

VOLUME 18 ISSUE 3

MAY 2026



The Australian
Riviera
ROA AUSTRALIAN REGION

2026 AUSTRALIAN ROA NATIONALS

MOAMA, NEW SOUTH WALES





John Forster
#13148

“have you
joined yet?”

Editorial

Another successful Australian ROA National Event is now done and dusted. Thanks to Tom and Anne Kunek and their organising team.

A great event and a great time had by all who could make it along with the award winners still grinning I am sure.

Speaking of awards, our thanks must go to Phil Green who has made a fantastic presentation box for the Brian Hall Award trophy. Tony Gentilcore has arranged for the inscription of the names of the previous two winners to be included on the trophy.

A great combined effort from these two NSW members!

For the names of the winners from Moama this year, turn to page 9.

Why not go to the photos to get an idea of what went on in and around Moama this March.

Barbara Gentilcore's collection of photos can be accessed [HERE](#).

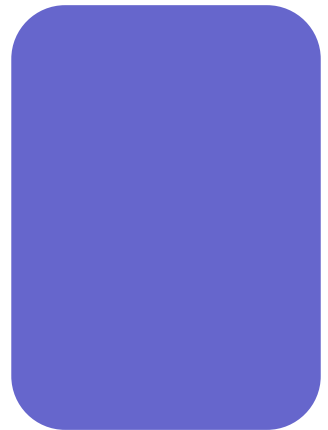
Grant Zippel's photo collection can be accessed [HERE](#).

Now, while we missed out on the Nationals this year, we didn't miss out on a visit by Jurgen Triep who was visiting from Germany. Jurgen is a member of the ROA.

He and a friend had just completed a motorcycle ride down to Newcastle and back here to Brisbane.

We were lucky that Jurgen was able to squeeze in a short visit to check out our cover car Riv and talk Riviera for a few hours.

Visiting ROA members around the world surely must be one of the great advantages of joining the ROA, have you joined yet?



G'day from the Regional Co-Ordinator

The last weekend in March we held 2026 ROA Australian National Meet at Moama NSW.

Hoping everyone got home safe without drama or delay.

If you were in attendance, you must have returned home all happy and smiles.

Why do our National Meets always turn out fabulous?

We spent three days with like-minded folks touring around the countryside in our Beautiful Rivas. We had ideal weather conditions which helps.

This meet, like all the others before, was a great way to have a completely different experience with all the planning and organising done for you. We are such a friendly bunch of people, and we know how to meet and greet folks who have come for the first time.

We make friends with folks we would not normally meet from all over Australia, and we go to places we would not normally visit.

It's like a three-day mystery tour!

This was the 8th National Meet.

Dave Kidds magnificent

1965 Riv won The BEST of SHOW after a 5-year full body off restoration.

The highlight for me was the Show and Shine at the Murray Esplanade in Echuca. It was perfect weather to show off our Rivs and having fun while taking the time to review all the cars before voting in three categories.

Tom



Tom Kunek
3845

The Golden Coach

Thanks to Tim Harper for sending on a link to *Hot Rod* story regarding the George Barris Collection of cars, a reprint from years gone by.

George Barris created many of the movie and TV cars that we all grew up with including the Munster Coach, the Batmobile, the Beverly Hillbillies Oldsmobile based truck and the list goes on including the Riviera based Villa Riviera which we have featured previously in this magazine.

One car that I don't recall seeing is The Golden Coach.

Based on the first series Riviera, it remains a remarkable, if rarely seen, Barris car.

Here is what the article had to say about the Golden Coach.

