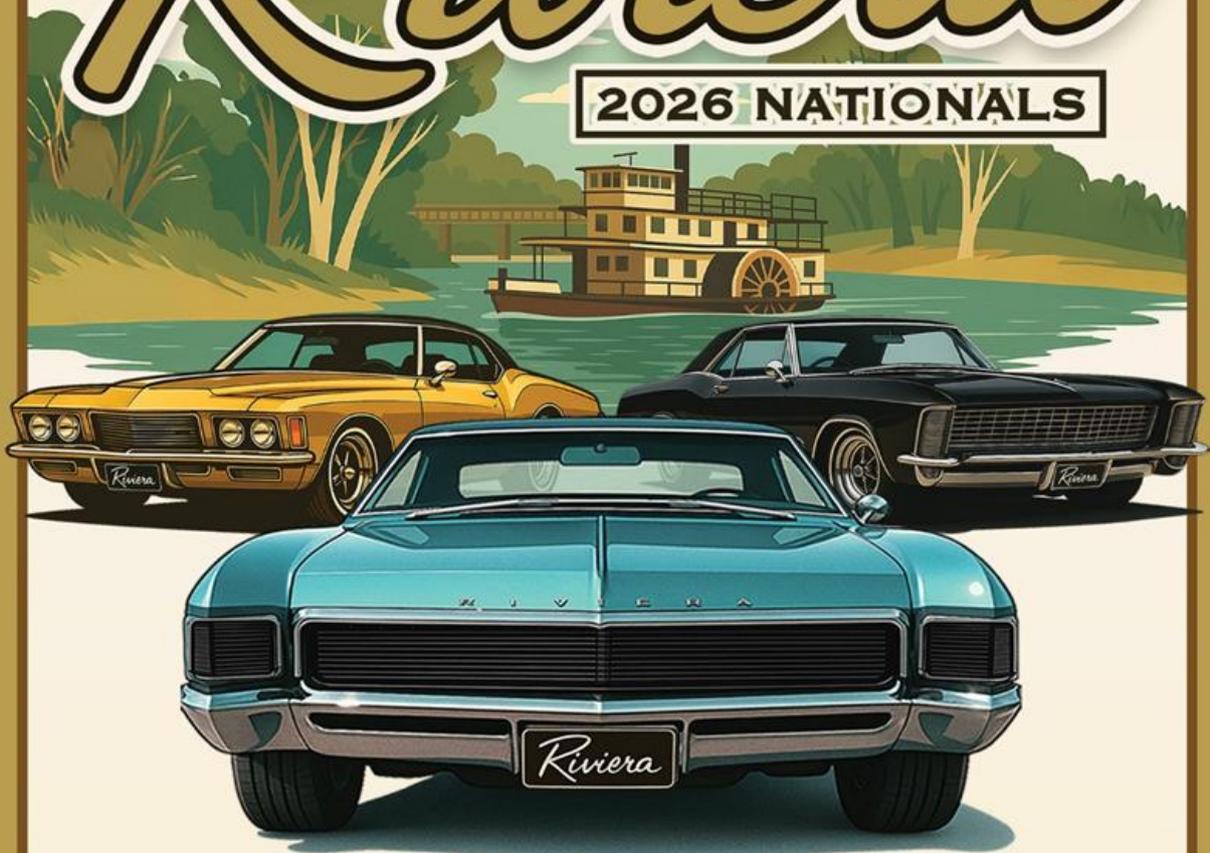




The Australian
Riviera
ROA AUSTRALIAN REGION

RIVIERA OWNERS ASSOCIATION
AUSTRALIA

Riviera
2026 NATIONALS



MOAMA, NSW.
26-29 MARCH 2026



John Forster
#13148

Looking forward to the Riviera Nationals in Moama . .

Editorial

Hi Ho, Hi Ho, it's off to the Nats we go!

Getting ready everyone!

Leaving from Queensland, we plan to travel on the Tuesday before the meet and are meeting up with others at BP Goondiwindi at 10 am on that day before bedding down in Coonabarabran at the Country Gardens Motel in Johns Street for the night. The next night we're at Narrandera Club Motor Inn in Bolton Street and then in to Moama after lunch on the Thursday that the meet kicks off.

If you want to join us on the run, this should enable you to catch us up at the night's motel.

Tom has promised us a great weekend and we are all certainly looking forward to the event!

If you are coming from Sydney, Tony has advised that they will be meeting up at Trappers Bakery in Goulburn around 10:30 am on Wednesday 25th March and staying at The Club Motel at 73 Morgan Street in Wagga overnight.

Tony's contact details are on the last page of this edition of *The Australian Riview*.

Another Aussie Riv has made it on to the cover of *The Riview*, and in this case, it was our '78.

I would encourage members to submit their Rivs for consideration, it is a great boost for the ego to get your Riv into this prestigious international magazine, possibly even more so if you end up on the cover!

