

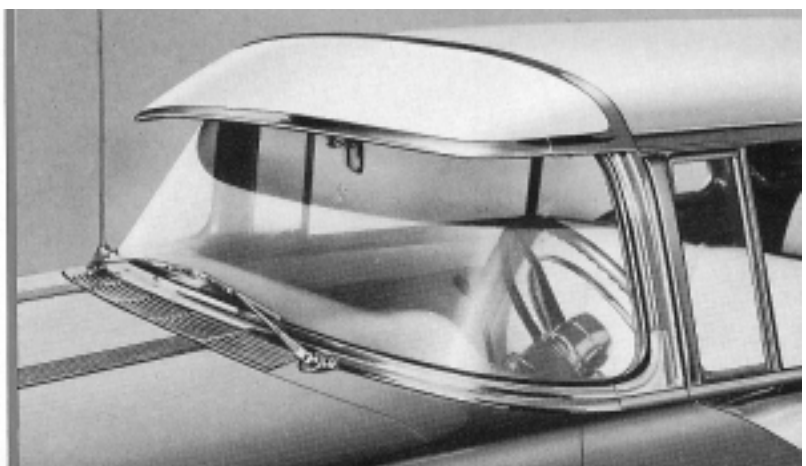


Winter 2007/2008
Volume 9, Number 4

Can You Put a Chevy Windshield Sun Visor on a Pontiac Safari?



**Look
Inside to
Find Out
if it's
Possible....**



Custom Safari Chapter

Pontiac Oakland Club International

From the Prez's Garage

By Steve Cook

Well, 2008 is here and rolling. I hope the Holidays have treated everyone well and hopefully your Superbowl team won. Here in Missouri, our weather has run from 7.2 inches of snow on one day followed by 76 degrees three days later. If you don't like the weather, wait a day! I organized a local "January Cruise" to "Fast Eddies Bon Air" on Jan. 27th, and we were blessed with 65 degree temps, except there was so much dry salt residue on the roads that only 2 of 15 folks drove their old cars. It was still nice to bench race and talk about old cars.

I would like the "theme" of this quarter's column to be a recognition and appreciation of Robin Petry, our Secretary/Treasurer and Rich Pye, our Editor/Publisher. Both work behind the scenes and make a lot happen with little or no help. Robin processes new applicants, updates the roster, keeps the finances in check, has to track and REMIND everyone on their dues status, takes minutes at the annual meeting, generates a report of meeting, stores the Club Display, and even sends "Welcome" notices to new members on my behalf, (I blew my own cover on that one)! Rich has to organize columns, create stories, edit thru spelling and grammar errors, beat the bushes for articles, and then when he finally has a magazine ready, run to the printer for copies, collate and staple, address, take care of Postal duties, and then gather receipts for reimbursement. I'm exhausted just describing what they do. Please, let them know we all appreciate their efforts.(clap,clap,clap)

The greatest help you can be to Robin is to check right now and be sure you have paid your 2008 dues. I understand most have, but if you haven't, please send it to her before you read the next page of this Newsletter! And for Rich, when you finish the newsletter, send him an article, or picture, or even a copy of Safari for sale ads, anything to help him have interesting material for the newsletter. The more he has, the less difficult his job becomes.

Andrea and I are looking forward to Spearfish in July and I hope a lot of our CSC membership can attend. Our CSC meeting is scheduled for 10 AM -11 AM on Thursday, July 10, 2008. I hope it works with everyone, it's as late in the week as possibly without conflicting with other activities. We will organize a dinner cruise or breakfast cruise, depending on the Convention schedule. We will also try to plan it for later in the week, so those coming mid to late week can attend, but we are at the mercy of the schedule of the Convention organizers. If you have been to the Spearfish area before and can recommend a unique or fun place to eat, please contact me so that I am not shooting in the dark when picking our destination.

Until next issue, keep it upright and out of the ditches!

Steve Cook, "The Prez".

Behind the Wheel in the Editor's Seat

By Rick Pye

Hello Everyone,

Thanks to all that were checking up on me while I was down and out with my back problems. I'm much better now and trying to catch up on things, like this newsletter.

