

The RUNNING BOARD

July 2026

America 250

FINISH IT



THE RUNNING BOARD

Established 1970

July 2026

Orange County Chapter Buick Club of America

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Turn the page. The journey continues.

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

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

A Note from the Editor

Every Fourth of July we celebrate America's birthday.

This year, as our nation marks 250 years, I found myself thinking less about fireworks and more about something that has always made America unique.

The American Dream isn't reserved for those born here—it is available to those willing to work for it, sacrifice for it, and become part of it.

Sometimes, it belongs most to those who crossed an ocean because they believed in it. Like the feature story, my family is one of them.

My family crossed an ocean from communist Lithuania in search of a better life. Was it easy? No. Was it better than the life they would have had there? Yes. My Grandfather and his brother became coal miners at just six and eight years old, with my grandfather faking his age to eight so he could work. My Mom was literally a "Coal Miner's Daughter". I remember sitting with him, listening to those stories with equal parts awe and sadness.

I grew up with my grandparents and their "old country" ways and values. You can still hear a bit of their accent when I speak. I'm regularly asked if I learned the language. The answer—for both my mother and me—is "No."

"Why not?" people ask.

Their answer was always the same:

"We are now Americans. You will speak like an American."

Was it an easy life with them? No. Do I have memories few people will ever experience? Absolutely. If I could trade that life for another, would I? HELL NO! Because of them, I am an American.

As you read this special issue, I hope you'll see more than beautiful automobiles. You'll see the people behind them—the dreamers, craftsmen, restorers, innovators, and families who helped build this country one generation at a time. Every Buick we save is more than another old car on the road. It's another chapter of the American story preserved.

Turn the page... and celebrate the people and the cars that make America, America.

Jessica Chandler
Editor, The Running Board



The Driver's Seat

Greetings Buick Enthusiasts!

I can't believe we're already halfway through 2026. Our club has come a long way since this time last year, and there's even more to look forward to in the months ahead.

For those who missed our June meeting or my recap, the Western Regional All Buick Show on October 10 at Fullerton Airport will be our marquee event of the year. Registration opened on June 20, and the Board has been thrilled with the strong response from early registrations. Once our advertisements appear in the August and September Bugle, along with online promotion through regional car show websites and social media, we expect the remaining spaces to fill quickly.

If you haven't registered yet, I encourage you to visit our website or Eventbrite and reserve your spot as soon as possible. This event—and the shows we're planning for 2027 and 2028—will help build the momentum needed for Orange County to be selected as the host chapter for the 2029 BCA Nationals.

On behalf of the Board, I'd also like to welcome the many new members who have joined the Orange County Chapter over the past few months. It's exciting to see our club continue to grow through our expanded website, social media presence, participation at community events, and yes... even a few old-fashioned phone calls! We have several more activities planned for the remainder of the year, so be sure to keep an eye on our calendar and email updates.

Many of you may remember that when the gavel was handed to me at our 2024 Holiday Party, I shared a simple vision for our chapter: breathe new life into the club, build a strong online presence, and honor our chapter's proud 56-year history in a way that would make our Vanguard members proud.

Looking back now, I'm incredibly grateful to our Board members for their enthusiasm, dedication, and countless hours of volunteer work. Together, we've accomplished more than I ever imagined. It's exciting to see the positive buzz our chapter has created throughout the Buick Club of America, and I'm proud that Orange County is quickly becoming a model for chapters across the country.

Thank you for being part of this journey. I look forward to seeing you at our upcoming events!

See you soon,
Jeff

Jeff Shugarman

Director
Buick Club
of America –
OC Chapter



EVENTS ATTENDED

MILES & MEMORIES

A wide-angle photograph of a car show. In the foreground, a dark blue 1972 Ford Mustang is parked with its hood open, revealing a large engine. Behind it is a green 1966 Ford Mustang, also with its hood open. Further back, a red 1966 Ford Mustang is visible. Two people are walking in the background on the left. On the right, there is a white tent with "H.B. ACCIDENT ATTORNEYS" written on it. The background shows a brick building and a yellow banner with a logo.

HUNTINGTON BEACH EDISON HIGH CAR SHOW

JUNE , 2026

Les Iden: 1966 Wildcat & 1972 Electra 225 Custom

Larry Minery: 1965 Wildcat Convertible



Rory MacLeod's 1967 LaSalle
Convertible "inspected" by
Jessica "Rosie the Riveter"
Chandler



OC Buick Command Central.



Tony Albin: 1957 Special



Sam Mandlin: 1940 Super 50



Keith Ealy: 1968 Skylark
Ruthie Truhn: 1965 Skylark



Larry Minery: 1965 Wildcat Convertible



June 11, 2026, Valley Center, CA
 Jeff Shugarman, Sam Mandlin,
 and Tony Albin



Club Members in the wild.





OCC CLUB MEETING

JUNE 20, 2026

Brad Myers: 71 GS Convertible, Michael Peters: Oldsmobile Rocket 88, Ken Brody: 1940 Roadmaster



Steve Shannon: 1964 Electra convertible



New member, Linda Lu:
1959 LeSabre convertible "White Ghost"
Also brought husband, Greg Dean



Battle of the convertibles.
Who's trunk can fit more bodies?
Steve's Electra or Alan's Caddy?



