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Randy Kerdoon's Wounded Warrior Show poster. Now that IS a nice show perk!

Custom Safari Chapter
Pontiac Oakland Club International

From the Prez's Garage

By Tom Young



Hello folks! It's been a long time since I last wrote to you. Why? Several reasons, some personal and some that would take far too long to explain. The bottom line is that I am back and I have plenty of things to do.

Our winter weather has impacted all of our lives. For most everyone from our Country's heartland to the east coast, severe storms causing flooding, snow, ice and cold have tested the resolve of many who would otherwise prefer t-shirt weather. For those in the southwest and west coast area, t-shirt weather is far too common. Warm weather has created drought conditions that may result in many more deadly fires. Regardless of your current weather situation, everyone is facing challenges that effects our car hobby activities and our daily life. Please be careful and remember that your safety and the safety of your family is always the number one priority.

Congratulation to Rich Pye for maintaining his post for more than 13 years as our Chapter newsletter editor. He was recognized for his efforts at last year's National Convention. Rich is one of the best newsletters editors in the POCI! We all owe him our respects and appreciation for the hours and dedication that he has invested in serving us. His success, however, could not have been made so easily without the vital support of our Chapter's most unsung champion, our Secretary/Treasurer, Robin Petry. We all appreciate her convention reports and her patience in getting us to pay our dues on time. Remember that she still has a few t-shirts available.

On the West Coast scene, we have a few POCI chapter shows coming up including one of my favorites, the Central Valley Classics Chapter's All Pontiac/Olds. Buick/Cadillac and GMC Show. As always, the show will be held in Central California at the historic Madera County Court House Park. The show date is set for April 26th. Parking begins at 8 am and the show runs from 10am to 3pm. Contact Brian at 559 908-9431 for info. News about the next Wounded Warriors Show will be provided in our next newsletter.

Take a look on the following pages for a new feature a product review of Pontiac reproduction parts. In this issue, we will look at the 1957-58 Pontiac halo side view mirror that is currently available from a few commercial vendors. We all know that some reproduction parts can made poorly while others are can be nice replicas of the original parts. I plan on sharing with you my investigations into some of the more popular 1955-58 repro parts that are available from Pontiac specialty vendors in future newsletters.

Until the next issue, take care and enjoy your complimentary 2014 membership per Robin Petry's email. Thank you for your paitence with us in 2013 and don't forget to share any Safari related information with Rich for future publishing.



Above: Photo taken by Tom last year showing the moment that the RIM fire near Yosemite National Park blew into Base Camp with 60 foot flames bearing down on about 200 people. Firefighters set a back fire just ahead of flames and successfully redirected the flames away from camp. The fire became California's 3rd largest fire in history.

Tom Young, The Prez

Behind the Wheel in the Editor's Seat

By Rich Pye

Hello Everyone,

It really has been a long time since you've read an issue of the Safari News, and for my part in that delay I apologize. As you have read or will read, many factors contributed to our nearly 9 months hiatus. Well, let's look at the future and think of this experience as a little wake-up call and re-birth, so to say.

Enough on the past, let's see what's ahead. We have renewed interest from our Directors, which is great. I'm hoping to get an article for each newsletter from at least one of them, Lou, Ronn or Ed, to help guide us in the right direction or just talk a little bit about our hobby and the history of the chapter. We should take pride in the fact that with limited information regarding the Custom Safari's, this chapter has been around since the mid-70's. Another new thing in this issue is that Tom Young has added a nice feature about Reproduction Parts, which is a great comparative analysis. I'm going to continue with the Member of the Quarter piece and also return the Vintage Articles. Dennis Dana has stockpiled some articles around the history of automobiles and associated products and services, which I will utilize bits and pieces of in future articles. And then there's anything you want shared, which I usually try to get into an issue immediately. This issue includes Randy Kerdoon's write up and photos from the Wound Warrior Show in Southern California in 2013. Finally I'm struggling with Want-Ads and things for sale. With a quarterly newsletter up against today's ease of using the Internet, the Safari News does not seem to be the place to try and sell or find items. Let me know your thoughts on that. Finally, let's all work together to keep this newsletter full and timely!!

