

VOLUME 17 ISSUE 2

MARCH 2025



The Australian *Riviera*

ROA AUSTRALIAN REGION





John Forster
#13148

"They are a wonderful automobile . . ."

Editorial

A bit of a rushed edition this month.

We are in New Zealand absorbing some of that Art Deco magic that Napier puts on every year.

No Riviera to drive here, however we did manage to get a drive of a magnificent 1936 senior series Buick!

I guess this means that there are more cars to drive than just Rivas. That said, if you do have a Riviera, then get it out and enjoy it. They are a wonderful automobile and when it comes to turning heads, they are hard to beat.

With that in mind and just in case you are thinking of acquiring one, or even a second or third Riv, we have included a recap of what to look for in early

series Rivs that comes from the pages of Unique Cars. Not entirely comprehensive, but a good introductory guide for the newly converted.

Again on the subject of Riv ownership, we lead off this months magazine with an article about a boattail for sale.

It looks pretty nice, however you be the judge of that and if interested we have included the contact details.

As always, we look forward to magazine contributions from the readership.

A photo, an article with photos, a short note to let us know what you are doing.

All are welcomed and

will be seen around the world in due course, or if that is too intimidating, just around a friendly bunch of Riv enthusiasts.

We look forward to hearing from YOU soon!



G'day from the Regional Co-Ordinator



Tom Kunek
3845

It's time to start thinking about the next Victorian Regional meet. The last outing was at Lilydale in the Yarra Valley which was a great day out in beautiful weather. I was late to the event as I had brake problems. It was not that the brakes did not work, rather they worked too well to the point that I could not move forward.

The brake booster was the problem, so I had to part disconnect it from the master cylinder and drive really slowly. It was a faulty

Reaction Disk that provided all the drama!

We are planning our next Reginal meet sometime in late spring or early summer. If you have any suggestions on a venue, please forward your suggestion to me asap.

Naturally a place that can accommodate our larger than normal cars and a place that has toilet facilities would be ideal.

You would all know that any opportunity to get out in our Rivs is a worthwhile

activity, why not be the one to select the venue!

Keep driving and enjoying your Riv.

Tom

#13148

Caveat Emptor

Is it ever too late to get another piece of Riv based art work, for Christmas or that other special occasions.

No, of course not.

If you were sharp eyed over the Christmas period, you might have spotted with piece of wall art from Turkey on the ETSY site, and with a heavily reduced price for the festive season.

Down from \$207.88 (yes, the 88 cents must be important) to a very reasonable \$93.55. Plus a shipping charge of \$63.70 to Australia.

The item is 50.4 centimeters long, 10 centimeters high and 1 centimeter deep.

So that's the catch I expect. 50.4 cm is only a touch under 20 inches long. If you look at the photo it appears to be as long as the couch is wide and that is likely to be around 54 inches wide. As for the workshop image, well you work it out.

So, if you are interested in a slightly smaller version than suggested by the photos for your office or garage wall, this may be just what Santa could bring

you next year, just make sure you don't pay the \$200 plus price!

The ETSY web site can be found [HERE](#).



As they say,
Caveat
emptor . .



Is This Your Next Riviera?

Your chance to fulfil that long held desire to get into a first year boattail may have arrived.

Peter Hughes is selling his 1971 Riviera.

It's right hand drive converted, and we are advised that the Riv was subject to a professional restoration just 12 years ago.

Peter also advised us that the running gear, albeit original, was also completely serviced and made roadworthy.

This Riv runs and drives very nicely and we can all agree that this is a tremendous American Classic.

This Riv is red with a white top, split bench front seat with cloth inserts. Currently riding on Buick Sport wheels, it features the powerful 455 Buick engine with Turbo 400 automatic gearbox.

This Riv is located in Victoria and is currently on club registration, which is not transferable, and it could be yours for \$55,000.

Contact Peter on 0417296764.

Check out the photos, these boattails don't hang around for long!

"these boattails don't hang around for long!"





1971
Riviera For
Sale in
Victoria

What to Look For . . . When Looking!

Thinking of buying a Riv here in Australia? Not sure of what to look for to avoid a lot of rectification work?

Cliff Chambers has written an interesting article for Unique Cars about the things to look for when checking out a possible purchase and being an Australian he even mentions the RHD/LHD issue. His comments are referencing the first three series of Riviera, 1964 through 1973.

His full article is available [HERE](#), but you might be happy just to review the critical last section which we reproduce below.

Enjoy your Riv hunting!