I hope you like some of the articles in this issue. Many thanks to Dan Dickey, Larry Gorden, and Gary Parker for their help in providing information for the cover story. I hope we captured things fairly accurately regarding Windshield Sun Visors of the mid-50's era. If not, be sure to let me know. I also want to thank Lou Calasibetta for the article on the Northeast Classic Car Museum and pictures of his fine '57 Safari. Additional thanks to Tom Young, who has a break from his busy season at work and has supplied information on his Safari experiences and also has been trying to raise money for the Chapter by posting and selling vintage *Safari News* issues on eBay.

On the car front, I've been in a funk with the weather around here. As I write this article and finish this issue in late March, we are under a Winter Weather Advisory tonight with 6 to 9 inches of snow predicted....so much for global warming! I haven't even put the headlight bucket back in my '57 and it's my last task prior to making it road worthy. I guess once I'm done with this issue and get it in the mail finally, I'll make a fire in the barn and get to work.

I have been spending a little time on the website. I streamlined some of the graphics and navigation, but still have some more to do. Check it out as I've added to two new features. One is a CSC Forum, where members and non-members can ask questions and provide answers. These stay archived for others to view. While I'm not a real fan of the "free" forum and its format, the results can be worth the "noise". There is one question out there that needs answering, so give it a try. It's right off of the main page on www.customsafari.org.

Also, I'm actually really excited about the Member Cars section. While I only have a handful of cars showing out there, the potential is huge. I've incorporated a really neat thumbnail program that shows the cars, which are clickable into a larger version slideshow. Each image can then be further magnified to its actual size. I'm playing around with that, since we only have so much server space and large files can take up a lot of space. I want to organize it by years, so visit the site and let me know your thoughts.

Remember this issue is out on our website and it's in color!! You also get it faster, since it will be posted about 20 minutes after I finish typing. The black and white copy will be at your house in about 10,000 minutes (7 days), and I don't have to do all the things Steve talked about in his message, you get the point!



Anyhow, gotta go put gas in the snowblower....arghhhhh. Someday I'll dust off my Safari!!

Rich

Member of the Quarter

Your Name: Tom Young

Spouse's Name: Summer

Safari(s) Owned: 1955 Safari with a stock cloth interior & 1957 Fountain Blue/Kenya Ivory Transcontinental Wagon

When/Where did you acquire your first Safari? I saw and purchased my first Safari wagon back in 1977. It was a '55 Safari wagon painted in a light beige springtime color sitting in the hills above Santa Cruz, CA.

What was your first car? A 1956 Dodge Sierra wagon inherited before I could legally drive

What was your first Pontiac? The Safari wagon that I purchased in 1977 was the first Pontiac that I owned. I traded the car in 1979 and lost track of the car until just over 3 years ago when long time POCI member Ed Vassar of Dunnigan, CA, found and purchased the car. He did not realize that it was my original car until he pulled it out of the former owner's garage. When he saw the cloth interior, he knew it was my old car. Ed called me up just before the Christmas holiday and exclaimed that I had to buy "another car." After I gave Ed my opinion that I needed another car like I need a big hole in my head, Ed explained that it was my first Safari and that he wanted me to buy it from him at his cost. So I did and now, after thirty years since I initially purchased the car, my first Safari wagon is back with me. With the help of Ed, the car is currently undergoing a mechanical restoration.

Reason for "collecting" Safaris: I like all three years for their unique look, quality of construction and overall driving enjoyment.

Reason for joining the Custom Safari Chapter: I joined the Custom Safari Chapter back in 1977 and stayed with it until the chapter faded during the early 80's. It was a great way to link up with other enthusiasts long before the days of computers, the internet, cell phones and eBay. With the help of Lou Calasibetta and Don Bougher, I was able to rejuvenate the Chapter in the early 90s. The Pyes and others have been doing a great job of managing the Chapter for more than 7 years.

Favorite Safari accessory owned: Electric rear antennas. I love playing with them.

Most wanted Safari accessory: Accessory wheel covers for 55 & 57

Do you have other "Pontiacs"? If so, list model and year: Yes! I own a '57 Star Chief convertible, two '57 Star Chief 4 dr hdtps. I also own a 1956 Dodge wagon and a '58 Packard "Starlight" hardtop.

