

ORANGE COUNTY CHAPTER - BUICK CLUB OF AMERICA

The
RUNNING BOARD

MAY 2026



THE ACE OF SPADES



EVERYTHING FASTER THAN EVERYTHING ELSE

THE RUNNING BOARD

Established 1970

May 2026

Orange County Chapter
Buick Club of America

What's Under the Hood

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More than a newsletter. This is the story of the drive.

10:00 A.M. • Every Third Saturday • ALL WELCOME

Marie Callender's • 307 E. Katella Ave. • Orange, CA

A Note from the Editor

When I was volunteered as the new Editor, my first thought was: "What did he just get me into?!"

Now, with each month my first thought is: "What can I get into?"

With this latest edition of The Running Board, I elected to do something a bit wild and crazy, and I had so much fun creating the feature article. As a fellow metal music lover, the whole theme took on a life of its own - overflowing into the lives of those involved.

With that said, I hope you enjoy reading this very special feature and publication, as much as I enjoyed creating it for you.

Turn the page. Crank it up. And enjoy the ride.
Jessica



The Driver's Seat

I can't believe it's already May—time is moving fast, and your Board has been hard at work shaping the future of our Chapter. Our goal remains the same: to make the Orange County Chapter the best in the Buick Club of America.

As mentioned in my April meeting recap, we've officially adopted a new club logo. This fresh look will bring added energy to our digital presence and strengthen how we present and promote the Club moving forward.

Even more exciting, we're proud to announce our first All Buick Show on October 10th—the first of its kind for our Chapter in over 20 years. This is a major milestone, and with the full support of the BCA, there's no reason we can't establish another multi-decade tradition. Mark your calendars now and stay tuned for more details in the coming months.

Let's make October 10th the day Orange County reminds the Buick world who we are.

We're also continuing to expand our events calendar, and I encourage more members to get involved. One event right around the corner is the "Petroliana Tour at Dennis' Garage" here in Santa Ana on May 9th from 11:00 AM to 2:00 PM. If you haven't already RSVP'd, please email me at oc.buickclub@gmail.com so we can plan accordingly for food and refreshments. Address details will be provided upon RSVP.

I'd also love to hear your feedback on the new Running Board newsletter. If you're enjoying it, help us keep it thriving by volunteering to be a featured member. We have many newer members who haven't yet been spotlighted—and we'd all enjoy learning more about you and your cars. At the same time, I encourage our seasoned members to step forward as well. Your stories, experiences, and history with Buick—and with this Chapter—are an important part of what makes this Club special.

As always, thank you to our incredible Board for everything they do behind the scenes to keep things running smoothly. Let's keep the momentum going. I look forward to seeing you at our upcoming events—and of course at our next monthly meeting on May 16th at Marie Callender's in Orange.

Warm regards,

Jeff Shugarman

Director

Buick Club of America – OC Chapter



EVENTS ATTENDED

MILES & MEMORIES



MAIN STREET CAR SHOW

APRIL 3, 2026



Everyone loves cupcakes.

Tony doing birthdays the right way - Buicks & friends.

CUSTOMERS ONLY
NO STREET PARKING
1 HOUR PARKING

Main Street Car Show, April 3, 2026





BUICK REUNION

APRIL 15, 2026

Back row standing: Matthew Martinez, Tony Martinez, Irene Martinez, Lois Powers, Les Iden, Richard Brewbaker, Michele Minery, Larry Minery, Alan Clark

Seated: Dede Smith, Lori Kredit, Norm Kredit, Sid Munger, Paul Reiker, Jeff Shugarman, Gary Offstein, Bruce Boreman



