



The Forward Look ➤

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

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Celebrating 60 Years Since Valiant's Australian Launch
Chrysler's Keswick Factory Then & Now
PIX on the "New Valiant"

THE 9th NATIONAL R&S CHRYSLER VALIANT REUNION

Sun 13 to Sun 20
November
2022



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Looking Forward to it!

BROUGHT TO YOU BY THE R&S CHRYSLER VALIANT CAR CLUB OF VICTORIA

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

PO Box: R124, Roselands, NSW, 2196.

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

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

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CMC Delegates	Michael Sidney

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* **Cover Photo** - Bob Nix's S Series Valiant V8 at The Club Christmas Run December 2021 Lizard Log Park



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 19 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



I was fortunate enough to be in Melbourne when the Victorian R & S club held its February meeting. I called (President) Paul Miller and told him I was in town and he was happy to have me visit with them. They were down on regular numbers but it was interesting that the meetings were quite similar to our own. I believe we have picked up another "dual member" for our club, which is always nice. We discussed the need for cooperation on spare parts production and would like to have our various state spare parts officers liaise on what would best serve our collective members' needs. I know Colin Money and Henry Davies already communicate well on these things but we are looking to create a forum for forward planning with all five clubs.

On January 16 an intrepid few did get together to celebrate the 60th anniversary of the Valiant launch in Australia. It wasn't quite the extravaganza of some other states but an important milestone that we did want to ensure we marked in New South Wales.

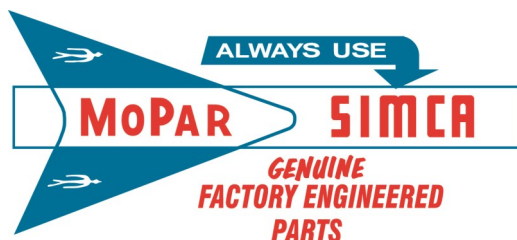
Being the 60th anniversary, you will see in recent and this magazine, articles from the time around the launch and subsequent road tests and articles that many have not seen. Unfortunately, the reproduction is not all that good and I hope it is legible in print form. I only see it on a backlit screen where I can increase the magnification. Of course, it will ultimately be on the club website under "Magazines" but for now you will need to make do with a magnifying glass. I still thought it a worthwhile inclusion.

We can only hope that this La Niña system has just about run its course. Now, I am not one to suggest that drought is more desirable, but I do miss those long, sunny days. Our Western Australian colleagues may disagree, sweltering in 40°+ days. My point is, we all enjoy a rain-free car run rather than the "big wet" we have been experiencing lately.

Finally, a reminder that the 9th National Rally is coming up fast. Please make sure you advise the Victorian club of your intention to attend and book early with them and your accommodation. Contact Colin Money for details.

Colin Kenny-Levick

President





THE VALIANT 60TH ANNIVERSARY RUN TO OATLEY PARK

With our gazetted January run cancelled due to Covid, the club decided to bring the 60th Anniversary run forward a week to coincide (as near as possible) to the January 18 launch date. We were not going to be the only R & S Club nationally not to mark the occasion.

I caught up with Ray Weeks during my drive around the park when I was looking for the rest of our club members. We drove around and waited at the entrance for Colin Kenny-Levick, Colin and Pam Money and Paul McCurley, who we knew were coming.

After some discussion on where we would “set up camp,” (the park was pretty packed by the time we arrived) Colin KL led off the convoy in search of a suitable spot. We finally found an area where we could park with shelters covering tables and benches. Perfect for what we needed. There was a lot of new playground equipment since the club’s last visit here in 2017 for our 40th anniversary run (which was also the site of the club’s first run in 1977). We set up camp for the day. Shortly after, we were joined by Allen Reece (in his S Series, “Alice”), Sue Pulo and later, George Skondrianos. Sue handed out the anniversary stickers to attendees.

We had two R Series, three S Series and that ring-in 1962 Dodge Lancer GT. As always, the cars proved very popular with people walking past and taking photos.

We were lucky with the sunny weather and not too hot either. Peter Morthen called to ask where we all were. He drove to the park entrance but decided we were not there, so he went home (I think he went to the All American day at Campbelltown instead). Next time Peter, you will need to venture further into the park.



By Syd Coomes

The factory to the right (1) is what the annex for the main Keswick factory looks like now. Directly below that (2) is in the early 1960s. The building below (3) once filled the car park. The familiar Chrysler sign (4) on Maple Street is gone (in fact, the whole building is now a vacant lot). Many years after Chrysler sold it to Le Cornu, it was bought by German grocery chain Kaufmann, which demolished it and did not open one store in Australia. The building at right still remains.