However, and unlike here

in Australia, you do need to be a member of the ROA, and there's nothing wrong with that by the way, to be considered for inclusion in that magazine. Membership entitles you to access all of the ROA benefits including the six bimonthly editions of *The Riview* in hard cover format as well as website access to all areas.

The ROA website is a treasure trove of Riv information on all model years and has been extremely helpful to many members when getting their Rivs on the road, or just making sure that they are correct in every detail.

If you aren't already a member, perhaps consider joining. Details are always included on our last page.

See you in Moama in March.

G'day from the Regional Co-Ordinator



Tom Kunek
3845

Please don't wait until the last minute to register for the Meet, if you have not done so NOW IS THE TIME TO ACT. Inside this newsletter you will find the information you need and the registration form of the next National meet.

Currently there are 3 Rivs coming from Queensland. They will be doing the longest road trip traveling the full distance from the Queensland/NSW border to the NSW/Victorian border. That is a distance of 1,500km.

That is what I call dedication and determination in

being a Riviera Enthusiast. I am sure that the Qld. folks will make the drive down south part of an overall holiday with plenty of overnight stops along the way.

We have entrants from all states except WA.

Most members & enthusiasts have already sent in their registration forms and made payments. Thank you!

If you have not already done so and you want to join in the fun at Moama-Echuca, then please send your completed registration form to me. My details

are at the bottom of the form.

This is the last newsletter before we all meet in Moama NSW on the 26 March 2026 so get your Riv ready to roll and get ready for some great days of Riviera fellowship and fun.

Looking forward to seeing everyone at our host motel in Moama.

Until till next issue keep those beautiful Riviera's rolling

Tom

Are You Getting Ready to Travel Yet?

At the January President's run for the local Buick Car Club, we managed to get four Rivs in attendance. A bit of Riv leg-stretching for the upcoming travel.

Not a bad turn out for up here in the North!

While not all will be making the trip to Moama, at least a couple of us are and we are hoping to see plenty of other Rivs at that meet.

So, are you getting ready to travel yet . . . to Moama we mean!

Thursday 26th
March through
Monday 30th

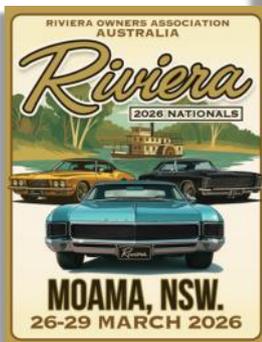
March, be there
for a ton of Riv
action.



Adrian Dearlings 65 GS



Terry Searle and John Forster made it along.



Peter and Janelle Tight's Boattail

The Star of the Show . . .

For a probably short 30 second commercial.

The 65 Riviera is a star of a car so when Tony G registered his interest in commercial work with Star Cars it wasn't too long before he had a gig.

Not the first time Tony has had one of his Rivs starring in a commercial, however this time it was for a Japanese cosmetic company, and he shared the billing with a band.

Here's Tony's account of the day.

Recently got a paid gig with the 65 for a Japanese Cosmetic company using a Korean K-pop Boy Band as the talent. It's always interesting to see how much goes into these productions for a probably short 30 second commercial. Crazy amount of effort. Our car was only used in the last of many scenes for the day.

Perhaps you might want to get into the commercial business, Tony tells us that it's not hard to register with Star Cars.

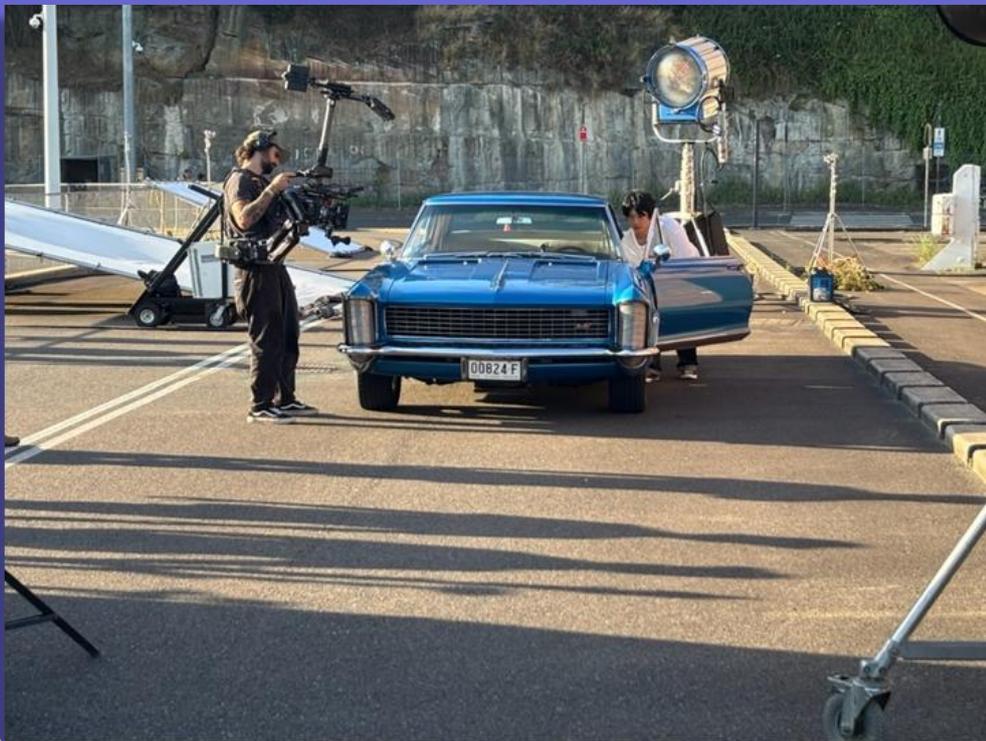
Food for thought. . .