Thanks to all of you that sent me suggestions on my leaky freeze plugs on my fresh 350HO rebuild. I'm finally happy to say that I think the problem is resolved! A couple of you suggested making sure that the block plug holes were thoroughly cleaned out and polished. Well it turns out that was the problem. During the rebuild and assembly everyone involved missed the problem, which was best described as "machining" chatter groves in every one of the 1 61/64" block holes. They were a mess and probably that way from the factory. It looked like quotation marks all the way around the surface of each hole. The solution was at first to use some 220 and 440 grit sandpaper on them by hand, but that took WAY too long and my arms, hands and fingers weren't made for that much abuse. While the initial test looked very positive after we filled the block with fluid, for the remaining holes we switched to a small brake hone. We mic'd each hole and carefully wet honed them one at a time. We only lost a few thousands, but it made a world of difference, and we were able to stay well within tolerances. Just to be sure, I did assemble them with some Permatex Form-a-Gasket 2B. So far, so good, and the 350HO is back in the '69 Firebird. Now I can move forward with finishing the rest of the body assembly and maybe, just maybe, be driving that thing by Summer!!

Speaking of Summer, is that going to happen this year??? This has been the longest, hardest Winter I can remember in my 50+ years..... This is like Global Warming using Reverse Psychology!!

Well, time to go start working on the next newsletter and dream about a Spring Dust-off!! I'm tired of only driving my Safari 150 feet from my barn to my garage.....did you realize how horrible a Safari is in ice and snow!?!? And No, stay calm, I am not taking it out on the salt infested roads....just getting it out of my way on occasion.....



Till we ride again!

Rich

Member of the Quarter

Jack Johnson's Modified '56 at the Convention



Member Jack Johnson at the Convention with his Modified '56 Custom Safari. Jack did the rounds with his tilt-hood '56. Enjoying a discussion with Mark Petry, getting a little sun and competing in the "Slow Drag". Looks good Jack! Keep up the good work! Jack also won the Custom Safari Chapter's Longest Distance Driven Award - 2,800 miles from Phoenix, Arizona. More to come in the next issue regarding Jack's adventures back and forth.



Custom Safari Chapter Meeting Minutes

Custom Safari Chapter Meeting Minutes POCI National Meeting, July 11 2013 Dayton, OH

13 Members in attendance: Robin Petry, Mark Petry, Sandy Bowers, James Bowers, Lou Calasibetta, Lee Hadley, Wilf Kaszanits, Jack White, Jill White, Jack Johnson, Starr Evans, Noel Evans, Eddie White

1 Visitors: Bob Scabet

Robin Petry, Secretary/Treasurer, called the meeting to order at 9:03am.

Members introduced themselves.

2012 minutes of the chapter meeting: Were printed in the newsletter after last year's meeting. Starr Evans made a motion to accept minutes as submitted, seconded by Jim Bowers which was approved unanimously by the membership.

Robin Petry presented the treasurer and secretary report:

Tshirt inventory: 10 shirts left (four 3X, one 2X, three Medium, two Small, no Large or X-Large.

Treasurer's report: Starting balance as of 7/19/12 of \$1661.38; Income since 7/19/12 \$1421

(\$1362 from dues, \$59 from tshirts/decals) and Expenses \$821.30 (\$70 Website Host Domain, \$700.60 two newsletters (one was a double issue+ newsletter postage) leaving a balance as of 7/10/13 of \$2261.08

Membership report: Current number of registered families/members is 59. Maximum membership in 2012 was 52 registered families/members.

Old Business:

Chapter T-Shirt: The group discussed at the 2012 Convention Chapter meeting whether the current CSC shirt design should be re-ordered or another design explored. The group agreed that another design be explored. Tom has a design from the past. Starr Evans has a supplier she has used for the Nutmeg Chapter and is willing to get information on cost, color and custom fitting for women vs men.

New Business:

Members at the convention to meet Saturday, July 13 at 1pm at the Custom Safari Popular Vote Class area to vote for the "Best Safari" at the convention and determine which member drove their Safari the longest distance.

2014 Officers: Robin Petry is willing to continue as Secretary/Treasurer; Rich Pye is willing to continue as Vice-President / Newsletter Editor. President, Tom Young was not able to come to the convention due to work schedule conflict. Robin will contact him to see if he is willing to continue serving in 2014.

