



Upstate Update

The Upstate New York Chapter News

AUGUST 2022

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DIRECTOR'S MESSAGE *Tony D'Amelio* Director

Greetings fellow Buick Club members, and Thank you all for making our Cruise-into-Summer 13 a success ! We made a total of \$1,920 and the Club will put in \$80 to make the total \$2,000 dollars. It will be split between the Boys and Girls Club, and Scout troop 278, so they each will receive \$1000. So, THANK YOU for your time and gifts for the auction. Now its fun time with our picnic on August 20th, for which this year, we have been invited to our members Jim and Stacey Roth's home . So please RSVP by August 16th to Stacey Roth (518) 929-8181. Let her know guest count and discuss what to bring. If there is no answer please leave a message. They are located at 275 County Rt 32 Valatie NY 12184. They have a large yard with lots of room so grab your chairs and come spend some time with us. As always you can reach me with questions at (518)330-5450 So stay safe and I look forward to seeing you all soon! *Tony*

Chapter Leaders

Director:

Tony D'Amelio

Asst. Director:

Ed Allmond

Treasurer:

Ken Malette

Secretary: & Health and

Wellness committee:

Rosemary Malette

Membership :

Chris Timber

Newsletter:

John DeFiore

By the Way

Ongoing:

Lead Foot Lucy Cruise-In at Kohls Plaza, Colonie. Each Wednesday, weather permitting, till the end of September

Announcements



Linda J De Fiore

6/6/1954

to

7/27/2022

It is with a heavy heart that I announce the passing of my lovely wife, Linda. Her name is not on our Club Charter but she is a founding member through her support.

August 20th : Chapter Picnic - (See Flyer on page 9)

275 County Rt 32, Valatie, NY 12184

RSVP as soon as possible to hosts Jim and Stacy Roth at (518) 929 8181

December 2022 Chapter Holiday Party

Date and details to be announced.

June 21, 2023 to June 24, 2023: The Northeast BCA Regional Meet 2023 will be held next summer at Morgantown, PA. at the Classic Auto Mall. The car show will be on Friday, June 22nd .

Wyoming RV Adventure June 2021

By Ed Marcy and Laura Tice-Plant

Editor Note: When I learned Ed and Laura had taken this trip I asked if they would write up the story for us. As they have the time to write, it will be a continuing feature in future issues. I hope you find it as interesting as I did. Meet the Members will be back in the next issue

In the fall of 2020, my niece announced her engagement with plans to get married in June of 2021. She along with my brother and his wife were living in Cody Wyoming. While both Laura and I had been out west a bunch of times, I had never driven there. And, neither of us had ever been to Wyoming. But, as we all know too well, the global pandemic was in full swing in the fall of 2020. All fun activities, gatherings, and sadly, car shows, had been canceled. So, the idea of getting away for the wedding seemed great, while also quite likely impossible.

Several years earlier, Laura, had fulfilled one of her dreams with the purchase of a 2011, 29-foot, Fleetwood Jamboree Sport. This is a Class C RV. And we had used it on several short camping treks, the furthest being only 3 hours from home. We had never really taken it on a significant road trip. But as a fun exercise, and pandemic diversion, we started thinking about turning the wedding in Wyoming into a cross-country RV adventure. We started to plan the route and look for places of interest along the way, regardless of the likelihood of actually going.



By using Google Maps to figure out routes to Cody, Wyoming, we saw that a ballpark estimate of the miles and traveling time to get there would be just under 2,100 miles and 32 hours by the most direct routes. Meanwhile, my niece and brother, who have made the trip a few times already reported it would take one overnight with two 16 hour driving days. I was thinking that was nuts. We decided that we would take a more leisurely route, with 5 hour driving times and approximately 350 miles each day.

Then we started to pick out (or perhaps more appropriately, dream about) points of interest in and around north-west Wyoming. Being that Cody is very close to the Eastern entrance of Yellowstone National Park, and we would be there for a week surrounding the wedding, we knew we would have time to see much of this oldest US National Park. And Cody is also the home of the Buffalo Bill Center of the West, a complex consisting of five distinct museums. Additionally, Cody hosts a daily rodeo from June 1 through August 31. So, between these and the wedding festivities we had our week there fully planned.

