

VOLUME 17 ISSUE 1

JANUARY 2025



The Australian
Riview

ROA AUSTRALIAN REGION

IS THIS THE ULTIMATE
AUSTRALIAN ROAD CAR NOW?





John Forster
#13148

Well done
Rodney and
Jo!

Editorial

Another great magazine packed with plenty of Riviera action, but mainly the remarkable story of traveling to the Western Australian Buick Nationals in a 1997 Riv, as documented by Rodney Beauchamp and Jo Sneddon.

The only thing that Rodney forgot to mention in his story is that the Riv took out the trophy for Best Buick 1980-2000.

Well done to Rodney and Jo!



With the ever moving date for concessional registration at work we are seeing more and more newer US cars arriving in Australia.

Unlike the NZ experience where I understand that there is a limited number of additional LHD cars allowed to be registered each year, here in Australia there can be as many as need to be granted registration.

How long then before they remove the need to convert even newer LHD cars here.

We would then be much like the European experience where cars, both LHD and RHD are allowed on their roads without the need for any modifications. Is it that European drivers

are smarter than us and so there is no problem with drivers switching from side to side, or is it our governments that don't think we can drive LHD safely in our RHD environment.

Apparently, we can as long as we are driving an older car . . . ?

Yes . . . I am sure that is a question that won't find an easy answer.

In any event, the important thing is that all Rivieras are now eligible for concessional registration in Australia in LHD format.

What are you waiting for!



Tom Kunek
3845

Hello fellow Riviera enthusiasts.

I try to attend every Cars & Coffee event that is within about 10 to 15 Km from my home in Blackburn which is just about dead centre of metropolitan Melbourne. I am still amazed how many Rivieras I get to see for the first time.

Obviously, there are quite a few that have been recently imported. A common story is that they have been looking for the right car to come along and when they see it, they jump on it and buy it.

One of the factors that de-

termines why they buy a Riviera is that they are very affordable. Rivs do not command the same price tags as say a 1957 Chev Belair or a 1970 Chev SS Chevelle.

The other thing that I have noticed is that the imports are in very good condition, as it just does not make sense to import a car which is a rust bucket or that has had a hard life. The most popular Rivs imported are the first 3 generations. However, I do know of a 1974 Riv that will soon be up for sale.

This is a very solid car and has an excellent RHD con-

version. Contact me if you want more details.

Tom Kunek

Riviera offers a choice of 15 colors and 14 interior trim combinations with bucket or bench seats, 430-cu.-in., 360-hp. V-8, Super Turbine automatic transmission with tilt steering wheel. Riviera features a full line of GM safety equipment such as backup lights and side marker lights.



"They didn't louse it up!"

"Buick started off with a classic design and they stayed with it—for good reason. The simple sculptured look was unique at the time and it still is. I'm glad they didn't louse it up by changing it!"

Joe Meyer, Stockbroker.

"You can buy a medium-priced car with all the optional extras and suddenly you're paying a price that's almost as much as the Buick Riviera. I was pleased to find Riviera's tilt wheel, power steering and power brakes are standard equipment!"

"I think Riviera is a very attractive investment. It should certainly be on anybody's recommended buy list!"
Wouldn't you really rather have a Buick?



BUICK OF AMERICA, Buick Buick Buick Buick

We need of
see more of
this Riv!

1972 Robert Niksic

Robert Niksis featured in *The West Australian* newspaper back in May 2022 and while we may have missed him then, we certainly didn't miss his super low '72 Riviera GS when we went trolling around the web.

With the catchy registration plate **BQUICK**, how could we! What a great use and variation on the Buick name.

Robert is a member of the Buick Car Club of Western Australia, we will seek him out as this Riv deserves more than a passing photo page!

This story (short extract only) appeared in *The Western Australian* in May of 2022.

Robert Niksic loves the old-school V8 rumble of his 1972 Buick Riviera GS Hardtop

Olga de Moeller *The West Austr*
Sat, 28 May 2022 2:12AM

Robert Niksic is a motoring enthusiast from way back and loves getting out in his 1972 Buick Riviera GS Hardtop on weekends. His only regret is that he didn't keep any of his earlier muscle cars, including a Torana SLR 5000 with skull door-lock knobs.





1972 Riv in
Western
Australia



No stranger to the track is this GS.



Trip to The 2024 Aus Buick Nationals

Is This the Ultimate Australian Road Car?