Tony's commercial was shot in December 2025, just in time for Christmas, nice present Tony!





Perhaps you've got a star in your garage . . .



1999—The Collector Riv . . ?

A number of last model Riviera cars have been drifting into the country in recent years, and they certainly look the goods.

So, as a serious collector you now naturally want to locate and purchase the last Riviera off the production line, good luck with that!

Is the numbered 200 Silver Arrow the one that you seek, probably not.

To coincide with the last Riviera model year Buick released the booklet, Riviera, Silver Arrow.

This 34 page, cover to cover included, booklet contains wonderful photos and history of the Riviera from model 1 to the end of the

line on 25th of November 1998 when the last of 200 Silver Arrow Riviervas rolled off the line.

We understand that the 200 Silver Arrows did not come off the production line in ordered number but will need more research to confirm that. An interesting forum debate on the subject can be found [HERE](#) where they discuss VIN numbers out of sequence amongst other anomalies in the Silver Arrow production schedule.

While the last day of production will vary with whatever site you are on, with dates ranging from November 16 though to November 25.

The weblink above suggests that car numbered 1G4GD2217X4702156 was the last Riv. They also note that this VIN has never been road registered and as such is probably owned by GM and in their collection.

Your chances of buying that one, if it is still there, are slipping away, although not entirely out of the question as GM has been known to sell off its collection cars occasionally.

Still want the last Riv, make it easy on yourself and just be happy to collect a 1999 model year Riv and hopefully you come across a nice Silver Arrow . . dream car!

Make it easy on yourself . .



If GM thinks that this is the Last Riv, it probably is!



The Last Riv
built, last seen
at the 2005
ROA
Nationals ,

No, not
number 200,
in fact no
number at all!

Off the Riviera Track, Just a Little

Check out the photos on the next page.

When it comes to collectible cars it seems that hardtops are the favourites of the more traditionally designed cars, you know, the ones that we can afford, no Ferraris here please.

Hardtops are called hardtops because they started life as convertibles with a hard top roof put in place of the original rag top. Some suggest it came from GM and a comment about liking convertible style cars but not the inconvenience of the soft top.

Chrysler may lay claim to having developed the idea when they released a limited run (just seven examples) hard top Town and Country car in the very late forties.

Others may credit other brands, but it does seem that GM was the first to mass produce the hardtop when Cadillac released its first example in 1953, the Coupe de Ville.

At the same time Buick and Oldsmobile also released similar cars, they shared the bodies, which were all fabricated by Fisher of course.

Not great sellers initially, however GM persisted

and they eventually became the cars to have, in both two and four door format and well into the 1970s.

To the Riviera fraternity it is the 1963 Riviera that is the epitome of what a hardtop should look like, however that was the sixties. What about in the fifties? Did anything like a Riviera exist in those days?

Many would suggest that there was one standout example that could be associated with the Riviera.

Not an overblown corporate barge, but a lither looking and certainly a design that was nothing like what was being peddled to market at the time. Sounds like a Riv, right.

Strangely this car was by a long running but now struggling corporation that possibly had no right to develop such a trend setter car, but they did and did it superbly.

Well, the design at least, the quality of the build and the engineering may have left much to be desired and probably helped to sink the company. But why worry about that when it

had the look.

We speak of the Studebaker Commander Coupe. Shocked?

Let's take a look at the car.

Looks like nothing else on the market, tick.

Looks like a futuristic design and looks good, tick.

Has an instrument package that was way out in front of the other brands, tick.

Had a hardtop design, tick.

V8, automatic, tick.

Some European influence in the design, tick.

Long wheelbase (120 inches), not too much overhang tick.

Even had a little arm rest in the back that may well have inspired the Riviera designers, just saying.

You take a look at the photos and let us know what you think of this design that landed in 1953!

Then look at the 1963 Riviera, both very differ in some ways, and very similar in others.