We then looked back to the East from Cody along the route we would be on and there are many points of interest. Mount Rushmore, Crazy Horse Monument and Wind Cave National Park are all with a 15-mile radius of each other. We learned that Custer State Park is right there too. Looking a little further East is the Badlands National Park, just a short drive off of the interstate and only a couple of hours from Mount Rushmore. Each of these were of interest to us but the north-west corner of South Dakota is a roughly 370 miles/6.5 hours away. Slightly more that we were hoping for but hey, we are dreaming anyway and therefore were added to the itinerary. **(cont. pg3)**

We switched planning to the initial route from the Albany, NY area and quickly agreed that Letchworth State Park in western NY should be our first stop. We had heard a lot about this park and had wanted to get there someday anyway. It would be an easy 4-hour drive away making it an ideal first stop. From there we would head west to Auburn Indiana, home to the Auburn Cord Duesenberg Automobile Museum. I have wanted to get to this museum ever since the early 90's, when I first saw some classic Duesenberg's at cars shows. This trip would be the perfect opportunity to get there. Also, it turns out that Indiana is the RV capital of the world. Over 80% of the global RV production comes from northern Indiana. And, in recent years, Laura and I have started collecting vintage RV's. So, naturally, the RV Hall of Fame and Museum in Elkhart, Indiana was a stop we wanted to make, and these attractions were included in the itinerary.

We came up with the previous mentioned places of interest pretty quickly since they were related to one of our various passions. But since there really wasn't too much else we found between Indiana and western South Dakota that we were interested in, the planning mostly stalled. On and off through the winter of 2020 to 2021, we would work on the process of mapping out the trip, but this was all still in the dreaming stage with no set plan to implement. However, as the spring of 2021 rolled in, the trip became more realistic. Even though we both were working full time, and the trip, as we had it laid out, was looking to be at least three to maybe four weeks in duration, by early spring we both had gotten, what we believed, was the blessing to take the 4 weeks off. It was time to get a lot more serious about the plans. We now had to blend these attractions with actual driving routes, and most importantly overnight accommodations. As most know, the RV carries fresh and wastewater, which has to be periodically replenished and drained, respectively. This would require stays at places where that activity could be addressed.

We started by booking a campground near the wedding site that was recommended by my brother and niece. We would stay at the Cody Trout Rand Camp RV Park on the Shoshone River in Cody for a Monday – Monday week, and with the wedding on the Saturday in between it would give us time to explore the local attractions. Then Laura made reservations with Letchworth State Park for 2 nights the week after Memorial Day weekend. The bookends of the trip were set. Now it was really shaping up to a road trip! It would not be in a Buick, but we would have a steering wheel in our hands... close enough! Now we were faced with planning each day of the itinerary in between.

As I said earlier, neither of us had experience RV-ing on long trips. And we had to educate ourselves on where, and how, to stay in an RV. Surprisingly, there are more options than I initially thought. Several businesses allow for overnight RV parking such as Walmart, Cracker Barrel and Cabellas. Additionally, many truck stops have dedicated overnight RV parking. However, highway rest areas generally do not allow overnight parking although, in a pinch you could pull over for some rest. There were campgrounds and state parks along the way which rent spaces and likely require reservations on one hand, but on the other they will often come with electric, water and sewer hookups. Periodically reserving places with hookups was an important consideration in the planning.

One additional option we found was a service called Harvest Hosts. For a nominal annual fee, they offer many places to spend a night or 2 in your RV. These are generally small businesses, farms, and museums, that have some number of parking spots to accommodate RVs. The idea behind them is you get a free place to overnight, and they entice you to patronize the business. It is a win-win for both the business and the travelers. You do need to contact the hosts in advance in order to be sure they have space available, and there is an app that shows you where the hosts are located. We signed up with them and were able to use that in our planning.

With about 12 days between leaving Letchworth State Park and arriving at Cody, even with our desire to keep the driving days short, we had way more than enough time to cross the country. So, we planned to add a diversion to the route. Instead of heading directly to Cody from the Black Hills of South Dakota, we headed a bit more south, through central Wyoming in order to get to the Grand Tetons National Park. Laura did a great job lining up campground overnights in Casper and Jackson, WY, as well as West Yellowstone in Montana. The stop in Casper was mainly needed to break up the long ride through the high desert. Then we had 2 nights in Jackson which gave us one full day exploring the Grand Tetons NP. And the stop in West Yellowstone meant we would visit the south Yellowstone area to get to the West entrance of Yellowstone Park. From there the route was set to cover the North and Northeast entrances, finally heading back eastward to Cody.