BUYER'S CHECKLIST:

Body & chassis

Rust attacks floor pans, the firewall, rear quarter panels and doors. Replacement floor sections are available but other parts will need to be repaired or sourced second-hand. The X-frame chassis is massive and shouldn't be impossibly rusted unless the car spent time in snow-prone regions or immersed in water. Rust at the lower edge of rear pillars on vinyl roof cars is common. The doors will droop with age, but hinge pin kits cost \$40 and new complete hinge sets (per side) at around \$160 plus freight from various USA suppliers. When considering an early car, ensure that the light covers move easily and, from 1966-67, the lights appear quickly and in unison.

Engine & transmission

Overheating is the most frequently reported problem with early Riviera engines. Reasons include partially blocked radiators and drag from or failure of the clutch-activated engine fan. The fan itself should have seven blades and when spun by hand should only revolve once or twice. If it spins freely, the clutch unit in the fan boss needs replacement. Oil pump wear will produce oil aeration and low pressure in early cars. Early Dynaflo transmissions are difficult to replace and rebuild but the GM 400 three-speed fitted to later Rivieras is superb and almost indestructible. Check for dirty or leaking transmission fluid, especially in cars which haven't been frequently used.

It is going to be worth the search once you get behind the wheel and feel the Pride!



There is no doubt that they are worth seeking out!

Suspension & brakes

The all-coil suspension is basic and robust but still subject to the problems which afflict large, heavy cars. Coil springs will sag with age so check ride height and signs of tyres fouling the front mudguards. Bushes and ball joints are all available and relatively cheap. Some Rivas being sold in Australia were converted to right-hand drive many years ago, using components which were altered or replaced (sometimes with second-hand parts). These need to be checked professionally. The steering is intentionally light but excessive play is unacceptable. All-drum cars can quickly lose brake effectiveness and those with discs aren't a lot better. Replacement brake parts aren't expensive, and a car converted to discs is still preferable.

Interior & electrics

Rivas are packed with electrical gizmos and can be an expensive nightmare if hard-to-replace items fail. Window motors are available, but the air-conditioning will likely be expensive to fix. The stylish, monogrammed radio can be replaced by an AM/FM copy. Buying an internally tatty Riva is feasible but will take patience to restore. Reproduction headlining, seat and door trims are available, and a supplier called Carid specialises in authentic fabrics. Small items and instruments can normally be found online but secondhand.



Possibly one to avoid unless you really are a seriously skilled restorer!



It's worth remembering, if you need parts you may



Perhaps you could get one of these to admire and keep your excitement levels up while the search goes on!

1965 Mild Custom Revisited

This is a reprinted article from Tony Gentilcore's website, Petrolicious.

A great read and well worth a reprint here.

Check out Tony's 1965 website [HERE](#), plenty of great info available about Rivas and an update on the next stage of his Riv journey when he replaces the nailhead with an LS!

"I fell in love with the 1st Generation Riviera."

I got interested in Buicks after my son bought a 1969 Riviera. I had never realised how nice it is to have such a presence on the road with a full size American car. I bought a '66 Riviera a year later in 2001, a 1966 Wildcat convertible in 2004 and a '71 Riviera Boattail in 2006.

After attending the inaugural Australian ROA (Riviera Owners Association) Meet in Coffs Harbour in 2010 I fell in love with the 1st Generation Riviera. It's not like I had not admired them before, but the stars were aligned, I'd sold my '66 Riviera, the Aussie Dollar was very strong, and the idea of

a new project appealed to me very much. My idea was to get a bit of a roughie that needed restoration and do it as a mild custom.

After placing an ad in the ROA Riview magazine I received a phone call from a gentleman in Maine. He had bought this car 41 years ago in Texas and it had never been in the rain or snow, and he claimed it was a (GS) Gran Sport. I wasn't looking for a GS so if it was it would be a nice bonus. He didn't have email so we arranged for photos to be sent to me by snail mail and within a week or so they duly arrived. The car had accumulated a lot of sixties accessories, stickers, ribbons and pin stripes but looked straight and heavily loaded with factory options.

The ROA Roster was invaluable, and I found a member about 39 miles away who was happy to check the car for me. He gave me a good report and better pictures, so I bought it the next day. It does have an LX engine

code which means it came with the dual quad carburetors from the factory.

I arranged to have the car transported to the West Coast and then it went into a 40' container with two other cars for its long sea journey to Sydney, arriving in August 2011. Upon arrival, it immediately needed its mufflers and carbs overhauled because they were leaking. I cleaned it inside and out and scraped kilos of grime off the underside, decluttered the car of its excessive after-market accessories and pin striping. The roof was not true vinyl but some sort of DIY paint and it was awful. I took it to a local shop for a quote, just to paint the roof, but ended up getting the whole car stripped down and re-sprayed, including the engine bay. Happily, there was no rust or bondo found anywhere on the car.