Had General Motors Holden released the Buick Riviera in Australia in 1995, our motoring story down under would have been totally different. Having spent just under a month touring Western Australia in our 1997 Buick Riviera supercharged coupe, including crossing the Nullarbor both ways, you begin to think that for Buick lovers these eighth generation 1995 – 1999 Rivieras could be the ultimate Australian road car!

Like many Buick enthusiasts, Jo and I attended the Australian Buick Nationals in Busselton, Western Australia in early October, driving from our home in Encounter Bay, 85km South of Adelaide. With lots of pre-planning and preparation we allowed six days for the 1926mile or 3100km trip, including a rest day in Albany, with most days driving between 650km to 701km according to Mr. Google and his maps. (see below for the actual timetable). The Riviera speedometer is in mph with smaller marking in km/h however the odometer reads in miles, temperature settings are in Fahrenheit hence using a mix of imperial and metric units.

Initially we were to allow 400miles or 650km between fuel stops, giving a reasonable reserve with the 20 US gallon or 75 litre tank, however we

quickly threw that plan out the window after being advised that places on the Nullarbor may not have Premium UL98 and some places may not have any ULP at all! We were also advised to carry cash in case the station EFTPOS was not working or poor internet reception made card payment unavailable. So we went with plan B, deciding to top up with fuel along the way as we saw fit.

Earlier preparation saw servicing the Riviera with fresh engine oil and new filter, automatic transmission fluid and supercharger oil changed out and other checks made to ensure trouble free running. Air filter, radiator coolant and cap and both drive belts had been replaced several months earlier along with a new air conditioning compressor and re-gas with R134A.

When purchased in March 2023, this Buick had travelled a mere 10883 miles or 17515km and since Australian compliance in December that same year, only another 4050miles or 6518km added before the trip. Critical work done prior to leaving was correct balancing of the Dayton wire wheels which had been giving a slight vibration at 60mph or around 100km/h.

Luckily our Riviera has a huge boot space, enough for two medium size suitcases, a large soft cooler bag, small toolbox, sandwich maker, coffee milk frother, bottled water, coats and hats and shoes. My estimate is that it will take three full size dead bodies quite comfortably... our belongings certainly

filled it. With the back seat came our two pillows, soft daily picnic basket and coats, a coffee and cups bag and another small bag stowed behind the front seats.

All the details are in the table below!

Date	Place	Odo meter miles	Trip Meter miles	Total miles	Trip Meter kms	Total km	Litres	US Gall	Imp Gall	MPG US	MPG Imp	Litres Per 100km	Cost \$
1/10	Encounter Bay	14933	25.0+										
1/10	Kimba	15300	366.9	366.9	590.5	590.5	52.14	13.77	11.47	26.65	31.99	8.83	101.10
2/10	Ceduna	15494	194.2	561.1	312.5	903.0	26.50	7.00	5.83	27.74	33.31	8.48	53.25
2/10	Nullarbor Roadhouse	15693	198.8	759.9	319.9	1222.9	24.37	6.44	5.36	30.87	37.09	7.62	66.77
3/10	Madura	15928	235.5	995.4	379.0	1601.9	36.10	9.54	7.94	24.69	29.66	9.53	92.06
3/10	Norseman	16257	328.8	1324.2	529.2	2131.1	47.70	12.60	10.49	26.10	31.34	9.01	101.27
4/10	Ravensthorpe	16553	295.9	1620.1	476.2	2607.3	41.39	10.93	9.10	27.07	32.52	8.69	91.02
5/10	Albany	16741	188.1	1808.2	302.7	2910.0	27.46	7.25	6.04	25.95	31.14	9.07	50.22
9/10	Busselton	17072	331.1	2139.3	532.9	3442.9	45.49	12.02	10.01	27.55	33.08	8.68	78.93
15/10	Fremantle	17455	381.9	2521.2	614.6	4057.5	59.11	15.62	13.00	24.45	29.38	9.62	106.34
20/10	Albany	17883	428.6	2949.8	689.8	4747.2	58.19	15.37	12.80	27.89	33.48	8.44	109.34
24/10	Albany	18249	365.9	3315.7	588.9	5336.1	55.71	14.72	12.25	24.86	29.87	9.46	104.68
25/10	Esperance	18555	305.7	3621.4	492.0	5828.1	38.05	10.05	8.37	30.42	36.52	7.73	77.58
25/10	Norseman	18682	126.9	3748.3	204.2	6032.3	19.40	5.13	4.27	24.74	29.72	9.50	44.02
26/10	Balladonia	18801	119.0	3867.3	191.5	6223.8	18.89	4.99	4.16	23.85	28.61	9.86	46.90
27/10	Border Village *	19134	332.4	4199.7	534.9	6758.8	41.23	10.89	9.07	30.52	36.65	7.71	117.09
27/10	Ceduna	19433	299.2	4498.9	481.5	7240.3	41.94	11.08	9.23	27.00	32.42	8.71	85.11
28/10	Wudinna **	19564											
28/10	Port Augusta ***	19739	305.3	4804.2	491.3	7731.6	42.83	11.31	9.42	27.00	32.41	8.72	86.04
28/10	Victor Harbor	19983	245.3	5049.5	394.8	8126.4	35.76	9.45	7.87	25.96	31.17	9.06	65.05
28/10	Encounter Bay	19987		5054.0		8133.6					26.99	32.42	8.714
*				5054.0		8133.6	712.3						
**													

