

VOLUME 18 ISSUE 4

JULY 2026



● The Australian
Rivview
ROA AUSTRALIAN REGION





John Forster
#13148

Be a Riv
Reporter!

Editorial

Tom Campbell is a new Riviera owner who happened upon Tom Kunek in his Riviera Lane hideout and ended up on our cover this edition.

That's how easy it is to get on the cover.

See you there next edition, perhaps.

I note that Tom is calling for magazine contributions in his message this month, for which I thank him of course.

Just to reinforce his call, it's your stories that make a magazine more enjoyable and while I seem to be able to churn out Riv stories when needed, you are the ones who can enhance the magazine so much

more.

Give it some thought and gain my undying appreciation by being a *Riv Reporter* for *The Australian Riview*, who knows you may even end up in the US *Riview*, a great honour for Riv enthusiasts I reckon!

Over two thousand readers for that one.

Back to business.

You may be aware that The Australian Riview is a product of Microsoft Publisher software and as of October this year it will not be accessible, and so we need to reformat our magazine.

At this stage we will be following our sister magazine (Pre War BUICKS) into the world of Microsoft

Word and trust that you enjoy it as much as our current format.

It will look different, but the content will remain the same, plenty of Riviera action!



Tom Kunek
3845

G'day from the Regional Co-Ordinator

I just got back from the "Cooley Rocks On" festival which is held annually at Coolangatta Qld. in June across the beachfront precincts. This festival celebrates Rock and Roll, Classic Cars, Dance, fashion and Pin-Up pageants. This is one event that you must attend at least once in your life. There was only one Riviera on show, and it was a 1965 Riv owned by a lady.

Spring will soon be with us with warmer weather, so we are more likely to take out our Rivs for a drive. Warmer weather is most welcome in the southern states like Victoria and Tasmania.

One thing that really bugs

me about Victorian weather is how we can have four seasons in one day. So, when the opportunity comes along (nice weather) we make a spontaneous decision to take our Riv for a drive. Having an actual destination is the ideal but there have been many a time I drive my Riv for the pure pleasure of driving. No phone calls, no music or radio just the joy of being so fortunate to own and drive such a beautiful automobile.

As we all know, the editor of this newsletter is John Forster, who does a magnificent job as editor. Where he finds the articles to fill the pages is beyond me. Most newsletters are over 20 pages.

John needs your stories and good hi-resolution photos. The final result of what you see starts with what you can send to John. Any Riviera is most welcome.

It does not matter what condition your Riv is in. Even a parts car with history can be of interest. Rivs can be stock, modified, restored, customized or a parts car!

If you have a story to tell about your Riviera or even a Riv you do not own, send it off to John and he will use his skills and edit your words into shape for everyone to enjoy.

Tom

Queensland Riv Swapping

Terry Searle moved his '66 Riv on recently and came back with this nice '73 Boattail.

Astute buying we understand from Terry. Now we're looking forward to seeing it a few more time soon on the local runs.

Once you try a Riv, you just have to keep on having that Riviera feeling.

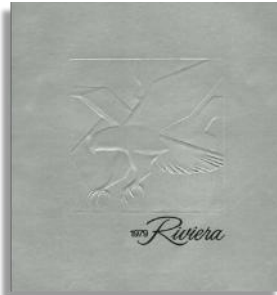
We also have it pictured with Adrian Dearling's '65 Gran Sport, another nice combination as seen at the

April Queensland BCC barbeque day.

Nice combination . .



After All, Life is to Enjoy!



Here's what the AI Wizard had to tell us.

In keeping with our recent series of Ask The Riv Wizard we asked our AI wizard which was the most underrated Riviera and why.

We then asked if this was a good collector car and why, or why not.

Here's what the AI Wizard had to tell us.