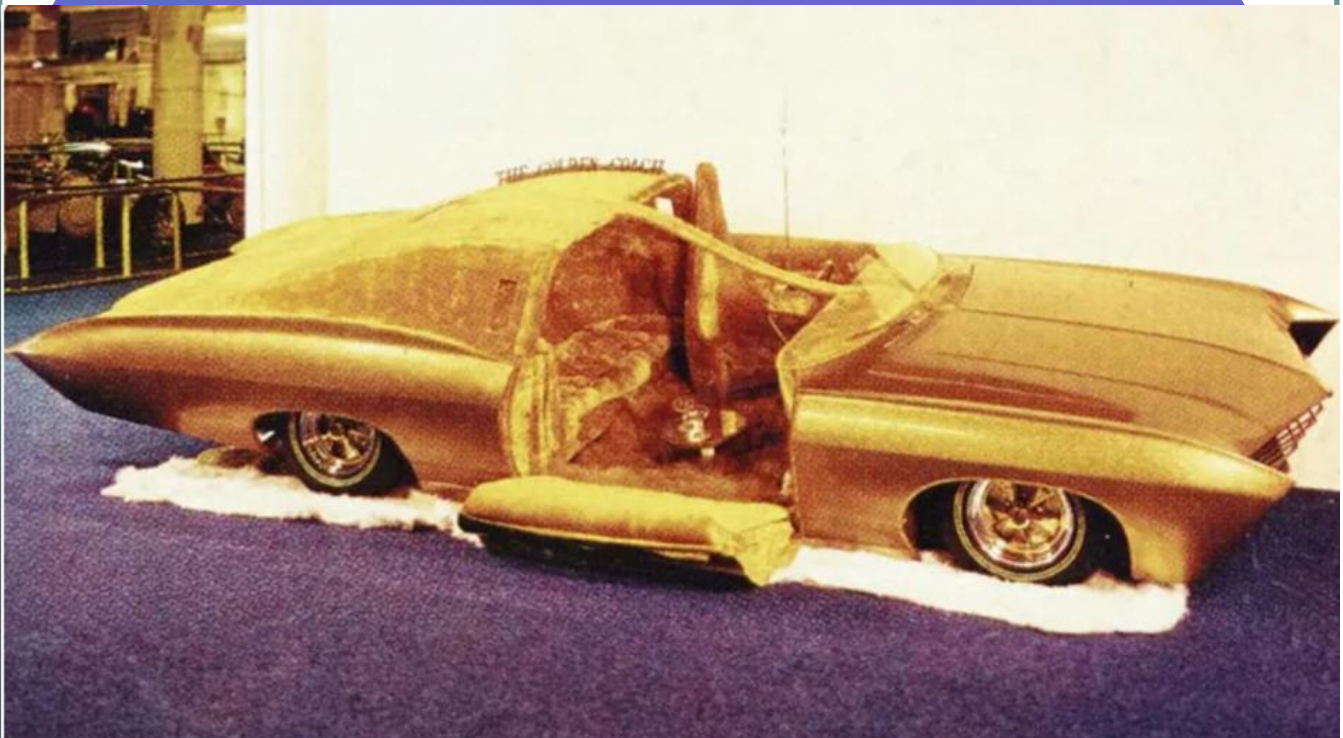
Not all of the '60s creations were spoofs. The Golden Coach illustrates what Barris called super-advanced custom show cars and appears to have once been a

'64-'65 Buick Riviera. That it acquired lots of gold flake paint, and just as much gold velvet, was part of its low-rider approach. Note the bottom hinged doors and high-backed front seat

Check out the photo and see what you think!

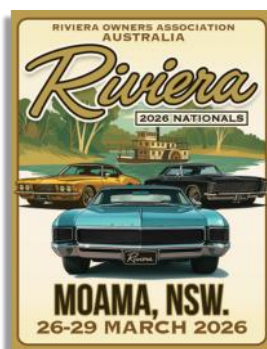
Then check out the entire article and all of the cars at the Hot Rod website [HERE](#).

A rarely seen Barris custom car . .



You could never say Barris was afraid to use the cutting tools . .

Photos by Barbara
Gentilcore and
Grant Zippel



2026 Australian Riv Nationals

Sadly, due to an operation on Laurene's knees, we were not able to travel the distance to Moama.

Nevertheless, we understand that a good time was had by all who were able to get there.

Our man on the spot provided us with a report, starting on the next page.

South Aussie's at the Awards Dinner Sunday night. L-R: Tim Harper, Jesse & John Somers, Tony Gentilcore & Grant Zippel (both standing), Grahame & Terry Line & Barbara Gentilcore.



The happy Riv enthusiasts at Moama

There's never a dull moment when Rivas come together and that was again proven when the eighth ROA Australian National event came together at Moama in very-southern New South Wales.

Australian National ROA coordinator, Tom Kunek, spared nothing in his excellent planning and execution of this event held over 26-29 March this year.

Three days of getting acquainted with, and renewing old, friendships followed an introduction evening of boisterous revelry.

Friday saw the Rivs cruising to a nearby town in NSW, Deniliquin, the home of the annual and biggest ute muster in Australia. The local Historic Vehicle and Memorabilia collection at *The Depot* kept the Riv enthusiast entertained before lunching at *The Crossing Café* and then back to Moama and dinner at the local bowls club.