Then we planned the Mt Rushmore leg of the trip. We wanted time to thoroughly enjoy Mt. Rushmore, Crazy Horse, Custer State Park, and Wind Cave NP. so, we planned to stay at the campground in Wind Cave NP. We hit a snag though. When we attempted to make reservations, unlike most national park campgrounds, they do not offer them. We were assured that there would be plenty of available sites. It seemed a little dicey, but we decided to take the chance. Then we did look around in the area for alternatives. Through Harvest Hosts we found a winery/brewery that had 5 spots available. We reserved a spot there for the night we would arrive in the area. **(cont. pg 4)**

I spent some time researching Badlands National Park and local accommodations and found many posts talking about the joy of camping on the rim overlooking the badlands. This was what is known as a boon docking location. Boon docking, in camping terms, means staying on vacant land that is not set up for it in any way. You just pull your rig into a spot that you like and set up. This is allowed all over out in the West, particularly on Bureau of Land Management (BLM) lands. There is BLM land adjacent to the Park that the boon docking posts referred to. So, we decided we should stay there.

At this point we had the 7 days prior to our arrival in Cody booked. This left us with 5 days (4 overnights), roughly 1450 miles and 22 hours of travel time to fill in between our stay in Letchworth State Park in NY and Badlands National Park in South Dakota. We turned our attention to Indiana. The Auburn Cord Duesenberg (ACD) Museum is 435 miles and approximately 7 hours driving time from Letchworth SP. This was beyond what we wanted to take on in a single day, especially since I knew that I would need several hours minimum to enjoy the ACD museum. So we started looking for places of interest to stop within this leg. We considered Cleveland OH, but that would make for a fairly short ride, and I wasn't too thrilled with running the RV through downtown Cleveland to the Rock and Roll Hall of Fame. So, we checked out the Harvest host app and found a small car museum, Snook's Dream Cars in Bowling Green Ohio and the ACD was only a few hours from there. We made a reservation at Snook's for our first night out from Letchworth SP.

For the overnight after the ACD, we learned that the RV Hall of Fame and Museum is a Harvest Host. It was only another hour and a half or so beyond the ACD museum making this a fairly short driving day. But we figured we had the time, and we could fully enjoy all of the museums this way. The next day would be all about getting past Chicago. From my brother and niece's tales and my own direct Windy City experience, we knew this would be our biggest traffic challenge on the trip. Interstate 90 and 80 separates just south of Chicago. The I90 route is slightly faster getting into South Dakota but does run right through the heart of Chicago. We decided that we would follow this route out and take the more southern I80 route on our way back home. We really didn't find anything of much interest along the way, so we decided to make this a longer driving day. We initially considered a state park in Minnesota just over the Mississippi River from Wisconsin, but the place was fully booked months earlier. So, we again looked at the Harvest Host app. and located a place another hour or so drive West and set up a reservation there. This was going to be the furthest and longest driving day at 450 miles and 7 hours.

At this point we realized that we now planned had three straight overnights at harvest hosts with no hook ups. We figured our next overnight should be at a campground with full hookups. This would allow us to service the RV. Laura found a campground in South Dakota, about an hour west of the border with Minnesota, and reserved a night there. This would be a 320 mile 5 hour driving day. From here we had a reasonably short 200-mile, 3 hour drive to get to Badlands NP.

And suddenly, there we had it! Our itinerary for the cross-country trek was outlined a few weeks before our departure day, and we felt pretty good about it. We still had our return trip to consider but decided that we would plan that out while we were in Cody for the week. It seemed prudent to wait until we had the experience of the three-week trip to Cody under our belts.

Next segment: We next focused on getting our gear ready and packing up the RV.

HEALTH AND WELLNESS NEWS:

Greetings friends: This function is to help spread the news affecting our members. If you want us to know about these things, e-mail your announcement to me.

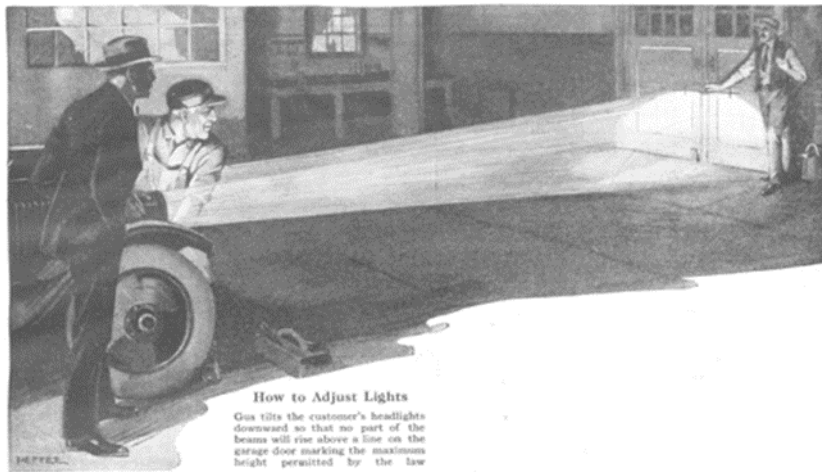
Thank you, *Rosemary M.*

ARE YOUR HEADLIGHTS SAFE?

