

## The “Show Season” Is Not Too Far Away!

Pontiac-Oakland  
Club International (POCI)

# Custom Safari Chapter

**WINTER 2019/20**

Volume 23, Number 4

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**Bob Garacochea & his 1957 Custom Safari 2 dr wagon at the  
1993 POCI National Convention in Irvine, CA.**

Remember the 90s? Little did many of our members know that the 90's was a decade that signified a turning point in our hobby. Discoveries of Safari wagons were common place and during that decade, the number of Safari wagons returning to the road at least doubled. Many of our members were young and enthusiastic about spending hours after work or weekends searching for parts and restoring their wagons. Refreshed and fully restored Safari wagons began to appear at local and national car shows in noticeable numbers. At the POCI National Convention in Irvine, California, 13 Safari wagons attended the event. Many were fully stock restorations which amazed the crowds of people viewing those wagons.

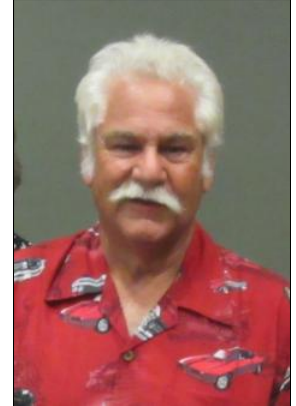
Without the preservation efforts of the Safarians, we would likely see far less Safari wagons today. Many of those 90s era Safaris are still seen in local car shows. Many have undergone repair, restoration or modifications. Some lay hidden away in private collections. Perhaps a few lay idle waiting for a younger generation to rediscover them.

# From the President's Garage

Hello Everyone,

The big holiday season has long passed and a new year is upon us. I hope you and your families had a good holiday and hope that this year will be a great one.

Our Chapter has enjoyed a good past year. Our Safari wagons were seen in shows and events all across our wonderful nation. It's very tough to pick the best ones out there. All of them deserve an award just for being seen on the roadways. We saw a great number at the POCI Nat'l Convention in PA and a nice turn-out in California at a show that support veterans. Imagine seeing seven '57 Safari wagons parked next to each other along the California coast! I was fortunate enough to attend more than just the POCI Convention. I saw a great looking '57 Safari in Macungie, PA that looked like a fresh restoration. Also, Noel & Starr Evan's and I attended the Garden State annual meet and had some fun.



**Remember that the new year brings the need for your to pay your chapter dues.** Get them paid to our secretary/treasurer Robin Petry so you will be in good graces with the Chapter. Look on **page 4** for the renewal information. Thank you.

I find it tough to believe that another year is here and I am still writing a President message. I wonder just how many of these I have written in the past. Always remember that anyone can step up to join in on our chapter team. Robin, Rich, Tom and I welcome any new help that you can offer. How about being President? We want to keep our Chapter strong so how about helping us? How about contributing to our newsletter? How about a story about your wagon? What are your plans for your wagon between now and the summer season? Do you have any restoration tips or good service providers to share? Let us know so that we can share it with everyone. Send your info to our editor, Tom at [pontiactom@ix.netcom.com](mailto:pontiactom@ix.netcom.com).

Before you know it, the summer season will be here. With nice weather comes the opportunity for us to prepare our Safari wagons. I am hoping that some of you will bring your Safari wagons to this year's National Convention. It's in Oklahoma, the home state of Larry Crider, our Pontiac-Oakland Club International President. A lot of members live within a 500 mile circle from Tulsa so I am hoping that they will bring their Safari wagons or at least come by to join us. Lets get together and celebrate the 65th birthday of our 1955 Safari wagons!

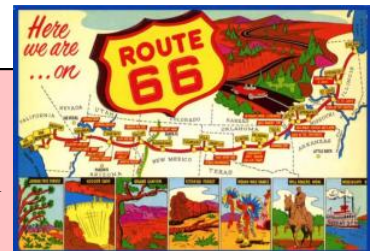
For the last few months, we have been slow in getting our newsletters distributed to you. Our newsletters are being produced on-time but they have not been delivered on-time. I will do what I can to make things right. There has been challenges with our distribution. Rich has taken care of the last problems and will get us back on track. We have a great team. Rich keeps our media moving. Robin welcomes new members and keeps our roster current. She watches over our finances too. Tom works hard on developing newsletters and event activities. We can and will do better this year.

I want to wish all of you a safe and healthy 2020.

*Lou Calasibetta*

## **Member Reminders:**

- **Annual Chapter member fees are now pass due.** Please send your check to **Robin Petry** as soon as you can. Look at **page 4** for your renewal information. Thank you.
- **Register for the POCI National Convention.** Don't forget to reserve your host hotel room right now. If you can't bring a Safari, then bring yourself! Route 66 is cool!!





# *Under the Hood* with the Editor

*Hello Everyone!*

We are now experiencing the full force of the winter season. Some have enjoyed a mild winter while others have gone through challenging episodes of record cold, snow, ice and wind. Lets all hope that we will enjoy a mild and friendly spring season.

Long time chapter member Mark Petry recently submitted a copy of a very interesting article regarding the creation of custom made wheel covers for his '56 Safari wagon. You will find it in this newsletter. Thank you Mark for your contribution.

In social media, we have posted a few Safari wagons and parts for sale by Chapter members and non members too. We are currently sharing our social page with anybody who shares a common interest with Safari wagons. A few "outsiders" have recently decided to join our Chapter. Our outreach is working!