Saturday proved a highlight day with a *Show and Shine* held at *Port of Echuca* right beside the Murray River wharf where votes were lodged for the awards night to be held on Sunday. Free ice cream made for a nice filler before travelling in convoy to the Great Aussie Beer Shed, what could go wrong, right!

Dinner that night at *The American Hotel* in Echuca seemed more than appropriate.

Sunday came and the Rivs were on the move again, this time to Shepparton in Victoria where a visit to MOVE (the Museum of Vehicle Evolution) was an interesting experience and as it included the lunch stop, was greatly appreciated by all. MOVA also was hosting a magnificent costume display Collection by Loel Thompson, so no one missed out on something to review at MOVE that day!

That Sunday night was held at the Moama RSL

club where the awards were presented.

Best of Show went to David Kidd for his 1965 which had just completed a five year body off restoration and was certainly well deserved.

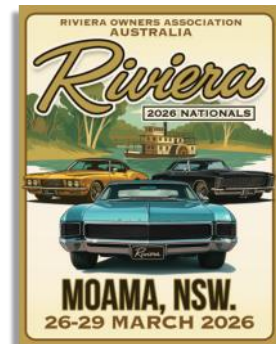
The Ladies Choice Award went to Anthony Ward for his 1963, again after a restoration, this time spanning ten years.

The Gentlemen's Award was well deserved by Tom Kunek and his 1965 GS.

In total 18 Rivs made it to the Nationals along with 44 enthusiastic Riv nuts!

That was the total after a number of Rivs had to pull out towards the end for a variety of reasons including medical issues, collision with wildlife, noisy diffs and wobbly harmonic balancers. Of course the threat of fuel shortages didn't help either.

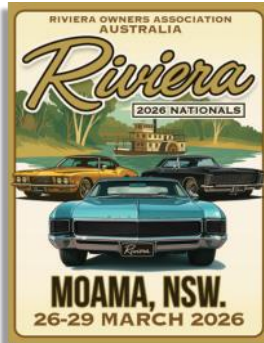
All in all, another great and very successful ROA Australian Nationals.



Anthony Ward was pretty in Pink! Rose Mist is certainly a stunning colour.



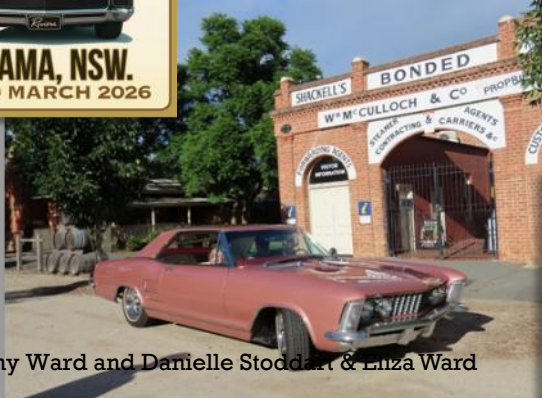
Who Made It to Moama?



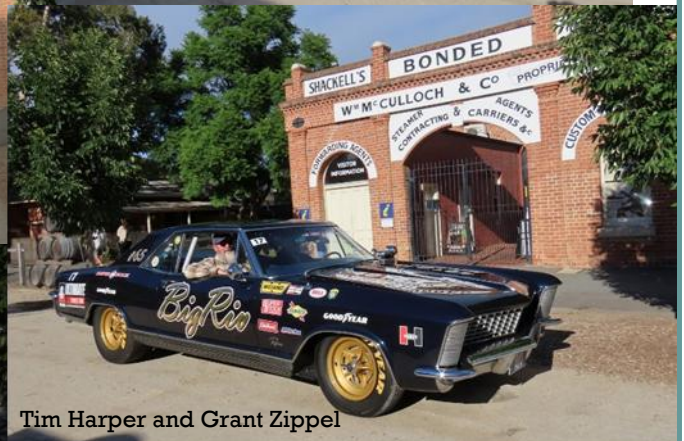
The following photos capture the Rivs and the owners who made it to the 2026 ROA Nationals here in Australia.



