



Gateway Gazette

Monthly Newsletter of the St. Louis Chapter

BUICK CLUB OF AMERICA

Volume XXX, No.1 February 2011

Member Spotlight By Steve Dodson



Spotlight on Chet Palumbo



This month's "Member Spotlight" focuses on Chet Palumbo. Chet currently owns several

Buicks: a 1937 Special 2dr coupe street rod with a 425 cubic inch Nail Head engine with dual quad's (a work in progress but almost finished); and a 1968 Skylark 2DHT which is mostly stock. Chet is truly a Buick man--his daily driver is a 1999 Park Avenue which has 252,000 miles on it (just like the Eveready Bunny, it just keeps on going and going). He also has a 2000 Park Avenue with only 38,000 miles which he plans to keep for several years.

When asked which his all time favorite car was, Chet said it was hard to choose just one but he would say it had to be his current 1937 Special. When asked why, he said he always liked cars with big engines and this one is the highest powered car he has ever owned.

Chet joined both the Buick Club of America and the Gateway Chapter this past year, and has been an active member. This past fall, he agreed to serve as a Director At Large on the club Board of Directors.

Chet became interested in old cars at an early age, working on model cars as a youth. His father was in the car repair business, so Chet has been around cars most of his life. He acquired his first hobby car at the age of 15 and has had one or more ever since.

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Upcoming Events

Next Regular Meeting, Monday, February 21, Pujol's 5, 7:30

See Page 4 for Directions

Annual dues + Easter Show Registration (\$15 each) are due in April

Director's Letter

Hi Everyone:

As I sit here in the blizzard of 2011, I'm dreaming of sunshine and old Buicks.

We had a nice turnout for lunch at the Old Spaghetti Factory with many donations for Toys for Tots. Thank you all. Our Holiday Party at Grappa Grill was wonderful. A good time was had by all who attended.

The events committee met in January and put together a very nice selection of events for everyone. Please check the calendar in this Gazette. Also make note that a few events will include the monthly meeting to help consolidate time in everyone's busy schedule. If anyone has an event we didn't cover, please bring it up, and I will announce it at the monthly meeting and by email.

Stay safe and remember spring will get here sometime.

Thanks!

Herb

Meeting Minutes, December 2010 and January 2011

Minutes are not available for these short meetings

Holiday Party at Grappa Grill

Our annual Holiday Party was held on Sunday, January 9 at Grappa Grill in St. Charles. About 34 members and guests enjoyed good conversation, a great dinner (partially subsidized by the club) and each couple received a small car-related attendance prize.

Only one hard luck trophy was awarded this year. John Lasinski received the award for running out of gas. Apparently no other member had an incident with their collector car in 2010 (or they were embarrassed to admit it).

Photos on page 7

Club Dues. Please get your \$15 to Pete Nathan by April for the upcoming year's dues. Pete also needs the \$15 for the registration fee to the HCCM Easter Show by April 1st.

January Birthdays

Steve Dodson	Charles Doggendorf	Amy Eckstein
Rhonda Ford	Ina Hughes	Ed Keil
Scott Keller	Ed Lanfer	Patricia Panus
Vic Panus	Donald Roehl	Chris Waltz
Kenny Williams		

February Birthdays

Kevin Dierkes	Rosalee Hudson	Bill Nolte
Caryl Wilson		

January Anniversaries

John & Angie Midkiff
Sam & Susan Palazzolo

February Anniversaries

Jim & Doris Hall
Mike & Susan Roth
Bob & Lynda Schurwan

Member Spotlight (Continued)

Chet's hobbies other than cars are very simple; he is addicted to "Sudoku" (good for the mind) and spending time with his family.

Chet's occupation is Project Manager or Information Technician for Magellan Health Services. He has worked for over 30 years in the health care industry.

Chet and Jeanne have been married 43 years. They have two children and four grandchildren whom they enjoy very much

The following quotation from Benjamin Franklin, which Chet forwarded for possible inclusion in the Gazette, may provide a clue to his philosophy of life:

"You don't stop playing because you grow old. You grow old because you stop playing."