by *Martin Bunn*

Gus, the Veteran Mechanic, Shows How to Adjust Them to Avoid Dangerous Glare

This story was reproduced from the Internet website: <https://gus-stories.org/index1.htm>



It was eight o'clock at night, but Gus Wilson and Joe Clark, proprietors of the Model Garage, were still at work. Gus the mechanic of the firm, was putting the finishing touches on a car he had promised to deliver in the morning to a man who was starting on a vacation tour, and Joe, who ordinarily held up his end of the partnership by taking care of the office work only, had been forced by the midsummer rush of repair jobs to roll up his sleeves and become, for the time being, a mechanic's helper. A smart touring-car suddenly shot in from the street and came to a stop in the center of the garage floor. "Hey, how about some gas?" called out the young chap behind the driving wheel. "I've been tooting my horn out in front for the last five minutes."

"Never heard you, son," responded Gus, while Joe hurriedly wheeled the portable gas tank around behind the car. Gus stood surveying the car reflectively while the filling process was going on. Then, as Joe began to screw the cap on the gas tank, Gus wiped his hands in a bit of waste and strolled over to the front of the car. "Say, young fellow," he said, "why don't you fix those headlights? You're due for a ticket if you leave them like that."

"What do you mean, 'fix'?" demanded the owner indignantly, "Those are darn good lights. See how they light up your garage."

"Sure they're good lights," nodded Gus with a grin. "Good for you, that is, but how about the other fellow? He has some rights, too, you know. Swing your car around so that the lights will be facing the back door, and I'll show you what I mean. There, that's far enough," called out Gus, as the beams from the headlights lit up the white-washed door. "Now step up close here. See that black line across the door? The law in this state says that no part of the beam should go higher than that. Your lights, though, are adjusted so that at least half the beam is above the line."

"I know that," the car-owner broke in, "but if I tip them down, I can't see the road far enough ahead when I drive fast."

"Quite true," admitted Wilson. "But you're violating the law just the same. Suppose everybody else thought as you do, and used blinding lights and drove like -- er -- lightning? Why, there wouldn't be hospitals enough for the victims -- or tow cars enough to drag away the wrecks!" "The days of fast night driving with dazzling lights are gone forever. There are too many cars on the roads now. A driver has to think of the other fellow and adjust his headlights so that he'll get all the light he needs without blinding everybody he meets."

The car-owner smiled derisively. "That sounds all right," he said, "but it just can't be done." (cont. page 6)

"It can't, eh?" snapped Gus. "I wish you'd give me five minutes on those lights! If I can't make better lights of them and still have them comply with the law, I'll make you a present of my time -- and throw in that gasoline you just bought!" "Fair enough!" grinned the owner. "Go to it!"

Wilson got a toolkit, stepped to the front of the car, and removed the front flange and lens from each headlight. Then he took out the bulbs and examined them carefully, holding them up to the big electric light in the center of the garage ceiling. "There -- see how much darker one of them is," he said, offering them so that the owner might observe also. "That's caused by little pieces, or molecules, or whatever you call 'em, that fly off the hot filament and stick to the glass. A few more days and this dark bulb will be ready to pass out for good."

"Phew, better let me have a new one!" exclaimed the owner. "In fact, you'd better make it two. They've been on the job more than six months now, and I do a lot of driving at night. Put in good big ones so I'll have a lot of light." "Nothing stirring," said Gus: "21-candlepower is all the law allows you, and you have that size now. Of course, some of the 'gyp' dealers will sell you bulbs marked with a higher rating than 21-candlepower, but the extra candlepower is mostly in the label on the box!" "Twenty-one for me then -- got two tickets for speeding this year and I certainly don't want another chance to say 'Good morning, judge!'" "It wouldn't be healthy for your pocketbook," Gus chuckled. "Joe, get out two bulbs -- make it three -- you ought to have a spare."