Lou and I can't say enough about planning ahead for the upcoming POCI National Convention. It's in your best interest to get your hotel reservations set as soon as possible. You can really help the POCI by registering right now. They need to get an estimate on the numbers of members attending so that they can help refine plans to maximize the Convention experience. Remember that during the convention, we have our only official meeting of the year. Our meetings are fairly lively and always interesting. West Coast members should especially consider attending this event, with or without a car. The convention location is a short flight away or two day road trip along the scenic Route 66 pathway. A nice drive!

I want to give a special thanks to Chapter member Dennis Dana for all of the hours of outstanding work that he had invested in the Safari wagon stories published in the Smoke Signals magazine over the past two years. He continues to be supported by members of our Chapter as Dennis continues to prepare more stories for future publication. Dennis is definitely our top Chapter Safari wagon historian. Thank you Dennis!

We will continue to post previews of the newsletter on our Facebook page a few weeks before mail distribution. Remember that our newsletter is first posted on our website about three weeks before the printed version is mailed to you. Go to [www.customsafari.org](http://www.customsafari.org) for viewing our current and past newsletters.

One last note..... Remember to pay your dues. Our **FALL** newsletter was distributed very late which caused us to be behind in getting our reminder to you. For that, we apologize. Challenges in distribution are being addressed by Rich & Lou. We now appreciate your help in getting your dues paid so that we can continue to publish our newsletter. Thanks again.



*A special moment of the past; on-lookers apparently watching a photographer take this photo of a 1955 "Pontiac Police" car parked in No Parking—Bus Stop zone.*

*Tom*



**More "bare-bones" Safari pictures back by popular request. Here another one. From the same bone-yard in Texas where Luke Miller found several picked-to-the-bone Pontiacs. This one is a '55 Custom Safari 2 door without the doors, roof, seats, suspension, wheels. It does appear to have a good trailer hitch and passenger side lower quarter etc.**

# Secretary/Treasurer Update

**Our Chapter t-shirts are still available.** Costs are based on the size and includes taxes & shipping. **\$19.50:** Small, Medium, Large and X-Large **\$20.50:** XX-Large **\$21.50:** XXX-Large



Please indicate the following:

1. Size
2. Unisex Style or Women's Style
3. 50/50 Blend or 100% Cotton

**Membership Dues:** January has long past so if you have not submitted your dues, please do so now. It's **\$21.00** for annual Chapter membership. Please send your check now so that we don't have to send you a reminder. Thank you for supporting your Chapter.

For **t-shirts** and **annual dues**, write your check payable to the **Custom Safari Chapter** and **send it to:**

**Robin Petry**  
**2806 Scarlett Drive**  
**Augusta, GA 30909**    706 836-3027

## MEMBERSHIP RENEWAL FORM

Name \_\_\_\_\_ Spouse \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Country \_\_\_\_\_

Phone (       ) \_\_\_\_\_ - \_\_\_\_\_

Email \_\_\_\_\_

POCI# \_\_\_\_\_

In order to update the chapter's records, we'd like to know the style, body number, trim, paint, and accessories codes for your Safaris. This information can be found on the firewall data plate. Include a recent photo of your Safari or email a photo to [pontiactom@ix.netcom.com](mailto:pontiactom@ix.netcom.com)

STYLE	BODY NO.	TRIM	PAINT	ACC

# On Social Media

Our Facebook page contains the latest Chapter information posted for public view including samples of our FALL & WINTER newsletters. Some members have shared their discoveries of Safari wagons while others have advertised their cars and parts for sale. New postings can be found just about every week so if you want the latest in Safari news, join our Facebook group:

## CSC – Custom Safari Chapter

While you are on Facebook, take a look at the POCI page and search for chapters in and around your home area. Many POCI chapters are now managing pages and have posted a lot of interesting pictures. Videos of shows are easy to post so now you can take a quick look at shows that you have missed.

Thanks to Luke Miller, Larsingvar Elofsson, Joshua Hirst, Randy Kerdoon, Rich Gabrielson and others for contributing to our Facebook site. Your pictures, stories and comments are great! Keep them coming!!

If you are new to social media, remember to have an experienced friend lend a hand in getting you signed-up. Don't forget to carefully set your privacy settings.



## For Your Serious Consideration .....

Every year during our Chapter's annual meeting at the POCI National Convention, our President opens the floor to nominations and the selection of Chapter officials including our President, Vice President, Secretary/Treasurer and Editor.

Lou Calasebetta has held the position of President for a long time. So have all of our Chapter officials. There is a point where we should seriously consider having members step forward to join our team in the support of our great Chapter.

For your consideration, now open to nomination are all of our Chapter positions.

- **President:** Leads the Chapter annual meeting. Writes a message regarding chapter business 4 times a year. Leads on decision making and assures that our Chapter is operating well.
- **Vice President:** Supports the President. Manages our Facebook and website. Participates in decision making. Supports recruitment through various media. Helps coordinate the Convention meeting.
- **Secretary/Treasurer:** Collects dues. Updates membership roster. Sends welcome letters to new members and reminds members of past dues. Manages the Chapter's finances and provides annual mandatory reports to the POCI. Manages T-Shirt sales. Recruits new members. Coordinates Nat'l Convention activities.
- **Editor:** Responsible for producing 4 newsletters per year. Provides updates on Facebook. Assures that newsletter and Facebook content are appropriate and timely. Newsletter distribution is managed by our Vice President who is responsible for the publication and distribution of the newsletter on our website and by mail.

If you have any interest in supporting your Chapter and for more information, please contact Lou Calasibetta (973) 383-2001 or Tom Young (805) 375-1320, pontiacom@ix.netcom.com We are hoping to have some members express their interest prior to our official meeting in July of this year.

Thank you.