In both cases, exactly ten years apart, designers have hit the nail on the head, as they say, with these two quintessential designs for a hardtop, dare I say it, personal luxury car.

One gets my award for the fifties and the other is a clear winner in the sixties.





Compare it with a 1963 Riv, different, but the same.

How far ahead of the design pack was this 1953 Studebaker Coupe? Shame about the engineering, perhaps.



Check out the cover on the next page.

Another 1978 Red Riv

I wasn't aware that our 78 would be featured on the cover of the January edition of *The Rivview* and so was very pleased to receive an email from Tony Leraris of Fort Smith Arizona who not only alerted me to the honour but also to advise that he too had a 1978 Riv, and it was also Firemist Red!

Tony's car has an interesting story to go with it, and he has given us permission to share it with the readership.

Good morning, John,

I was delighted to receive my Riviera Review magazine this month to see your car on the cover. We have matching Rivieras!

Years ago, an elderly man in my Church stopped me and asked me to buy his 1978 'black and silver' Riviera. I went to see it and was deflated when I saw it sitting in his driveway with two inches of pine needles on the car. Once we brushed off the leaves, it was obvious the car had been hit with hail more than once. Every surface was dented as well as the trim. It looked like someone had walked around it with a ball-ping hammer just banging away. He was nice enough to let me drive it, and was I ever impressed with its handling and performance. He wanted \$4,500.00 for the car, but the damage was too extensive for my liking, so I passed even with only 31,000 miles on it.

About three months later, an ad appeared in my Buick

Bugle magazine for a 1977 firethorn red, one family-owned car in West Virginia. What caught my eye were the handsome Buick alum. roadwheels. It was firethorn red, but in need of repainting. The son of the original owner said "I just don't need four cars, and finding a spare garage or warehouse for this Riviera is troublesome." We struck a deal, and a friend of mine and I drove it home to Arkansas. It just floated down the highway. It created a crowd every time I stopped for gasoline.

Once home, the owner hadn't been 'real up front' with some of the work needed on the car. The top-of-the-line climate control air conditioning system wouldn't work, the power antenna wouldn't work, the headliner was falling apart, but the car was rust free with a near perfect red velour interior just like yours. My car has the tilt-telescoping steering wheel, so the steering wheel is different than yours. Mine looks like a Cadillac steering wheel. I have the original red Riviera floor mats as well as the original spare tire.

The worst part of the interior was the split door armrests. After careful shopping on e-bay, I found the correct shape (fiberglass) and ordered them. Talk about a job getting those door panels off and gluing down the new armrest! My ONLY complaint is the God-awful mileage that car gets with the 403 V-8.

I also have another Buick – my late mother's 1979 Elec-

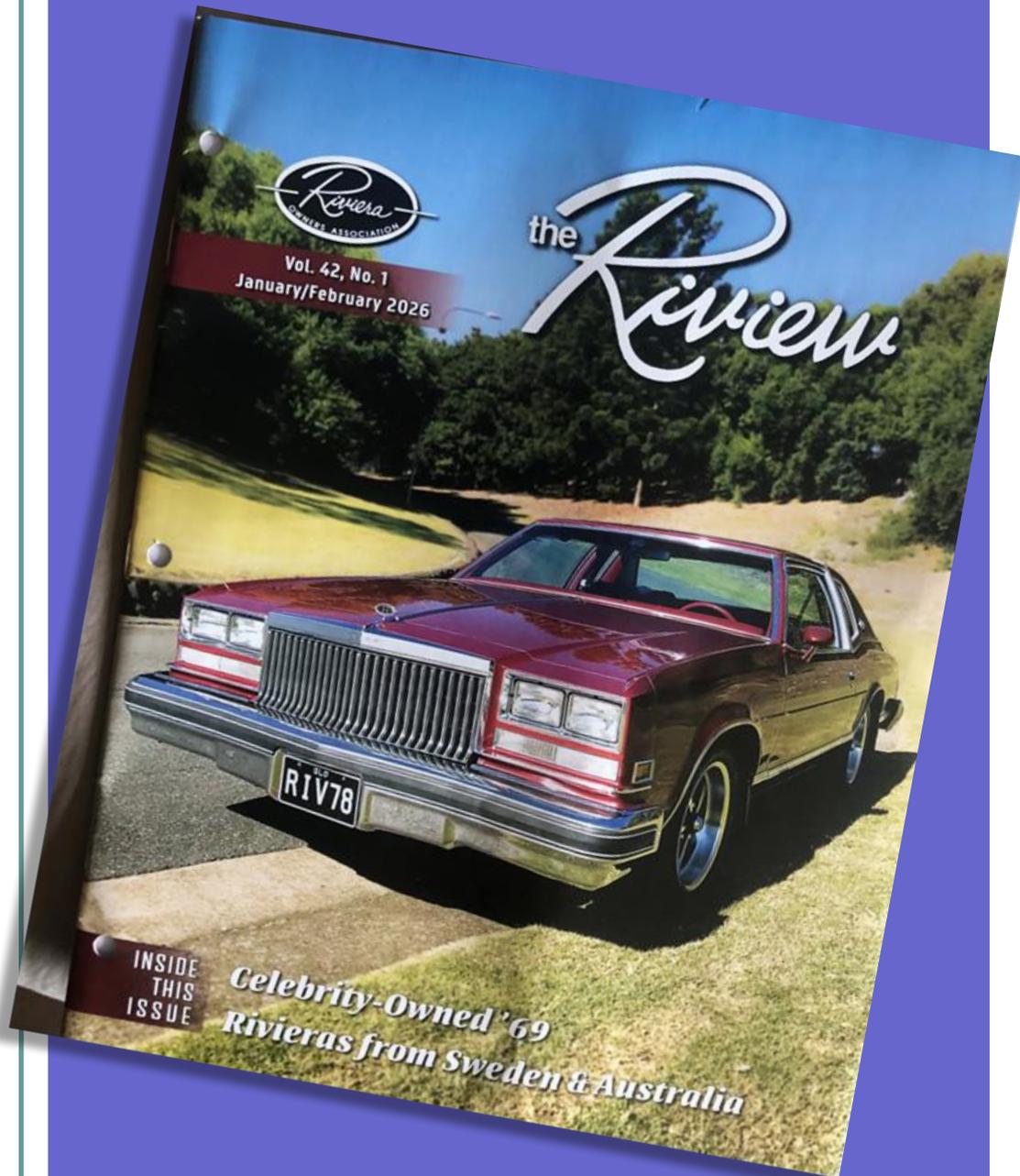
tra Limited four-door sedan. It is never spent a night out of the garage and looks like a new car. Upon her death 25 years ago, I asked my brother if he would like her car? "Heck no, I wouldn't be caught dead in that car." My younger sister had about the same answer, so I brought it home much to my wife's displeasure. I couldn't stand the thought of seeing it in town with 24" tall wheels 'bouncing' down the street.