What are your favorite "non-Pontiac" hobbies? I collect jukeboxes, radios, and TVs of the 50s. I also collect vintage racing literature/memorabilia related to stock & sports car racing in Southern California during the 50s.

Least favorite car task: Dealing with the state DMV!

Most favorite car task: Searching for more Safari wagons to purchase

Best thing about being a Pontiac Custom Safari Owner: It's been said many times before and it will always remain true..... if you want to drive something unique that stands out in a crowd, drive a '55-57 Safari wagon.

Member of the Quarter

Favorite non-Safari car: *1953 Buick Skylark convertible*

Favorite car related website: *Recycler.com, This is still a good source to find some unique Pontiac cars.*

Favorite parts vendor: *Richard Grob of North Highland Hills, CA. He still maintains a stock of good used '57 Pontiac parts.*

Best car care tip to share: *I have found that DuPont's Teflon spray wax really holds up well against weather for longer periods of time. Also, "Liquid Glass" is a great glaze/sealer.*



Above: Tom Young's '55 Safari as seen in 1978 and 1979 just before he sold it. **Below:** Tom reunited with his '55 taken in 2004 shortly after Ed Vassar had discovered and sold the car to him. Tom had not seen the car in nearly 25 years! Ed still has the car and is working on the last mechanical details. Hopefully, he'll have it done sometime soon so that Tom can start on the body work.



Class of '57

If any of our member's have an urge to go for a ride in the Spring, head to Norwich, NY. That's where the exhibit, the "Class of '57" is located at the Northeast Classic Car museum. The phone number there is 607-334-AUTO if you want to call ahead.

For the next few months the '57 autos will be on display. It sort of looks like an "Auto-Rama" show case of cars produced during that wonderful year of 1957.

Lou Calasibetta's '57 Safari is on display there, and according to Lou he proudly says it's one of the best cars there. You can clearly see the difference compared to the red Nomad in the following pictures.

THE CLASS OF '57 HAD ITS DREAMS

Named for a song made popular by the Statler Brothers in the early 60s, *The Class of '57 Had Its Dreams* exhibit opened on May 18th with a reception for 225 Museum members, volunteers, and exhibit car owners.

The new exhibit consists of 20 of the finest cars from 1957 and features all of the bright colors, chrome, fenders, and fins that you would expect to see on cars of that era. Included in the collection is the most popular 50s car manufactured - the Chevrolet Bel Air Convertible. Others that are not as well known include the Studebaker Golden Hawk, the DeSoto Adventurer, and the Nash Rambler with fold-down seats that convert into a bed.

The Class of '57 Had Its Dreams by the Statler Brothers was not a song from 1957, but several others were. The Everly Brothers had two huge hits in *Bye Bye Love* and *Wake Up Little Sisie*, and the #1 song of 1957 was *Love Letters in the Sand*, by Pat Boone.

In the fall of 1957, Ford introduced the Edsel, but it was a 1958 model, so doesn't qualify for this exhibit. It would last for three unsuccessful years, before Ford decided the best thing to do was forget about it. The good news for the company was that the Ford outsold the Chevrolet for the 1957 model year, to become America's #1 auto maker. A new Ford cost between \$1,879 and \$3,400.

Also in 1957, Russia launched the Sputnik, the first artificial satellite, and the space age began. Dwight D. Eisenhower was President. A nice house could be bought for \$20,000, gas cost 24 cents, and a first-class letter could be mailed for 3 cents.

In sports, Jackie Robinson announced his retirement, and the Brooklyn Dodgers played their last game at Ebbets Field before moving to Los Angeles. On Broadway, *The Music Man* starring Robert Preston opened. *On the Road*, by Jack Kerouac, heralded "the beat generation."



Class of '57



Above and Below: Side and rear views of Lou Calasibetta's 1957 Safari on display at the Northeast Classic Car Museum.