2011 CALENDAR			
February		August	
21	Regular Monthly Meeting - Pujols 5	15	Regular Monthly Meeting - Fuddrucker's Watson Road & S. Lindburgh
March		18-20	Heartland Regional, Reedsburg, WI
21	Regular Monthly Meeting - Pujols 5	September	
April		11	Wheels in Motion Show, West Port Plaza
		17	Lunch at Fast Eddie's, cruise to winery in Grafton
16	Spring Oil Change--Ladies Luncheon, La Bonne Bouchee	19	Regular Monthly Meeting - Fuddrucker's Watson Road & S. Lindburgh
18	Regular Monthly Meeting - Pujols 5		
24	HCCM Easter Show - Forest Park	23-25	Route 66 Festival - Springfield, IL
May		October	
7	Sinclair Buick Show	8 or 9 ?	Chile, etc at the Kunz Plantation, Regular Monthly Meeting
21	Picnic & Regular Monthly Meeting, ???	16	Fall Color Tour, Lunch at Big Chief
June		29	Fall oil change
3-5	Oldsmobile Club TanTarA Show	November	
17	MOT BOP Cruise In		
20	Regular Monthly Meeting - Fuddrucker's Watson Road & S. Lindburgh	21	Regular Monthly Meeting - Pujol's 5
24	Board of Directors Meeting, Pete Nathan's	December	
25	Doozle's Frozen Custard		
July		3	Lunch on The Hill, Regular Monthly Meeting, Toys for Tots, Botanical Garden,
6-9	BCA National Show - Danvers, MA	January 2012	
18	Regular Monthly Meeting - Fuddrucker's Watson Road & S. Lindburgh	?	Holiday Party, Trailhead or Lewis & Clark ???
29-31	Overnight or daytrip to St. Genevieve - Visit Crown and ?? wineries		

Upcoming Events

February Regular Meeting. Monday, February 21, at Pujol's 5, at West port Plaza. Plan to arrive by 6:30 and enjoy dinner prior to the 7:30 meeting. Take Page Avenue east from I-270, and take the first exit from Page, Concourse Drive. Take the first right onto Lackland Road, then right on Westport Plaza Drive at the second traffic light. Follow Westport Plaza Drive over I-270 to a left at the second traffic light, then a right at the stop sign and into the parking lot. If you prefer indoor parking, continue for a couple hundred yards and turn left into garage A. Take the elevator up one floor.

FOR SALE/WANTED

1954 Buick Roadmaster 4 door, near perfect Stainless, Grill is great. Has been sitting. No title, \$1200. Contact Jack Bartlett, 314 298-0487

Two 1963 Buick Specials. Car #1 is a convertible, 215 V8, 3 speed trans, factory air conditioning. Car #2 is a 2 door coupe, 215 V8, 4 speed trans. Both cars have bucket seats, both cars need right rear quarters, both engines turn over (not stuck), both seem to be complete. Sell as a pair, \$2000. Paul Meyer, 314-574-9853

Huge Quantity of 1964 Buick Riviera parts For Sale. Donated to our chapter by a Buick enthusiast, proceeds will be used to fund chapter activities, including the 2012 Heartland Regional Show. Call Paul Meyer, 314-574-9853, ASAP for the Riv parts you need.



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Chrome Plating by Ted Becker

Anyone who has restored an old car, especially a Buick, knows of the high cost of chrome plating. This situation has gotten much worse over the last decade or so and continues to escalate. This was the topic of discussion at our table during the recent luncheon at The Old Spaghetti Factory. I did some research on the subject and thought you might find some of the information interesting.

For starters, the chrome plating process is very labor intensive and is really hard work. If you ever have the chance to go visit a plating shop, you will feel the full impact of the amount of work involved. There are lots of chemicals involved and the amount of buffing, grinding, polishing, etc makes for a very hard day's work. Finding people to do this work is difficult and the labor rates are escalating.

The plating process involves the preparation of the part to be plated to a near mirror finish prior to the plating. The first step in the plating process is to plate with copper. That is followed with a nickel plate, followed by a chrome plate. This triple process is necessary since copper will adhere to the steel, the nickel will adhere to the copper and the chrome will adhere to the nickel. Neither other combination will adhere. Comically, some advertisements for plating shop state that they use a triple plating process. Well – yes!