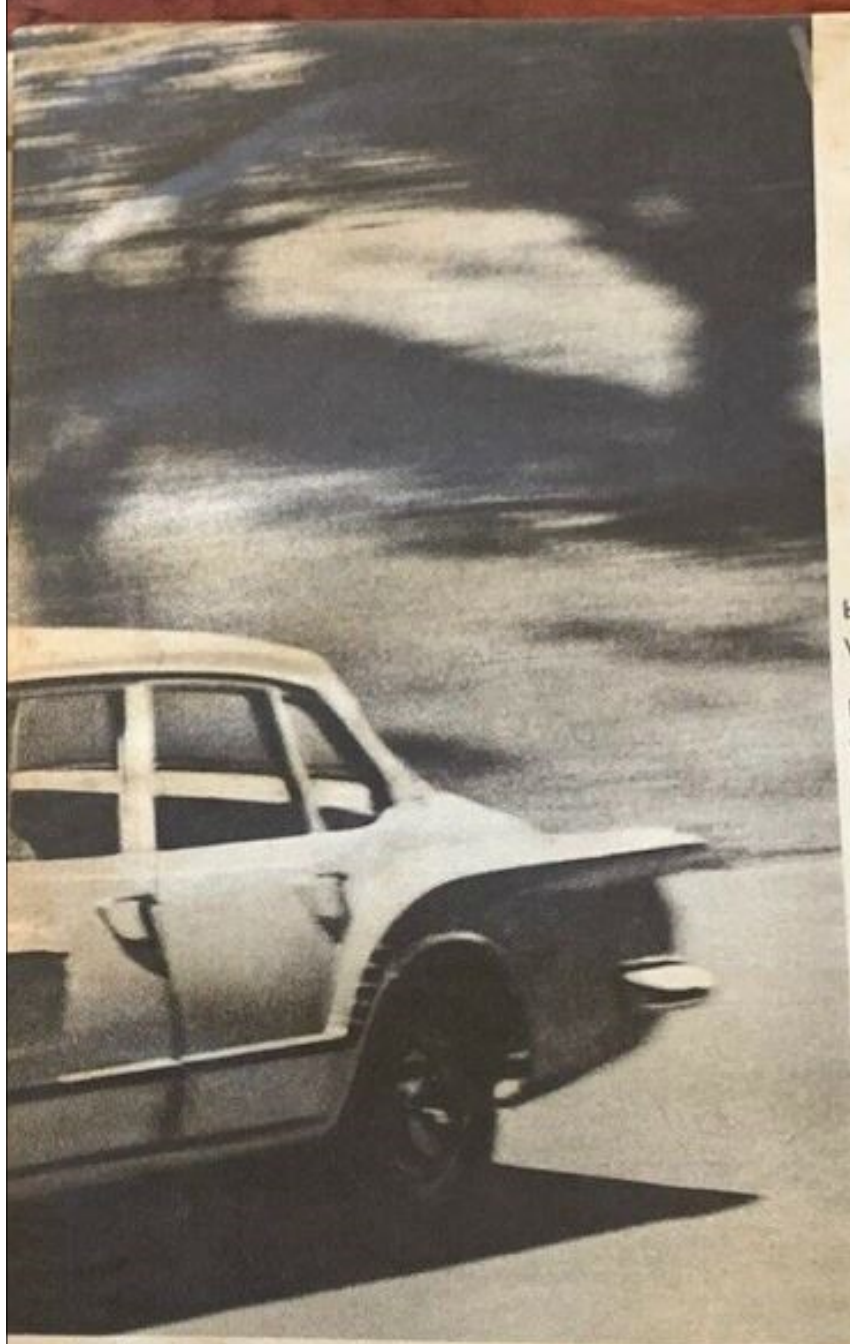
1: HOW THE AVERAGE MOTORIST WILL FIND 2: COMPARING A HOLDEN AND FALCON WITH

In this six-page feature a staff writer and photographer show all you want to know about the new Valiant — how it feels to drive it in traffic and on the open road and how it compares with its two main rivals, the Holden and the Falcon.

LAST week I drove what promises to be the third of the big three cars battling for the middle price range car market in Australia. It was the just-released Valiant, Chrysler's challenge to the Holden of General Motors and the Falcon of the Ford company. As an average driver, with perhaps less than the average driver's mechanical aptitude, I confined my road test to such things as the comfort and ease of driving. There are two models to choose from — the standard transmission model, selling at £1,299, and the push-button automatic, costing an extra £136.

PIX—Page 1—February 3, 1962

The February 3, 1962 edition of the Australian magazine PIX, featured a major write up on a road test of the new Valiant from Chrysler Australia Limited. Hopefully, the copy here will be clear enough to read the report. This was the best reproduction I was able to get a hold of but I believe worthwhile reproducing.



THE VALIANT

I didn't concern myself unduly with exterior styling for that is purely a matter of personal taste and you can decide for yourself from Cec Lynch's splendid pictures.

First, I drove the automatic transmission model. I've had little experience with the "lazy man's transmission" but I found the system on the Valiant the essence of simplicity. Gear selection is by five buttons lined vertically under the right hand. Apart from the "neutral" there are the "reverse" and "drive" buttons, then a "second" to hold the more powerful gear on slow, twisting climbs or for added engine braking power, and the "first" button for low range driving in mud or sand. Then there is

by
VIV DAWES

Pictures by
CEC LYNCH

In **PIX** this week

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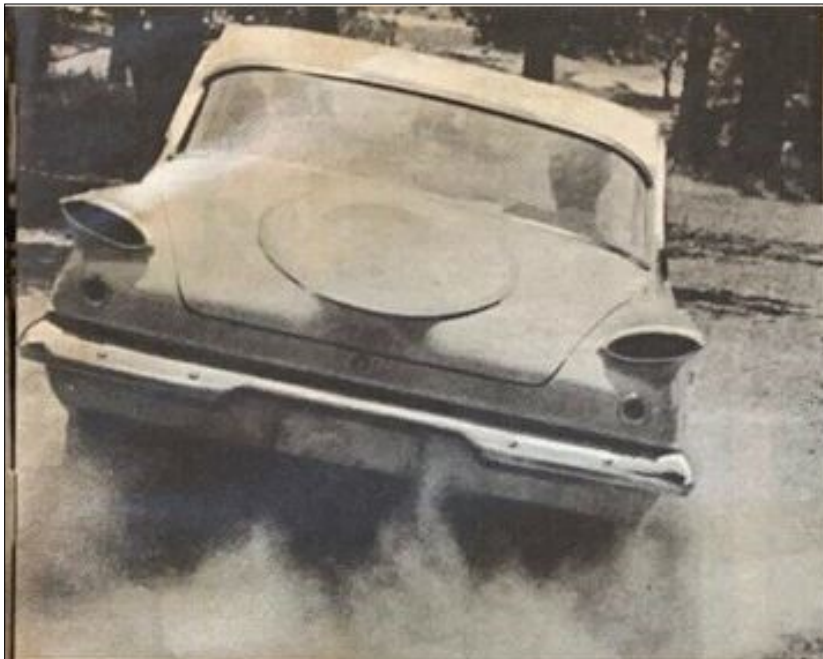
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Roger Vadim moulded into a
successor to Bardot, is one of
the most talked about beauties
on the Continent. Read how
she shocked France, on pages
12-13-14.

PIX—Page 3—February 3, 1962



The doors open wide, giving easy access for both driver and passengers. The seats are wide and deep. Three six-footers sat across the front in reasonable comfort. The shorter engine space allows an additional four inches for the passenger compartment.