Custom Safari Chapter Meeting Minutes cont'd

Open Discussion by Members:

Starr Evans acknowledged Rich Pye with a "huge thank you" for his tremendous efforts with the newsletters and website which was seconded by all members.

Mark Petry shared information and tips he learned when he had to have the gas tank on his 56 Safari done and when replaced front wheel ball bearings with roller bearings.

Jack Johnson shared information about his 15 year journey where he rescued his 56 Safari from being recycled and because of what had been done to it could not restore it to original but has rebuilt it as a Rat Rod.

Roger Lachele who came in the room for the meeting after ours shared interesting information about the Safari since he use to work for Fisher Body.

Motion made by Starr Evans and seconded by Wilf Kaszanits to adjourn the meeting. The meeting adjourned at 9:47am.

Respectfully submitted,
Robin Petry
Robin Petry, CSC Secretary/Treasurer

Where Have the Newsletters Been??

Below is the text of an email that went out to all the current Custom Safari Chapter Members on February 2, 2014. It's reprinted here for those we don't have email or don't check very often:

Dear Safari Chapter Members:

2013 was an extremely challenging year personally and professionally for your board. Subsequently, newsletter information to be sent to Rich Pye was insufficient to put together newsletters. Since you only received one newsletter for 2013, the CSC board has agreed it is appropriate to give all 2013 members a complimentary membership for 2014. If you have already sent in your 2014 dues, they will be applied to 2015.

Thank you,
Robin Petry
CSC Secretary-Treasurer

?? Member Question Corner??

This question came in from Member Warren Daniels. Email Warren at sdmt22@nc.rr.com with your comments/suggestions.

Ques: Does the custom safari have a light in the cargo area, if so what does it look like and where is the switch?

Ans: The only light in the cargo area that I am aware of are the sidewall dome lights behind the front seats. On the Safari's I've seen the switches are located inside the passenger side near the tailgate and on the sidewall behind the driver's seat. EXPERTS????

CSC Winter Director's Letter

(Written while our chapter was in hiatus late last year)

Hello Members,

This is your Northeast director Lou Calasibetta. It is ever so nice to say hello and wish all of you the best for the New Year. We have been such a wonderful and strong chapter for so many years. I can remember the very early days when we had to fight for our own class against Bonneville's and Starchiefs and others. Hey we did it, our own class. How cool is that? We are a very special group and each and every one of us should be proud to own a Safari.

We are such a different group that we have no President to lead us at the POCI conventions? Wow! How can we ever let this happen? Yes I know we are getting older and seem to be tired. I, for one, am very tired and still over worked, but I still try to get things done. Many of us have been a president of a chapter. I am still the guy at the Modified chapter helm. Sure I am lucky to have a great team behind me. Hey the Custom Safari Chapter has a great team effort, but no real coach to get us to the super game? The POCI convention? I am not trying to be the new President, I did it in the 1980's. It really is not such a big job, it's just some dedication to the Safari station wagon and our chapter. I am not too sure if we can still be a chapter without a President. If we don't have on, then the Chapter is not recognized by the POCI by laws.

So this is my directors message for us think of a plan to send to Rich and come up with some solution to the problem. Let's not make it a even bigger problem. There are many talented members in our chapter that can think of an answer. I, for one, do not want to see our chapter go along the road of destruction. We have to re-construct our direction and follow a plan. Come on now who wants to throw their hat into the ring? For what it's worth you have my 100% backing for the position

Hope to see many of you at our yearly meeting in Kansas. I hope I am not the only member in the room?

Sincerely,

LOU CALASIBETTA, NorthEast Director



Lou's new Transcontinental at the Dayton Convention seen above

Convention Review



ABOVE: Steve Cook and his 1957 GMC Suburban

BELOW: Mark Petry, Wilf Kaszinitz, Jim Bowers next to a nice 1958 Pontiac



Convention Review - Awards Night



ABOVE: Wilf and Wendy Kaszanits with their Most Outstanding Award for their 1965 Bonneville Safari Wagon.



ABOVE: Mark and Robin Petry



ABOVE: Noel and Starr Evans, who won a Most Outstanding Award for their 1957 Custom Safari



ABOVE: Jack and Jill White with their Most Outstanding Award for their 1957 Transcontinental Wagon. They also won the Custom Safari Chapter Best Safari Popular Vote.