Alan Clark: 1972 Cadillac



Sam Mandlin: 1940 Super 50
Ruthie Truhn: 1965 Skylark



Ken Brody: 1940 Roadmaster

THE RUNNING BOARD

ON THE HORIZON



2ND ANNUAL BUICKS BY THE BEACH

JULY 11, 2026

DATE: JULY 11, 2026

TIME: 10:30 AM - 3:00 PM OR SO

LOCATION: MEET SAND CANYON
& ALTON - SEE EMAIL

MKanterAuto@gmail.com

What to Expect:

- 11:15 Caravan cruise along PCH to Oceanside
- 12:45 or so - arrive at Hill Street Brewing Company
-Reserved Lot Parking
- 1:00 Lunch , then free to explore

THE RUNNING BOARD

ON THE HORIZON

OCCBCA EVENTS

July 11

Coastal Cruise
Michael Kanter, Save the date

July 18

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

Aug 15

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

Aug 19-22

BCA Nationals
Albany, NY

Sep 19

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

Sep 26

OCCBCA Annual Picnic
Irvine Regional Park, Irvine

BRAGGING RIGHTS



ALAN CLARK

**AACA WESTERN
NATIONALS
LAS VEGAS, NV**

APRIL 25, 2026



MORE THAN METAL

BUILDING THE AMERICAN DREAM

One Buick.

One Family.

One Extraordinary Journey.





ONE BUICK. ONE FAMILY. ONE EXTRAORDINARY JOURNEY.

DAISY & STANLEY CHAVIK

"Finish it."

Two simple words.

They would forever change their destiny.

A husband stood in a workshop in the Czech Republic looking at the unfinished Buick Shafer-8 race car.

Across the Atlantic lay the promise of a new life in America—but also the uncertainty of how to pay for it.

Like many families preparing to leave everything familiar behind, they began making difficult decisions.

One of them was the Buick Shafer 8.

Stanley looked at the partially completed race car and said what many would have considered the practical choice.

"Maybe we have to sell it."

Daisy didn't hesitate.

"No."

"Finish it."

"Do the whole car and bring the car to the United States."

At that moment, she wasn't just talking about a Buick.

It was more than encouragement.

It was faith.

She was talking about a dream.

It's impossible to separate that moment from everything that followed: The remarkable Buick race car, the successful business they would build in Southern California, the family legacy they continue to create—each began with two simple words:

"Finish it."

The Automobile

Inspiration: Phil Shafer's Buick Indy racers from roughly 1925–1934.

Vehicle: 1933 Buick Shafer 8 – Victory Gasket Special tribute

Wheels: Custom, special-order, 72 spoke rolled edge w/knock-offs



Front axle: Forged I-beam Bendix

Rear axle: Custom-made posi

Springs: Hand-made

Shocks: GM lever shocks - late 30's



Looking back today, it becomes clear that this story isn't simply about The American Dream.

It's about BUILDING it.

Building a race car.

Building a business.

Building a family.

Building a future.

Building a life.

Trans: Borg-Warner T5 five-speed.

Shifter: Custom hand-made

Brakes: Buick 1938 drums

Headlights: 1933 Buick

Building the Impossible

Growing up on American movies, Stanislav (Stanley) loved all things America. Starting with building motorcycles at 9. So it's no surprise he became fascinated with Buick's forgotten racing heritage. After all, he really has been doing this building stuff "all his life."

Enter Daisy Dagmar, the other half of the picture.

With an artist and designer for a father, and a mother who wanted to be a mechanic, you could say this runs in her blood. She is truly the key.

A meeting through friends then going for a motorcycle ride – it was a match made in heaven. They were married a year later, and Jr arrived in two more. The Chavik family was complete.

Over the years, Stanley was very interested in straight-8 Buicks, especially vintage race cars.

Then one day it happened. He discovered the Indy cars built by Phil "Red" Shafer and the Shafer 8. The rest is history.



Thus began the nearly impossible task of reverse-engineering a race car that no longer existed.

There were no blueprints.
No body bucks.
No CAD models.
No factory drawings.

Stanley wasn't just restoring a Buick. He was resurrecting one with only a handful of grainy photographs of Phil Shafer's forgotten Indianapolis racers.

So he measured the engine from the photographs.
Calculated proportions.
Made drawings.
Drew his own plans.

In communist Czechoslovakia, replacement parts weren't waiting on a store shelf –
and neither were the tools to do the work.

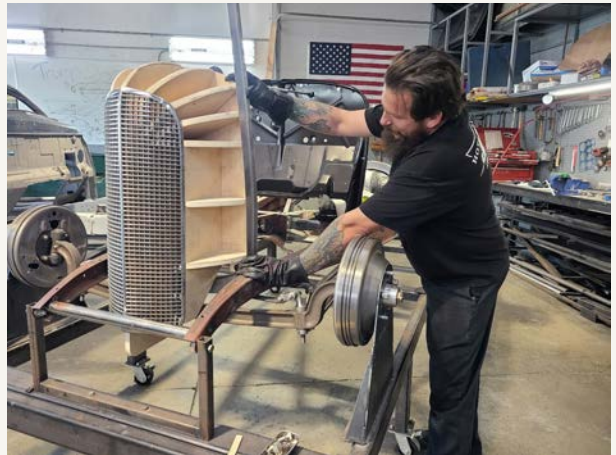
Every bolt mattered.
Every washer was reused.
Old hardware was sandblasted.
Cleaned.
Chemically treated.
Restored.
Nothing was wasted.
Replacing it simply wasn't an option.

He built parts that no longer existed.

He made the specialized tools he needed to build the dream.

Craftsmanship wasn't a luxury, it was born of necessity.

It was survival.