Since buying the Riviera, I have had all the mechanics fixed, a new headliner installed, had the car painted and a new landau roof put on. My little opera lights still work on the sail-panels.

I have been 'car crazy' all my life and have amassed a collection of six antique cars. I also have a 1960 Cadillac Eldorado Seville, a 1970 Mercury Cougar XR-7 convertible, a 1990 Mercedes Benz 560 SEC, a 1965 Chrysler Imperial, plus a 2007 Mercedes SL550. Nothing built today appeals to me because they all look like glorified superpositories coming down the street. I can't tell a Honda from a Toyota. No style like the 'old' ones.

Sincerely yours,

*Tony Leraris
1725 S. 44th Street
Fort Smith, AR 72903*



Submit your Riv photos and story to the US Riverview magazine and perhaps you too can get on the cover!

How Many Rivs

I just need
one . .

We talked earlier about collectable Rivs, this time the 1999 model, and if you have been searching for a Riv you will have found out that they are a bit thin on the ground here in Australia, and not so common anywhere these days, depending upon which model you seek.

Some years production was very low, other years not so bad.

Just to aid your aspirational searching, here are the official GM Buick production numbers. In your quest it is likely that the more they made the better your chances. The one thing you have in your favour is that there is no such thing as a bad Riv model, each have their own characteristics and it's a matter of balancing their ups and downs and getting yourself into a Riv ASAP!

Good luck!

YEAR	DESCRIPTION	UNITS
1963	Model 4747 Two-Door Coupe	40,000
1964	Model 4747 Two-Door Coupe	37,658
1965	Model 49447 Two-Door Coupe (Includes Gran Sport 3,355)	34,586
1966	Model 49487 Two-Door Coupe (Includes Gran Sport 5,718)	45,348
1967	Model 49487 Two-Door Coupe (Includes Gran Sport 4,837)	42,799
1968	Model 49487 Two-Door Sport Coupe (Includes Gran Sport 5,337)	49,284
1969	Model 49487 Two-Door Sport Coupe (Includes Gran Sport 5,272)	52,872
1970	Model 49487 Two-Door Sport Coupe (Includes Gran Sport 3,505)	37,336
1971	Model 49487 Two-Door Coupe (Includes Gran Sport 3,175)	33,810
1972	Model 49487 Two-Door Coupe (Includes Gran Sport 2,171)	33,728
1973	Model 4EY87 Two-Door Coupe (Includes Gran Sport 3,933)	34,080
1974	Model 4EY87 Two-Door Hardtop (Includes Gran Sport 4,119)	20,129
1975	Model 4EZ87 Two-Door Hardtop (Includes Gran Sport 3,101)	17,306
1976	Model 4EZ87 Two-Door Hardtop	20,082
1977	Model 4EZ37 Two-Door Coupe	26,138
1978	Model 4EZ37 Two-Door Coupe	20,535
1979	Model 4EZ57 Two-Door Coupe	52,181