+													

ULP 95 only available
 Lost trip meter reading due to flat battery (User error left headlights on)
 Includes 131m Ceduna to Wudinna (19564 -19433 = 131) Actual read 174.3 + 131 = 305.3
 Odometer read at start was 25miles. Total fuel trip miles 5079.0 (5054 + 25.0) kilometres 8173.8 (8133.6 + 40.2)

With all this load, ourselves and a full tank of fuel you might expect the Riviera to be sagging somewhat at the rear, however standard self-leveling rear suspension or Automatic Level Control in Buick speak, by way of an onboard compressor and air shocks ensures the Riviera stays trimmed and level regardless of load.

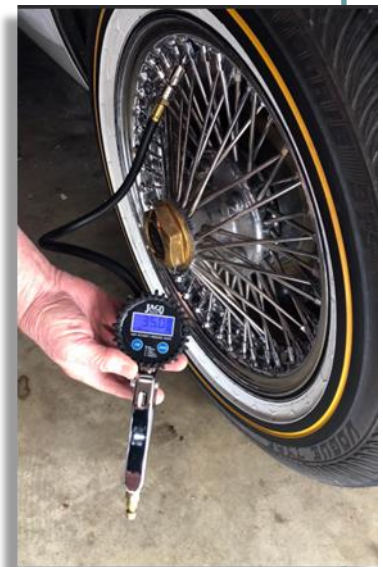
One handy tool packed was the Jaco digital tyre pressure gauge that reads to one tenth of a psi. Not only does the maker claim it to be extremely accurate, but it will read and deflate pressure without a compressor. If air is needed, it can be done anytime at any service station with pressures adjusted when the tyres are cold. It was amazing to see variations in pressure of plus or minus 0.3psi due to differences in ambient temperatures and pressures after leaving home. This gauge was not a cheap purchase, but certainly proved very useful on this trip in maintaining correct inflation pressures.

Once on the open highway, using cruise control we maintained a comfortable speed of 62mph or around 100km/h which is reasonably accurate when compared with the Google Maps app. One feature with the cruise control is that it stays switched on even if the ignition is turned off. When ignition is switched back on,

you just reset the desired speed, which is a simple push of the button on the end of the turn signal lever. No more fiddling about to switch cruise control back on.

We found at that speed, even with the posted 110km/h speed limit, we were not holding up traffic as most other vehicles, including trucks, road trains and caravans were travelling at a similar speed. We both felt safe and comfortable at that speed and not stressing a Riviera which is over 25 years old. Those wishing to overtake were able to do so easily using the overtaking lanes or safely given the long straight stretches of road. And when we needed to overtake slower moving traffic, the supercharged Riviera has an abundance of power and acceleration to pass quickly.

At that speed, the Riviera is quiet and comfortable, variations in tyre noise from different road surfaces the only factor. The 3.8litre Series II supercharged V-6 engine mated to the electronically controlled 4-speed overdrive automatic FWD transmission is barely ticking over, between 1600 to 1700 rpm showing on the tachometer. Unlike the 401 and 425 cubic inch Nailhead V-8 engines in the first generation '63 to '65 Riviera, which were renowned for their monstrous torque, this engine is happy to drop down to third gear when it encounters a steep climb, relying more on the supercharger and rpm rather than torque to power it safely over the crest.



Tyre gauge. Maintaining tyre pressures was simple and accurate. Not cheap but well worth taking with us. Reads to one tenth of a psi.



Halfway Across. Australia is a big country. Sign says it all!

“one problem we found . . .”