# In the News

**Brooklin Model's** website reports that their 1/43 scale models of the 1957 Custom Safari 2 door wagon in Fontaine Blue/Kenya Ivory and Limefire/Seacrest Green are "**SOLD OUT.**" Brooklin Models has not announced plans for additional production in the near future. This means that their Safari models are just about as hard to find as the real wagons! But there is hope. You can occasionally find the Kenya Ivory & Fontaine Blue models for auction on eBay. Also, if you take some time to look, you can find the models on social media. Brooklin Models has remain silent on suggestions for producing 1955, 1956 or 1958 Custom Safari wagons. That's unfortunate! Their models are not those low cost "Road Champion" model toys offered over a decade ago. Brooklin Models produces highly detailed hand-built limited production models that often grow in value after purchase. No wonder why they sold-out fast! We can always hope that they will produce more Safari wagons sometime in the future.



Station Wagon  
1957 Pontiac Safari 2-Door Station Wagon "Seacrest Green/Limefire Green"  
\$228.61

Sold Out



Station Wagon  
1957 Pontiac Safari 2-Door Station Wagon  
\$228.61

Sold Out

**SOLD OUT!**



**Above & Right:**  
Photos taken by Lou Calasibetta during a late summer show.



**Above:** From a Facebook post by Jon Zarbolias. He showed a photo of a '57 Safari "El Camino" project that apparently was never finished. Sadly, the Safari is now essentially a incomplete pile of rusted parts.



**Left:** This series of pictures shows the evolution of a Pontiac dealership over 40 or so years. The Pontiac dealer was located in Los Angeles, CA at Crenshaw Blvd and 40th street.

Source: Facebook Pontiac Literature & Memorabilia group 11-19. Posted by Rich Horvath.



**Member Feature Story:** Our very own Mark Petry wrote an article for Cars & Parts magazine for their September, 2007 publication. Thank you Mark for sharing your great article with us.

HO

wire

AMOS  
CARS & PARTS

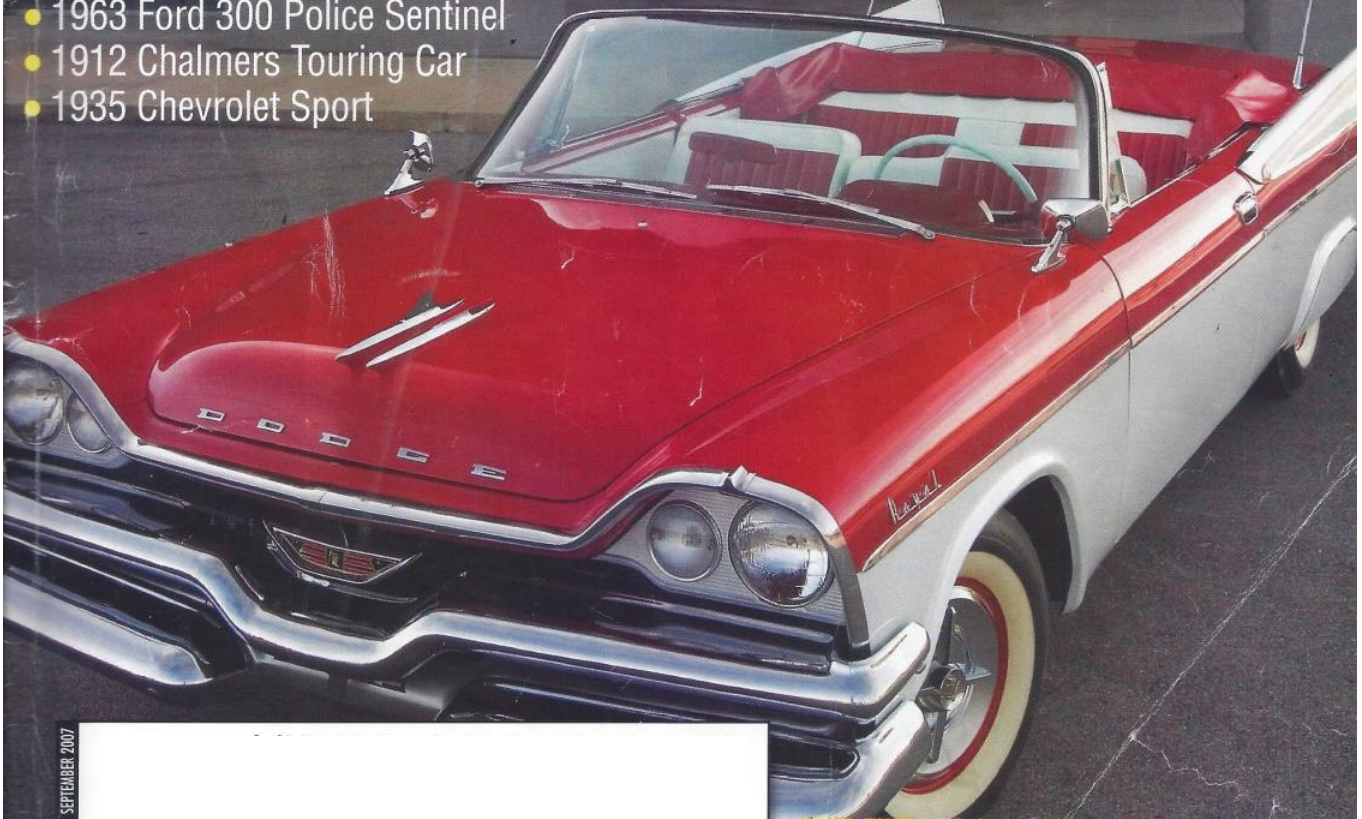
# Cars & parts

## Bright Future

Dodge Got Serious in 1957

### VINTAGE BEAUTIES

- 1963 Ford 300 Police Sentinel
- 1912 Chalmers Touring Car
- 1935 Chevrolet Sport



VOLUME 50, ISSUE 9  
SEPTEMBER 2007

- **YARD FIND** A&D Auto Parts
- **120-MPG PONTIAC FOUR-CYLINDER** Is it Possible?
- **FLATHEAD HEAVEN** The Cotter Woodie Collection
- **DETROIT AUTORAMA** Bigger Than Ever!