Class of '57



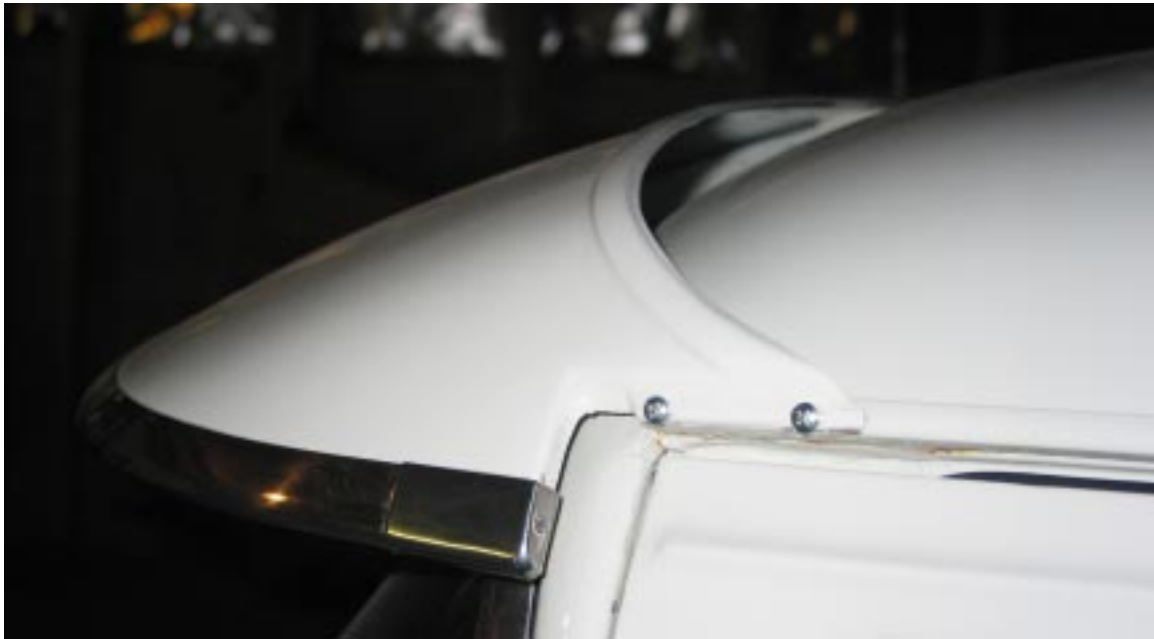
Above and Below: The display plaque and distant side view of Lou Calasibetta's 1957 Safari on display at the Northeast Classic Car Museum.



Windshield Sun Visor Mystery Solved

The great Windshield Sun Visor mystery has been solved by several chapter members. Can you put a Chevy visor on a Pontiac from the '55-'57 era? The technical answer is YES, but of course, you shouldn't unless you have to. Why? Because like other Chevy accessories from that era, they are inferior in style and quality. Compare the Pontiac Guide spotlight with the Chevy GE spotlight and you'll know exactly what I mean.

So, with the help of Dan Dickey, Larry Gorden, and Gary Parker, we've brought to light the differences in pictures to help you all out. First of all the visor itself is different. As you can see the Chevy (top) is shaped differently where it mounts on the sides near the doors. Also the stainless trim completely wraps around the Pontiac visor, but not on the Chevy.