The most underrated Buick Riviera is often considered to be the 1979 model. While not as celebrated as the earlier 'boat-tail' Rivas or the supercharged models from the '90s, the 1979 Riviera marked a pivotal shift to front-wheel drive, offering improved handling and interior space. Despite its innovative engineering and comfortable ride, it was over-

shadowed by its flashier predecessors and competitors, but today it's appreciated for its unique blend of classic styling and modern advancements.

In 1979, Buick sold approximately 52,886 Riviera models. This figure reflects the popularity of the Riviera during its transition to front-wheel drive, even though it wasn't as highly regarded as some previous iterations.

While the 1979 Buick Riviera is appreciated by enthusiasts for its innovative engineering and comfortable ride, it is not generally considered a top-tier collector car or a particularly strong investment compared to more iconic models like the earlier 'boat-tail' Rivas or the supercharged versions from the

'90s. Its value has seen modest appreciation over the years, largely due to its unique blend of classic styling and modern advancements, but it remains overshadowed in the classic car market.

For collectors, the 1979 Riviera offers an affordable entry point and a distinctive alternative to more sought-after vehicles. However, those seeking significant returns on investment may find other classic cars offer better prospects. Ultimately, its appeal lies in its individuality and comfort rather than its investment potential.

Riviera.
Like its predecessors,
it suggests the future.

Ever since the first Riviera stunned the automotive world back in 1963, the name has carried with it a promise of bold, even daring thinking. Ironically, it was this tradition that challenged us to

make the new Riviera a statement of what we think is to come, rather than simply a well-turned expression of what is already here. Your first hint of this is

Riviera's appearance. The raked back front-end and squared-off roofline leaves no doubt that this is a luxury car that performs with authority. And provides meaningful room for its driver and passengers.

Interestingly, the new Riviera is almost twelve inches shorter than its 1978 predecessor. The new Riviera's wheelbase is almost two inches shorter than it was last year. Which, of course, means

it is lighter on its feet. Naturally, front-wheel drive and four-wheel independent suspension play a vital role in the new Riviera also, but more on them in a moment.

Best of all, we think the new Riviera, with all the advanced thinking that went into

it, looks every bit like the brand-setting automobile it is. Yet, it also possesses the classic beauty of the first Riviera. It's that kind of car. It's that kind of Buick.

Riviera.
Years from now,
any number of instrument panels
may look like this.

Here before you is Riviera's new digital speedometer and fuel gauge, which are a part of our computer-controlled Trip Monitor. The available Trip Monitor is an option, and we

come and says exactly what the new Riviera is all about. The readout, as you can see, is digital. In the case of the speedometer and fuel gauge, there are no traditional

A similar readout is provided for fuel, except, unlike conventional fuel gauges, this one actually tells you how many gallons are remaining in the tank.

computer will tell you everything, from the number of hours and minutes it will take to reach your destination, to your estimated time of arrival, the number of miles you can

and elapsed trip time. In addition, there's a resettable digital trip odometer and low-fuel warning.

Naturally, since it is a bit exotic, we don't expect every-

ometer, trip odometer and fuel gauge as standard equipment. But, you must admit, it is extremely useful. Particularly if you do a lot of cross-country driving. And as we

What were our own thoughts, well while the 1979 Riv may not be the best-selling Riv ever, it does come close, and as the AI Wizard points out, it was popular at the time it was released.

We went to the brochure for some details.

The first photo appearance of the new for 1919 Riv shows it with the iconic series I Riv in the background and so it was clear that the designers were attempting to cash in on its heritage, and why not.

This Riv was and still is a very nice unit. Dimensionally, it offers more room inside than the outgoing 1978 model even though it looks and is considerably smaller externally!

Sure, it is front wheel drive, however these days that doesn't matter anymore.

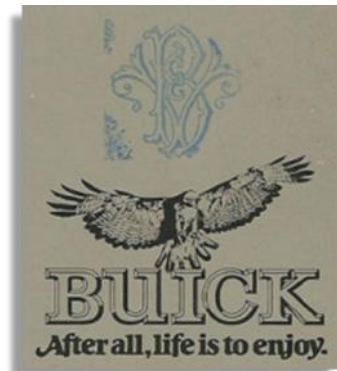
It still rides on a full chassis and comes standard with a 350 V8, as well as having an optional turbocharged V6 S-Type.