# Where There's A Wheel...

Some clever parts swapping can have you riding in style!

**BY MARK PETRY** ■ EVER SINCE I WAS A TEENAGER, I'VE ADMIRED WIRE WHEELS OR A QUALITY SET OF WIRE WHEEL COVERS ON AN OLD CAR. WE CURRENTLY OWN A 1955 PONTIAC CONVERTIBLE AND A 1956 PONTIAC SAFARI WAGON. THE CONVERTIBLE HAS A SET OF ORIGINAL FACTORY WIRE WHEEL COVERS WHICH REALLY MAKES THE CAR STAND OUT. THE SAFARI HAS THE STANDARD DELUXE WHEEL COVERS WHICH, BY CONTRAST, I ALWAYS FOUND SOMEWHAT PLAIN. UNFORTUNATELY, ORIGINAL PONTIAC WHEEL COVERS ARE VERY RARE AND A GOOD SET COULD COST \$1,500 OR MORE.

However, while walking the aisles of the Charlotte AutoFair an idea came to me that could solve my desire for a set of wire wheel covers without the expensive price tag. I spotted four 1979 wire wheel covers from a full-size Cadillac. Upon examining them, I noticed the center logos were easily detached by just removing the speed nuts on the back. I thought it would be interesting to modify them by replacing the centers with a Pontiac logo.

I spoke to a vendor and was able to work out a deal to buy the four covers for \$75. They were in good condition. My next chore was to find suitable

Pontiac centers. I came across four 1951 Pontiac wheel covers with the Pontiac Indian-head centers. Because the outside edges were in bad condition, I was able to buy them for \$4.

Upon returning home, I realized the skill to perfectly cut out the Pontiac centers was beyond my abilities. I took them to a local machine shop and, for a small fee, they cut out the Indian centers into four perfectly round medallions. The next step was to design a viable mounting system for the centers.

It was time to pay a visit to my longtime friend and restoration wizard, Jerry Melchior. He devised a plan to weld 1/4" x 3/4" screws

to large washers and then mount them to the back of the centers using J-B Weld liquid steel. After welding the screws to the washers, Jerry bead-blasted both the centers and the screws.

The next step was to dismantle the Cadillac logos from the wire wheel covers. I made a cardboard template with a simple compass of the wire wheel hub. This gave me the perfect center to drill a 1/4" hole in the wheel cover. I mixed a large batch of J-B Weld. I placed the four Pontiac centers on my workbench facedown, put a large dab of the liquid in each center, and then carefully centered the washer with welded screw into each center. After





about a half-hour, while the adhesive was still pliable, each center was positioned onto the wheel cover to make last-minute adjustments to center them in the wheel cover. Then they were removed and once again put facedown on the workbench to finish drying. I marked each one with a number to correspond with the wheel cover they were adjusted to. Caution!!! When allowing the medallions to totally dry and cure, make sure they are perfectly level or they may slide out of position.

Now it was time to paint the Pontiac centers. With an artist's paintbrush, I coated the Indian head in the center of each medallion with petroleum jelly so the paint would not stick to it. I then sprayed the medallions with several coats of good primer, followed by five coats of dark candy apple red paint. After giving the centers ample time to dry, my wife, with a very steady hand, used a surgical scalpel to carefully remove the paint. Because they had been coated in the petroleum jelly the paint did not stick and was peeled away from the Indian head. I then used automotive wax to bring the whole assembly up to a bright finish.

The last step was mounting the medallions to their respective wheel covers. To say the least, I was very pleased with the result. Although I fully realize these wheel covers are not originals, I feel they do a great job of dressing up the car and can be quickly replaced with the stock covers when in a show.

I feel this method of building wheel covers might be of interest to other hobbyists. The wire wheel covers chosen were used on full-size Cadillac models from 1975-'84 and are readily available from salvage yards and swap meets at reasonable prices. Their 6.5-inch centers make good platforms to mount the logo of your choice. I hope this may inspire others to be creative in making wheel covers for their car. ■

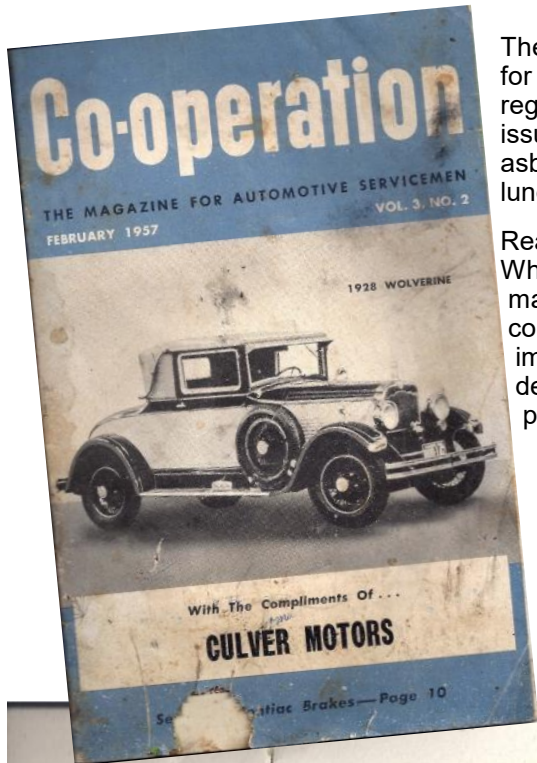
**TOP: The author started this project by trimming the centers from four inexpensive Pontiac hubcaps.**