The different radiator treatment is seen in these pictures of the American Valiant, left, and the local model. An extra inch was added to the wheels for local conditions.

GIRLS LOVE TALL MEN!

Sensational Results of New Height Increase System



In your own home it is now possible to increase your height by a Simple Natural Method. There are no drugs, nothing to get out of order, there is no risk; everything is simple and straightforward. This wonderful new method should add to your stature, improve your health and appearance, at no cost.

FREE LITERATURE TELLS HOW!

Send Coupon for DETAILS

This remarkable literature will show you the short cut to a tall, commanding personality. Through reading this wonderful literature, hundreds have already increased their height, many are doing so at this moment. For a short while you can get one of these Treatises Free if you SEND AT ONCE.



SEND NO MONEY!

The Principal, SYDNEY PHYSICAL INSTITUTE, Dept. A5 Box 3073, G.P.O., Sydney, N.S.W.

Dear Sir:— Please send me your remarkable literature, "How to Increase My Height." This obliges me in no way whatsoever. I enclose 3d in stamps.

NAME _____

ADDRESS _____

P. 3/2/62.

SLIM

WHILE YOU EAT!

with **Ekner**

Countless millions of people have tried to diet and 90 per cent of them have failed. It's like placing yourself in a scaled room—watching other people eat through a window. This agonising psychological strain is quite pointless when with Ekner you can slim while you eat.

The famous European diet preparation, Ekner, allows you to enjoy your normal daily meals and still lose weight while you eat. Ekner's 14 special ingredients work wonders on excessive tissue fat. Quickly and easily (and without missing one delicious meal) you'll slim to your right, healthy proportions.

THE NUMEROUS DISADVANTAGES OF NORMAL DIETING.

Crash dieting is the most common form of dieting. While effective for a while, 90 per cent of the people who lose weight on such a diet proceed to gain it right back. Using a filling preparation is another method. Here again, few people have the will-power to watch while other people eat. That is why Ekner is considered the most effective way of dieting — you slim while you eat.

Try Ekner today—a full course costs no little. Salts, 10/6, or tablets at 7/6, 11/6, from Chemists everywhere. Ekner, 57 Buckland Street, Chippendale, N.S.W.

Ekner

FOX—Page 5—February 3, 1962

The period ads are always good for a laugh. "Girls Love Tall Men" I tried to cut out the coupon. I hope they are still in business. Also one for the ladies—you can slim down while you eat. Ekner has 14 ingredients (probably liver flukes and tape worm) and you can eat anything you want. It's European, so it must work.



The interior of the automatic transmission Valiant showing the spacious layout of the accelerator and brake. On the right of the dash panel are the push-button controls for selecting or holding the various gears.



In the standard transmission model the gear shift is situated on the floor, a departure from the style of the Valiant's competitors. The lever curves down into the floor just in front of the bench seat.

THE VALIANT cont.

It's ideal for long legs, luggage and lights...

There is plenty of space in the boot and the flat floor makes most of it usable. The penalty is that luggage has to be removed to reach spare.



Its 145 b.h.p. makes the Valiant quick off the mark when the light turns green and the very direct, but light steering with a lock-to-lock turn of only 2½ makes it easy to handle. All-round vision is splendid.

PIX—Page 6—February 3, 1962

See Page 15 for the original photograph reproduced at the bottom of this page.

HOW THE BIG THREE COMPARE

	VALIANT (Standard transmission)	HOLDEN (Standard transmission)	FALCON (Standard transmission)
PRICE:	£1,299	£1,169	£1,199
PERFORMANCE:			
Top speed,		63 m.p.h.	55.2 m.p.h.
2nd gear,	Not avail.	(Road test)	(Road test)
Top speed,		85 m.p.h.	87.5 m.p.h.
3rd gear,	100 m.p.h.	(Road test)	(Road test)
	(Makers' claim)		
Consumption:	26.5 m.p.g.	25.2 m.p.g.	31.5 m.p.g.
	(Makers' claim)	(Road test)	(Road test)
DIMENSIONS			
Wheelbase:	8ft 10½in	8ft 9in	9ft 1½in
Overall length:	15ft 3½in	15ft 1½in	15ft 1½in
Track:	56-55½in	54½-54½in	55-54½in
Clearance:	7.2in	7.3in	6.9in
Tyres:	5.90 x 14in	6.40 x 13in	6.00 x 13in
Fuel tank:	10.8 gal.	9.25 gal.	11.7 gal.
Weight:	not avail.	22½ cwt	22cwt 16lb
		(unladen, tank full)	(unladen, tank full)
ENGINE:			
No. of cylinders:	6	6	6
Horsepower			
(R.A.C.)	27.7	22.5	29.4
Brake horsepower:	145	75	90
Gearbox:	3-speed	3-speed	3-speed
Construction:	Unitary	Unitary	Integral
Wheel turn	24	3	4½
(lock to lock):			