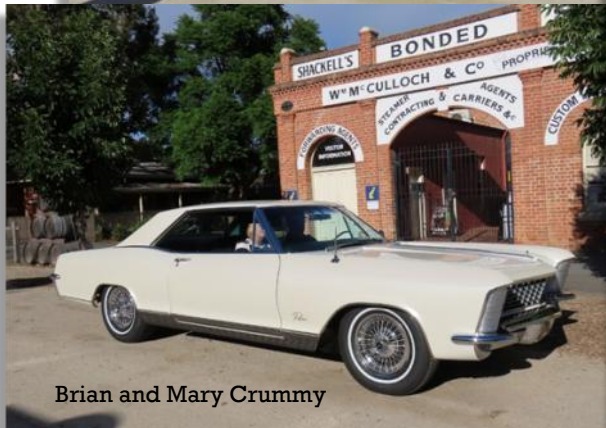
Rex and Dulcie Boag



Anthony Ward and Danielle Stoddart & Eliza Ward



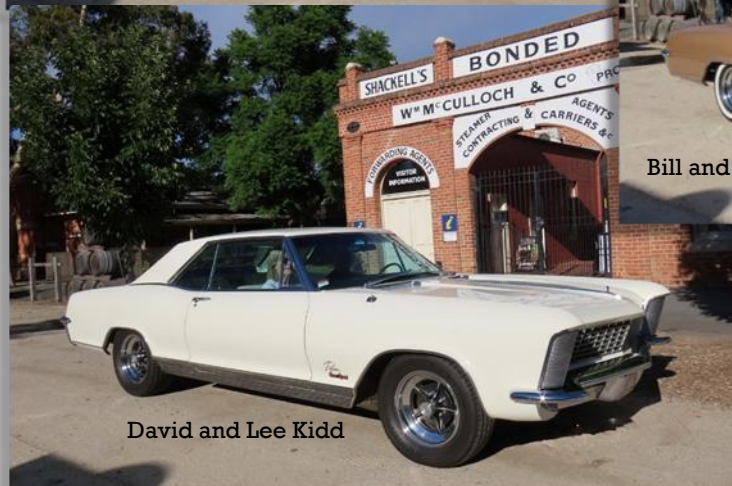
Tim Harper and Grant Zippel



Brian and Mary Crummy



Bill and Sue Mc Causland

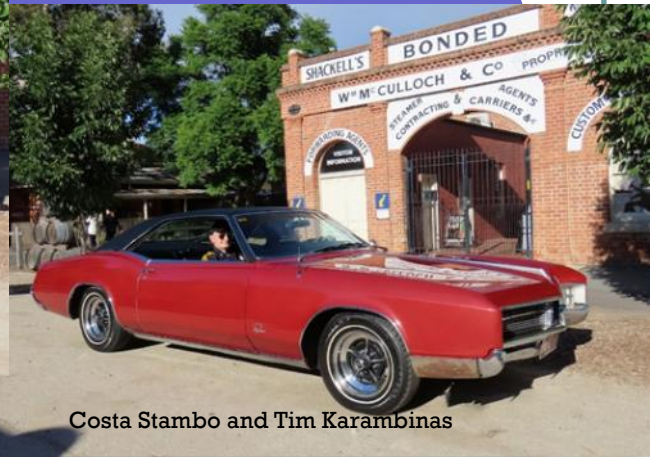


David and Lee Kidd

These photos by Barbara Gentilcore



Tom and Ann Kunek



Costa Stambo and Tim Karambinas



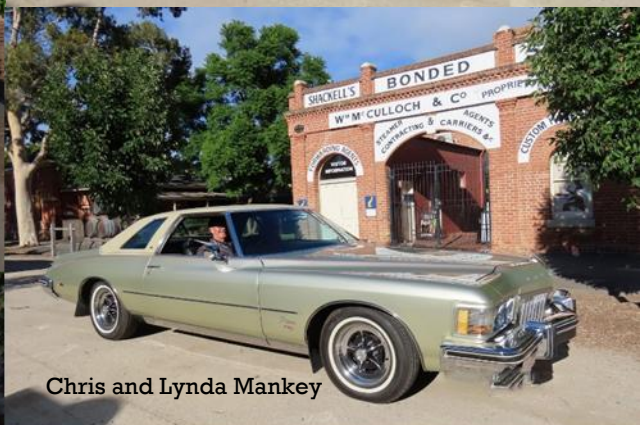
Roger and Anne Gibbs



Michael and Christine Ackerschott



Jim and Virginia Russell



Chris and Lynda Mankey



Greg and Geraldine Massey

These photos by Barbara Gentilcore



Dave and Aileen Chaffey



Adrian, Vicki and Paul Dearling



Rob Beauchamp and Jo Sneddon



These photos by
Barbara
Gentilcore

Tony and Barbara Gentilcore

The Awards

Three awards were up for grabs with the major trophy voted for by all of the participants.