YEAR	DESCRIPTION	UNITS
1980	Model 4EZ57 Two-Door Coupe	48,621
1981	Model 4EZ57 Two-Door Coupe	52,007
1982	Model 4EZ57 Two-Door Coupe Model 4EZ67 Convertible	42,823 1,248
1983	Model 4EZ57 Two-Door Coupe Model 4EZ67 Convertible	48,484 1,750
1984	Model 4EZ57 Two-Door Coupe Model 4EZ67 Convertible	57,363 500
1985	Model 4EZ57 Two-Door Coupe Model 4EZ67 Convertible	64,905 400
1986	Model 4EZ57 Two-Door Coupe	22,138
1987	Model 4EZ57 Two-Door Coupe (Includes T Type 2,587)	15,223
1988	Model 4EZ57 Two-Door Coupe (Includes T Type 2,065)	8,625
1989	Model 4EZ57 Two-Door Coupe	21,189
1990	Model 4EZ97 Two-Door Coupe	22,526
1991	Model 4EZ57 Two-Door Coupe	13,168
1992	Model 4EZ57 Two-Door Coupe	12,585
1993	Model 4EZ57 Two-Door Coupe	4,555
1994	No Production	—
1995	Model GD07 Two-Door Coupe	41,422
1996	Model GD07 Two-Door Coupe	18,036
1997	Model GD07 Two-Door Coupe	18,827
1998	Model GD07 Two-Door Coupe	10,953
1999	Model GD07 Two-Door Coupe Silver Arrow	1,956 200
TOTAL PRODUCTION:		1,127,376



Is This The Most Expensive Riv, Ever?

We found this one just a bit too late I'm afraid.

It went to auction by Mecum at Kissimmee on January 16, 2026 but failed to sell.

We have a few photos from the auction website and a

link to a short video of Peter Klutt going over the car in some detail.

The only thing wrong with this car, that we could see, was that after Detroit Speed modified this 65 GS at a reputed cost of around US\$1.25 million, it was

tipped to fetch between US\$500,000 and US\$600,000.

Ouch!

The Mecum website is [HERE](#).

Check out the video [HERE](#).

Faultless, if you like almost factory looking, but not.

LSX and six speed auto, paddle shifters of course!



Next Issue

In some circles the talk always turns to Rivas, in others, the talk may turn to Toronados.

In which camp do you reside?

Are you with the ROA or perhaps you are with the TOA.

No matter, both the Buick and the Oldsmobile are halo cars in anyone's language.

Indeed, there is a close bond between the ROA and the TOA in the USA and perhaps even here, let us know if you own a Toronado here in Australia.

Some few years back I inspected a Toronado with

my brother-in-law, who was looking for a collector car. It was a first model Toronado GT and in hindsight I should have grabbed it, as he did not. A tiny bit of rust sank the deal for him.

We have made comparisons for the Riv against the Thunderbird, (always back

the Riv) however, what if you wanted another alternative to consider.

The Toronado has some great underpinnings and after all, it is still GM.

Next edition we take a look at the ROA – TOA issue.

You might be surprised by what we come up with.

ROA—TOA ?



We will run ads until advised to withdraw them. Please ensure that when your items are no longer available you let us know so that we can ensure the freshness of the information contained within this section of the magazine. Many thanks!

Suppliers and Repairers

If you have had a job well done from a repairer, then why not let others know about it. Send in details of your good experiences so they can be printed here.

Dan's Classic Auto Parts of Portland OR - www.dansclassic.com

BJ Panel Restoration and Fabrication,

Thornlands. Qld.

Bill - 0403 120 921

(panel beating, rust repairs, fiberglass repairs, modifications)

Bill works in conjunction with - Carr Creation Auto Refinishing, Graham Carr - 0411 588 272

Thornlands. Qld.

(spray painting specialists).

Anavid Auto Upholsterers,

24 Smith Street,

Capalaba. Qld. 4157

Tel: 07 3390 3444

Mt. Cotton Auto Electrics,

Mob: 0429 193 815

Spectrum Rubber and Panels Pty.Ltd.

P.O. Box 328,

St. Marys. N.S.W. 1790

Tel: 02 9623 5333 Fax: 02 9833 1041

Email: sales@spectrumrubber.com.au

Website: www.spectrumrubber.com.au

Tim Harper has advised the following -

Recco now stock K & N filters for Rivierras.

The K&N E-1360 Air cleaner suits single carb Buick and Riviera applications from 1965-1967,

see listing:

<http://www.knfilters.com/search/applications.aspx?Prod=E-1360>

Note: There was a Dual Quad filter, if you can't find listing try by Dimensions.