THE VALIANT



THE HOLDEN

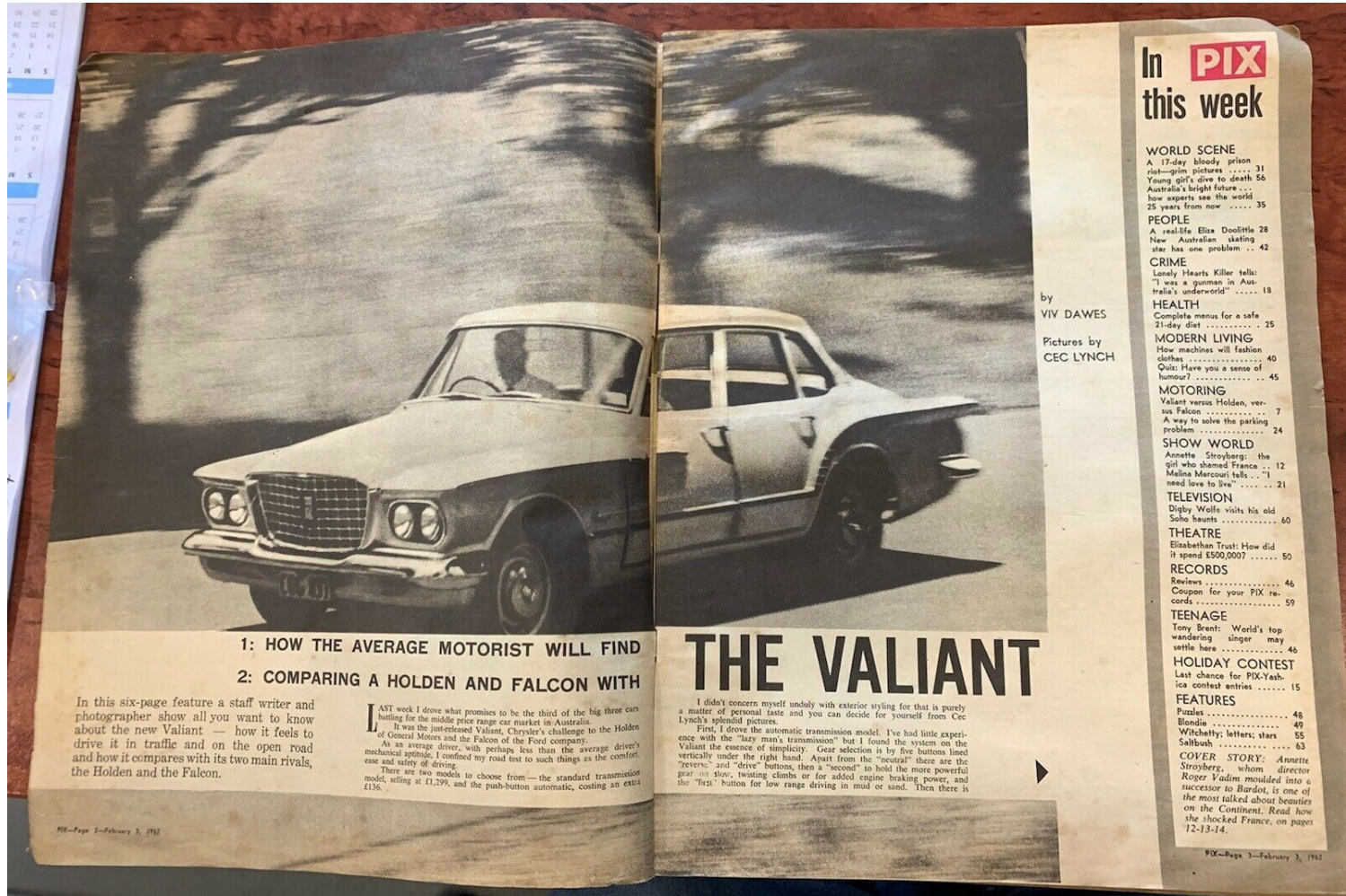


THE FALCON

PIX—Page 7—February 3, 1962



The Car used for this road test was also the one used by Modern Motor for its road test, as published in their March 1962 edition. Many auto journalists thought that, due to its higher price and power, the comparison should be made with the Studebaker Lark, Rambler American, Ford Zephyr and Vauxhall Velox. All these were more expensive (and generally more powerful) than the Holden and Falcon, but the public saw it only one way - Holden vs Falcon vs Valiant.



These are the two page spreads from pages 8 7 9; 10 & 11 showing how they appear in the magazine. PIX was not a car magazine but such was the buzz around new car model releases, they would do road tests or model comparisons with competitive makes.

Dash panel of the Valiant, showing the neatly grouped instruments and the push-button transmission. The dash on the passenger's side is well padded. The glove box looks neat but is small inside.

THE VALIANT cont.

on added lever to lock the transmission when parked. The change from first to second is extremely smooth and from second to top, virtually imperceptible.

The six-cylinder in-line 2.4-l. motor has a taxable horsepower of 27.7. Inclined 30 degrees right of centre, it develops 145 h.p. Because of the remoteness of automatic gear changing the presence of all these horses was rather unobtrusive in the push-button model. When I switched to the standard model, however, they could almost be heard kicking.

Both models had little more than 100 miles on the clock so undue motoring was essential, but when I changed into second gear and leaned a heavy foot on the pedal the needle leaped to 40 in what seemed to be less than a moment and I had to ease myself out of the driver's squab.

In fact, all this power gives the feeling that you are driving one of the more expensive sports cars. This feeling is helped, too, by the gear-shift. Unlike other cars of its class the Valiant has its gear-shift situated on the floor. From the knob located just under the driver's left-hand grip on the wheel it curves neatly down and disappears into the floor just in front of the driver's side of the transmission hump.

Although the lever's travel is a little longer than you would find on most sports cars, it doesn't hamper leg room even with three in front.

The rest of the drive's layout is neat and compact. The dishevelled steering wheel has two spokes, angled down to the "twenty to four" position. Dials and switches are grouped together under the wheel and the panel cowlid to minimise reflection.

I found the seats roomy and comfortable and even with my six-foot length I could stretch my legs almost straight out in front of me. Cec Lynch, another six-footer, still found plenty of leg-room in the back seat.

DRIVER visibility from the Valiant is as good as I have encountered. The windscreen and doorposts are raked to minimise that inevitable "blind spot".

The Valiant's inclined bonnet allows a lower bonnet line but it doesn't drop down out of sight. You still can see your "corners," a great asset when parking in confined spaces (see there any other kind).

Thirty-mile-an-hour motoring doesn't tell a great deal about a car's handling qualities so I tried a tight turn in loose gravel and cinders as much or more deep. The tail broke away as expected but it was easily corrected.

For the rest of the time the ride was smooth and stable with little body-ay when cornering. The Valiant's chrome-steel torsion bar front suspension instead of coil springs smoothed out the roughest stretch of road I could find and there was no wheel reaction.

In city traffic I was very conscious of the fact that I was in a brand new car unfamiliar to me but there were no problems. It handled easily, was most manoeuvrable and once again the "corners" inspired confidence. At traffic lights I took off sedately but still stayed near the "Dorbylins". Always there was the feeling that a little more pressure on the pedal and I would have swamped them.

Out of the traffic again, I had a look at the boot. In fact I got into it. The boot has a 25 cu. ft. capacity and most of it is usable. The penalty for this, of course, is that the spare is in a coveled well and you have to remove the bags to get at it. (That wheel impression on the boot lid is only for show.)