Norm & Lori Kredit

Bruce Boreman
Alan Clark



Lois Powers
Irene Martinez





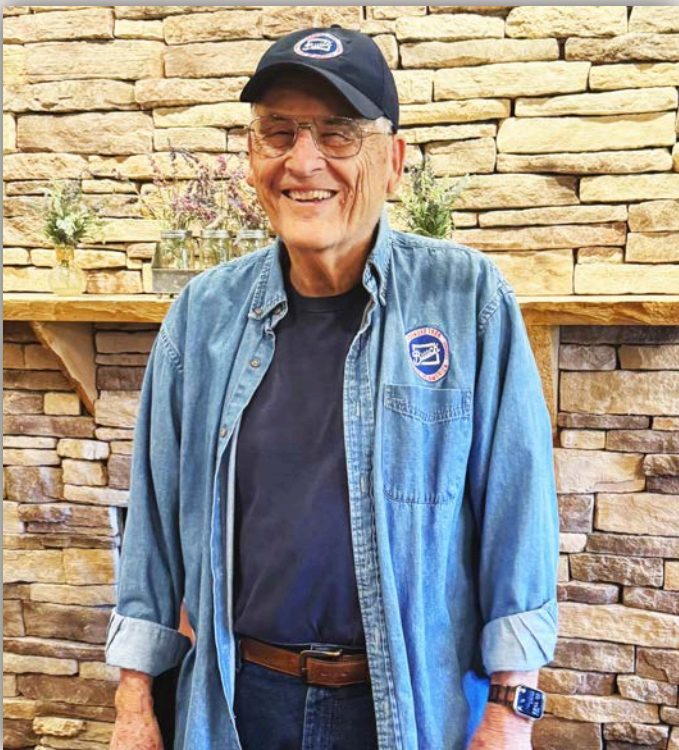
Dede Smith & Gary Offstein



Richard Brewbaker



Michelle & Larry Minery



Sid Munger



Paul Rieker



Les Iden



OCC CLUB MEETING

APRIL 18, 2026



Trouble waiting to happen.



FLORAL PARK CAR SHOW

APRIL 25, 2026

Robert Frackelton, Buick-powered "Villa Park Fire Engine" driven by mystery redhead





Jeff Shugarman, Director, "Murder One"



Jessica Chandler, Editor, "Valdemar"



Rory Macleod, 67 Lesabre



Meeting Minutes

APRIL GENERAL MEETING MINUTES

ORANGE COUNTY CHAPTER – BUICK CLUB OF AMERICA

Call to Order

- The meeting was called to order at 11:00 AM.
- The Pledge of Allegiance was recited and the attendance sheet completed.

Attendance

- A total of 20 members and 2 guests were in attendance.
- New Member: Rich Long – 1965 LeSabre 2-door hardtop, 1968 Riviera
- Guest: Jon Skovseth – 1955 Buick Special (brief visit)
- Signed in his son, Erik – 1963 Riviera
- Returning Member: Les Iden – 1972 Electra 225 Custom
- Guest: Glenn McClellan – 1966 Wildcat (joint project vehicle)

Director's Report

- March 2026 meeting minutes were reviewed and approved
- Three updated club logo concepts were presented
- The shield design received the most votes and is now the official club logo for use across all materials (letterhead, newsletter, flyers, apparel, and merchandise)
- Announcement of the First All Buick Show
- Scheduled for October 10, 2026 at Fullerton Municipal Airport
- A show committee is being formed
- Appreciation was extended to Jessica for her work on the new logo designs

Treasurer's Report

- Current club balance: \$6,278
- The club remains in good financial standing

Assistant Director's Report

Upcoming events:

- April 25, 2026 – Floral Park Home Tour, Floral Park Neighborhood
- May 9, 2026 – Dennis Griffin Collection Tour & Pizza Party (11:00 AM)
- June 6, 2026 – Cruisin' at the Beach Car Show, Edison High School (9:00 AM – 2:00 PM, \$35 registration)
- July 11, 2026 – Coastal Cruise (Save the Date)

Newsletter Report

- Member stories are currently being collected for upcoming issues
- Members are encouraged to share their experiences, including what they love (or don't) about their Buick
- A club flyer is in development for distribution at events, along with membership applications