The S-Type is the sporty

upmarket version with sports steering wheel, firm suspension, fast ratio steering, blacked out window trims and a whole lot more.

Is this a collectible, we reckon so!

Check out a couple of the sales brochure pages and make your own decision.



The S TYPE
This, of course, is the other side of Riviera.
To create it, you simply specify the Riviera S TYPE, with its standard turbocharged V-6 powerplant. In addition to all the other Riviera chassis features, you get the following special equipment:
Fast-ratio power steering.
Firmer rate front torsion bars.
Firmer rate rear springs.

Former shock absorbers, front and rear.
Larger diameter stabilizer bars, front and rear.
Ordering the S TYPE also gets you a special interior, which features the following:
Bucket seats and center storage console.
A choice of cloth, vinyl, or extra-cost leather (in the seating area) upholstery.
Brushed black instrument panel trim.
Sport steering wheel with 14-spoke center section and padded rim.
The S TYPE also has certain exterior features that set it apart. These are:
Flat black trim around the windows and on the rocker panel.
Streamlined sport mirrors.
Designers' Sport wheel covers.
Rear parking lights.

The result is a real hybrid, a sumptuous, but definitely European inspired road car that looks, acts and feels the part. In addition to the basic S TYPE Riviera, however, there are certain other options to consider.
For your enjoyment, there is an available sunroof or Astroroof (Head room may be reduced slightly with these options.)
Sound systems are important to any car buyer, and here you'll be glad to know Riviera offers no less than nine different systems—all engineered by Delco—everything from the standard AM-FM stereo radio to a stereo radio that electronically seeks out the strongest stations, with a tape deck and 40-channel CB.

Well, there you have it: two entirely different kinds of Riviera, for two entirely different sets of values.
The choice, enviously, is yours.

Riviera.
From 1978, Riviera's number of instrument panels may look like this:

Here's where you'll find Riviera's new instrument panel and center console. The center console is a new design, and the instrument panel is a new design, too. It's a new design, too.

A design feature is provided for the Riviera's new instrument panel. It's a new design, too. It's a new design, too.

And here's where you'll find Riviera's new instrument panel and center console. The center console is a new design, and the instrument panel is a new design, too. It's a new design, too.

And here's where you'll find Riviera's new instrument panel and center console. The center console is a new design, and the instrument panel is a new design, too. It's a new design, too.

Available models		Dimensions mm (inches)	
Riviera	237	Wheelbase	2,390 (114.0)
Riviera S TYPE	257	Track front	1,356 (53.2)
Powertrains		Track rear	1,324 (52.0)
Standard Riviera engine	5.2 litre (315 CID) A-90 V-8	Length	4,347 (170.9)
Available Riviera engine	5.8 litre (351 CID) A-90 V-8	Width	1,716 (67.4)
Standard S TYPE engine	5.8 litre (351 CID) A-90 V-8	Height	1,319 (51.8)
Available S TYPE engine	5.7 litre (350 CID) A-90 V-8	Front wheel	582 (22.9)
Standard transmission		Rear wheel	1,088 (42.8)
Automatic		Shoulder room	1,434 (56.5)
Dimensions are specified with 150 lb. weight, unless otherwise specified. See your dealer for details.		Hip room	1,352 (53.2)
		Rear wheel	962 (37.9)
		Head room	1,001 (39.4)
		Leg room	1,430 (56.3)
		Shoulder room	1,430 (56.3)
		Hip room	1,352 (53.2)
		Trunk Capacity Weight (lb./kg.)	485 (17.0)

Riviera.
Innovation and intelligence everywhere you look.

With all the other cars that's been around for years, you might be inclined to wonder what makes Riviera work with the look.

As you can see, Riviera is a very different car. It's a very different car. It's a very different car. It's a very different car.