Because of the Valiant's newness no performance figures were available when I test drove it, but the manufacturers believe it will have a top speed of 100 m.p.h. Miles per gallon for the standard model should be 26.5 and this, with the Valiant's 10.8 gal. capacity tank, would give it a cruising range of about 286 miles.

Published in N.S.W. by Sampson Low Pty. Ltd., 21-27 Market Avenue, Broadway, N.S.W. in Victoria by Sampson Low Pty. Ltd., 21-27 Market Avenue, Melbourne; in South Australia by Sampson Low Pty. Ltd., 21-27 Market Avenue, Adelaide; in Western Australia by Sampson Low Pty. Ltd., 21-27 Market Avenue, Perth; in New Zealand by Sampson Low Pty. Ltd., 21-27 Market Avenue, Auckland.

Turning tightly into gravel several inches deep the tail broke away as expected but it was easily corrected. The steering is direct but still light with lock to lock of less than three turns. Front torsion bars give an amiable ride.

The Valiant road trial in pictures

The doors open wide, giving easy access for both driver and passengers. The seats are wide and deep. These six-footers sat across the front in reasonable comfort. The shorter engine space allows an additional four inches for the passenger compartment.

The different radiator treatment is seen in these pictures of the American Valiant, left, and the local model. An extra inch was added to the wheel for local conditions.

U.S. AND AUSTRALIA

Pix-Page 4-February 3, 1962

GIRLS LOVE TALL MEN!

Sensational Results of New Height Increase System

Is your own height it is now possible to increase your height by 2 to 4 inches. Natural growth is stimulated by the use of this system. No surgery, no pain, no expense. This wonderful new method should add to your stature, improve your health and appearance, or no cost.

FREE LITERATURE TELLS HOW!

Send Coupon for DETAILS

The remarkable literature will show you the short cut to a tall, commanding personality. Through reading this wonderful literature, hundreds have already increased their height, many are doing so at this moment. For a short while you can get the literature free. It is yours to keep. AT ONCE.

SEND NO MONEY!

The Famous, STONEY PHYSICAL INSTITUTE, Dept. 44, Box 100, St. Louis, Mo. 63101. Please send me your remarkable literature, "How to Increase Your Height". This literature is to be sent to me by return mail. I will send you \$1.00.

NAME _____

ADDRESS _____

CITY _____ STATE _____

SLIM WHILE YOU EAT!

with Ekner

Countless millions of people have tried to diet and 90 per cent of them have failed. It's like placing yourself in a sealed room—watching other people eat through a window. This agonising psychological strain is quite pointless when with Ekner you can slim while you eat.

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Ekner, 37 Buckland Street, Chippendale, N.S.W.

Pix-Page 5-February 3, 1962

Blasts From The Past



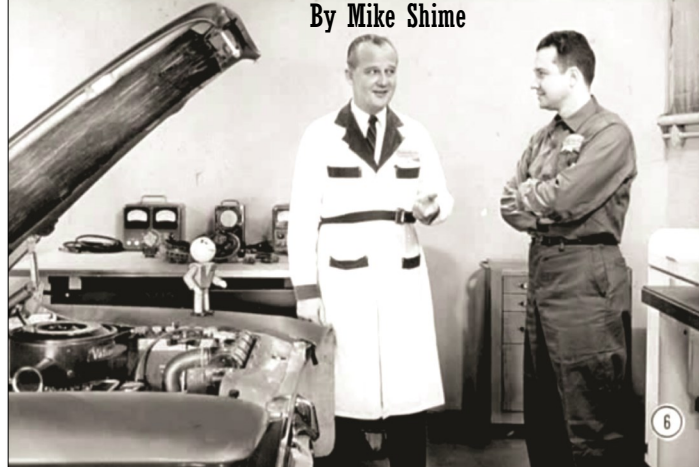
The official unveiling of the new Chrysler Valiant by South Australian Premier, Sir Thomas Playford at Burnside Town Hall in Tasmore on January 18, 1962 with CAL Managing Director, David Brown (seated)



Pix contributor, Viv Dawes has just picked up the new Valiant for a road test (See this picture on P12) from Harden & Johnson in Flinders Street Sydney and is heading down William Street from Kings Cross

It's the Same Same but Different.

By Mike Shime



Checking out Valiant bits and pieces



I thought I would share a little about the 1961 Plymouth Valiant Suburban Station Wagon I am putting back together at the moment. My main area of interest with MoPars is the 1960-62 Valiants and 61-62 Lancers. I do have a couple of other vehicles with big block motors from another manufacturer but they aren't suited to this story.

I first purchased a 61 V200 Valiant wagon in 1996 and dragged it home. It was pretty rough. Needed replacement guards and a whole new floor pan. The tailgate was shot and what was left of the interior was pretty sad at best. But I was pretty "bright eyed" at the time and thought I can tackle this. Seven years later I still haven't even started any restoration on it yet. (Mainly because I was working on a 61 Valiant pillarless coupe)

In 2003 I was in Oregon. I saw a "For Sale, Valiant 200 wagon" Post it note on a notice board in a local wrecking yard. I was on the way to the Portland airport and as the wagon wasn't too far outta the way from the airport I stopped to have a look see. It was running, but it ran rough. In fairly good condition and the owner wanted to sell. She was looking for a mid 80's Mercedes wagon to buy and needed to sell her current Valiant wagon. I was out of town and back in Australia for a while... but called her a few times to discuss the wagon. After a while and settling on a \$500 price tag it was mine. I then sold off the wagon I had since 1996 and I organized the recent purchase to be delivered to my place on the other side of the world.

It still took me a few years to getting around to start restoring it. I wanted to collect a few oddball parts and bits for it. Work got in the way some years. Other cars got in the way. Family health got in the way. Life got in the way.. But I kept at the small things where I could. In 2010 I start a good go at getting into the wagon with the idea of having it ready for the 2012 RS Nationals in Perth. Unfortunately life got in the way and I had to put the wagon back into the shed and leave it alone for a while...