Your Car
• 1965 •
**BUICK
RIVIERA**

Tony Gentilcore



We chose a punchier sixties GM metallic blue colour, debadged the body, shaved the trunk, and the front and rear bumpers were re-chromed except the lower front bumper section. The interior was re-upholstered in leather and matching cut pile carpet was custom-fitted by a different local shop. We deliberately strayed from the original seat stitching design and deleted carpet on the door cards and kick panels. The new hood lining is perforated off-white vinyl with new sun visors. For additional safety we installed inertia lap/sash (shoulder) belts in the front and static lap belts in the rear.

The factory chrome wheels were replaced with American Racing 16" x 7" Torque Thrust mags which are correct for the period and 215x70x16 tires. Original radio and speakers replaced with RetroSound modern stereo gear.

It's a beautiful car to drive and we've just enjoyed clocking up 2,900 miles on the Buick Nationals and post tour held in Tasmania and done a trip north to the Gold Coast for a Nostalgic Festival. Long trips are most enjoyable as you really get to know the car and how it performs in comfort. The toughest part of ownership is not being able to drive it all the time because it's on special historic registration that limits it to club sanctioned runs.



See the finished Car on the next page.

Tony's 65 Riv

The clam-shell lights in action.



Check out the next phase [HERE](#).



3845

Another Riv Wedding!

There are times when your Riv is wanted for a wedding.

Generally, I do not do weddings as it can consume the entire day.

First, I have to get ready with a shower and shave and dress smart. Getting the Riv ready with fuel for the day and the white ribbon across the bonnet. Next driving to the pick-up address, then driving to the church and then driving to the reception.

When we arrive at the reception the photographers want the Riv as a backdrop. This task can take hours of waiting!

So, you can see just about the entire day is taken. But if on the day it rains then the next day you are spending washing and cleaning.

However, when I do a wedding, the Riviera always gets plenty of compliments on its design and styling. We love our Rivieras because the design is enduring and timeless. As you may have already noticed (and I am sure you agree) that the Bride & Groom are standing in front of the Riviera when in fact it would be a much better photo of the Bride & Groom standing behind

the Riviera!

This January Wedding was held at "The Vines" in the Yarra Valley about a 1 hrs drive east of Melbourne.

As you can see by the photo it was a wet and overcast day. The Bride and Groom got wet, as did the black 1965 riviera which explains why the photo is a bit misty.

If there is a special occasion that you have used your Riv why not take a photo and send it off to John Forster and he will place it in the e-mag you are reading right now.

"This task can take hours of waiting!"



Win that Next Riviera Trivia Quiz . . .

Win that next
Riviera trivia
quiz . . . Join
the ROA!

Did you know that the last Silver Arrow that went down the production line was sent down without a liner under the hood/bonnet?

Unusual for such a prestige car not to have one however much like that last Commodore down the line here in Australia, the production team were encouraged to sign parts of that car. With such a large team the signatures went everywhere both inside, under and over the entire car. It can be seen at the Birdwood Mill Museum in South Australia.

For the Silver Arrow, the production team signed the underside of the bonnet.

You know that if you have an interest in Riviera trivia, facts and figures, the best way to find out this sort of information is to join the

ROA and gain access to the vast amount of information that is available on the ROA website.

If you are already a member then what are you waiting for, get searching [HERE!](#)



#13148

Most Valuable Buicks

Capital Exotics rents high end cars out of Washington DC, plus two other states under similar names.

Our interest was awoken when we came across their website and on it we found they have assembled a range of the 10 most expensive lists for a range of brands.

Buick, being our interest, we dove in to see what they consider to be the ten most expensive Buicks, and most importantly, did a Riviera get onto the list!

Well it was hard to argue with their claimed most expensive Buick, the 1938 Buick Y-Job which they suggest would have a value of US\$10 million, if it ever become available for sale.

With an estimated value of US\$3.3 million, another concept car on the list, the Buick Wildcat II, came in second.

They then cover a range of pre war production cars with values up to US\$1 million before we land at Number 7, yet another concept car however this one is of great interest to we Riv enthusiasts, the Silver Arrow I from 1963.

They suggest a value of US\$700,000 and we certainly agree it is well worth that amount.