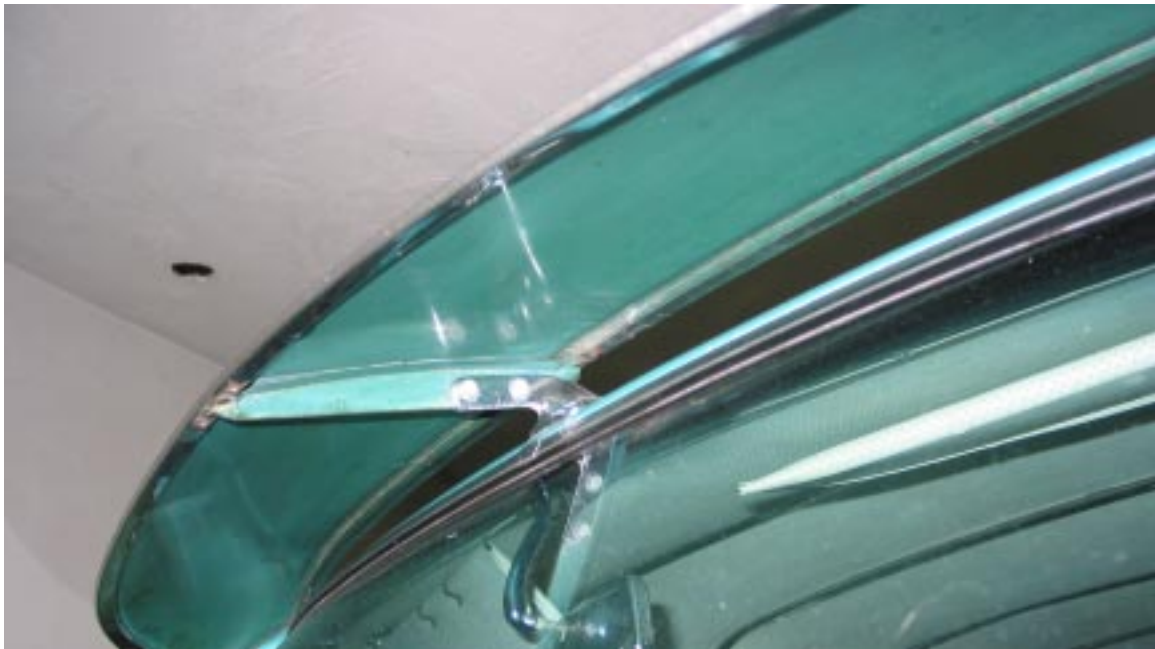
Windshield Sun Visor Mystery Solved

Now let's compare mounting hardware. The Chevy visor, as previously stated, mounts on the side at the drip edge. It also has two roof brackets that hold it down in the middle as seen below. Note the rubber mounts where contact is made with the roof. An unrestored look at the hardware below also.



Windshield Sun Visor Mystery Solved

This is where Pontiac makes it fun for us restorers who want to add an accessory. No doubt the Pontiac mounting is different. Instead of two roof mounts, there is one and of course, it's a chrome mount right in the center. The side mounts are also underside and are made out of a casting material that mounts also to the roof and cantilevers out (you can't be afraid to drill holes in your roof for this accessory!). See below:

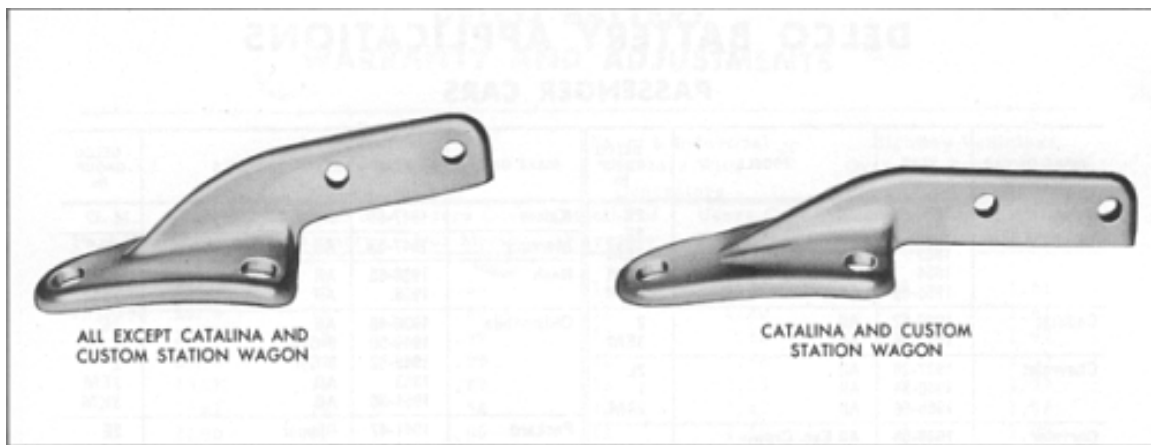


Windshield Sun Visor Mystery Solved

But it doesn't end there, there's different shapes of the Pontiac hardware for a hardtop (Safari fits in here) vs. a sedan (easier to find on eBay!). The part numbers are as follows:

<i>Bracket</i>	<i>Sedans</i>	<i>Hardtops (Safari)</i>
<i>Center</i>	519830	519829
<i>Outer RH</i>	519944	519942
<i>Outer LH</i>	519945	519943

Check out the pictures below of the chrome center brackets and the subtle differences in shape, angles and size. I've included the one from the Service Craftsman News from July, 1956 and a picture of an NOS sedan bracket and a used hardtop bracket.