In November 2017, all the right things seemed to be in place so I dragged the wagon out I got it painted. Now a lot of things are finished. But I need to start putting it all back together. That's where I am at the moment... Putting the wagon back together. While I have pre-done a lot of things to the wagon already, with the idea of just bolting it back on.... That's not the way it seems to work. Small parts have done a runner. Big parts have disappeared... And the labels I put on everything have faded. But, since I do have a spare car to use as a reference... I can have a look to what bolt goes where and what things should or shouldn't be on the wagon.



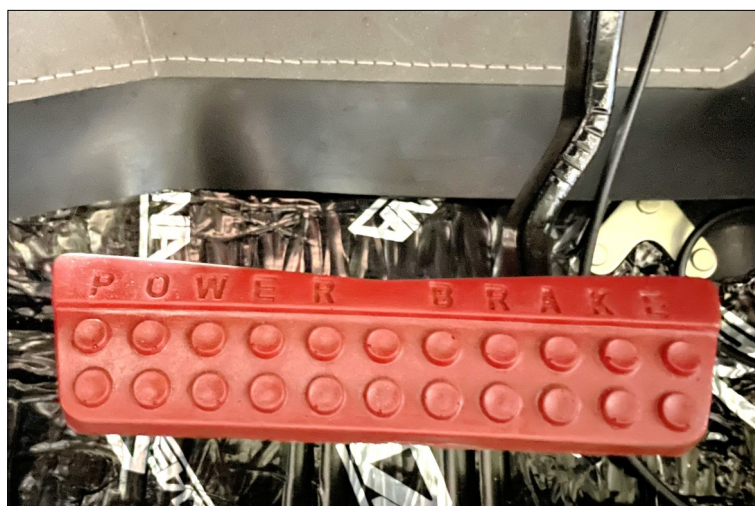
My main goal with this wagon is a period correct (where possible) restoration. Using the same nuts and bolts that came off the wagon, to go back on the wagon. Something most people would never bother with, with a Valiant. But hey I have always been a bit oddball myself. After a few years of having the wagon I was pulling bits off. Repairing those bits and trial fitting them back on.

I always wanted a roof rack on a wagon on a Valiant. This roof rack came off a 63 Dart from a Mopar yard in Montana, USA and was trial fitted to roof. The same one was used as one of 2 versions for the 61 Valiants and lancer wagons. Once I collected all the pieces and replaced the damaged parts with NOS pieces, it was lined up and holes were drilled in a pretty much perfectly straight long roof. An Australian S-Series exterior sun visor was fitted and looked good. But at this stage the top roof holes have not been drilled. I am forever deciding if I should fit this item. In this image the unibody was blasted and epoxy primed. The front guards had the headlight buckets replaced. Then front fender spear holes were drilled into the top of the guards. Luckily my sister has a 1960 Valiant wagon with these on them so I took measurements from her wagon



At some stage I got the wagon blasted and really only found a few areas of issue. The passenger side floor and the rear tailgate area on the body were the worst. The front guard headlight buckets were also shot. Over time all these pieces and areas of concern were repaired. It took a while but it was done.

One time while cruising down in Georgia, USA and looking for parts (I actually got a very early Aluminium block and a 1961 Dealer installed underdash MoPar A/c unit on that very same trip !!) I came across a brightly yellow painted, rusty as, falling apart 1960 V200 Suburban Valiant. While it was pretty much a hunk of junk...I stopped and had a look.



AND BANG !!! it was a 9 seater model...with all the bits still inside. AND I don't know why but the hard 9 seater parts were all in tact and in very usable shape. The soft trim was rubbish... but the rest was good. So after making a deal with the owner who was using the wagon to advertise his business the



the rest of afternoon was used to get all the 9 seater related parts out of the rust-bucket. It even had the R knob on the dash for the electric tailgate control. And it had the rare rear roof light at the back of the wagon near the tailgate. It was a great find. I ended up using a photo of the wagon on the cover of a book I made 12 odd years ago. I learnt that day to double check any car that could have potential parts on it, no matter what it looks like on the outside.

The 9-passenger - In 1960 the 9 passenger was a factory option. In 1961 it was a dealer option. The parts to install them for the different years was pretty different. Dare I say the 61 version was pretty crap. And a little bit of work to do. Whereas the 1960 version was pretty nifty.

I decided to use 1960 hardware in my wagon but 1961 fabric. Another good thing about the 1960 version is that almost all the pieces are there in a regular wagon. You do need to modify a few little things here and there. That's what I have learnt about Chrysler from that time period... if they can use the same little parts across most models they did.

The photo is the 3rd seat when I got it and then when I recovered it with the 61 Valiant fabric.



The Rear light - The plastic cover that is found between the front and rear seat that sits on the headliner is the same for the rear light. But you get a small on/off switch. And the plate that holds it up between the underside of the roof and above the headlining. The plate hooks onto the rear inside roof on one end and the headlining bow on the other end. I will get a photo in the next few days of it.



Quirky Fact about Valiant 3 seater wagons ... They didn't come standard with a spare tire because they had Captive Air tires. Which really all that was, was a smaller inner tube inside the tire. But If you didn't like this then you could order the spare tire option. Which included what is in every other Valiant or Lancer anyway. And as per the Valiant Service Information Bulletin (Issued Nov 11 1959) .. VALIANT UNDERHOOD JACK STORAGE... the Jack actually went in the engine bay. The Tech Bulletin gave instructions on how to make the brackets and where to drill the holes and mount the jack. The Spare tire still went in the tire well at the back of the wagon. I guess just a little less room for those 3 (little) people (kids) to sit.



After some point... The wagon was ready to go to the paint shop. It helped to have a friend keep at me and say "when are you going to paint your wagon", "when are you going to paint your wagon"....So I found a guy who knew a guy recommended by another guy... Who did painting at his home. And painted stuff after hours....It sounded dodgy enough... I mean what could go wrong..... So I checked his place out.



He painted nothing that was built past 1980. He mostly painted Rolls Royces and vintage Chryslers with the odd GM and Ford muscle car. He only did one car at a time. He had a waiting list that was over a year long...And his home set up was more professional than any shop that I had seen. The Guy came and looked at my wagon.. He said he could paint it in the second half of 2020 if I could wait that long....I said ok.. I will do some other work on the car in the meantime.