It means that one car can take a bump, independent of the other. It means that one car can take a bump, independent of the other. It means that one car can take a bump, independent of the other.

And, in the interest of economy, a hefty rear suspension is a new design. And, in the interest of economy, a hefty rear suspension is a new design. And, in the interest of economy, a hefty rear suspension is a new design.

Victorians Get Together



Riviera Lane,
famous
throughout the
district!

Some weeks back a gentleman by the name of Tom Campbell gave me a call. He had just bought himself a 1965 Riv located in the Yarra Vally VIC.

Tom asked me if it was OK to give him a visit and also to give him any tips on how to go about maintaining his new toy and pick up any tricks and traps.

When three other local Riv owners found out that Tom Campbell was going to visit Riviera Lane they jumped into their Rivs and hi-tailed to Riviera Lane in Blackburn VIC.

By mid-arvo we had 6 Rivs on display!

David Kidd – 1965 White/White Custom (Best of Show – ROA 2026 Moama National Meet)

Bill Mc Causland – 1965 Sahara Mist/Black Custom
Brian Crummy – 1965GS White/White Custom
Tom Kunek – 1965GS Black/Black Custom
Tom Kunek – 1965 White/Green Custom
Tom Campbell – 1965 White/Black Standard

During the inspection of his Riv we soon figured out that the heater core needed replacing. Also, all the Vacuum lines needed replacing.

Anyone who has replaced the heater core will know what a time-consuming task it is. Real PITA stuff.

Otherwise, the motor runs smooth and there were no signs of rust or body damage. . Congratulations to Tom Campbell and we hope he enjoys his new Riviera ride for many years to come.

Left to Right Photo:

Brian Crummy
Dave Kidd
Bill Mc Causland
Tom Campbell (Red hat)
Tom Kunek (Photo taker)

Cheers

Tom Kunek



The Speedo X-File Mystery

'65 Riv enthusiast and Australian coordinator, Tom Kunek has uncovered a mystery in his restored 65 that now has his mind completely warped.

A mystery of X-File proportions, Tom writes:

**Numbers do not line up with marker.
In some, markers not even close.**

Now that I see it, I can't unsee it!!

We went looking for answers and received this feedback from other '65 owners.

Is the red bit the speed warning buzzer. Mine is set on 120 mph!

It's scientifically designed to trick your mind into thinking that ... something,

something, something 🤔

Those engineers in the sixties were weird.

Perhaps you have a better answer, let us know here at The Australian Rivview.

In the interim, the Riv-Truth is out there!

In fact the truth may well be on the next page where you can check out David Kidd's speedo from his 1965 Riv.

The Riv-Truth is out there!



No Kidd-ing Speedo

David Kidd has responded to Tom Kunek's question about mis-aligned speedo numbering with his own speedo photo at RIGHT.

If you own a '65 Riv check out your speedo and we can make some comparisons.

Did Tom misalign his face plate, did David fake his photo, did . . . The truth must still be out there!



But wait, there's more:

Is this the mystery solved. These two photos, at Right and Below, come from the one car, to align your speedo with the numbers and lines, just move the position you take the photo from,

Tom, Tom, Tom . . . what were you and Scully thinking! Just move your head.



Excuse the
flash
photography,
I was up on a
hoist in a dark
garage!

The AI Report

Some of the stuff that is created with AI is amazing, as anyone who goes onto the internet, especially YouTube, will attest.

However, when they bait us with a new 2026 Riviera, and even include selling price for the basic and the fully optioned Riv, well that is just plain torture for we Riv fans.

If this one hasn't shown up on your YouTube screen yet, here is a screen grab of the channel info that you might like to pursue. An interesting video that looks very

much realistic, even if they can't spell Buick, with the addition of an extra **C**. Check out the wall in front of the Riv.

More next edition!

Almost realistic!



Cooly's Cool Riviera

Even when Tom is on holidays, he is constantly on the lookout for interesting cars, and by that I mean Rivas!