Windshield Sun Visor Mystery Solved



Above is the comparison of the brackets. Top left is the hardtop 3 brackets together and the top right is the 3 sedan brackets. The large photo shows the RH outer brackets side by side. You can definitely see the difference in size and shapes. The base of the outer brackets mounts right on the roof and visor screws into the top of the triangles.

Having both sets of these brackets, I have to honest I've never tried to fiddle with the sedan set on a Safari. Maybe somebody else has and will let us know. I will be posting the installation instructions for the Pontiac Visor on www.customsafari.org in case all of this scared you away!!

Windshield Sun Visor Mystery Solved



So what's left to discuss? Oh, Traffic Light Viewers. Well, I'll leave some of that for later, but above are a couple different types. The Pontiacs used the Guide viewer for '55-'57. The '55 and '56 had a molded chrome piece for the viewer to mount on the lip above of the speedometer. I also have instructions to share on that. Dan Dickey can let us know if the other one came with the Chevy visor.

This information is presently with the best available knowledge. If anyone has additional information or corrections to share, please let me know. I know member, Gary Parker, is interested in getting the hardtop hardware reproduced. If anyone is interested in that endeavor, please contact me or Gary (gpark14@aol.com).

Safari Search

Cars for Sale

1956 Safari, asking \$26,000.00. Located in the Los Angeles, CA area. Includes new power brake system, new tires, shocks and leaf springs. Paint and interior are in great condition. Contact Trudy and Richard Marcoux at 562-938-9609



Parts for Sale

1957 Pontiac: Front Brake Drums complete with Backing Plates, Shoes, Wheel Cylinders and Wheel Bearings, \$100 each; also Two Radios with Speaker Boxes, one Maroon and one Green, \$150 each; Complete Rear End Differential with 3.23 Gears, \$100; 5 Hub Caps Good Condition, \$100.....just call Bill Hanners @ 239-543-3510, FL.

1955 Pontiac: Parting out a 2 door Chieftain. email Rich Pye @ rpye@rochester.rr.com or phone 585-637-2720 with needs.

1957 hi comp engine core for rebuilding/parts, includes 4 bbl intake & exhaust manifolds, valve covers, block, \$150. 1958 radiator, last used over 20 years ago, did not leak, \$50. Delivery in California may be possible for costs, otherwise, you pick-up. Tom Young, Newbury Park, CA 805 375-1320

pontiactom@ix.netcom.com

Wanted

1957 Safari: Stainless Spear, front of gas door. Trim under the tail lights. Donn Fallenbuchel, (928) 855-5494.

1957 Safari Car Wanted: If you have any leads on one, please contact Dwight at dwhitmire3153@charter.net or call cell 770-851-1010 or work 770-531-1010.

1955-56-57 Pontiac station wagon, Exterior Tee handle for liftgate on with as many attached parts as possible. Steve Cook jumbodog54@sbcglobal.net or 314-795-4700

1955 Safari: Left molding rear quarter lower (drivers side) part #520522. Rear light switch, both NOS or excellent used. Please contact Harold Cary (641) 424-2663 or email at buzz@netconx.net.



To place a free ad to sell a car or parts or to place a want ad, send your request to Rich Pye @rpye@rochester.rr.com. Your ad should be related to 1955-58 Pontiacs, and it is recommended to include photos. Business card for Pontiac related items or services are also welcomed. You'll also find the Safari Search on-line @www.customsafaris.org.

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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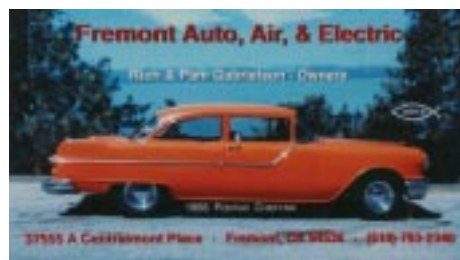
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