And speaking of safety, standard on all '97 and later model Buick Riviera are daytime running lights (DRL) making us easily visible to oncoming traffic. Unlike some of the modern white LED style DRL's currently fitted which are often hard to see at a distance especially in bright sunny conditions, Buick uses the inner QH high beam globe fed at half battery voltage, giving a larger more visible golden light which is a big plus in my book!

And how comfortable are those two front seats. Buick made a point in their advertising about how their seats were computer engineered to hold a person comfortably, distributing body weight evenly so there were no uncomfortable pressure points. They did this by measuring and testing the backsides of many people and feeding the results into a computer program. We both think they got it right as we felt little discomfort at the end of each day. Mind you, we were both extremely happy to stand and breast the bar at days end!

Daytime temperatures at that time of year crossing the Nullarbor were quite mild, ranging from a chilly

53°F or 11.7 °C one morning to around 78°F or 25.5°C maximum most days. Only one day on the return journey went over 80°F, reaching 88°F or 31.1°C. Many of our starting times were before 7.30am, a great time to be driving and we were usually off the road by 4.30pm.

Using the VENT and RECIRC buttons, we could toggle between outside fresh air or air conditioning, giving manual control over the compressor rather than set it on automatic climate control. And very early on in our trip, these buttons became voice activated, Jo insisting on pressing the buttons, with me keeping my eyes on the road and hands upon the wheel! In fact, most in-car operations became voice activated with changing CDs, to refreshing water sips to mints! And other times when wanting more fresh air, dropping the windows down half an inch or so gave plenty, without too much wind noise.

Standard in the Riviera is a 12 Volt auxiliary power outlet down by the passenger lower leg, giving us a charge point for electronic devices. We mainly had the Wi-Fi Internet dongle thingy (portable modem), and Jo's iPhone connected via a double adapter. Also up front are two useful cup holders that will hold bottled water or travel mugs.



Door storage pocket. Controls for windows, outside mirrors, door locking, fuel filler and boot release all within easy reach. Storage pockets in doors are useless.

One problem we found is the side door pockets are not very wide and quite shallow, limiting what can be stowed. In fact, apart from a windscreen cleaning cloth and a few maps, we found them absolutely useless for most things you wish to keep handy. Our centre console storage was filled with CDs and the logbook, the glove compartment is shallow and holds very little, so total cabin storage in my book is quite poor for travelling, but we made do!

Other features we found useful were the fuel filler position on the LHS, making it easy to judge the position of the pump and allow for the swing of the long doors. The internal fuel flap release button on the door was an easy reach too! Filling up was interesting, the Riviera not always happy with a fast fill at times with the last few litres to the top requiring a bit of patience. But I like to make sure it is full!

And under the service station canopy, the automatic headlamp Twilight Sentinel became most irritating at times, headlights turning on with dashboard lights dimming just as you are about to record odometer and trip meter readings. Often, these were taken on the road, back into daylight just after filling up.

Another Riviera feature we found interesting but challenging at times was the remote door locking and unlocking process. Set up as part of Buicks Personal Choice Menu, it can be altered to suit each owner. Currently it is set for only the driver's door to unlock, passenger door unlocking requiring a second press. It also does not allow unlocking any door when the engine is running unless the gear lever is shifted into Park or Neutral. If Jo is outside guiding me through a narrow gateway or parking spot, you must shift out of Drive for her to climb in. Sure, these features can be altered but we got

used to them and it will prevent any unwanted entry.

One of the handiest features on the remote transponder was the electric boot release, giving easy access without unlocking the doors. Certainly it was handy at roadside coffee or lunch breaks or a toilet stop, taking luggage in or out at the motel, or just grabbing a coat or bag anytime.

At the end of each day, the front number plate and bumper cover were testimony to the plethora of flying insects that live in the remote areas of Australia. Many ended up squashed against the air conditioning condenser, so one change I will consider is fabricating a bug screen. Fitting this in front of

“Another Riviera feature we found interesting . . .”



the condenser so it can be easily removed for cleaning would be a good move, otherwise the build up of insects overtime may create an overheating problem in the future.



Balladonia road grime. From the waist down, the Riviera picks up a lot of road grime.

With long road trips you expect vehicles to get dirty, especially if a bit of rain occurs along the way, however this Riviera seems to attract a lot of road grime and muck from the waist down from the tyres kicking it up. Thinking a set of small, contoured mud deflectors front and rear would go a long way to keeping the sides cleaner and save the paintwork from stone chips.

“the ultimate road car . . .”