The American Dream

Years ago, in a small workshop on the other side of the world, Daisy looked at an unfinished Buick Shafer 8 and simply said,

"Finish it."

Today, the car is finished.

The dream isn't.

It lives on in every automobile Stanley touches.

It's in every mile the Buick travels.

Every customer who walks through the doors of Hot Rod Chavik.

Every lesson passed to the next generation.

It flourishes because Daisy never stopped believing.

As America celebrates 250 years, the Chavik family reminds us that the American Dream has never been something handed to us.

It is something we build.

One dream...

One family...

One Buick...

at a time.



1933 Buick Indy Tribute Racer

This remarkable 1933 Indy Race Car is a museum-quality tribute to the legendary machine built and campaigned by Phil Shafer at the Indianapolis 500 during the early 1930s. Imported to the United States in March 2018, this meticulously handcrafted recreation is fully street legal in California while remaining faithful to the spirit and engineering of the original racer.

Built by renowned craftsman, **Stanley Chavik**, of **Hot Rod Chavik**, Orange, CA, every detail reflects a commitment to historical accuracy and exceptional workmanship.

Powertrain

Power comes from an authentic Buick 248 cubic-inch Straight Eight overhead-valve engine, paired with a period-style Indy five-speed manual transmission. Power is delivered through a racing-spec 9-inch positraction rear axle, while a Bendix racing front axle and 12-inch hydraulic brakes provide confident handling and stopping power.



Induction & Exhaust

The custom-fabricated racing intake manifold is faithfully designed to accommodate four Stromberg 97 carburetors, just as period competition engines were configured. Complementing the induction system is a correctly fabricated single racing exhaust manifold that captures both the appearance and character of the original Indianapolis racers.

Chassis & Body

Constructed from authentic 1930s Indianapolis race car drawings, the steel frame is dimensionally faithful to the original design. The body is hand-formed from aluminum panels, meticulously shaped and fitted to recreate the elegant, purposeful lines of one of America's golden-era racing machines.

More than a replica, this tribute honors one of Buick's remarkable contributions to early American motorsport—a machine built to preserve the legacy of an era when ingenuity, craftsmanship, and courage defined the Indianapolis 500.

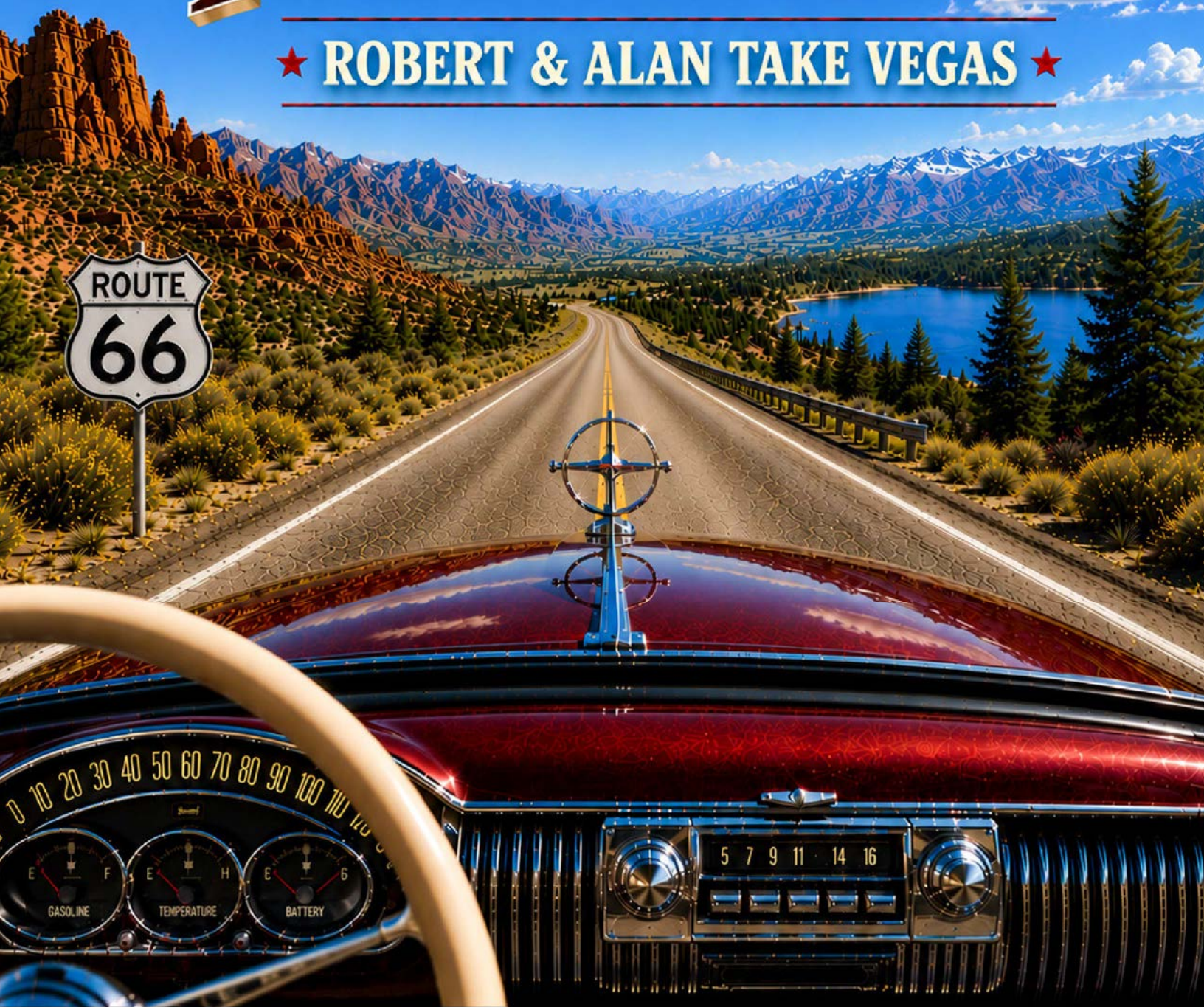
Special thank you to Stan & Daisy for your inspiration, leadership, and friendship. We are beyond grateful

Photos found on social media, various websites and taken ourselves.



