*\*Sellers—Please advise editor when listed items are sold*



# Club Parts For Sale—See Page 20 for Prices





Meeting Opened: 8.02 pm chaired by Colin Kenny-Levick

Members Present: Colin Kenny-Levick, Paul McCurley, John & Sue Pulo, Bob Nix, David Smith, Colin Money, Michael Sidney, Syd Coomes, Craig Downes, Kostas & Sonia Mihail, Charles Dimech and Bev Mullins

Apologies: Warwick & Jan Nicklin, Ray Scott, Bob Thomsen, Tony Borg and Peter Morthen

Minutes 04/04/2022: Minutes of the previous meeting were tabled by Sue, accepted on the motion of Syd, seconded by David

Treasurer's Report: Emailed by Ray showing a credit balance of \$19,216.15 as at 30/04/2022 after income of \$80.00 and expenditure of \$9.90. The Term Deposit matured accruing \$27.60 interest and has been reinvested until 27/03/2023. (Cheque Account \$8,149.55 and Term Deposit \$11,066.60)

Accepted on the motion of Michael and seconded by Craig. Permission was given to pay incoming accounts

Membership Report: Membership stands at 84 plus 6 Life Members, making a total of 90

Correspondence In: Email from Warwick Nicklin on 28/4/2022 attaching Spare Parts report for April 2022

Email from Trevor Brand on 28/4/2022 re club registration forms posted earlier in April

Letter from Trevor Brand re proposed concessional registration, TNSW form 1259 and inspection report received 29/4/2022

Email from Ray Scott on 1/5/2022 giving details and attaching Treasurer's Reports for April 2022

Thankyou card received from Christine Stead

Magazines In: R & S Valiant club of S.A. – March 2022 (and by email 8/4/2022)

R & S Valiant club of S.A. – April-May 2022 (by email 26/4/2022)

Queensland R & S Valiant club – May-June 2022 (by email 18/4/2022)

Chrysler Restorers' club of Australia – April 2022

Correspondence Out: Welcome letters sent to Bruce Barton and Tony Naughton dated 5/4/2022

Emails to David & Jean Barnes on 30/4/2022 requesting help for flooded R Series in Chinderah (next to Tweed Heads) owned by Livia Bowmen – mobile 0401 818 825

Editor's Report: Magazine has been forwarded to the printers and will be posted when ready

CMC Report: Nothing to report as Michael was unable to attend the last meeting

ACD Report: Nothing to report

Events Report: 4 Cars attended run to Bathurst, 1 from Sydney and 3 from country areas.

Discussion was had re low attendance numbers at runs. Michael suggested that if not enough members have responded to email by Friday night to advise they will attend then run might be cancelled. Bob N advised some of the other clubs have mid-week runs

Next Run 15/05 Illawarra Air Museum, meet at Uncle Leo's

Club Plates: Les Davis and Ziggy Oziadacz have applied for regos. Trevor Brand has made enquiries

Spare Parts: Parts sales of \$70.00 and nil merchandise sales for April.

Col M has a limited quantity of R-Series starter motor bearing plates in stock

General Business: There is a Mopar only Swap Meet at Schofields 22/05.

Colin K-L advised he had spoken to Livia Bowmen from Chinderah near Tweed Heads, who was seeking advice and assistance to recommission an R Series that had belonged to her grandmother, that had been partially submerged in the recent floods. Colin had contacted Dave Barnes from Queensland R & S Club who was going to try to assist

Next Meeting: Monday 6<sup>th</sup> June 2022 at 8:00 pm      Meeting Closed: 8:54 pm



## NSW R & S Valiant Club – Minutes – General Meeting – 6th June 2022

Meeting Opened: 8.04pm chaired by Paul McCurley, who welcomed everyone to the meeting.

Members Present: Paul McCurley, Ray Scott, Col Money, Michael Sidney, David Smith, Syd Coomes, Charles Dimech & Bev Mullins, Bob Nix, George Skondrianos, John & Sue Pulo.

Apologies: Colin Kenny-Levick, Bob Thomsen, Warwick & Jan Nicklin, Peter Morthen.

Minutes 2/5/2022: Minutes of the previous meeting recorded by Paul had been emailed and were accepted on the motion of Syd, seconded by Michael.

Treasurer's Report: Ray distributed copies of his reports for May 2022 and advised details of income of \$384.00 and expenditure of \$736.00, which resulted in a balance of \$7,797.55 as at 31/5/2022 in the Cheque Account, plus the Term Deposit of \$11,066.60, making total funds of \$18,864.15. Ray advised expenses so far in June of \$20.00 postage reimbursement to Col Money, \$95.92 reimbursement to Sue & John for plastic bags, and \$5.50 to Laberton Pty Ltd for name badge for Dave Bradshaw. Accepted on the motion of Charlie and seconded by Col.

Membership Report: Sue advised that the membership was now 92, which included 6 life members, after new memberships of Dave Bradshaw on 13/5/2022 and Lachlan Colquhoun on 31/5/2022.

Correspondence In: Tax Invoice from InPress Printing on 6/5/2022 for \$286.00 for printing 115 May-June magazines. Request from Sue Pulo for reimbursement of \$440.00 for 440 stamps for posting club magazines.

Email from Dave Bradshaw requesting information on spare parts and membership on 7/5/2022.

Email from Ray Scott on 12/5/2022 showing payments banked to InPress \$286.00 and Sue Pulo \$440.00.

Emails from Dave Bradshaw on 13/5/2022 with completed application for membership form and advice of payment of \$30.00 for 6 months membership to 31 August 2022.

Emails from Lachlan 25-30/5/2022 re new membership and historic registration for S Series.

Email from Warwick Nicklin on 31/5/2022 with details of spare parts report for May 2022.