His recent trip to Queensland for the annual *Cooly Rocks On* festival uncovered a very smooth '65, dropped and customised just enough to be interesting.

Tom was able to advise that the Riv belonged to a lady, and based on the registration plate, we are calling her Kym.

Now, if I can just train Tom to take some interior photos, he will be an ideal reporter!

An ideal reporter!





Catch the 2027 Cool Rocks ON festival 9-13 June 2027



Series 7 Riv Review



Described as Buick's biggest flop by some, including our video we present in this article, the commentator also advises that this is one of Buick's more handsome cars and goes on to explain why, in his view, the 1986-1988 Rivas failed to achieve the sales success they deserved despite some grand improvements to the cars.

The *Rare Classic Cars and Automotive History* website is famed for their deep dives into auto models from all manufacturers and the presenter not only knows lots of information about Rivas, he also owns at least one Series 2 example that is in pristine condition, as are all of his cars.

If you are considering purchase of one of these Se-

ries Seven cars, this is a must see video and I can assure you that you will not be put off your decision to buy one.

Please enjoy this very informative video [HERE](#).

This site has over 950 videos that cover a wide range of classic cars, so you might like to dig in deeper yourself!



No Fins on a Riv, but wait . .

Is it just us, or does this apparently airport commuter car look like it may have been spawned by a car and an airplane?

In any event, we reckon it wins the award for the biggest fins, so much for your 1959 Cadillacs!

Yes, I know it's not a Riv, but interesting anyway.

You just need to colour the fin in . .
easy transformation.



The Moama Mix-Up

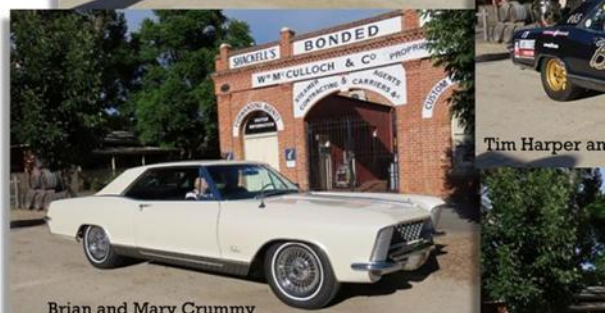
What happens when two Rivas, similar but not the same, appear in the magazine and edited by a non-attendee?

Yes, you guessed it, named get mixed up.

Our apologies to David Kidd and Brian Crummy, both owners of very nice white 65's.

The wheels tell them apart, but we missed it here at *The Australian Review*. Rather than sack our fact checkers, we'll just halve their pay :)

"We'll just halve their pay :)"



Brian and Mary Crummy



David and Lee Kidd



David and Lee Kidd



Brian and Mary Crummy

Riv Pricing Over Time

We attempted to put together some available year-on-year price data we came across for Rivas and, as a benchmark, took the base Riv factory prices to see what the price-over-time graph line looked like.

Did Rivs get dearer or cheaper over time?

You may be surprised to know that after introduction in late 1962 the real price of the Riviera dropped slightly until the late 1970s and thereafter rose steadily to the mid-1980s where it plateaued

until near the very end of production. A slight jump for the last two years did occur, but it was only slight.

Of course, there is always an exception to the rule and in the case of the Buick Riviera that would have to have been the convertibles that were released in the mid-1980s.

The graph already shows the price increase in this area, but when you see where the Convertibles landed, well you must have had some money to get one of these great Rivs in the day.

Strangely, that is not really reflected in current secondhand pricing and so these must surely rate as a desirable addition to your Riv fleet, should you desire one of course.