EXCELLENT ADVENTURES

★ ROBERT & ALAN TAKE VEGAS ★





AACA WESTERN NATIONALS & GRAND NATIONALS

ROBERT & ALAN'S EXCELLENT ADVENTURE

Back in December when the Antique Automobile Club of America (AACA) announced the Western Nationals would be held at Lake Las Vegas April 23-25, *I immediately did two things:*

- 1) Put it on my 2026 automotive calendar, and
- 2) told Lake Las Vegas resident Robert Winters that he MUST join AACA and participate in the event.

Being the obedient man that he is, Robert did as he was told. And we had a great time.

For those unfamiliar with AACA, it is essentially the granddaddy of automotive preservation organizations. Many marque clubs, including the Buick Club of America, model their judging standards and organizational structure after AACA's long-established programs. In fact, the BCA's judging system closely mirrors AACA's renowned 400-point format.

One question often asked is how a "Western" event can also be a "National" event. The answer is simple: while regional in location, the meet is conducted under national club standards, with awards carrying national recognition. Think of it as a regional event with national-level judging and prestige.

Another common question concerns the difference between a National Meet and a Grand National Meet. The distinction is all in the judging. Vehicles that consistently earn top scores in National competition become eligible for the even more rigorous scrutiny of Grand National judging. As you might imagine, Grand National cars tend to travel very little under their own power—usually just on and off the trailer.

After a week of detailing and maintenance, I drove to Henderson, Nevada, on Wednesday, April 22. Robert welcomed me to his home and introduced me to the newest member of the family: Ruby, a seven-week-old chocolate Labrador/Shepherd mix. After checking into the host hotel, we reviewed our plans over dinner and called it a night.

Thursday was devoted to final preparation. Both cars received a careful wash and treatment before being tucked safely away in anticipation of Saturday's judging. With the work complete, we turned our attention to that evening's activity: a visit to the renowned Maloof Collection in Las Vegas.



The late Phil Maloof's collection leans heavily toward Cadillac but includes a wide variety of American classics, among them three Duesenbergs. One first-time visitor observed that the collection favors quantity over quality. Perhaps. But any day spent surrounded by nearly a hundred historic automobiles is still a very good day.

Friday featured Grand National judging. If you've ever considered becoming a judge, there's no better place to learn than a Grand National event. The cars are so meticulously prepared that deductions can be difficult to find.

And the paycheck? A complimentary breakfast.

Friday evening concluded with the Grand National awards presentation, followed by AACA's traditional ice cream sundae bar. If you're an enthusiast with a sweet tooth, that's reason enough to join.

Saturday morning brought the main event. The show field occupied the upper level and ramp of the hotel parking structure, with generous spacing between vehicles to prevent accidental door contact. Before judging began, one of the judging supervisors reviewed the field and reassigned four vehicles from the demanding 400-point category to the Original Preservation Class.

The distinction is significant. Original vehicles are evaluated primarily on authenticity, while 400-point vehicles are judged on both authenticity and condition.

Robert's car was among those reassigned, which conveniently removed it from my judging responsibilities. While I believe I could remain objective, AACA wisely avoids even the appearance of a conflict. Likewise, when it came time for my own vehicle to be judged, our team captain stepped in while I presented the car to the judges.

My personal highlight of the weekend was judging a Duesenberg for the first time. Opportunities to closely inspect one of America's most legendary automobiles don't come along very often, and it served as a reminder of why AACA events remain so rewarding for enthusiasts and judges alike.



The Duesenberg was one of three notable vehicles entered by Celebrity Cars of Las Vegas, a sponsor of the event. The others included a pre-war Rolls-Royce and a 1928 Cadillac Town Sedan complete with bulletproof glass once owned by Al Capone. Should you wish to add it to your own collection, it can be yours for the modest sum of one million dollars.

The closing banquet and awards ceremony was a failure of epic proportion. After enduring the bloviations of an emcee who used two, three, or four words when one would suffice, the featured speaker gave his presentation BEFORE the meal was served. Not just the entrée or dessert, but before the entire meal. A shame because Peter Brock is a brilliant man with a magnificent automotive resume. And his presentation on the history of aerodynamics in automobile design was excellent. But attention waned with the hunger pangs of all assembled.

Robert had to go home to care for Ruby,
but I held out to the bitter end.
After filling my belly with rubber chicken,
I collected the awards for both Robert's car and mine.

Sunday morning, I departed before sunrise,
delivered Robert's award on my way out of town,
topped off the fuel tank, and headed south on
Interstate 15. After a brief stop in Victorville,
I arrived at my church in Newport Beach shortly
after the service had begun—but still in time to
give thanks for a safe, enjoyable, and memorable
automotive adventure.