While Joe went after the bulbs, Gus carefully dusted out the reflectors with a clean silk handkerchief that had appeared miraculously from a concealed pocket in his greasy overalls. "Speaking of reflectors," said Gus, "one of those scientific sharps told me once that an automobile reflector that had lost enough of its shininess so that you could tell that it was not quite new would reflect only about 50 percent as much light as when it was new." "Well," the owner observed, "who'd expect a rusty old reflector to give much light?" "Who mentioned rusty junk?" demanded Gus: "I meant a reflector that has lost its first brilliancy -- just a bit foggy -- not really had at all. Take your reflectors. They look like new, but I'll bet they're lost at least 10 percent of their light-reflecting power."

"Well, what can I do about that?" asked the owner. "Nothing," Gus answered. "Special buffing apparatus is needed to bring full polish back to a reflector, and it takes an expert to run the apparatus. The best way for the rest of us to treat a headlight reflector is to leave it alone. Anyway, never do more to it

than dust it off as gently as you can every now and then. Then when the shine goes, after a year or two, send it to some firm that makes a specialty of refinishing auto lamps."

"Leaving them alone ought to be easy enough," laughed the owner, "but isn't there anything I can do to keep them from getting dim?" "Yes. Have the front lenses fit as nearly airtight and watertight as possible." "Why not use a rubber gasket in place of that piece of cord, then?" "Not on your life!" Gus said emphatically. "Don't use rubber on any account. It would make a water-tight fit all right, but after a while the sulphur in the rubber would discolor the silver plating on the reflector. The cord will do the work well enough, provided it is not squashed down so that it does not have any spring left in it."

He fished a screwdriver out of the tool-kit, and fitted it to the screwhead that projected from the center of the back of one of the headlights. "See what happens to the beam of light when I turn this screw," he bade. "Notice how it contracts and then spreads all over the door again. We will leave it where it makes a smooth, uniform band across the door. That happens to be an extra good bulb -- nice, even light. It's almost impossible to focus the cheap bulbs some of the 'gyps' sell you."

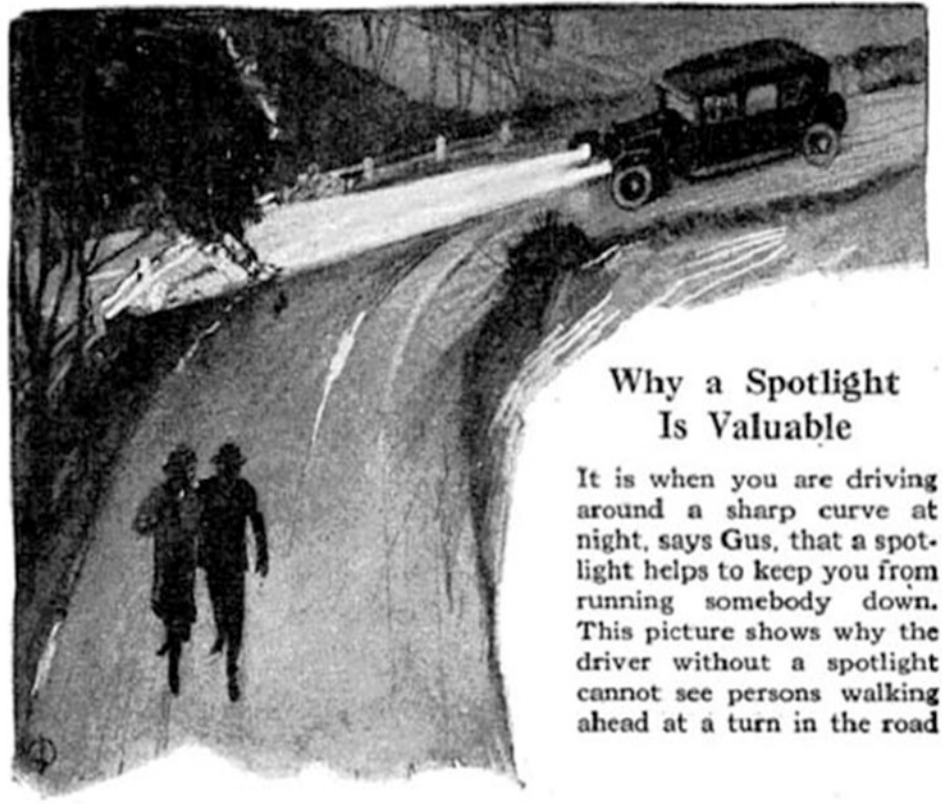
"There!" Gus said as he tossed the screwdriver back in the toolkit after focusing both headlights properly. "Now we'll see about turning those beams down so that they don't hit the door above the line." **{cont. page 7}**



He examined the lamp bracket carefully. "This is going to be easy," he said; "the brackets are adjustable, so all we have to do is to loosen up the bolts and set the headlights where we want them. Joe, just hold your hand on the door there so I can see where the top of the beam ought to come -- there, that's right."

