



BOMBSIGHT

The Bombsight is published by the Los Angeles Chapter of The Buick Club of America.

The Los Angeles Chapter Logo reflects who we are and what we do. Our members' cars are used in motion picture and TV productions.



Dedicated to the preservation and restoration of the automobiles built by The Buick Motor Division.

Steve's Corner



In the last few months we have added several new members. If this sounds as if we are bragging, well, perhaps it is, because the new members are nice people and they have fine automobiles. To the right, is a map showing our meeting place. The Marvin Braude Bldg. is indicated by the red star. It is located on the NE corner of Van Nuys Blvd. and Erwin St. The time and date of the next meeting is always noted just above the fold of this page.

As I mentioned several weeks ago, the end of summer and the beginning of fall would produce several exciting new meetings and tours. Come to the meetings and stay tuned to the web site: <http://www.buickclub.org/losangeles/>

On the first of June, several of our members did some mechanical tweaking and a lot of hand polishing, which brought their Buicks up to *concours* level, and they competed in the very prestigious Los Angeles Concours d'Elegance.

Then, on the 8th of June, we had the most successful All GM Car Show ever. This brought trophies to proud owners of Buicks, Cadillacs, Oldsmobiles, Pontiacs and Chevrolets.

Monday, 7:00 P.M.

Our director, Steve Rostam, arranged a tour of the Petersen Automotive Museum for Saturday, October 11, at 10:00. The museum is a \$40 million, 300,000-square foot facility, which maintains a permanent exhibit offering visitors a time-travel through 20 historical dioramas. It also offers one of the world's largest and most diverse collection of automobiles. We were provided with a very knowledgeable docent, who showed us the permanent exhibit of scenes of days gone by.

The first full-sized diorama featured an underslung car, which appeared to be stuck in the mud in Los Tunas Canyon. The American Underslung had its frame turned upside down, which produced a low, good-looking vehicle, but far too low for the roads of the time. Our docent then took us across the aisle to a typical blacksmith shop, which was the early day auto repair shop. The next stop showed a Model-T, driven by Laurel and Hardy, being crushed between two street cars. Everybody survived except the Model-T. The automobile quickly found its place in the motion picture industry and now they are often the key to set the time in a period film. We were then shown the further evolution of the auto industry in scenes featuring advertising, an old service station, and an early dealer showroom, each displaying the wonderful old cars of the time.

The Petersen always surprises us with current or later exhibits, so we anticipated seeing the cars of the late 20th century. On this auto history trip, we were shown a racing Ford GT40 of the 60s. Our guide explained why and how this super car was developed. For years, Enzo Ferrari designed and built sleek, race-winning cars in Italy. So winning were these



The 10th annual All GM Car Show attracted celebrities Jay Leno, comedian and automobile fan, together with Dick Guldstrand, Corvette racing aficionado. They both brought their over-400-horsepower cars to our show in June. At a subsequent chapter meeting, Guldstrand told us of his racing experiences at most of the major tracks in Europe and the US. He has also enhanced the performance of several cars belonging to Nicola Bulgari. Dick confirmed all the good things we had heard about this Italian jewelry magnate, who maintains a collection of over one hundred fifty cars in Rome and Pennsylvania. Bulgari is proud to *Steve Rostam* say that Buick is his favorite.

November 3, 2008



Photo by Steve Rostam

cars that Henry Ford II made an offer to buy Ferrari. Quickly, Enzo said, "Ferrari is not for sale." Ford was furious, so the GT40 Ford was designed, built, and raced in the late 60's at Le Mans, winning four years in a row. The word is that not even Ford knew what the development of the GT40 cost him. The next surprise was to be standing beside a Bugatti Veyron. This 16 cylinder, 253 mile an hour car goes for \$2,065,902, with air conditioning. It is named after the French racing driver Pierre Veyron.

After spending a very enjoyable and enlightening morning at the Petersen Automotive Museum, we had lunch at an authentic Irish pub, which was opened in 1936 by its owner Tom Bergin. The excellent food, the comfortable captain's chairs, the patrons pictures on the wall, together with beer ads remind one of the comedy TV series "Cheers." We should do this more often. *Paul Mochel*



The Centurian designed by Chuck Jordan, former GM Vice President of Design

Howard Branner, our man in Pebble Beach, brings us pictures of the GM Motorama Cars that were first shown at the Waldorf Astoria Hotel in New York. They appeared annually right after WWII. Below is the Pontiac Parisienne.



Ed Welburn, GM Vice President of Global Design, brought these gorgeous automobiles to the Concours d'Elegance. Ed is credited with the design of the Oldsmobile Aerotec, which will be included in next month's Bombsight.