A vintage Buick Wildcat is shown from a rear three-quarter view, driving on a winding coastal road. The car is dark-colored with chrome accents and a California license plate that reads "ROAD STORY". The background features a dramatic sunset over the ocean, with the sun low on the horizon and its light reflecting on the water. The sky is filled with soft, golden clouds. In the upper left corner, there is a graphic of an American flag with stars and stripes. The entire image is framed by a decorative gold border with ornate corner pieces and a central star motif.

IT'S NEVER JUST ABOUT
THE DESTINATION...

IT'S ABOUT THE PEOPLE,
THE **STORIES**, AND THE
MEMORIES WE MAKE
ALONG THE WAY.

★ *Awakening the Titan* ★

THE REVIVAL SERIES #10

COOL AS A CUCUMBER



The Ice Cream Man

"Now summertime's here babe, need somethin' to keep you cool
Ah now summertime's here babe, need somethin' to keep you cool
Better look out now though, Dave's got somethin' for you"
— *Ice Cream Man*, Van Halen, 1978

Well, in this case, Dino's got something for you.

Some people think kids don't know much. I'm here to tell you that in certain situations, they know a lot more than adults give them credit for.

Take the ice cream man.

Kids can be completely focused on whatever they're doing—playing ball, riding bikes, sweating bullets in the summer heat. But the moment they hear the bells ringing or the music blasting from the loudspeaker, they drop everything and come running.

They know something important: when it's hot outside, ice cream cools you down.

Our friend Pops, who runs Gary's Radiator, is the ice cream man for your car.

Looking more like a member of ZZ Top than a radiator specialist, Pops has forgotten more about cooling systems than most mechanics will ever know.

He knows exactly how to keep your classic cool while driving to car shows, running rallies, or creeping through a parade on a hot summer day.

My best friend, Jim Garvey, introduced me to Pops.

"If you've got radiator issues, this is the guy,"
Jim told me.

I've known Jim since our Army days, so I trusted his recommendation.



Now THAT'S a radiator!

Walking into Gary's Radiator is like stepping back in time a hundred years.

No fancy showroom. No corporate branding. No polished customer lounge. They repair radiators and reline gas tanks. Period.

My 1959 Grumman Olson Step Van had started running a little warmer than I liked and was leaving behind small puddles of green coolant. One of the first things I did after buying the van was replace every fluid—engine oil, differential oil, and coolant. The radiator appeared to be original and showed all the telltale signs of living a long, hard life.

I tried the easy fix first: replacing the pressure cap. It helped, but I hadn't put enough miles on the van to know whether the problem was truly solved. My plan was to eventually have the original radiator repaired or re-cored and keep everything stock.

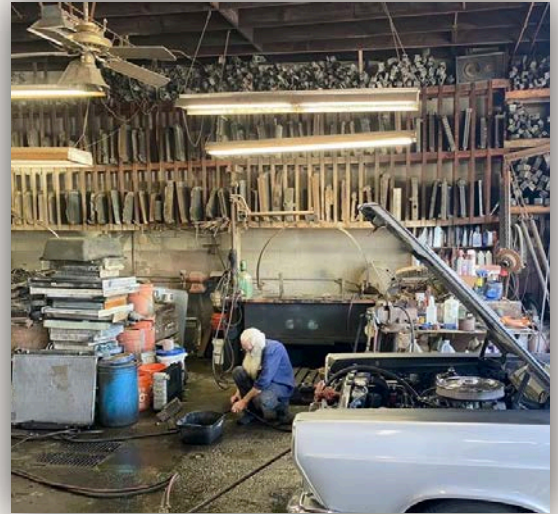
(And for the record: never switch to an aluminum radiator if you can save the original brass-and-copper unit.)

Turns out "eventually" arrived sooner than expected (it always does) when I walked outside one day and found a larger puddle of green coolant under the van.

That meant it was time to pull the radiator.

Once it was out, the problem became obvious. The cooling passages were packed with calcium and mineral deposits. Coolant wasn't flowing properly because the tubes were literally turning to stone.

I've seen the same thing in our window-cleaning business. Hard water minerals build up inside hoses, fittings, and sprayers until they clog solid. The same thing happens inside copper plumbing in houses. Over time, deposits restrict flow, increase pressure, and eventually something gives way.



The Shop.



Old cap vs. New cap



Mineral deposits in radiator.

The previous owners of the Grumman Olson clearly hadn't been using distilled water. Distilled water contains no minerals, which means it won't leave behind deposits that clog your cooling system.

If the radiator looked that bad, I figured the water pump couldn't be much better.

I was right.

The pump came off next, and it looked every bit as crusty as I expected. Both parts went straight to Gary's Radiator.

Pops looked everything over and said he'd send the water pump out for rebuilding and get back to me on the radiator.

"Back in a week."

I told him it was cheap insurance.

He agreed.

As I suspected, the original core was beyond saving, so we're having the radiator re-cored with a proper brass-and-copper core to keep the van original while restoring its cooling capacity.

Before I left, I asked Pops how many customers come in every year to have their cooling systems flushed before problems develop?