**MIDDLE: Replacing the Cadillac's medallion with a Pontiac emblem on these attractive wire wheel covers can save the clever modifier about \$1,400.**

**BOTTOM: Although not stock, these inexpensive wheel covers make this '56 Pontiac Safari wagon look like a million bucks!**



# BRAKES Literature Repro



The February 1957 issue of Pontiac Motor Division's *Co-operation* magazine for automotive servicemen contains some interesting and useful information regarding the braking system of our 1955-57 Pontiac Safari wagons. In this issue, you will notice that an author freely and proudly proclaims the benefits of asbestos which we know is a carcinogen that can quickly bring the onset of lung cancer to most anyone exposed.

Read the story below! You will learn about of the ancient use of asbestos. Who said that dealers and mechanics were not educated? The *Co-operation* magazine provided plenty of opportunity for its audience to learn so that they could better sell a product or service task such as replacing shocks. More importantly, the magazine provided service procedures and tips for dealership shops. Some information could update a procedure that was printed in a factory shop manual.

Note the cover car.

A 1928 Wolverine!



In Any Language..

## Asbestos

(ASBESTOS)

**Is The Key  
To Braking Efficiency!**



Asbestos plays an important role in modern automotive travel. Without its unusual heat insulation characteristics, efficient brakes could not be possible. Braking progress and engineering advancements would be set back many years without asbestos.

The ancient Greeks, who gave asbestos its name, used asbestos for lamp wicks, cremation shrouds, and many other purposes. Today, asbestos has countless uses, with more than a third of a million tons being mined each year to satisfy the world's needs.

There are several related minerals having the name asbestos, and all possess a crystalline fibrous structure which can be either spun or felted. Asbestos used for brake linings has fibers combining both length and fineness, high tensile strength, and flexibility.

If you were to look at a fiber of asbestos under a microscope, you would find that it looks like a finely polished wire, free from serrations of any kind. The smoothness of asbestos

makes it difficult to spin it into a fabric for brake linings, unless fine brass wire is woven into the fibers to provide added strength.



Canada produces more than three-fourths of the world's supply of asbestos. United States manufacturers import three out of every four tons mined in the Canadian provinces.

**Speed Up Repair Work  
with Pontiac Shock Absorbers!**

Pontiac "Specified" Shock Absorbers are quickly installed and assure positive customer satisfaction. They're factory sealed for quiet, trouble-free operation and long life.



There's A Pontiac "Specified" Front End Kit . . .

**Pontiac Front End Kits  
Are Time Savers, Too!**

The single-package convenience of Pontiac Front End Kits make them ideal for fast repair, assuring results that "safety-fy" Pontiac cars.



for Nearly Every Steering Or Alignment Job!



# Profit Making

IDEAS FOR YOU!



Seeing Is  
Believing...  
And Reminding!



**MIGHTY BIG**  
for such a little price tag!



Actually costs **Less** than a lot of the low-priced ones!

Lowest-Priced Series of

America's Number 1 Road Car!

**Chieftain  
Pontiac**

COMPLETELY NEW  
FROM POWER TO PERSONALITY!

## PONTIAC Service Information

Bulletin 57-2  
February 1957

### Complete Brake Reconditioning

(Includes Replacement of  
Linings, Adjustment, etc.)

After jacking up all four wheels, remove the front wheels, front hub and drum assemblies, the rear wheels and rear drums.

Now you can inspect the linings for wear, then clean the brake shoes, drums and backing plates, removing any foreign particles that you find imbedded in the lining surface.

Next, examine the shoes for loose rivets, which must be replaced. Be sure to install new shoes or relines if linings are worn nearly flush with the rivets or if the linings show any evidence of oil, grease or brake fluid.

Also, inspect the drums for scoring. You may find circumferential grooves in the drums, caused by road dirt. Unless the grooves are very severe, they will not impair the operation of the brakes. If the drums are badly scored, the surface of the drums and linings should be sanded.

If the drums are so severely scored that they must be refaced by turning, do not exceed these limits:

If you're planning to install new standard shoe assemblies, do not remove more than .020" on the drum

radius or .040" on the diameter.

If new .030" oversize shoe assemblies are to be installed, machining must not remove more than .030" on the drum radius or .060" on the diameter.

You'll find it helpful to use a vixon file or emery cloth to remove grooves from the brake shoe ledges on the backing plates. Then apply a small amount of Lubriplate and also lubricate the cups and the threads of all adjusting screws.

Lubricate the parking brake lever fulcrum, link and cable ramp on the rear brakes, using Lubriplate, Bendix or Delco Brake Lubricant, but be sure not to apply too much lubricant or some may get on the linings. Remember, even a very small amount of oil or grease, or even a little brake fluid on the linings can upset an otherwise perfect brake adjustment and require replacing of the linings.

Always be sure to assemble the secondary shoes to the rear and the primary shoes to the front. The primary shoe linings are shorter than the secondary.

Now inspect the rear springs for signs

of sheared center bolts or broken leaves. Replace or repair as necessary, then tighten the rear spring "U" bolts to the proper torque of 45 to 55 pound-feet.

Now tighten the rear brake cable conduit clamps at the backing plates and frame anchors and also inspect the cables and conduit for lubrication. Lubricate if necessary.

Make an inspection for loose rear backing plate to housing nuts and front backing plate to knuckle nuts. Tighten the rear backing plate nuts to 30-35 pound-feet torque and the front backing plate nuts to 55-60 pound-feet torque.