"But you have the lights pointed too low now," complained the owner as Wilson tightened the last nut. "No, they're just right. You have to make some allowance for the effect of loading down the back end of the car with three people. You want them right when you have a full load of passengers aboard." "Gosh, I never thought of that," said the owner after studying the light on the door for a moment. "They seem to give a pretty good light at that. Maybe I won't have to dim them every time I pass another car now that they are on the right side of the law," he suggested.

"Not unless you are going over the top of a hill," said Gus. "That makes the beam shoot up in the air a bit. By the way, why don't you fit a spotlight?"
END



Why a Spotlight Is Valuable

It is when you are driving around a sharp curve at night, says Gus, that a spotlight helps to keep you from running somebody down. This picture shows why the driver without a spotlight cannot see persons walking ahead at a turn in the road

I Just love this picture! Sent by: Dave and Linda Mc Callister New Brunswick, Canada. (Dave and Linda attended



our Regional Meet in 2018)
Dave Says: This photo was taken on our front lawn in 2008, shortly after purchasing the wagon. I have owned the **1961 LeSabre** for approximately 20 years, and it has been a real pleasure to own and drive. The **1965 Sportwagon** came into my collection in 2008.
(continued on page 8)

(continued from Page 7) The '61 sold new in Carleton, Quebec, north of us, and seems to have been well cared for most of its life before us. When I purchased the car, it received a fairly thorough mechanical review. We replaced any items that were required, changed all fluids and serviced the chassis, as well as some very minor body work. Since that time it has been driven.

We drove this car all over eastern Canada and USA. And, In 2007 upon joining the BCA, we drove it 2000 miles round trip to Grand Island NY, for a BCA Regional meet, including through Toronto, Canada, on the way home. This was our first BCA event, and we had a blast. We hooked up with John and Linda DeFiore in Albany for our 2nd day of driving, and toured with them the rest of the way. The car was also driven on other journeys to Merrimack, NH, and Danvers, Mass for her first BCA National Meet, another 1000 mile round trip.

The car is all original and just works great, while also knocking out fuel mileage in the 20 mpg range. Try that with a minivan! It needed the back seat repaired only at the top where most all bubbletop cars are sun damaged and I was able to find the correct cloth from SMS to do the job. Time has moved on and we have restored and now drive other Buicks, however the car is stored warm and dry for "future" use.

Regarding the Sportwagon, I had long been taken with the style of these Buick wagons, so when one came up for sale in Nova Scotia to our east, naturally I had to have a look. After the look, naturally, I was hooked. A long purchase story ensued as it went through several owners, and a number of years making calls and tracing to finally make a deal. It has been stored in my storage building ever since, running it off of a gas jug once in while as it appeared the failure of the gas tank was the last straw for the previous owner.

Thanks to a global pandemic and a sudden increase in time available, with the help of our grandson, we started it in the late fall of 2021 and brought it down to the shop. It was placed on the hoist (the '65 Thanks-You, COVID 19!) We spent this past winter disassembling mechanical components, replacing hard lines and hoses, getting lights and signals working, and repairing a badly damaged (rusted out) spare well and quarter panel. These cars are notorious for rusting out this area behind the right rear wheel; they simply catch a pile of debris here from driving, and any condensation inside drops into this low area.

For anyone reading – don't think we were lazy or slow off the mark here in Canada. In the winter season of 2020/21, I restored a 1961 Buick Electra 4 door hardtop from Georgia, and have her on the road now! Bit, it seems, at this point, the '65 will demand a bit more time than expected (when don't they?), and so she may not hit the road this summer as hoped, however parts are dirt cheap for these cars on Rock Auto, and the pandemic is lingering, so on we forge! Viva la Sportwagon!



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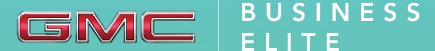
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Buick Club
PICNIC

SATURDAY

AUGUST 20, 2022

This is a Club Only event!!

Noon - ?

At the home of Jim and Stacey Roth
275 County Route 32,
Valatie, Ny 12184

The club will supply
Soft Drinks, Hot Dogs,
Hamburgers,

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Please Bring
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or

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