Over our twenty-eight-day holiday, our Riviera clocked up 5054 miles or 8134 kilometres, using 712 litres of fuel or 188 US gallons or 156.6 Imperial gallons, giving an average fuel economy of 8.714 litres per 100km or 26.99 US mpg or 32.42 Imperial mpg. We consider these figures to be outstanding for a Buick 5263mm or 207.2 inches long and weighing 1687kg or 3720lb curb weight with a full tank of fuel and all fluids. And this does not include our weight or our luggage. No doubt the economy is due a lot to the slippery shape and aerodynamics and the efficiency of the supercharged drivetrain.

So, is this eighth generation and last of the Buick Riviera the ultimate Australian road car? In my opinion, it comes damn close to meeting our needs for long distance travelling.

Will it suit your needs? Well, you might have to buy one to find out!

*Rodney Beauchamp Encounter Bay
November 2024*



Rear End. Boot space for luggage on the Riviera is enormous! Certainly it was big enough for all our luggage. Remote un-locking was a brilliant feature, so handy!



30 at Kimba. Hedley and Barbara Dearling from Queensland in their 1930 Buick Series 40 roadster at a Kimba fuel stop. Hedley claimed we were doing it in style in the Riviera. And we had to agree!



Out to sea. Jo and I walked the length of the longest timber jetty in the Southern Hemisphere at Busselton.

TV and Movie Rivs

Your car could
be the next
STAR!

We have a few of the late series of Rivs starting to appear locally and thought it would be worth doing a movie review to see how these cars looked on the big screen, and the little screen too!

In fact there were so many to pick from we ended up with mostly TV series screen shots, plus two movie cars to finish off the list. They are all 1995 models by the way.

Enjoy a few of these Movie/TV Cars.



Episode 1.05 *Kath and Kim* TV series

Episode 1.05 *Pacific Blue* TV series



Episode 5.09 *Grace Under Fire* TV series



Episode 5.05 *Canada's Worst Driver* TV series

No shortage of Rivs on the big, and the little screen . .



Episode 1994 *Motorweek* TV series



I'm With Lucy Movie 2002

Mother Knows Best Movie 1997



Riv Handling

Our thanks to
Ed Rollert

Nascent Riviera stories abound, but here is one that may be unfamiliar. An anonymous Buick engineer recalls Lowell Kintigh, Buick's Chief Engineer at the time, and Ed Rollert, Buick's General Manager, taking a pre-test Riviera out on the GM proving ground in Mesa, Arizona.

It is reported that Rollert navigated the car around a sharp turn and nearly left the road. Enraged, he exited the vehicle and instructed the engineers in a

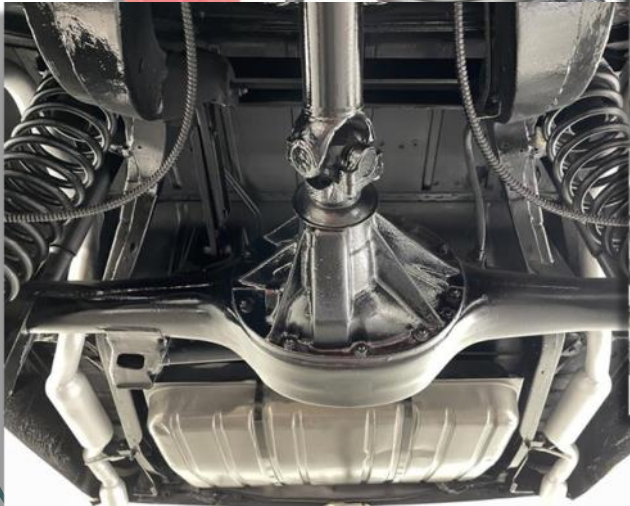
trailing car to "Take this vehicle back to the workshop and start afresh from the basics."

By the time the engineers completed their work on the Riviera, it became a well-handling vehicle. The credit for this improvement belongs to Phillip C. Bowser, the engineer in charge of Buick research and development, who was a chassis expert.

A British road report from the time when the Riviera was first released supports

the claim of its excellent roadability, stating that it handled unusually well for an American car.

For those of us who own and drive the early model Rivieras, this may not be news, but the reason behind its impressive handling might be. We owe our gratitude to Ed Rollert and his driving skills, or perhaps the lack thereof.



A Video Summary of that First Riv

From May of 2024 we present a video review of the first Riviera as detailed by the Accelerated website.