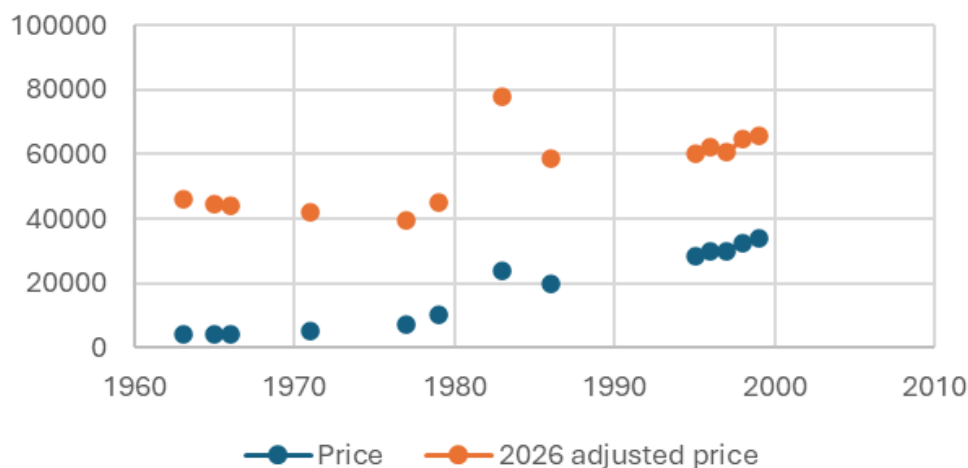
A quick check of sales for 2025 shows that these convertible can sell for anywhere between US\$6,000 and US\$29,000 depending on condition, and how good the auctioneer is apparently!

Bargains to be had.

“Bargains to be had . . .”



Riviera Price Comparisons



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).

Annvid 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 -

Repco now stock K & N filters for Rivas.

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 Rivas 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

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

The Market Place continued

For Sale 1963 Buick Riviera Coupe – Matching-Numbers 401, Nailhead V8. I imported the vehicle from Plano, Texas, in 2017 and have proudly owned and cared for this Riviera ever since. The original Texas Certificate of Title is on hand. Full details go [HERE](#). **Contact Duran – 0417 445 450 Email: duranatigal@gmail.com**



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

For Sale: 1963 Riviera 401 auto. \$39k. Much work carried out on this immaculate Riviera. Full details [HERE](#) Contact Jan Norback: 0407217204 Email: jan_norback@hotmail.com



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 Riviervas 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

For Sale: 1968 Riv. The car has been rubbed back close to bare 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: \$72,500 in Melbourne. 1972 Riviera

Full details on carsales.com [HERE](#)

For Sale: Wheel Centre Hubs \$70 each, Re-chromed Console Cover \$80. Range of second hand and new control arm bushes and tie rod ends and idler arms. Factory new a/c compressor still in sealed gas. New a/c pressure valve. New front disc brake assembly conversion with master cylinder and pressure proportioning valve. Digital radio conversion for 68-69 Riv from Antique Car Radio Conversions in the US. Email for information: ari.blinn@hotmail.com



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 lone-wolf_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

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 wide-glide94@gmail.com Cell Number: 214.733.3132



Why not take out an ad in the Review?

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

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.

Riviera Owners Association – PO Box 261218, DENVER, CO USA, 80226

303-233-2987, office@rivowners.org, www.rivowners.org

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.

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

Keeping Track of Your Fuel and Mileage

Following a successful trip to the Riviera Nationals in Moama from SA, Rodney Beauchamp has shared with us his secret weapon when it comes to calculating fuel consumption and mileage issues.

The app he uses is explained below:

Hi John,

Some of our Buick Riviera and Pre-War Buick owners may be interested in this free fuel consumption calculator app that I have been using. It has just been updated to make it much easier to use.

Like many of us, I like to work out how well my Buick Riviera performs on a longer trip re-

gards fuel consumption, but my odometer reading is in miles, and we purchase fuel in litres, therefore had to always convert either to compatible units.

However, there is a free calculator that accepts miles and litres without the need to convert. And it gives the answer in all units, US miles per gallon, Imperial miles per gallon, litres per hundred kilometers and kilometers per litre.

I keep a copy saved as a favourite on my iPad to get easy access!

Copy of the app front page at Right. The link is [HERE](#).