NOT SHOWN: Lou Calasibetta Outstanding Award for his 1957 Transcontinental, Steve Cook Most Outstanding for his 1957 GMC Suburban, Lee Hadley for his Points Judged Gold-Junior Status for his 1957 Pontiac

Convention Review



ABOVE: Jack and Jill White and their Best Safari Award:

BELOW: Chapter meeting attendees: Row 1: Robin Petry (taking the pictures!), Mark Petry, Lee Hadley. Row 2: Sandy Bowers, James Bowers, Jill White, Jack White, Wilf Kaszanits, Starr Evans, Noel Evans,. Row 3: Eddie White. Row 4: Jack Johnson, ?, Lou Calasibetta



Convention Review



ABOVE and BELOW: The Safaris are off on their Cruise to the Chapter Dinner.



LEFT: Lee Hadley checking out the ads. Time to buy something new?? **BELOW:** Noel Evans at the Swap Meet wondering if there is anyone around to buy from??



Convention Review



ABOVE: Eddie White and his 1956 Safari, along with some stuff to sell
BELOW: The Custom Safari Chapter Co-Vention attendees posing in front of the Safari Class on Show Day.



Convention Review



ABOVE: Noel Evans, Lou Calasibetta, and Jack White getting ready to tustle over some rare parts at the Swap Meet!!
LEFT: Stopping at the Dairy Farm. Hope that the wind doesn't blow that Cow onto one of your cars!
BELOW: Sercial members caught "Ponti-Yakin" which is what these Conventions are for, right!?!



Convention Review



Reproduction Parts Review

By Tom Young

20 years ago, if you wanted to restore a 1955 to 1958 Pontiac back to factory specifications, you had to either locate unused stock parts or restore the parts you had on-hand.

Fast forward to 2014..... and now we all have the option of purchasing newly produced parts for many parts that 20 years ago were nearly impossible to find. But are today's newly produced parts of the same quality of the originals? Perhaps yes and perhaps no!

Let's take a look at a reproduction 1957-1958 Pontiac factory styled "halo" side view mirror. Our part was supplied by long-time POCI member and eBay parts vendor, Joe Wheat, of Pennsylvania .



Joe promptly shipped me two repro mirrors within 24 hours of paying for them over eBay. I found that the plain white box containing the mirror was not-impressive. The only ornamentation on the box was a very small gold colored label that stated, "Made in Taiwan". I carefully opened up the box expecting to find a cheap looking replica. Wow! I was wrong!! The mirror looked just like the factory original mirror.

(The photo above shows the reproduction mirror).

I removed the mirror which was cover stored in unsealed plastic bag. I found the mounting hardware and a photo copy of the door mount instructions applicable for 1958 Pontiacs. With the mirror in my hand, I compared it against the factory original mirror from my '57 Star Chief 2 door hardtop. I found that the repro mirror was very much a casted copy of the original mirror. No creative liberties were taken to change the overall stock appearance. About the only visible difference that I think you will find is that the detailing on the outer surface of the halo is not as crisp as on the factory original. Edges are a bit rounded, similar to what you would expect from a freshly chromed mirror.

How about the quality of the chrome? Well, I would say that it's fairly close to the factory finish. But since beauty is in the eye of the beholder, you will need to be the final judge. I suspect that the chrome would survive at least a few years of outdoors exposure.

What about the value of a purchase compared to the cost of restoring an original mirror? The reproduction mirror offers a good investment value. At less than \$200, I would not hesitate to place one on a fully restored show car.



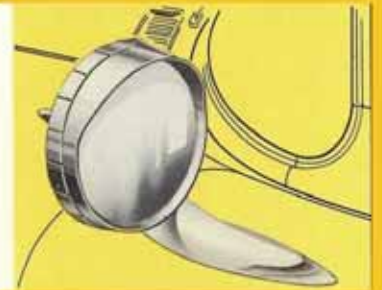
Above: A factory mirror from an original car. Mirrors were mounted either on the fender or door.

Reproduction Parts Review (continued)



OUTSIDE REAR-VIEW MIRROR

Restyled to fit with Pontiac's new Star Flight body design. Special hood around mirror area and "Cromir" reflecting surface prevent glare, blurring, produce clear, sharp reflection. Designed for mounting on fenders or doors.



Left: View showing a very well detailed reproduction mirror "halo". The inner grooves are clearly defined.