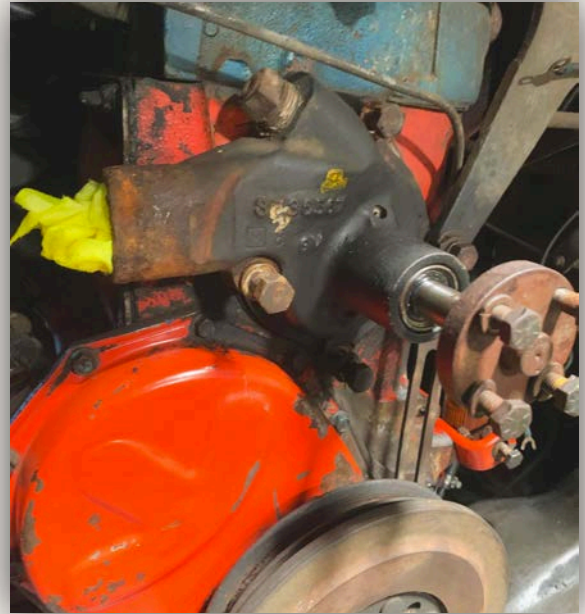
He just smiled.

"None."

I smiled back.

"Business must be good."

"Sure is."



The water pump in question.



Crusty water jackets.

By the time you read this, I should have the rebuilt water pump and newly recored radiator back in the van. I'll keep everyone posted on how the installation goes.

In the meantime, here's a friendly reminder:

Flush your radiator.

Use quality coolant.

Use distilled water.

Find a shop that understands old cars and won't immediately try to sell you an aluminum replacement when your original radiator may simply need maintenance.

A radiator flush is cheap.

A rebuilt cooling system is cheaper than a cooked engine.

And overheating at a car show, parade, or rally?

Trust me—that completely and totally sucks.

Stay cool this summer.

And don't forget to visit the ice cream man.

— Dino C.
Public Relations
OC Chapter, Buick Club of America



Getting those windows spotless.



Origins & Legacy

Dear Buick Club:

Going through old files, I ran across a fun bit of chapter history from the 2003 Buick Centennial National Show in Flint, Michigan, the hometown of Buick Motors from the earliest days of the company, before it was ever a foundational part of General Motors. They say there would never be a GM as we know it - and certainly never a Chevrolet as we know it - without Buick as its foundation!

The Buick centennial in Flint was the largest gathering of Buicks and Buick fans in a very long time. The Orange County Chapter had a strong presence at the show, and a caravan of Buicks was organized to drive from Orange County all the way to Flint, and I was very excited to come along. A list of participants was drawn up and passed out to everybody for the trip, including cell phones for those that had them!

Based on that list, which I recently stumbled on, and my own feeble brain, here is some ancient history...

Bruce Anderen was a very active member of the chapter and served as team leader. He organized our hotels and some events along the way, including the Gilmore Auto Museum in Michigan, which was quite a treat. Bruce drove his 64 Riviera. Gary Jacobson drove his 68 Sportwagon. Dusty Ward came in his 56 Special. Bill Colson came along with his 63 Riviera. Larry Minery brought his 67 Wildcat in an enclosed trailer, and his lovely wife Michelle flew in to meet him in Flint. Gary Toulson and his wife came in their 73 Estate Wagon. Ed Jensen drove his 55 Century convertible. Jack Schram and his wife joined the group in Nebraska, with their 63 Special convertible. My Pop, Bob Hawkins and I tagged along with my 96 Impala pulling a parts trailer - with things to sell or bring home from the swap meet and salvage yards along the way.

In addition, some Aussies flew into Los Angeles and rode along with some of us, spelling drivers for a turn at the wheel and pitching in for gas or a restaurant tab. They included Ron and Bev Noonan, Rob Roxford, and a fellow named Rick. If I remember, they preferred the Toulsons' Estate Wagon to ride in, with extra room for luggage, and the luxury of AC! With that thirsty 455 engine, the Toulsons were happy for some help with the gas, and the company of fellow Aussies. Put together for dinner and some beers at the end of the day, their accent came out strong!

In addition, some Aussies flew into Los Angeles and rode along with some of us, spelling drivers for a turn at the wheel and pitching in for gas or a restaurant tab. They included Ron and Bev Noonan, Rob Roxford, and a fellow named Rick. If I remember, they preferred the Toulsons' Estate Wagon to ride in, with extra room for luggage, and the luxury of AC! With that thirsty 455 engine, the Toulsons were happy for some help with the gas, and the company of fellow Aussies. Put together for dinner and some beers at the end of the day, their accent came out strong!

It was a wonderful show, and I remember especially Lamar Brown from Georgia, famous in the 1954 world. Also present from Los Angeles were Steve Rostam and his father, famous for their several restored 55's. Not part of the caravan, but there as well were our own Dave and Lois Petner, Fred Rawling and Bruce Bornemann.

The swap meet was plentiful and productive, and a barbershop quartet strolled about the show grounds singing "How I love to Drive My Buick!" It's not so loved by now, but the tune was a consistent part of Buick advertising on Radio and TV for many years. Just look up the Milton Berle Show, which Buick sponsored in 1954 and earlier, and you'll hear Uncle Milt sing it most every episode...

Most everybody went home on their own. I put Pop on a plane and headed East to Connecticut for a reunion of buddies from seminary days. On the back of the caravan list, I scribbled the address and some basic directions to our reunion at a beach house in Rowayton. In the days before the Google Map Lady, a basic national atlas and the following directions got me there from Flint...

I 80 through Patterson
Pass George Washinton Bridge
I 95 North
Exit 12, Right turn
2 miles
Last "No Outlet"
Right at end
Half mile
House on Left...

The reunion was a blast, and they thought I was nuts for driving all the way.

So that's the story, and I'm sticking to it!