Be sure to use new brake shoe return springs if there is any sign of the old springs having been overheated, indicated by end coils opened up or failure of the shoes to return to the anchor pin. Hold down springs usually require replacement at the same time. Rubber parts in the wheel cylinders may also be damaged by heat.

Whenever you have installed new shoes or linings, release the adjusting screw until the drum will slide freely over the shoes. Also, sand the linings lightly wherever they are finger marked, to remove any trace of oil which may have gotten on them.

Now install the drums, following the usual procedure for front wheel bearing lubrication and adjustment, and

making certain that the oil deflector does not become wedged between the inner bearing cone and the spindle shoulder.

Now you are ready for the brake adjustment, including the anchor pin. Start by inspecting the brake pedal height for the correct distance of 4 3/8"-4 5/8" from the floor mat to the underside of the pedal pad. To adjust the height, loosen the locknut and adjust the master cylinder push rod to provide the correct height. On Synchro-Mesh transmission cars, see that the clutch pedal also is adjusted to the same height as the brake pedal.

If the dust boot is stuck, loosen it before making the adjustment, then be sure to tighten the locknut on the push rod securely after the adjustment.

Next, pull all shoe assemblies away from the backing plates and apply a small amount of Lubriplate to the ledges where the shoes contact the backing plates. Check to see that hand brake cables are not too tight, as this would hold the rear brake shoes off of the anchor pin.

**CAUTION:** Take extreme care not to let any oil, grease or brake fluid get on the linings or the drums.

Replace the brake drums now, then insert a .015" feeler gauge between the lining and the drum about 1 1/2" from the adjusting screw end of the

### PONTIAC "Specified" Lined Shoe Sets

Assure Faster,  
More Satisfying  
Brake Repair





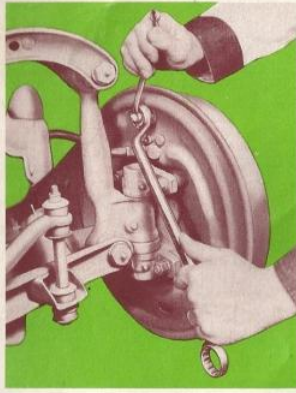


Figure 3 - Adjusting Anchor Pin

(continued from page 12)

you find only a slight difference, loosen the adjusting screw of the tighter brake. If the equalization requires more than a few notches of movement, retighten the adjusting screw to the point for proper adjustment of that brake and equalize the rear cable by loosening the cable clamp screws at the spreader and pulling downward on the tight side of the cable.

Tighten the clamp screws on the spreader while the hand brake lever is still in the applied position. The,

14

cables are tight enough if the rear wheels can barely be turned by hand while the hand brake lever is in the first notch. When the hand brake lever is released, it should be possible to turn each wheel by hand without feeling any drag when the rear cable is pulled downward about 1½" by the other hand gripping the cable midway between the conduit and the clearance hole through the frame X member.

For close tension adjustment, adjust the clevis at the rear end of the front cable. Be sure to turn the clevis on or off the cable end and do not twist the cable. Coarse adjustment is made by selecting the correct hole in the spreader.

Now add sufficient brake fluid in the master cylinder to bring the fluid level to within ¼" of the top of the gasket surface on the filler neck. Bleed the brakes if necessary to get the proper pedal reserve and to remove "spongy pedal."

You can replace all four brake adjusting hole covers, starting the top and one end by hand and pushing the other end and bottom lip with a screwdriver. Road test the car by making three or four stops from speeds not to exceed 35 miles an hour.

Be sure to remind your customers that new linings must be protected from any severe usage for several hundred miles. Otherwise, permanent damage may result to the linings.



Use Convenient Pontiac "Specified" Master Cylinder Repair Kits

## Before

This Seal Is Applied...

a car must meet our high standards of dependability and value.



## After

This Seal Is Applied...

it is backed by our valued reputation as a Pontiac Dealer.



Every Goodwill Used Car We Sell Is Warranted In Writing!

Drive Them With Pride Recommend Them With Confidence

The practice of arcing brake shoes to match the inner diameter of brake drums has essentially become extinct in today's world. Cars that once left the brake shop with better working brakes after brake shoe replacement now often leave in worst condition. Without a near perfect surface contact between the brake shoe and drum, braking efficiency is dramatically reduced. So what is the solution? For those who are driving their cars regularly, most are going to disk brake conversions. But if you are looking to keep your Safari fully stock and don't want to go through the challenges of a disk brake conversion, there is some hope. You can change the rear brakes from a 1 3/4 inch shoe to a 2 inch shoe. The extra surface area will give more grip when coupled with new reproduction drums that are finned. You will need a drum spacer and repro drums, contact California Pontiac Restoration (CPR) at (714) 245-9800 PST.

For more details on this modification, contact Tom Young at [pontiactom@ix.netcom.com](mailto:pontiactom@ix.netcom.com).

There's No Doubt About It!

Pontiac Kromex Piston Ring Set

Pontiac Kromex Piston Ring Set

PRE-SEATED FOR EARLY BREAK-IN

**KROMEX** Piston Ring Sets

Are "Specified" For Pontiac Engines



# Technical Tip #7



Above image taken from the November, 1956 issue of the Pontiac Service Craftsman News

The old saying of “what goes up, must come down” very much applies when we open the hoods of our Safari wagons. Sadly, some hoods don’t say up on their own after decades of use.

Weak springs & hinges are commonly found on our aging Safari wagons. For some fortunate owners, hoods stay firmly in place but for many, hoods tend to sag or falls back down after being opened. Some of us have even been “swallowed” by our own hoods; not a fun experience!