Our thanks to Grant Zippel for these photo montages that capture the owners and their machines!



Well deserved awards for three magnificent Riviervas!





State By State

Each Nationals we get a more and more diverse group of Riv enthusiasts coming along, and while this year there was a threat of unavailability of fuel in our minds, not too mention the potential costs, Riv nuts from all of the east coast states, plus SA and Tasmania managed the journey.

We pay tribute to them all with the following State group photos.



The Queensland contingent . . The Dearlings, Adrian, Paul and Vicky.



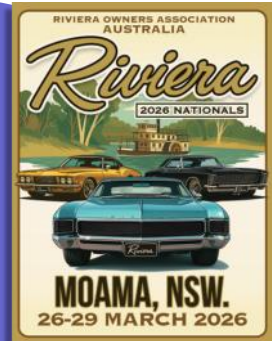
NSW, Back row: Greg Massey, Virginia Russell, Dulcie Boag, Jim Russell, Tony Gentilcore
Front Row: Geraldine Massey, Rex Boag and Barbara Gentilcore.



Tasmania – Dave and Aileen



South Australia: Back Row: Rodney Beauchamp, Jesse Somers, Tim Harper, Grahame Line, John Somers. Front Row: Jo Sneddon, Grant Zippel, Terry Line



Victoria: Back Row: Bill McCausland, Michael Ackerschott, Brian Crummy, Mary Crummy, Anne Kunek, Tom Kunek, Anne Gibbs, Roger Gibbs, Dave Kidd, Anthony Ward
Front Row: Sue McCausland, Lee Kidd, Christine Ackerschott, Eliza Ward, Danielle Stoddart

David Kidd collecting the
Brian Hall Award for Best
in Show



Three 65 GS Rivs in attendance makes that a new record!



Ladies Choice, Gentlemen's
Choice and the Holy Grail



All smiles at Tom's Table,
and rightly so!



Eliza Ward, Danielle Stoddart and Anthony Ward



An interstate bonanza of Riv enthusiasts.



We'll have to be making a trip down on the 9th of May,
wouldn't want to miss the Beatlez . . .



Our key photographer, always on the
lookout for more snaps.

Riv Versus Toro in 1967

“both cars
used the
Turbo
Hydramatic
400 gearbox.”

We chose to compare the 1967 offerings that Buick and Oldsmobile could muster in the 1967 model year.

Both Division's brochures kick off with their top-of-the-line offerings, the Riviera and the Toronado!

You may notice some similarities in their bodies, although Oldsmobile went to considerable lengths to hide them. They are essentially the same GM bodies; however, one went with rear wheel drive while the other went radically different with front wheel drive.

While here in Australia, the front wheel drive of the Mini was something that was to be sneered at somewhat, and certainly not for cars with real

horsepower.

Well, we should have been looking at the Toronado to fix that misunderstanding.

That may be a good place to start the comparison, horsepower.

The Buick Riviera motor was this year was changed dramatically. The nailhead 425 was out and the newly designed 430 was in. Developing 360 horsepower at 5,000 rpm and 475 pound/foot of torque at 3200 rpm, it was quite a beast. There was no power upgrade with the GS package this year, it was purely a handling package with a lower ratio diff to generate more performance, and the GS badging of course!

Meanwhile, the Oldsmobile Toronado was available with a special version of the Olds V8, the Toronado Rocket V8 that was only available in the Toronado. With just 425 cubic inch capacity, it still managed to develop a staggering 385 horsepower and 480 pound/foot of torque. The more normal Rocket V8 from Olds developed considerably less horsepower, typically 300-310 horsepower.

Both cars used the Turbo Hydramatic 400 automatic gearbox.



So, now that we've established who the power king of these two might be, let's take a look at some comparative measurements.

Wheelbase is 119 inches for both with an overall length of the Riv being 211.3 inches and the Toronado being 211 inches.

Width is 79.4 for the Riv, 78.5 for the Toronado.

Heights are less than half an inch different, the Riv at 53.2 inches versus the Toronado at 52.8 inches.