Your trusty Historian
Monsignor Doug Cook
Historian



GARAGE HUMOR



BIRTHDAYS

10 - Lori Kredit (Norm)
11 - Dennis Griffin
29 - Michael Kanter

WESTERN REGIONAL

ALL BUICK CAR SHOW

SATURDAY

OCTOBER 10, 2026

9AM TO 2PM

FULLERTON
AIRPORT

4011 Commonwealth Ave
Fullerton, CA 92833



HOSTED BY
THE ORANGE COUNTY CHAPTER
OF THE BUICK CLUB OF AMERICA
orangecounty.buickclub.org





WESTERN REGIONAL ALL BUICK CAR SHOW



SATURDAY, OCTOBER 10, 2026 | 9:00 AM – 2:00 PM

★ HOSTED BY THE ORANGE COUNTY CHAPTER OF THE BUICK CLUB OF AMERICA ★

REGISTRATION INFORMATION

- ★ REGISTRATION FEE: **\$45**
- ★ ADDITIONAL VEHICLE (SAME OWNER): **\$35**
- ★ REGISTRATION AFTER SEP 26 / DAY OF SHOW: **\$55**
- ★ ALL REGISTRATIONS MUST BE RECEIVED
BY **SEPTEMBER 26, 2026**
- ★ **LOCATION:** FULLERTON MUNICIPAL AIRPORT
4011 COMMONWEALTH AVE, FULLERTON, CA 92833
- ★ NO TRAILER PARKING AVAILABLE
- ★ RAIN OR SHINE EVENT: NO REFUNDS
- ★ VENDOR SPACES AVAILABLE

VEHICLE ENTRY TYPE

- ☐  **JUDGED**
Judged for awards
- ☐  **DISPLAY ONLY**
Not judged for awards
- ☐  **CAR CORRAL (FOR SALE)**
Vehicle for sale by owner

REGISTRATION FEES

AMOUNT ENCLOSED: \$ _____

VEHICLE REGISTRATION

ONE VEHICLE PER FORM.

A SEPARATE REGISTRATION FORM
IS REQUIRED FOR EACH VEHICLE ENTERED.

NAME: _____

BCA #: _____

ADDRESS: _____

CITY / STATE / ZIP: _____

EMAIL: _____

PHONE: _____

VEHICLE YEAR: _____

MODEL: _____

★ IMPORTANT ARRIVAL INFORMATION ★

**CARS WILL BE ASSIGNED
A DESIGNATED PARKING SPACE.**

**VEHICLE ENTRY INTO THE SHOW LOT
CLOSES PROMPTLY AT 9:00 AM.**



CHECK-IN IS FROM 7:00 AM – 8:30 AM.

TO SECURE EVENT INSURANCE UNDER THE BUICK CLUB OF AMERICA POLICY,
**ALL VEHICLE OWNERS AND DISPLAY PARTICIPANTS
MUST BE CURRENT MEMBERS OF THE BUICK CLUB OF AMERICA.**

★ WAIVER AND RELEASE ★

The Orange County Chapter of the Buick Club of America (OCCBCA) reserves the right to adjust classes, awards, and event operations as necessary. In consideration of accepting my entry, I, the undersigned, intending to be legally bound for myself, my heirs, executors, administrators, next of kin, successors and assigns, hereby waive any and all rights and claims against the Orange County Chapter of the Buick Club of America (OCCBCA), the Buick Club of America (BCA), Fullerton Municipal Airport, event sponsors, volunteers, property owners, and affiliated organizations for any and all claims, demands, damages, losses, injuries, liabilities, actions, causes of action, expenses, or attorney fees arising out of or related to my participation in this event.

I understand that this event will be held rain or shine and that no refunds will be issued.

PARTICIPANT SIGNATURE: _____ DATE: _____



← **SCAN TO
REGISTER
ONLINE**
OR →

PLEASE RETURN FORM AND PAYMENT TO:

Buick Club of America – Orange County Chapter
Attn: Alan Clark
PO Box 11238 • Newport Beach, CA 92658

Questions?

Contact
oc.buickclub@gmail.com

Meeting Minutes

JUNE GENERAL MEETING MINUTES

ORANGE COUNTY CHAPTER – BUICK CLUB OF AMERICA

Call to Order

- Meeting called to order at 11:00am, June 20, 2026.
- Pledge of Allegiance completed and sign-in sheet circulated.
- May meeting minutes approved.

Attendance

- 23 total. 20 members and 3 guests. New members Steve Shannon and Ken Brody signed up at meeting. Doug Truhn, Linda Lu and Greg Dean guests.
- Steve brought his 1964 Electra convertible. Former GM/Buick employee.
- Ken has a 1940 Roadmaster coupe and shared about Sick Week and Great Race events.
- Linda brought her 1959 LeSabre convertible “White Ghost”. Married to Greg Dean.

Director’s Comments

- Watch for scam emails, texts, and phone calls. We will never request money or goods and services like gift cards or payment assistance electronically.
- Register now for our Western Regional All Buick Show. Registration forms passed out to everyone in attendance with payment instructions included by mail/in person.
- BCA National membership required. Fire extinguisher for each vehicle required. Volunteers for set up, hospitality tent, raffle prize tent and BCA membership sign up needed. Extra drivers for members cars needed. Contact Sam to volunteer. Next meeting July 14th @ 6pm.
- Club voted to convert Membership and Historian chairs to new board positions and create new Public Relations board position. 30-day waiting period completed. Formal descriptions distributed by email and paper copies passed out at this meeting. Congrats to Doug Cook for Historian, Ruthie Truhn for Membership, and Dino Changanahui for Public Relations. All three approved with 18 members voting.