The K&N HP-2003 oil filter suits Nailheads and Rivierras up to 1978, check listing:

<http://www.knfilters.com/search/applications.aspx?Prod=HP-2003>

Go to www.knfilters.com and click on BUY you get a list of suppliers and installers for your Australian postcode.

Note: This is not in any way an endorsement of these businesses. It is just giving members leads to businesses that other members have had a good experience with.

members have had a good experience with.

The Market Place

For Sale: 1 x 1968-69 n/s fender with small marker light, excellent cond., no rust or damage.
1 x 1966-67 headlight motor, good working order, includes one flexible coupling.
3 x 1968 rear side marker lights (tri shield design).
1 x 400-430-455 waterpump used or will trade on any 1965 parts.

Steve Moore 02 6884 9904 Email:

riviera.1965@hotmail.com

For Sale: Riviera parts

1966-67 door shells R,L, straight, no rust \$300 each

Electric window motor \$120

1966-67 air grille panel (base of windscreen) \$30

1969 RH front mudguard straight, no rust \$300

1969 rear window guides \$25

1969 sun visors (black) \$80 pr

1975 tail light assemblies \$90 each

NEW - Riviera script, the one with large R, early

60's ? \$80

1963-65 lower chin parking light assemblies VGC \$250

pr

1975 bonnet emblem (new) \$70

Riviera Sales brochures -

1963 - 8" x 10" colour 6 pages \$40

1966 - 10" x 10" colour 6 pages \$40

1968 - 10" x 10" colour 8 pages \$40

1995 - 5" x 10" colour 4 pages foldout \$20

Ron Noonan 02 9631 4763 Email:

buickron1@bigpond.com

Parting Out: 1967 Riviera. Bucket seats, floor change, factory disc brakes, car full of parts, no motor or gearbox, Call Doug Hawkins 0418 631 233

For Sale: 1971 Riviera. Professional restoration 12 years ago. Runs and drives nicely. Asking \$55k. Contact Peter Hughes 0417296764



For Sale: Buick rubberware/weatherstripping. After officially closing Automotive Technologies of Australia two years ago I still have a number of rubberware/weatherstripping pieces to suit various Buicks.

I have pretty much a full rubber kit to suit 1963-65 Riviera, and various bits and pieces to suit the later Rivierras through to 1976. Also other rubbers to suit Electra etc through to around 1990. All good quality parts (mostly Steele Rubber Products).

If you have any needs in this area please email me amillane@bigpond.net.au or text to 0409 174 398 with your vehicle details and I can let you know what I have. Thanks, Arnold.

For Sale: Rebuild gasket set for 401 engine \$150 plus postage and rebuild gasket set for Dynaflo gearbox \$100 plus postage. Paul McKennarney psmck@tpg.com.au

The Market Place continued

FOR SALE 1964 Buick Body Service Manual. All series including Riviera, Special, Skylark, etc. Good condition \$65.00

1964 Buick sales booklet. Covers all Buick models including Riviera and Special, 64 pages, all colour. This is a large booklet 14" x 10.5" on quality heavy paper (there were two versions printed). Good condition \$100.00

1965 Buick Chassis Service Manual. 43000 and 44000 Special and Skylark. Good condition \$80.00
1965 Body by Fisher Service Manual. All Buick inc Riviera, Special and Skylark. All Chevrolet inc Corvair and Monza, Pontiac, Oldsmobile and Cadillac. Good condition \$120.00

70 Years of Buick by George Damman, features every Buick model (inc export versions) up to 1973, black & white, good condition \$75.00

Automobile Quarterly Vol 19#2 includes the "Riviera Reborn. The story since 1963" 22 page story, all colour on Buick Riviera from 1963-1981. Mint \$40.00
Automobile Quarterly Vol 18#2 "Riviera by Buick. The early years of a styling pacesetter" 22 page story, all colour on 1949-1962 Riviera series by Buick. Mint \$40.00

And for the Pre-War guys

A pair of Lucas SLR700S 7" driving lamps in good condition, 6V or 12V (currently 6V globes, one needs replacement after testing). Will need brackets to fit whichever Buick or other vehicle. These came fitted to my 1938 Buick. \$130.00 pair.

Can send photos of any item, email

rodney_b@live.com.au or
sales@victortimberandfasteners.com.au
or 0450 626 684

Will post at cost. Thank you, Rodney

1963-65 Factory Literature on CD. 1963-65 Dealer Service Bulletins

(supplement to shop manual), 1963-64 \$10, 1965 \$12; 1963 Master Chassis Parts Book \$10, searchable with numerous illustrations. Delivered to you by email as a digital CD image file; you burn your own CD from the file. No shipping cost when done this way! Jim Cannon ROA #9774, 63Rivvy@gmail.com, +1

-832-692-2288.