A few days later he rang and said the next job which was a 1930's Rolls wasn't ready yet and if I wanted I could lock mine in for painting right now... So I did. It took him 5 weeks all up start to finish. He did it part time after his "day" job. I wanted it Black as black. But so it looked wet all the time. Oh Boy, I couldn't have been happier with the outcome. Here are a few just before, and in the shop pictures.



Once the wagon was painted and moved back to the warehouse, I slowly started putting a couple of things together on it. I want to drop it off the rotisserie so I have started on the front suspension. Keeping in mind I want to option out the wagon as much as possible... And keep that Daytona Valiant feel about it... I have put the following on. Firstly the Load Levelers shockies. I have a set for the front and rear. Then the sway bar as used by the Daytona Valiants. More times than I can remember, people told me that the sway bar won't fit on a 60/61 Valiant with the 60/61 lower control arms.. So I put them on. They seem to fit pretty nicely if you ask me.



Where I can I have been putting factory stamping and marks back on the parts. While there is a fair bit of information for mid 60s - mid 70s cars... On factory markings... There is pretty much nothing for early Valiants and Lancers. So crawling around in wrecking yards and U-pull-it's in the 90s helped a lot to find those markings. I have tried to match the font where possible as well.

The red brake pedal is a nice touch. Years ago when I found one and did the research behind it, I found out it was a dealer display item only. To show potential new car buyers that a car had power brakes, they had red brake pedals fitted. Once the car was sold, the dealer was supposed to removed the red power brake pedal and replace it with a common black rubber pedal. But in some cases the new car buyer still had the red pedal in their car cause the dealer didn't remove it.

To be continued in future issues !!!





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

Lower Stone trays and dash fascias from R and S Valiants

Call Colin Money

For Sale*

Recondition S o/s/f guard no rust. \$650

“ S boot no rust. \$225

both panels ready to fit and colour.

Used S boot fair \$40

Recondition S t/lights body plus new lens ready to fit. \$150 each

“ S sets body moulds and some loose

“ S bonnet mould. \$300

“ R some loose moulds.

“ R and S o/s front door winder mechanism. \$140

R and S dash fascia. \$95

New R and S boot seal \$45

AP5 and 6 drip rail moulds reconditioned \$100 each

Call Colin Money for above parts

Colin Money has been restoring a wide variety of R & S stainless steel body mouldings. He has painstakingly developed tools and dies to remove any dents or imperfections and then buffs and polishes them to a chrome-like shine.

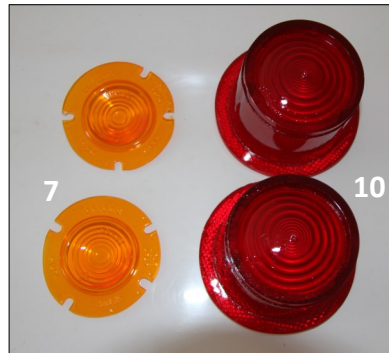
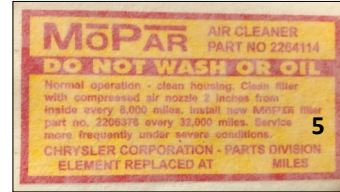


Call Colin Money for availability and prices.

Call 0418 696 830

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

Club Parts For Sale—See Page 20 for Prices



Leighton Fischer is selling a massive collection of cars, parts, collectibles and memorabilia from his late father's estate. He had accumulated many rare and NOS items over half a lifetime. Leighton's mother is now in full-time care and he is selling all these items to pay for that care. There is much, much more than what you see here.



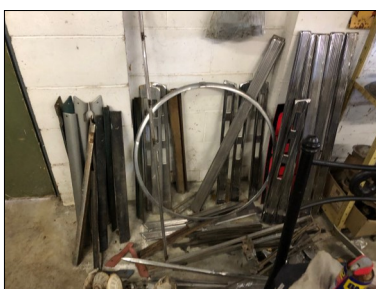
This 1962 SL1 Lancer 4 door is a true time capsule. It has a genuine 17,359 miles on the clock. The paint and everything on this car is original and in like new order. Even the silver mylar around the windows (see below) is like new and the original pattern. \$30,000



Also for sale is an SL1 2 door (post) sedan. It is in excellent condition but could use a repaint. The interior is red but NOS blue upholstery has been used on the seats.



Perhaps the most impressive is this genuine 27,355 mile S Series Valiant. Everything on it looks and feels brand new and it is as it come out of the factory (battery and tyres notwithstanding). It has had a US radio added but the Smiths heater is a factory option. This car sat in the Kew Chrysler museum for many years as a perfect example of the marque. A light buff will bring the paint back to its original gloss. \$60,000



There are so many parts for sale, many NOS (R and S tail light lenses, wiper motor and many other great parts). Not shown are all the memorabilia. Leighton can tell you more. **Email leightonfischer@gmail.com or call 0438 403 411**

NSW R & S Valiant Club – Minutes – General Meeting – 7th February 2022

Meeting Opened: 8.02 pm chaired by Colin Kenny-Levick

Members Present: Colin Kenny-Levick, Paul McCurley, John & Sue Pulo, Michael Sidney, Bob Nix, David Smith, Ray Weeks, Colin Money, Bob Thomsen, Charles Dimech and Bev Mullins and Ray Scott

Apologies: Warwick & Jan Nicklin and Peter Morthen

Minutes 06/12/2021: Minutes of the previous meeting were emailed by Sue on behalf of Paul, accepted on the motion of Ray S, seconded by David

Treasurer's Report: Tabled by Ray showing a credit balance of \$20,723.64 as at 31/12/2021 after income of \$40.00 and expenditure of \$1,861.78 (Cheque Account \$9,684.64 and Term Deposit \$11,039.00) and a credit balance of \$20,437.64 as at 31/01/2022 after Nil income and expenditure of \$286.00 (Cheque Account \$9,398.64 and Term Deposit \$11,039.00). Accepted on the motion of Paul and seconded by Colin M. Permission was given to pay incoming accounts