It doesn't take long to work out the bodies and general layout belong to one body group.

However, while the Riv still rode on a chassis the Toronado did not, being a

unitary construction from the fire wall back with a subframe underpinning the front end, much like Holdens here in the seventies.

The door structures, the windscreens and the tops are the same.

Each Division had a free hand out the outer skins, and of course the drive trains.

This is the area where the choice of a Riv or a Toronado was made by the buying public. The general public RWD and FWD biases aside.

Take a look at these two personal luxury cars from GM, both retailing around UAS\$4,500, but of course

options could easily take those numbers much higher, not that these cars were underdone when it came to luxuries, but a/c for example was yet to be made a standard feature in 1967, and it wasn't cheap to have installed.

With regard to weight, the Riv at around 4,200 pounds was a bit lighter than a Toronado at 1,500 pounds. This would have slightly offset the Riv's lower horsepower somewhat.

While the Toronado set a good production start in 1966 with 40,963 sold this fell away to 22,062 for 1967. This compares with the Riv sales for 1967 at 42,799.

"the choice was made by the buying public."



So, where do
your
preferences
lie?

In terms of speed, both cars were capable performers with figures uncovered for the Toronado of 0-60 mph of 7.5 seconds, the quarter mile dash in 16.4 at 93 mph and a top speed of 135 mph (217 kph).

The Riv performance was harder to get a handle on however, we did see one quote of 7.8 seconds for the 0-60 mph time, quarter mile time of 15.7 seconds and a top speed estimate of 128 mph (206 kph).

We're inclined to take all of these figures with a touch of skepticism but suffice to say that they could both top the 100 mph (160 kph) speed target if required. And given the brute torque of these beasts, getting moving would never have been a problem and indeed examples today can demonstrate that every day of the week!

So where do your preferences lie?

Take a look through the photos to compare the two because we suspect that the choice is possibly no more complicated than choosing the one that you think looks the best.



Villa DiSteffano
Productions,
coincidence, I
don't think so . .

Outer Limits Riviera

December 19, 1964, saw the debut of *The Outer Limits* episode that used the famous *Villa Riviera* in a number of scenes.

Longer term readers will remember the *Villa Riviera* from previous editions of *The Australian Review*.

Villa Riviera was a 1963 Riv modified by customiser George Barris, yes he did the Batmobile too, and used by Daystar Production in this *Outer Limits* episode.

We may have uncovered the reason for naming this custom Riv the *Villa Riviera*.

The production companies that produced the *Outer Limits* are noted as Daystar Productions, Villa DiSteffano Productions, United Artists Television, MGM Television.

If you are at my ripe old age, you will recall watching the *Outer Limits* on the old black and white TV as a primary school lad. They

were cutting edge at the time and now that I am reliving the full series on Prime I realise that the world and technology have moved on.

Video phones with rotary diallers and wired handsets don't quite make it anymore, nor do suits without lapels mean modern so much either.

However, the one thing that does still look like a modern car is the *Villa Riviera*, very spacey!

A bit of history: Villa Riviera was originally built to be Barris' own car after Buick gave him a brand new Riv to customise. It was soon featured in a James Darrin and Nancy Sinatra movie, For Those Who Think Young when it was a pearlescent white. After that movie, also filmed in 1964, Barris repainted it in candy red and that is the format we see it in The Outer Limits episode.



David's '63

If you have a photo of your Riv, why not send it in to *The Australian Rivview*, you might end up on the cover.

David did and while we had set him up for the cover, the 2026 ROA Nationals just managed to nudge him

off. Nevertheless, we feature his fine looking '63 right here!



A fine
looking
'63!

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 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 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

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 wideglide94@gmail.com Cell Number: 214.733.3132



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

Wanted for 1968 Riv: bumper bar, bonnet, grill bits and pieces for headlights. Rex Boag rex.boag@gmail.com

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

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



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

Lastly, Firstly . . .

Hagerty released a Valentine's Day list of cars that their reporters saw and loved at first sight.

Interestingly, but probably not surprisingly, it included a wide range of cars and car types, if you include a Dodge Ram in as a car, that is.

We liked the list because it had the good sense to start off the parade of significant cars with none other than the 1965 Riviera.

No need to read on from that point as it was clearly the highlight, however, if you want to see the full article then go [HERE](#).

Our thanks to Tony Gentilcore for bringing this article to our attention.