For Sale: 1965 doors skins for sale. No rust. \$400.00 for both

63 64 65 Buick Riviera Power Steering Box 18:1 ratio - \$50
Dash speaker grille in excellent condition - Free
Sun visors Gray in V/G condition - Free
1963 - Flat wiring loom which runs the length of the floor pan. - Free to good home!

Great to have as a spare.

Tom Kunek 0419 658 500

For Sale: 2x 15x7" Centreline Fluted Star, 2x 15x8" Centreline Fluted Star

Will suit any full size 5on5" (5/127) stud pattern.

\$800 + shipping or collect in Sydney

Seller: Andrew Hodgeson 0418 289998

email: rocklee@bigpond.net.au

Wanted: 64-65 401-425 block. Rob Rooders 0414 662 975 lonewolf_surf@hotmail.com

For Sale: BUICK 455 Stage 1 Big Valve Heads. Stage 1 valves with heavy duty valve springs. Excellent bolt on horsepower upgrade. Pair are in excellent condition and very rare. Can organise freight at buyer's expense or able to drop off at freight depot. Pick up Melbourne 3023 Price \$3500
Andrew Liapis andrewliapis@gmail.com

Wanted: 1964 Front bumper and lower valance panel below the bumper and a secondhand rotisserie for a 1964 restoration project. Darren Berry 0423375214.

For Sale: 1969 Riviera Billet rear lower control arms, electric headlight actuator conversion, POR 15 undercoated, 18x8 American Racing wheels (original mags included) Rebuilt 430/4 Buick motor, Solid Body, No Rust Many photos and videos available. Car in the USA. Contact Rupert Ellis widge94@gmail.com Cell Number: 214.733.3132

1965 Model Kits For Sale: Rob Rooders has listed scale model kits for the 1965 Riv on Facebook.

If you are interested go to Facebook and look for 1965 Riviera kits or connect with Rob at lonewolf_surf@hotmail.com

For Sale: Headers to suit 455 from Speedway Motors. Dougs Headers part # 447020R \$1500 Jim Harkess Contact at qual1770@bigpond.net.au

BUICK Disc Brake Conversion Bracket Kits (63-70 Riviera, 61-70 Electra, LeSabre, Invicta and Wildcat) (these bracket kits are designed to use 71-76 Riviera rotors and calipers) View details and pricing at www.mako.com.au Tony Gentilcore 0408 964 217 email: tonyg@mako.com.au

For Sale: 1968 Riv. The car has been rubbed back close to bear metal body is straight with the exception of the passenger door. Motor is fresh & powerful car that runs and drives.

Needs paint & interior work mainly the driver's seat.

Max Gelai 0456731500

For Sale is my 1966 Buick Riviera which I have owned a since 2014.

This car is an absolute pleasure to drive, 425 rail-head is strong and reliable, TH 400 auto shifts smoothly and quietly.

No work to do, all the hard work is done, just hop in and enjoy the drive and your investment. Regularly maintained by a fussy Buick enthusiast. \$49,000
Terry Searle 0450 195767 or terryriv@mail.com

Wanted: RHF mudguard for a 1965 Riv. Contact Norm Bernhardt in Perth on 040 777 2723.



Why not take out an ad in the Rivview?

All new ads are also emailed to the Australian ROA group as soon as they are received!



Share The Pride

ROA AUSTRALIAN REGION

Aus National + Vic + Tas Regional
Co-Ordinator
Tom Kunek # 3845
Tom.kunek@outlook.com
0419 658 500

Old Regional Co-Ordinator
John Forster #13148
ausriview@gmail.com
0417 778 852

NSW + SA Regional Co-Ordinator
Tony Gentilcore # 10107
rivs@mako.com.au
02 9453 9199



WE'RE ON THE WEB!
WWW.RIVOWNERS.ORG

DON'T FORGET, IF YOU DO SELL YOUR RIVIERA, LEAVE DETAILS ON JOINING THE ROA IN THE CAR

Back Issues Are Available

Just in case you may have a need to check out any of the back issues of *The Australian Riview*, they are available.

The Buick Car Club of Australia, Queensland Inc has recently had its new website initiated and it includes open access to previous copies of the Aus Riview.

Back copies start from October 2014, Volume 6, Issue 3 when the new editor commenced and to celebrate the announcement of the 2015 ROA Australian Nationals.

Go [HERE](#) to access the back copies.

If you'd like to read that October 2014 issue, then go [HERE](#).

This e-magazine is produced under the auspices of the Riviera Owners Association USA and the Buick Car Club of Australia Qld Inc. to cater for the needs of car enthusiasts with an interest in the Riviera produced between 1963 and 1999.

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It is a medium created for the exchange of stories and ideas. Its aim is to support enthusiasts in Australia in the preservation and use of the Buick Riviera built between 1963 and 1999.

The editors welcome contributions at ausriview@gmail.com

Membership

Please encourage any Riviera owners you meet to join the R.O.A.

It's simple, just log on to the R.O.A. web site.