Membership Report: Membership stands at 82 plus 6 Life Members, making a total of 88

Correspondence In: Email from Ken Bonwick on 7/12/2021 advising not renewing membership as S Series sold

Email from Fairfield Council on 10/12/2021 advising application for meeting room in 2022 processed

Tax Invoice from InPress Printing on 22/12/2021 for \$333.30 for 115 Souvenir books re launch of Valiants

Reimbursement request from Sue Pulo for \$330.00 for 300 postage stamps to post Souvenir books

Email from Paul Miller of Victorian R&S Valiant club dated 4/1/22 attaching 9th National Reunion A4 poster

Email from Ray Scott on 16/1/2022 attaching December 2021 financial reports

Email from Michael Sidney on 19/1/2022 advising cancellation of CMC January meeting

Tax Invoice from InPress Printing on 21/1/2022 for \$286.00 for 115 Jan-Feb 2022 magazines

Reimbursement request from Sue Pulo for \$456.19 for 300 postage stamps and 1000 C4 envelopes

Email from Ray Scott on 27/1/2022 advising payment to InPress Printing of \$286.00 for Jan-Feb magazines

Email from Warwick Nicklin on 31/1/2022 attaching spare parts & merchandise reports Dec 2021, Jan 2022

Email from Paul McCurley on 5/2/2022 advising change of his email address to pmccurley62@gmail.com

Magazines In: R & S Valiant club of S.A. – December 2021 (and by email 7/12/2021)

R & S Valiant club of S.A. – January 2022 (and by email 19/1/2022)

Queensland R & S Valiant club – January-February 2022 by email 2/1/2022

R & S Valiant club of Aust (W.A.) – June-December 2021

Chrysler Restorers' club of Australia – December 2021

Correspondence Out: Email to Ken Bonwick on 6/12/2021 attaching membership renewal form for 2021-2022

Email to InPress Printing on 1/1/2022 advising payment of Invoice for \$333.30 for printing Souvenir books Souvenir Edition books posted to members and other clubs 23/12/2021 to 7/1/2022

January-February 2022 magazines posted to members 19 – 21/1/2022 and to other clubs on 27/1/2022

Email to Miles at InPress Printing on 28/1/2022 advising payment of \$286.00 for Jan-Feb 2022 magazine

Editor's Report: 60th Anniversary Souvenir books and January-February magazines published and posted

CMC Report: No report as meeting was cancelled. Michael to email out copy of latest "Preserve" magazine

ACD Report: No report. First meeting to be held 09/02

Events Report: 60th Anniversary Run to Oatley Park 16th Jan. was well attended.

Charity Run on Australia Day was cancelled – to be rescheduled later in the year.

Next Run Luddenham Model Park 27th Feb. Meet there 10.00 am

Club Plates: 3 renewals have been processed so far this year

Spare Parts: Parts sales of \$110.00 and merchandise sales of \$5.00 for January.

General Business: Colin K-L to investigate costs involved in issuing membership cards.

Sue to forward emails from Victorian Club re accommodation options for National Reunion.

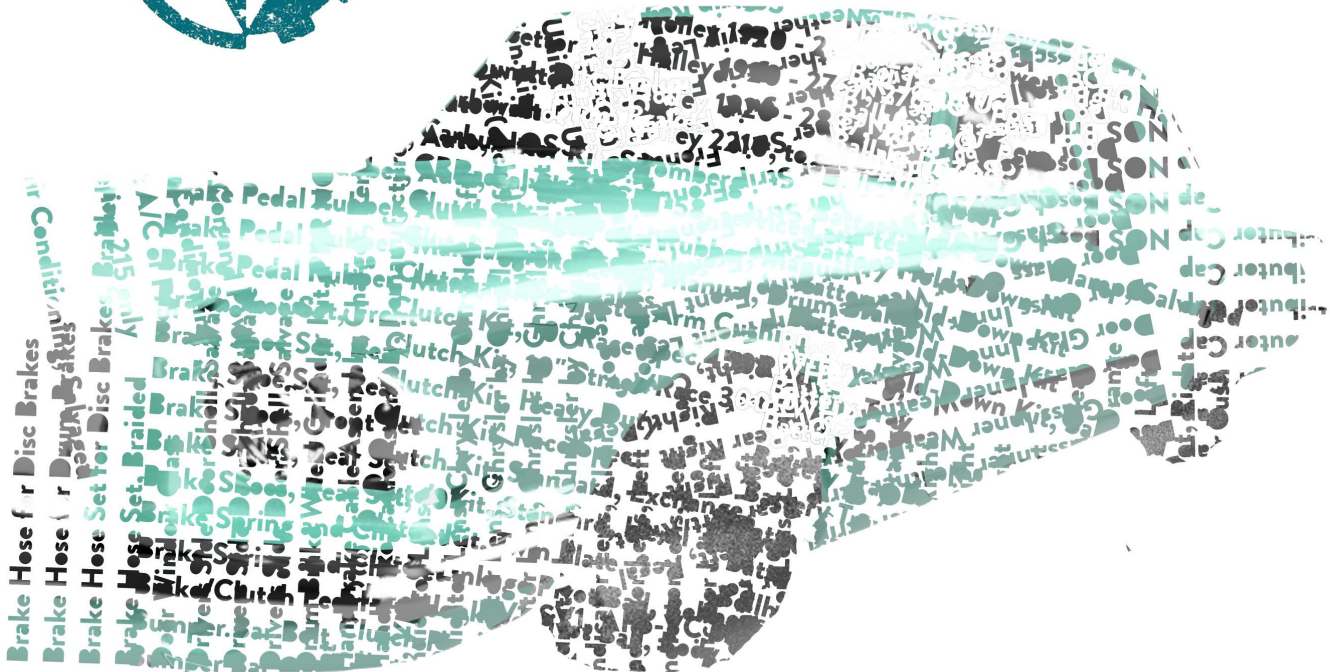
Colin K-L thanked Bob Nix for arranging the 60th Anniversary stickers.

Next Meeting: Monday 7th March 2022 at 8:00 pm Meeting Closed: 8:54 pm



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