Tax Invoice 2632 from Laberton Pty Ltd for \$5.50 for name badge for new member Dave Bradshaw.

Request for reimbursement of \$95.92 for 1000 plastic bags for mailing club magazines from J. & S. Pulo.

Application for Membership form dated 26/5/2022 from Lachlan Colquhoun in Annandale with Black S.

Brochure of 2022 Shannons autumn timed online auction 17-24 May 2022.

Magazines In: R & S Valiant club of Victoria – March-April 2022 *by email 19/5/2022* R & S Valiant club of S.A. – April-May 2022

Correspondence Out: Emails to Dave Bradshaw on 8/5 and 9/5 and 14/5/2022 re membership application and spare parts. May-June 2022 club magazines posted to members and other clubs from 5 – 11/5/2022.

Email to Sujata at Laberton Pty Ltd on 14/5/2022 requesting name badge for Dave Bradshaw. Reply emails to Lachlan from 26/5/2022 to 6/6/2022 re new membership and historic registration.

Email to Sujata at Laberton Pty Ltd on 5/6/2022 requesting name badge for Lachlan Colquhoun.

Editor's Report: No report, but articles needed in the next few weeks for the next magazine to be printed before the end of June.

CMC Report: Michael advised he had missed the last meeting, but had contacted the CMC re historic registration query. Also, previous tickets for Eastern Creek Display Day are valid for 2022.

ACD Report: Nil.

Events Report: Col advised that there was no official run in May, as advised in email from Bob Thomsen on Saturday 14/5/2022, due to lack of interest or response. Col advised that the next run is on Sunday June 19 to the Discovery Centre at Castle Hill, cars can only be parked with general public, so members may wish to drive a modern vehicle. This museum was interesting the last time the club visited many years ago.

Club Plates: Michael advised there had been a couple of renewals including Ziggy and Les Davis. The newest member, Lachlan, had bought his Valiant in the Gippsland area of Victoria and it runs on gas and petrol. Boyd Symington from CMC had emailed that gas is approved for HVS registration. Lachlan had asked about inspection stations used by other members in his area. Syd mentioned that club member Brian Newton from Newgas does gas conversions in Taren Point.

Spare Parts: Col thanked Warwick for emailing updated spreadsheets. Sales in May were \$200 plus \$20 postage. No Merchandise sales in May. Overpayment of \$32.00 by Dave Bradshaw will be used for future purchases. John gave brackets for mud flaps to Paul to be passed on to Colin K-L.

General Business:

Bob Nix is going to Mid-State Mopars in Bendigo.

Syd showed coffee mug and t-shirt bought via Facebook in US with our club logo and advised similar products advertised with logos of Victorian and South Australia club logos. Peter Morthen had tried to have products with NSW club logo removed from sale, without success.

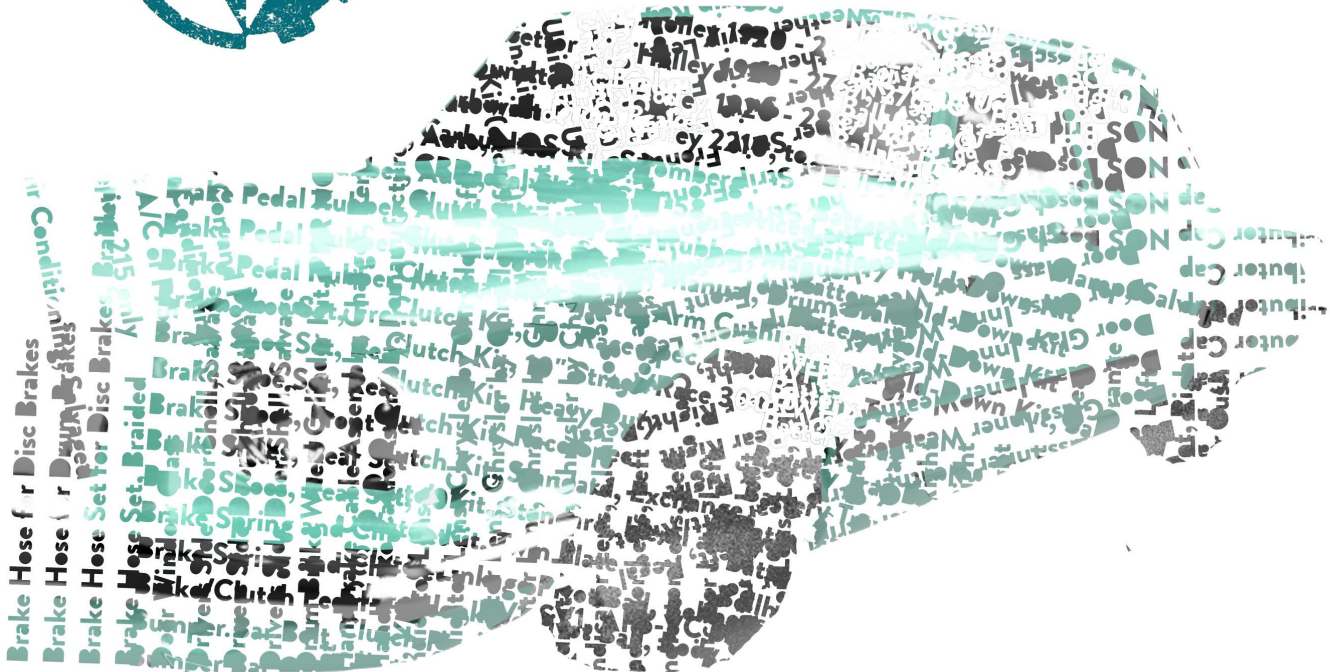
Next Meeting: Monday 4th July 2022 at 8 pm      Meeting Closed: 8.30 pm





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