Treasurer report

- Alan - club is solvent with upwards of \$6400. Funds received at meeting will be updated.

Assistant Director's Report

Sam announced the following shows and events and passed out pre-paid door magnet orders.

- July 11 Buick's by the Beach cruise #2 by Michael Kanter. Irvine to Oceanside. See emails.
- August 19-22 BCA National Meet in Albany, New York.
- September 26 Annual OCCBCA Club Picnic at Irvine Regional Park.
- October 10 Western Regional All Buick Car Show at Fullerton Airport. Registration open.
- January 2, 2027 Holiday Party 2026 at 1441 West Balboa Blvd. in Newport Beach.

Secretary report

Tony reviewed the application process to host 2029 BCA National Show. Looking for hotel locations in SoCal with 200 parking spots and great weather plus nearby attractions and cruising destinations. Suggestions range from Long Beach, Temecula and Anaheim/Buena Park. Sam and Tony are now part of the BCA National Meet planning committee to secure the 2029 spot for California for the first time since 1991.

Newsletter Report

- Jessica is working on a business card update with QR codes to direct interested car owners to our website and activity pages.
- Merchandise for October Show and personal purchases available now. Logos, jackets, bandanas, hats and shirts. Running
- Board newsletter articles and photos accepted by the 15th of each month for future publication.
- Buick Show vendor food samples and interested business listings for show passed out for review and taste test.

Membership Report

- Ruthie organized sign in sheets and reminded all members to become a BCA National member to participate in our Western Regional Show.
- Continues to represent our club at local car shows and pass out club literature to Buick owners and interested car lovers.

Old Business

- Work trip to Larry Minery's garage completed.
- Jeff secured the raffle tumbler and supplies.

New Business

- Fred will help with requests for Buick parts. Has many 1962 Special/Skylark parts available. Buick parts countertop purchase approved for preservation/club use. 50\$. Alan will store.

Adjournment

- The meeting was adjourned at 11:45 AM.
- Minutes prepared by: Tony A.
- Date: June 28, 2026

Respectfully submitted,

Tony Albin

Secretary

Buick Club of America,

OC Chapter



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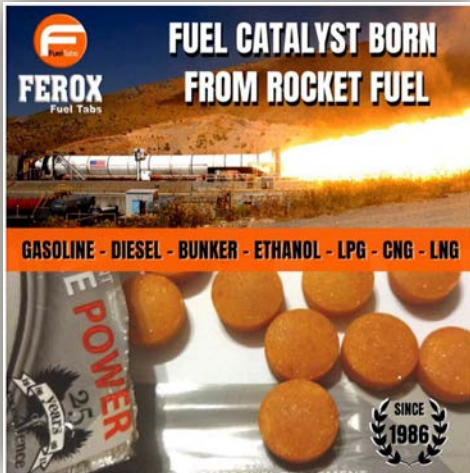
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Seeking vintage Vlcher tools, including open and box-end wrenches, ball peen hammers, monkey wrenches, screwdrivers, metal punches, and related items.

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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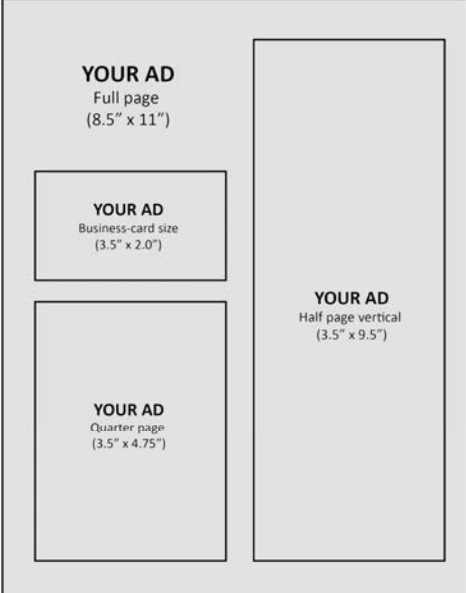
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THE OFFICIAL MAGAZINE OF THE
ORANGE COUNTY CHAPTER, BUICK CLUB OF AMERICA

ANNUAL ADVERTISING RATES

AD SIZE	ANNUAL RATE
 YOUR AD Full page (8.5" x 11") YOUR AD Business-card size (3.5" x 2.0") YOUR AD Half page vertical (3.5" x 9.5") YOUR AD Quarter page (3.5" x 4.75")	Business Card (1/8 PAGE) \$25 Quarter Page (1/4 PAGE) \$50 Half Page (1/2 PAGE) \$100 Full Page (FULL PAGE) \$200

Advertisements may be submitted in either portrait or landscape orientation, depending on the purchased ad size.

WHY ADVERTISE?

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Your investment helps strengthen one of the nation's most active Buick clubs.

AD SPECIFICATIONS

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- Ads should be submitted print-ready
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QUESTIONS OR READY TO ADVERTISE?

Contact

JESSICA CHANDLER

EDITOR, THE RUNNING BOARD

✉ Jessica@OCBuickClub.com

☎ 858-361-1898





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

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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@OCBuickClub.com

Crafted in collaboration with the unseen
hand of Aeth3r



Website: orangecounty.buickclub.org

Instagram: @buick_cluboc

Articles presented in The Running Board reflect the opinion of the authors, not necessarily the views of the editor or the club. The Running Board and its editor seek to publish accurate information but do not assume any liability or responsibility in the event of a claim of loss or damages resulting from publication.