Membership Report

- Membership continues to grow steadily
- Applications will be distributed at the Seal Beach Show on April 25
- Prospective members are being provided with applications and copies of the Buick Bugle

Old Business

- None reported

New Business

- **October Show Preparation**
- Larry Minery has car show equipment available (raffle drum, stereo equipment, etc.)
- A visit will be scheduled to review and organize items

1964 Riviera Project Opportunity

- The family of Baron Night is offering a 1964 Riviera and additional parts for sale
- Members exploring a limited partnership purchase as a potential club project car
- Contact Dino for details

Running Board Advertising

- Business cards, vehicle classifieds, and ad space are now available starting at \$25
- Contact Jessica for more information

National Meet

- Bruce, Rory, and Doug are planning to attend the 53rd Buick Club of America National Meet 2026 in August

Laguna Beach Parade

- Rory participated in the Patriots Day Parade with his red convertible
- Drove Grand Marshal Dick Metz (Surfer Walk of Fame inductee, born 1929)

Future Outreach Opportunity

- Recommendation to attend the Turbo Buick Car Show (Buicks@Bates 2026) on June 7 in Valley Center
- Opportunity to connect with Buick owners in the San Diego and Escondido areas

Adjournment

- The meeting was adjourned at 11:45 AM.
- Minutes prepared by: Tony A.
- Date: April 18, 2026

Respectfully submitted,

Tony Albin

Secretary

Buick Club of America - OC Chapter



THE RUNNING BOARD

ON THE HORIZON



PETROLIANA TOUR

MAY 9, 2026

DATE: MAY 9, 2026

TIME: 10:00 AM - 2:00 PM

LOCATION: SANTA ANA

Meetup for Members to be arranged.

What to Expect:

- Dennis Griffin Collection Tour
- Pizza Party at 11:00 am
- Community atmosphere

THE RUNNING BOARD

ON THE HORIZON

OCCBCA EVENTS

May 16

OCCBCA Club Meeting
Marie Callender's, 10:00 am

June 6

Cruisin' at the Beach Car Show
Edison High School, 9:00 am - 2:00 pm

June 20

OCCBCA Club Meeting
Marie Callender's, 10:00 am

June 27

Anaheim Car Club 3rd Annual Car Show
La Palma Park, 9:00 am - 4:00 pm

July 11

Coastal Cruise
Michael Kanter, Save the date

July 18

OCCBCA Club Meeting
Marie Callender's, 10:00 am

== MORE THAN METAL ==

THE ACE OF SPADES



NOT YOUR GRANDFATHER'S BUICK.

1965 BUICK SKYLARK SPECIAL



THE CAR I WAITED 32 YEARS TO DRIVE.

JEFF SHUGARMAN

Some of you may recall the story of my Buick in the Members Corner Message in late 2023 not long after joining the OCC BCA. The story of my car and involvement in the club has evolved quite a bit since that time, so here's a quick trip down memory lane.

I always wanted a 1965 GM A-body convertible.

Manual transmission. V8. Top down.

The brand didn't matter. The feeling did.

Growing up, my parents were not really into cars. We had a '69 Dodge Dart and a '72 Dodge Colt station wagon. Those cars were driven into the ground, only to be replaced with equally exciting cars—which were also driven until the wheels fell off. That cycle repeated itself about every 12 years.

Not long after graduating college in 1991, I made my way to the Pomona Auto Swap and found a GTO that met all my requirements for \$9,500. It was in great condition with significant history and paperwork to back it up. It felt like the right move.

I had the money—I had been working at Anheuser-Busch during college and full time after graduation.

Excited, I told my parents.
They strongly disagreed.
Their thinking was simple: if I could afford that car, I could afford rent.
That was enough to stop me.

Marriage, graduate school, and three kids later...

a 32-year pause.

The GTO was long gone by then,
but something unexpected showed up.