Sometimes we create problems with our hood springs. Nobody likes hood spring noise. For the untried, the tendency is to lubricate the springs and hinges. Most will quickly learn that their actions may result in a quiet spring assembly that no longer holds-up the hood!

The bottom line..... **If your Safari hood stays open, don’t lubricate the hood hinges!**

Also, if you disassemble a hood hinge assembly such as removing the spring and solvent clean/sandblast everything, you might be disappointed to find that your freshly painted assembly may no longer hold-up the hood. Sometimes when the removal of the spring is not done in the best manner, they can become weaken. Also, the cleaning process could lessen friction in the hinge assembly. Wire wheel cleaning may produce favorable results but should be left to those who are skilled with wheel use.

NOS hood hinge assemblies are nearly impossible to find but occasionally used sets are available on eBay, Craig’s list, HMN and through social media. Try to find a set that has been tested on a car if possible. Remember if your Safari has been painted, the hood may be coated with filler. The additional filler weight will placed added stress on the springs and likely cause them to sag sometimes to the point that they can’t support the hood.



**Above:** Freshly reconditioned hinge assembly ready for installation on a ‘57 Safari wagon. They were cleaned and painted without chemicals or sandblasting, then painted. They work great!



**Above.** ‘56 hinge assembly shown before the owner applied oil. It was weak and noisy. Afterwards, the hood would not stay open but it was quiet!

**Above:** ‘55 hinge assembly looking tired and making noise but it’s still holding-up the hood.

## Quick Reference:

## HOOD HINGE ASSEMBLY

**Where to buy:** eBay, Craig's List, Facebook & old parts specialty vendors & collectors.

**Estimate Cost:** From about \$50.00 to \$200.00 for used sets;\$150 to over \$400 for repaired for restored sets..

**How to apply:** Use common mechanical sense. If you are lacking the skills, time or interest in changing out hood spring assemblies, have someone who is very experience do the work or have a professional shop do the work. It can be a challenging task on restored Safari wagons. Paint damage is hard to avoid on restored cars. Remember not to lube the hinges, especially if they were barely holding up the hood.

**CARS FOR SALE**

Safari wagons listed come from various media resources.  
Owners may not be Chapter members.



**1956 Pontiac Safari \$69,000.** My '56 is a total ground-up restoration. It's an AACA first and second place Grand National award winner too! Power steering, power brake, 389, automatic trans, front & rear bumper guards, fender skirts, factory spot light. Nothing spared. Every nut and bolt replaced, all new or rebuilt inc suspension. I've really spent a lot of time and money so want it to go to someone else that really appreciates the Safari. Call **Don 256-520-6183**. Located in **Huntsville, Alabama**. (CSC member)



**1956 Pontiac Safari. \$57,700.** Body # 1774. This wagon is loaded! Power brakes, power steering, deluxe windshield washer, under hood light, front & rear bumper guards, lighted hood ornament, compass, wonder bar radio, floor mats, electric rear antenna, wire wheel covers and a six-way front seat. This is a well done restoration on a Safari that looks great and runs well. There was a bit of rust on the body prior to restoration but repair work was done very well. One of the best features is the attention to detail under the hood and throughout the Safari wagon. Nearly everything is restored factory correct! This Safari is ready to roll down the road or win a trophy at local car shows. For more details, contact the owner, **Mike at 805 441-5155** Pismo Beach, CA. *Editor's Note: This wagon was once owned by Bob Johnson, our Chapter's newsletter editor from the 1980s. Bob can trace the wagon's history way back to the 1970s!*



**1957 Pontiac Safari. \$24,000 OBO.** This is body #643. The original color was silver with gray and white leather interior & carpets. Modified in the late 1960's by two Pontiac enthusiasts in Brooklyn, NY. It was painted Cadillac metallic brown with a gold metallic spear. This was a very popular color at that time. Black roll and pleated interior makeover. Also has a rare accessory six way manual front seat. I installed a 1959 Pontiac Bonneville motor with tri-power. It has patina which is very popular today along with the chrome and trim. The car runs very strong and is a great conversation piece whenever I take it out. Two years ago I drove the car to the Pontiac convention in Texas. It was the only '57 Safari there. I have also taken this Safari to other shows. This Safari can be left alone or restored. Not many left like this to enjoy. Will consider respectful offers. For more information please call **973 383-2001. Lou** *Editor's Note: Lou has owned this Safari for a long time. I have seen it; perfect for someone who wants a Safari to drive now and restore it later. (CSC member)*



## BEST RETAILER BUYS

**1955-58 Pontiac replacement gas shocks.** Fronts from \$16 each, rears from approx. \$21 each. The Rock Auto store on the internet. [www.rockauto.com](http://www.rockauto.com)

Please note that prices and availability are subject to change.  
Verify prices before ordering.