The price of copper is fairly stable. The nickel and chromium are, however, very volatile and ever on the rise. Nickel is a high temperature metal and a critical steel alloying element. Diesel engine valves are made of pure nickel for high temperature and corrosion

resistance. It was also previously used in US coins (the nickel), but has since been replaced with a zinc base and a nickel plate to reduce cost. By the way, did you know that it costs 7 cents to make a nickel? But that is another story. Worldwide demand for nickel is high and its costs rise because of the demand.

Chromium is the real problem here. The bulk of mined chromium comes from South Africa, Zimbabwe, Russia, India, Turkey and Kazakhstan. All of these have varying degrees of political instability and make for interruptions of supply. The commodity prices of chromium are thus very volatile.

At one time, the use of chromium for decorative purposes was its highest usage. Now, that has been replaced as a steel hardening alloy and as a primary component of stainless steel. The worlds demand for both are very high and gaining in usage.

OK, that is the cost side of the labor and materials side. Now, let's look at the plating process itself.

As you know, the EPA and OSHA have shut down many chrome plating shops here in the US. Some of that is due to some really bad worker safety and environmental practices of some shops. But, the process itself is difficult to control in a safe and clean manner. To some degree, what the EPA and OSHA find objectionable tends to be “the nature of the beast.”

The big emphasis on “the evils” of chrome plating came with the work of Erin Brockovich. She discovered that Pacific Gas and Electric was contaminating the drinking water of Hinckley, California with a known carcinogen (cancer producer).

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Chrome Plating (Continued)

They were using hexavalent chrome, as a corrosion inhibitor in a cooling tower. The PG&E situation had nothing to do with chrome plating, but the hexavalent chrome was being used in chrome plating and got lumped in with the sins of PG&E.

You may have heard the terms hexavalent and trivalent chrome in the past. The metallurgical and chemical descriptions are pretty complex and not really necessary for this story. However, hexavalent chrome was being used by virtually all chrome plating shops in the country. A major push has been underway to replace this with trivalent chrome, which is a much safer form. In fact, trivalent chrome is necessary in the diet as a nutritional element for the metabolism of sugar. The body does need some chrome, just not the hexavalent form.

The materials involved in the trivalent process are more expensive, but the energy usage to perform the plating is less. The deposition of chrome in the

trivalent process is more uniform. Conversion of a plating shop from the previous hexavalent to trivalent is somewhat expensive. In the final analysis, it appears that the trivalent process has enough advantages that it is the best way to perform the plating process.

During the conversion process to trivalent chrome, there were many customer complaints about appearance differences. A part plated using the hexavalent process has a yellowish hue. Trivalent, however, has a rainbow of red, blue and green. The trivalent process is also susceptible to impurities in the chrome that give it a darker color. However, adjustments to the trivalent process have been developed such that the color differences are either indistinguishable at best or totally nonexistent.

I hope this sheds some light on the topic. It will be interesting to spend some time during next summer's car season to look at the chrome work on many cars and see if the differences are distinguishable.

Ted Becker Found a very informative article on [nail head engines](http://www.enginebuildermag.com/Article/81904/nailing_down_the_buick_nailhead.aspx) on line. You can find it at:

http://www.enginebuildermag.com/Article/81904/nailing_down_the_buick_nailhead.aspx

If space allows, I'll print it in future Gazettes. Editor

Postcard from Jeff Watson's Collection



Photos from the Holiday Party



The *GATEWAY GAZETTE* is a monthly newsletter, free to paid members of the St. Louis Gateway Chapter of the Buick Club of America. Articles, technical information, For Sale and Want Ads, photos, restoration sagas and coming events are welcomed, but must be submitted by the first Monday of the month to assure inclusion in the next issue.

Our membership year runs from May 1 to April 30. Membership is renewable on May 1. Members joining between January 1 and April 30 are paid up through the next April. Dues are \$15 per year for the local chapter. Contact Pete Nathan, Treasurer. See address below. Current dues for the national club are \$50 per year, payable to: Buick Club of America, P.O. Box 360775, Columbus, OH 43236-0775.

The Gateway Chapter meets monthly on the THIRD MONDAY of the month. Meetings begin at 7:30 PM and guests are welcome to attend. We meet at various restaurants around St. Louis and most members and guests try to arrive by 6:30 or earlier to have dinner before the meeting.

For more information, our local mailing addresses are as follows:

Director (Acting):	Herb Morris (636) 296-9147	2005 Dohack Dr Arnold, MO 63010	reata90@sbcglobal.net
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