A modified '65 **Buick Special**, badged as a **Skylark**.
And under the hood...

A **1970 Riviera 455**.
Backed by a **Doug Nash 4+1 transmission**.

At that moment, whether I realized it or not,
I had stumbled into something entirely different
than what I originally set out to find.

It checked every box I had—and then some.

And for about a month... everything was great.

Then the problems started...

The Quickest of Them All

Motor Trend tested the 1970 Buick GS 455 Stage I at 13.38 seconds in the quarter mile, calling it:

“The quickest American production car ever tested.”

Faster than the LS6 Chevelle.

Faster than the 426 Hemi cars.

And wrapped in Buick sheet metal almost nobody feared.

That is "sleeper" perfection.

Big-Block Power, Small-Block Weight

Buick engineers pulled off something rare: an engine with big-block power and a weight penalty of only about 25 pounds more than a small-block Chevy 350.

That balance mattered.

Less weight over the nose. More usable power. Better real-world punch.

It was smart muscle, not just brute muscle.

Torque Wins

Low-RPM torque changes everything.

It gets the car moving now, not later.

It is why a Buick feels stronger on the street than people expect from the numbers alone.

This was not an engine built for posing.

It was built for launching off the line.

A true "stump-puller."

Doug Nash 4+1

The Doug Nash 4+1 was one of the great hot rod and drag racing gearboxes of the 1970s and 1980s.

Tough, race-bred, and notoriously hard to break, it delivered four aggressive gears for acceleration, then a direct-drive fifth for highway sanity.

It gave you both personalities:

drag car leaving the line, grand tourer on the freeway.

One issue turned into another, and my high school auto shop experience was no match for what this car needed.

Eight months later—and one engine rebuild—the excitement came back.

But more importantly, something else came out of it. That's when I met Sam. If it weren't for that rebuild, I wouldn't have met him.

We became friends. He bought a Buick. I recruited him into the club. Now he's our Assistant Director—helping lead this chapter forward.

Funny how that works.



I love driving this car.

It's loud—both from the exhaust and that unmistakable 4+1 transmission sound. It's fast. It's raw.

And it gets attention everywhere I go.

Thumbs up on the highway. Comments at stoplights.

My sound system is an 80-watt Bluetooth speaker blasting hard rock and heavy metal. Music I've loved since elementary school.

The car and the music are a perfect match. Just ask Sam. He says the car is evil. I agree.

The Ultimate "Sleeper"

A "sleeper" is the perfect street assassin: ordinary on the surface, lethal under the hood.

It does not need stripes, scoops, or swagger. It just needs enough power to leave the louder cars wondering what happened.

That was Buick's genius.

Buick's Street Weapon

For years, Buick carried the reputation of being the comfortable car. Heavy. Plush. Power everything.

Your dad's car. Your granddad's car. Not the one anyone expected to dominate from a stoplight.

Then came the 1970 GS 455 Stage 1.

Where Performance Is Felt

Horsepower sells headlines. Torque wins the street.

The 455 has it in spades - 510 lb-ft of torque at a low 2,800 RPM.

And more importantly, torque is what people feel.

The brutal shove off the line.

The instant surge.

The moment you get pinned back in the seat. That is performance people remember.

There's still a lot of cosmetic work that could be done on this car.

I may never do it.

This car gets about 6–8 MPG, depending on how I drive it.
And if you look closely, you can tell that at some point someone tried to turn it into a Chevelle.

And honestly?
That's fine with me.

Because what I have now is something better than what I originally set out to buy.

I have the car I always wanted.

Just not the way I expected to get there.

And I feel pretty confident saying there aren't many '65 Buick convertibles like mine on the road.

And that's what makes this car truly...

Special.



The Street Assassin Combination

Put a Doug Nash 4+1 behind a 1970 Buick 455 Stage 1 and drop it into a 1965 Buick Skylark convertible, and you get something dangerously rare: the ultimate muscle car killer.