In their own words:

In this video, we will explore the history, design, and legacy of the iconic 1963 Buick Riviera. Considered a masterpiece of automotive engineering, the Riviera redefined the standards of luxury and style in the 60s. We'll dive into the technical and aesthetic details that made this car a symbol of innovation and elegance. You'll hear fascinating stories from its owners, learn about the design influences of Bill Mitchell, and see how the Riviera impacted the automotive industry. Get ready for a journey through time and discover why the 1963 Buick Riviera continues to inspire classic car enthusiasts around the world. Don't forget to like, comment, and subscribe for more content on classic and iconic cars!

Settle back for about 16 minutes and get re-educated about this remarkable first Riviera [HERE](#).



“Not the stylized R”



The first Rivs carried the Buick tri-shield logos, not the stylised R in a circle, but only for that very first year!

Local Import 1968 Riv For Sale

Max Gelai has imported a 1968 Riv and has now determined that he may have bitten off more than he is prepared to chew, as they say.

This leaves an opportunity available for another Riv fan to pick up the baton and run with it.

Here are Max's comments:

Over the last 2 years I have realised that my mechanical skills are well below par and the car I have imported is way out of my league for restoration.

The car is a 68 Riv and 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 runs and drives.

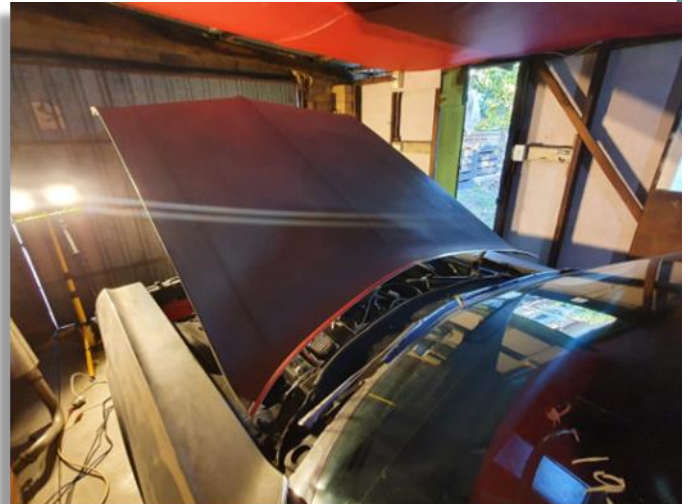
Needs paint & interior work, mainly driver's seat.

Open to reasonable offers.

Max Gelai 0456731500

Is this the car for your next restoration project? If so then please contact Max before it gets away!

“contact Max before it gets away!”



One Reimagined Riv . . .

What are people thinking when they decide to show what old cars could be like if only auto manufacturers were to start building them today with all the technology that is currently available.

Even more so, what are these digital warriors thinking when they produce videos with cars that look more like they come from the sixties than the 21st century.

You may enjoy these imaginings and so we present a couple of photos from the video which you are welcome to view [HERE](#).

Just remember that when you do view the video, there may be some disturbing irregularities that you can't ignore, but ignore them anyway and just continue dreaming of that new Riv!

By the way, our back page story also features a reimagined Riv. Sorry, couldn't help ourselves this edition.



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

Rob Croxford has had dealings with this firm and advises their prices are reasonable, their communication is terrific and they are very good to deal with.

[BJ Panel Restoration and Fabrication](#),

Thornlands. Qld.

Bill - 0403 120 921

(panel beating, rust repairs, fibreglass 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 -

Repeco now stock K & N filters for Rivas.

The K&N E-1360 Aircleaner

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

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

For Sale: 1965 Riviera \$70K, will consider \$60k from ROA members. Phone Gavin +61 416 149 179



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. See Page 18 for more detail. Max Gelai 0456731500



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
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 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 lonewolf_surf@hotmail.com

For Sale: Headers to suit 455 from Speedway Motors. Dougs Headers part # 447020R \$1500 Jim Harkess
Contact at quall1770@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



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!

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riv@netspace.net.au
0419 658 500

Old Regional Co-Ordinator
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ausriview@gmail.com
0417 778 852

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



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

Yet Another Reimagined Riv Revival

We came across this on the web, where else, and thought it worth a comment.

It seems that the penchant that some digital manipulators have for releasing their imaginings of what classic cars could be today, if only the auto companies would bring them back to life.

Such was the case when Jlord8 got his mouse moving on this redesign of the Audi A5 coupe.

He has manipulated the wheels, front mudguard, taillights, rear bumper and boot lid (he advised, as we can't see them in our photo.)

The addition of ventiports to the front mudguards, while anticipatable, seems odd to real Riv fans because we know that Buick never applied them

to any production Riviera over the eight generations of the car.



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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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 laurenejohn@bigpond.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.