## WANTED

**1955 Custom Safari** door paint divider "hockey stick" and window belt moldings, both sides. R & L interior long window trim b/w pillar & rear window. Rick [rdiehm@twc.com](mailto:rdiehm@twc.com)

**1957 Pontiac National Coach 9 passenger sedan.**

Any condition. Tom Young, 805 375-1320

[pontiactom@ix.netcom.com](mailto:pontiactom@ix.netcom.com)



COMBINATION 9 PASSENGER CAR  
AND SIDE-LOADING AMBULANCE  
9 Passenger Sedan also Available

**1957 Custom Safari 2 dr wagon.** Prefer decent driver but will consider builders. Not looking for a 400 point show car but something that I can drive or fix without a lot of heart-ache. Leads also appreciated. Contact Jan at [mini55@zoominternet.net](mailto:mini55@zoominternet.net) or call at 724-295-3785. EST

## PARTS FOR SALE



**1955-1957 Custom Safari:** tail-gate letters, reproduction. Order # C520774RS \$82.90 plus \$4.80 shipping. California Pontiac Restoration (CPR). 714 245-9800 PST

**1957 Pontiac :** 2 door Safari rolling stock chassis. Contact Paul Ronald 480-290-1596

**1958 Pontiac:** Back-up lamp assy. NOS, left & right hand sides. \$300 pr. Or trade for a nice 1957 Pontiac right front fender. OH (1) 740 296-9638



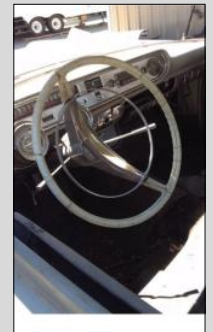
**1956 Pontiac:** 1/4 panel wheel well trim moldings. Driver side. (A) '56 Safari, NOS, \$375. (B) '56 hftp & conv, good used, \$225. Ed Vassar, Dunnigan, CA 707 246-4426

**1957-58 Clock bezels.** Good used condition. Presentable chrome. Good replacements for a nice driver quality car. \$20.00 each includes shipping. **Used 7 inch headlights.** All tested good. Use to match the brand on wagon. One each: AC 6010 12V; GE 6012; GE 6014; TS (Tung Sol) 5400; TS 6012; W (Westinghouse) 6014; \$10 each plus shipping.

**Headlight Retention rings:** Used, stainless, \$5 each plus shipping. **Headlight heat deflector bucket:** Used. \$5 each plus shipping. **1957-58 horns.** Used & tested. \$20 each. \$85 a set for cleaned & repainted set. Plus shipping. Tom Young, 204 Acacia, Newbury Park, CA 91320 805 375-1320 PST or email at: [pontiactom@ix.netcom.com](mailto:pontiactom@ix.netcom.com).

## FOR SALE

**Two 1957 Custom Safari 2 dr wagons.** Both are great project cars. The silver Safari is offered with all of the parts needed at 17K. It's a very straight and solid car. Great for a stock restoration. Talk to Rich Plastino about the other Safari for details. These Safari wagons come with clear titles and they are stored in CA.



Rich has gone through the wagons and can answer questions you have. He also sells a wide variety of mechanical and body parts for Pontiacs including many parts for our Safari wagons.



Contact Rich at (714) 245-800 or [rich@pontiacparts.net](mailto:rich@pontiacparts.net) PST

**TO PLACE AN AD:** Looking to sell parts or a car? Send your request to Tom Young at [pontiactom@ix.netcom.com](mailto:pontiactom@ix.netcom.com). Your ad should be related to '55 to '58 Pontiacs and include photos when possible.



# POCI Chapter #10

[www.customsafari.org](http://www.customsafari.org)

**Dedicated to the limited production 1955 through 1958 Pontiac Custom Safari wagons.** The Custom Safari Chapter is an official international specialty chapter of the Pontiac Oakland Club, International, Incorporated. The POCI headquarters address is P.O. Box 421, Long Lake, MN 55356, USA. Website: [www.poci.org](http://www.poci.org)

Anyone with interest in Safari wagons can join. Annual Dues are \$21.00. Renewals are due January 1st of each year. New member dues are pro-rated quarterly from January 1st. Applicants are encouraged to maintain membership in the POCI. Send payment to the Secretary/Treasurer, Robin Petry.

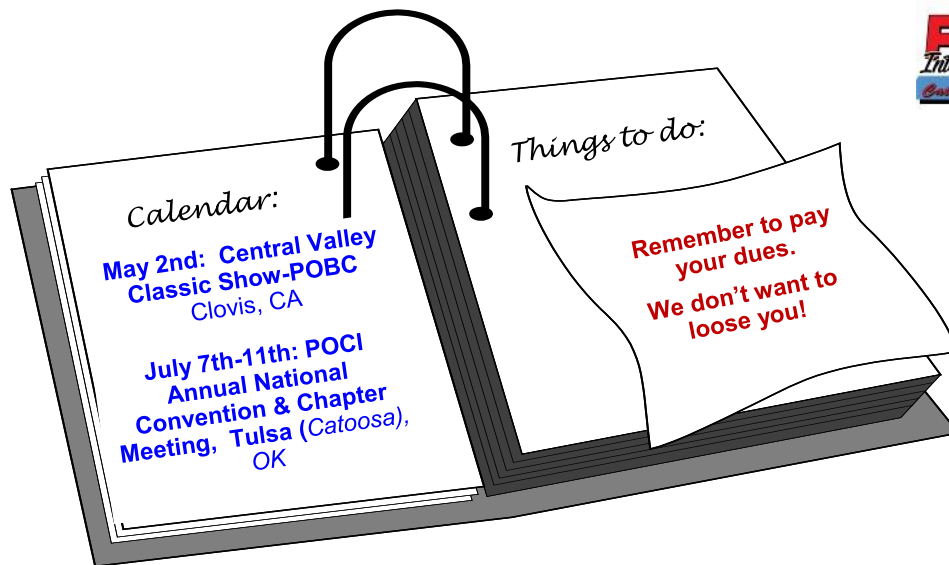
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The Chapter website can be found at: [www.customsafari.org](http://www.customsafari.org) Find us on Facebook @ **CSC Custom Safari Chapter**

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**TOPFLIGHT**  
Professional Digital Lab



## In the next issue of *SAFARI NEWS*...

Our SPRING issue will feature information regarding our Chapter's activities at the POCI National Convention including our Chapter event schedule, meeting outline and a road trip guide.