Not flashy.
Not obvious.
Just brutally effective.
They'll never see it coming.

And the best part?
The president of our club drives one...

INTRODUCING

*The new emblem of the
Orange County Chapter.*



Where Heritage Meets Tomorrow.



AWAKENING
THE
TITAN

The Revival Series – Number 12

WHERE THE
RUBBER
MEETS THE
ROAD

It's a Tuesday morning, about 6:30 AM. I'm out for my morning walk. I turn the corner—and there it is.

A newer truck, slammed hard against the curb, sitting on its belly... missing its right front wheel.

Not exactly how anyone wants to start their day.

I look around for the driver and spot him leaning against a fence, wearing a bulletproof vest—security company uniform. Maybe 25 years old. He's got a slight grin on his face, which tells me two things: he's alive... and he knows how close that one was.

I walk up, ask if he's alright - what happened?

He just started his shift, picked up the truck from the yard, and was heading to his first stop. As he was rolling down the road, the steering started to feel a little... squirrely. He makes a left turn, clears the intersection—and then it happens.

The front right wheel comes flying off.

Not rolls off. Launches.

It bounces off a wall and comes hurtling back at the truck, smashing the side mirror on the way. Somehow, he keeps it together and ends up where I found him—truck grounded, but driver intact.

We walk over to the wheel, now sitting in the bed of the truck. Still holding air. Tire looks fine. Then I look at the hub.

Two of the lug studs—sheared clean off.



I look back at him and ask, “Do you have a lot of enemies... or did you just have some work done on the truck?”

He laughs. “We just got it back from the shop. Had a flat.”

There it is. Knew it.

“They didn’t torque the lug nuts properly,” I tell him. “That shop will be covering the repair.”

We shake hands, he thanks me for checking on him, and I head off—but that wasn’t the end of the day’s reminder.

Later, I hear another one at Moyer's.

A gentleman gets a flat on the 405. Pulls over, calls AAA. Tech shows up, swaps the tire, uses an electric torque wrench—sets it somewhere around 70–80 ft-lbs—and sends him on his way. Several miles down the road, the driver feels a wobble in the steering.

Then—boom.

That freshly mounted wheel comes flying off.

Now he’s sliding down the freeway at 75 mph on the belly pan of his 1978 Cadillac Brougham - metal scraping across asphalt like a movie scene.

The damage?

- \$150 hubcap (plus another \$150 to paint it)
- \$250 wheel—if you can even find one
- New lug nuts and new studs pressed into the drum
- Scrape damage to the underside of the Cadillac

As of that day, it was over \$1,000 and the repairs were still under way. All because the lug nuts weren’t properly torqued.

The AAA tech’s defense? It’s not our fault. The wrench was set correctly.

Problem is—if the battery’s weak, you’re not hitting those numbers. Not even close.



Here's the takeaway, friends: Check your wheels. Every time.

- Make sure your lug nuts are actually torqued: 80–85 lbs, not ‘that feels tight enough.’
- Check tire pressure: minimum on radials is 35 psi; bias ply - check owners manual
- Look for cracks in the sidewalls
- Watch for uneven wear
- Scan for nails or bolts in the tread

Tread Depth Trick

Grab a penny. Stick it in the tread, Lincoln's head down. If the tread hits his ears—you're good. If you're seeing the top of his head... you're running bald. And bald tires mean one thing: no traction = dead duck. Dead ducks don't get a second chance.



Bias Ply vs. Radials

Run whatever you want—but know what you're running.

Bias ply tires: look incredible. Period correct. Show-winning. But they were made for roads that don't exist anymore. Take them on the freeway and they'll chase every groove, every seam—pulling you all over the place. (Ask me how I know.)

Radials: That's modern tech. Built for today's... excuse for roads. No, they are not period correct, however driving with a set of these makes the experience infinitely more pleasurable. If you can swing it—have two sets: one set for show, one set for go.