Here's what the website says about this ultimate Riv concept car:

The 1963 Buick Riviera Concept is also famous as the Silver Arrow I car. This car

has a sleek futuristic coupe designed for performance enthusiasts. This car has a 6.6 liter V8 engine that can produce 325 horsepower. It could accelerate from 0 to 60 mph in just 8.5 seconds and had a top speed of 130 mph. The Buick Riviera's coupe body has aerodynamic precision and a luxurious interior showcases advanced technology for the time. Many car collectors love this model for its rarity and unique design elements which make it one of the most valuable Buick's cars.

You may not be in a position to prise the Silver Arrow I out of GM's hands, but you **can** own a Riviera, **if you want!**

Check out the full list [HERE](#).

You can . . . if you want!



Star of The Show . . .

What is the link between the 1969 Buick Riviera and the Holden Hurricane concept car?

Well, they both appeared at the Melbourne Motor Show in March 1969! This month's edition of *The Australian Rivview* marks the 56th anniversary of that show.

Sure it may

have been the Hurricane that garnered all of the interest, but it was the Riviera that you could actually drive home from your local dealer, if you had sufficient funds that is.

While we couldn't actually find a photo of the Riv on display at that event, we certainly found plenty of Hurricane photos both at the show and in development. Naturally we do include a Riv photo in this article, that's what we are here for, right!

However, if you are at all interested in this re-

markable concept car that introduced the 253 Holden V8 to the world, then you really ought to go [HERE](#). The *Petrolicious* website has a very comprehensive story and photos about the Holden Hurricane.



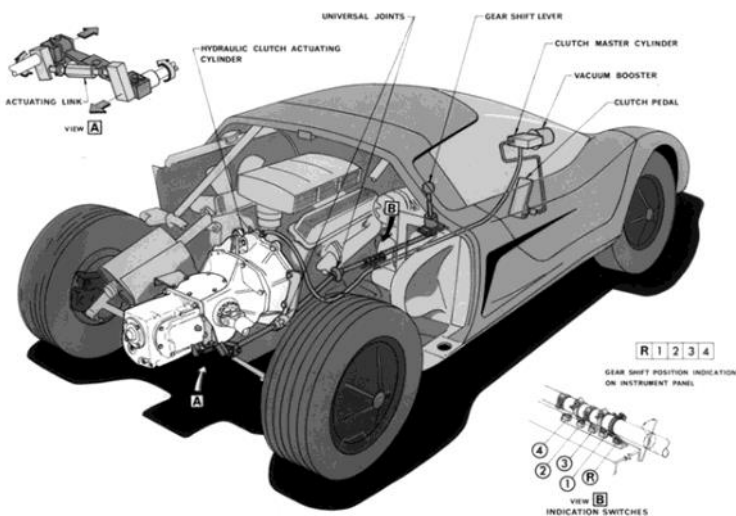
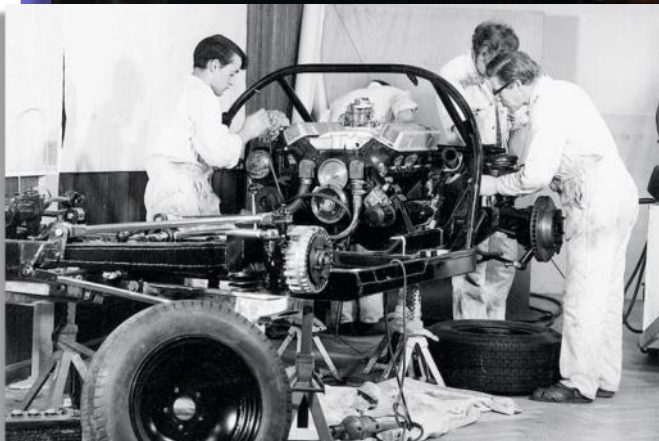
Right: The Holden Hurricane as we saw it when visiting The Birdwood Mill Museum



Not the Melbourne Show Riv!
Check out our next page for some Holden Hurricane photos.



Below: The advertising brochure front cover issued at Motor Shows in 1969 – do you still have yours?



Above: During the final rebuild and before the Hurricane ended up in the Birdwood Mill Museum in SA after Holden's demise.

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 -

Repc 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

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

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

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



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 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

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



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
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NSW + SA Regional Co-Ordinator

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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
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.

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

If Size Matters . . .

#13148

Our lead story this edition cautioned buyers to fully understand what they were buying and referred to a piece of attractive wall art, in this case an outline of a Series One Riviera.

Manufactured in Turkey, we understand, it looked pretty good but suggested that the size many have been exaggerated a little.

Our touched up photo here shows what was represented and what we believe to be the real size. Still an attractive piece, just a bit less than you may have been hoping for!