Below: The mirror gasket, mounting bracket and screws. Everything fits into the factory fender & door holes.



Above: View showing an unrestored factory original mirror. The outer surface of the halo has slightly better detailing than the reproduction mirror.

Too much money for you? Just think about the time and costs of making a mounting gasket & bracket. Now add the cost of plating a mirror assembly that is not pitted. Besides, when was the last time you saw a very nice used original mirror that was not pitted? And lets not forget that finding a chrome shop that can do a good job likely to be a big challenge.

So when you want to "do the job right", consider the reproduction 1957/58 "halo" side view mirror. It's the closest thing to heaven that you can buy!



Where to buy? You can find some vendors advertizing in the Pontiac Oakland Club International's monthly magazine. You may also find vendors on the internet.

Here are some of the most popular specialty vendors that offer the mirror and other Pontiac reproduction parts for purchase on the internet:

Ames Performance Engineering:

1-800 421-2637 www.amesperf.com

CPR: 714 245-9800 www.pontiacparts.net
Santa Ana, CA

Wheat Pontiac Parts: 412 922-0616
www.wheatpontiac.com Pittsburg, PA

Suddenly It's 1957 All Over Again, Again, in Long Beach, CA

by Randy Kerdoon

Once a year, the Custom Safari western world seems to congregate in Long Beach, for the annual Wounded Warrior Car Show. Admittedly it's a narrow focus for Safari collectors....where once again, SIX 1957 Pontiac Custom Safari wagons were on display! Tim O'Donnell and Mike Johnson's light blue with a white spear....my dark red with a beige top and spear....Marvin Morton's rare silver with a black spear, and then two customs, Bryon Walker's shiny black Safari and Mike Green's resto-mod chocolate brown Safari.

What's more interesting...it could have been 8 in one show. Alas, Aspen Pittman's '57 was at another show, where he sells antique license plates...and former Club president Robin Clark's '57...was at home....because he couldn't make it. Hmmm, then again, it could have been 9 if Tom Young....wasn't out doing his usual job of putting fires out across the state with Cal Fire.

Then there is the "elephant in the room" question. Where are all the 1955 and 1956 Pontiac Safaris in Southern California?? I'm sure they exist....I've seen them around! There was a '56 in Woodland Hills for a while (I believe it was peach with a white top)...but I believe that was sold.

Another nice perk at the show was getting your car's picture taken and turned into a poster with the Wounded Warriors logo on it. It was well done and made my "15-footer" Safari look like it had a million dollar paint job!! It did cost extra, but was well worth it!! Of course, there are some things to remember, for one....always make sure your license plate is screwed on correctly. One year ago, I showed up...had my picture taken...and no one bothered to tell me I lost a license plate bracket screw on the drive over....and my plate was hanging at a 45 degree angle. D'oh!

The best news of all....club member Mike Green and the Wounded Warriors group raised nearly \$21,000 for the Semper Fi Fund. Kudos to Mike and his crew for a hugely successful effort!

REMINDER : If you are on Facebook, there IS a Custom Safari page....it's "CSC-Custom Safari Club". So far Rich Pye and I are the only ones on it....and we'd love to have to follow us...just hit the "Like" button and you will get in!! Share with us your Safari pictures and stories!!

NOTES 2: Starting next issue, I'll be writing a column based on the histories of our cars....and how some of us were able to track down said history. Some of us have been lucky to be original owners or know who originally bought the car...and have

PICTURES of them from yesteryear! I'd love to hear from you so I can tell your Safari stories! My email is kerdoonfiles1070@hotmail.com



Wounded Warrior Show



*First you have the front view
Followed by the tail-view*



Wounded Warrior Show



*Only in Southern California can you find this many proud
'57 Safari Owners in one spot
Randy Kerdoon, Bryon Walker, Tim O'Donnell, Mike
Johnson, Marvin Morton and Mike Green*



POCI Chapter #10

www.customsafari.org

The Custom Safari Chapter is an official international chapter of the Pontiac Oakland Club, International, Incorporated. The POCI headquarters address is: P.O. Box 539 Victor, NY 14564

Annual Dues are \$21.00. Renewals are due January 1st of each year. New member dues are pro-rated quarterly from January 1st. Applicants must be a current member of POCI prior to joining the chapter. Send payment to Robin Petry.

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