Final Word

Get your wheels speed balanced.
Kill the wobble. Save your front end—and your teeth.

Rotate your tires: back to front, front to back.
And if you've got a choice? Put your best tires up front—where you have control.

Stay safe out there.

Keep the rubber on the road.

— **Dino,**

Member - Orange County Chapter Buick Club of America



THE EXCHANGE

BUY • SELL • TRADE • TALK

Where Buicks find their next story.

AVAILABLE

Waiting for your items!



Got extra parts? Cleaning out the garage?

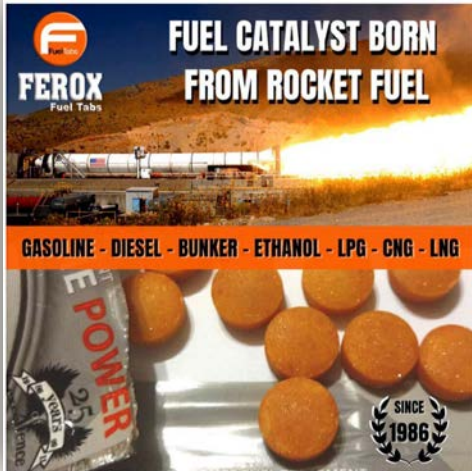
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SEEKING

VINTAGE VLCHER TOOLS

Seeking vintage Vlcher tools, including open and box-end wrenches, ball peen hammers, monkey wrenches, screwdrivers, metal punches, and related items.

The older, the better. Cosmetic condition is not important—functionality is key.

If you have any available, please reach out.
— Dino

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SPEEDSTERS
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Contact us

Office:
Daisy Chavik – 714-234-7835
Email – daisy@hotrodchavik.com

Workshop:
Stanley Chavik – 714-496-5019
Email – stanley@hotrodchavik.com

Location:
Hot Rod Chavik USA LLC
748 W Angus Ave # A,B
Orange, California 928 68



714-330-4244
CODY VARONA

THROWIN' DOWN THREAD

GARAGE HUMOR



PROJECT CARS

Because clean fingernails, free weekends, intact knuckles and financial stability are totally overrated.

BIRTHDAYS

- 2 - Dawn Hudack (Lawrence)
- 19 - Jan Brown (Ray)
- 20 - Larry Minery
- 20 - Rosalind Kanter



BECOME A MEMBER

For those who know.

Membership in the Orange County Chapter of the Buick Club of America connects you with a community that values craftsmanship, history, and the stories behind every mile.

From local drives to national events, this is where Buick enthusiasts come together—not just to show their cars, but to share them.

Membership Includes:

- Monthly meetings and events
- Access to the national BCA network
- Newsletter features and member stories
- A community built on shared passion

Download your membership form: orangecounty.buickclub.org



Buick Club of America - Orange County Chapter is a chartered chapter of the Buick Club of America (BCA).

For membership in the OC Chapter, you must be a member of the Buick Club of America or have applied for membership.

For BCA Membership information visit buickclub.org

THE RUNNING BOARD

The People Behind the Chapter

Leadership

Jeff Shugarman
Director
shugar410@gmail.com

Sam Mandlin
Assistant Director
crankshaftsam@yahoo.com

Alan Clark
Treasurer
awc13@earthlink.net

Rod “Anthony” Albin
Secretary
tony@apcbearings.com

Ruthie Truhn
Membership
ruthtruhn@gmail.com

Jessica Chandler
Newsletter Editor
jessica.chandler1@icloud.com

Msgr. Doug Cook
Historian
msgr.dcook@rcbo.org

The Running Board

The Running Board is published monthly, on the last day of the previous month.

Contributions to the newsletter are welcomed and should be received by the 15th of the month.

Submissions:
jessica.chandler1@icloud.com

Crafted in collaboration with the unseen
hand of Aeth3r



Website: orangecounty.buickclub.org

Instagram: @buick_cluboc

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