



*Fall 2005
Volume 7, Number 3*

Custom Safari Chapter

Merry Christmas and Happy New Year!!



***It's Winter in the Northeast and I still
need a fender for the '57!!***

Pontiac Oakland Club International

From the President's Garage

By Mark Petry

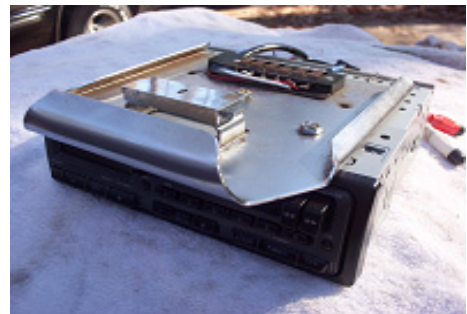
Driving Yesterdays' Cars Today

Well, it seems like only yesterday we were at the Pontiac nationals in Greenville, SC. As I write this article, it is early December and we are here in Augusta, GA getting ready for the holidays. A big part of the celebration for our family is the use of our Pontiacs for events in the community. At this time of the year, it is the Christmas parades in our smaller surrounding towns. The folks in these towns really appreciate our participation. The Senior Citizens reminisce about these vintage cars while youngsters marvel at these strange machines. The heartwarming feeling we get from sharing our cars is indescribable.

In thinking about a good topic for this issue, I picked "Driving Yesterdays' Cars Today" to emphasize why my family and I are in this hobby. We enjoy driving and sharing a bit of yesterday's automotive history. Our cars are well styled and fun to drive, however, there are times when driving "50 year old state-of-the-art technology" can be somewhat challenging and unreliable. With both my Pontiacs, I have strived to keep them as original as possible along with some minor upgrades that have been able to make the cars more reliable and enjoyable to drive. The standard I have set for myself is that any modification I made would be easily undone to return the car to original condition without much hassle. I decided to list some of these easy modifications that you may be interested in trying yourself. I do realize that probably many of you are familiar with these procedures but there may be some new members or even old members who may not have thought of them.

1. One Wire Alternator: *These are available from auto electrical shops and some after market suppliers like JC Whitney. There is some easy fabrication needed to make an adjusting bracket. I was able to make mine from brackets I found in salvage yard from six-cylinder Dodge trucks. The wiring is very simple and will run through your existing meter to show charging status. Having an alternator gives you charging at all engine speeds and can be found and replaced on the road easier than it would be to find a generator. I have been using alternators in both my cars for over six years and have loved the results.*

2. Radio: *In wanting to maintain stock appearance and operation of my original radio, I looked for an alternative to replacing it. At a flea market, I was able to find a "slide bracket" that was used primarily in the 1960's for CB radios. One half is mounted on the lower lip of the dashboard and the other half is mounted on the modern radio/cassette/CD player. Speakers could be hidden under the dash. The brackets have matching electrical connectors that make it possible for the radio to slide in and out in a matter of seconds. Therefore, you can enjoy modern music technology, and you can slide it out at a car show with no telltale signs of its installation.*



Slide bracket with electrical contacts

“Driving Yesterdays’ Cars Today”

3. Fan: *Since we do a lot of parades, I have replaced the original fan with an aluminum “Flex Fan” with six blades. It moves a lot more air at slow speeds and flattens out for less drag at high speeds.*

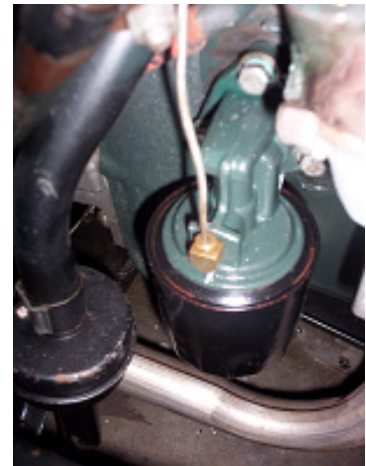
4. Oil Filter: *As we all know our Safaris use the old “cartridge style” filter. I have always been somewhat concerned about the ability of those filters to do a good job at taking out contaminants. Some people have said that the old cartridges sometimes have some disintegration problems because the old paper inside them may have been there for 50 years and when freed can get inside the motor. In the past, I have used one of the aftermarket spin adapters that are available, but have heard that on occasion they can work loose and cause a severe oil leak. I have recently learned that an oil filter bracket from a 1963-1968 full size Pontiac will bolt in place and allow the use of a modern “spin on” filter. Even the oil pressure gauge capillary tube will bolt into the hole that housed the electrical sending unit. I have used a Fram filter PH 25 (that I have painted black for looks) with great success. This modification has given me the peace of mind of a modern filtration system that won’t leak. (PS: the bracket to block gasket is available from your local NAPA store.)*



1965 oil filter and housing
Junk yard fresh



Housing and bolts cleaned,
painted & ready for installation



Completed installation in 56 Safari

5. Tires: *Our cars originally came with bias ply tires, however radials make the car handle 100% better and it feels much safer to drive. To maintain a more “stock car” for important shows, I got an extra set of wheels from the wrecking yard, several modern wheels will fit the bolt pattern such as some Cadillacs and some General Motors pickup trucks. Mounting the radials on an extra set of wheels, I can switch out the wheels and tires in about 20 minutes with my roller jack.*

“Driving Yesterdays’ Cars Today”

6. Windshield Wipers: Most 1955-57 Pontiacs were purchased with vacuum wipers. Electric wipers were an extra cost option and the wiper motor assemblies for the same year Chevrolet cars are a bolt on. Just one wire electrical hookup...the slide switch will hookup with the existing cable. Total installation time is approximately 30 minutes. Assemblies are available with lifetime warranties through suppliers listed in hobby magazines such as Hemmings Motor News. They will give you 2 speeds and I have found them to be much more reliable and controllable than vacuum wipers.

7. Electronic Ignition: For several years, I have been using Petronix Igniter Electronic Conversion in my distributors. They take the place of points and condenser, install totally under the stock distributor cap in just a few minutes and eliminate the need for points changing or adjustments forever. I also chose to use the available high output coil to make the system even more reliable. I feel the claims for this product are well founded and I have been satisfied.

Lastly, it may be possible that some you may have had the experience of trying to go to a front end alignment shop only to have the young technician ask, “What’s a Kingpin?” When this happened to me, I asked members of my local club what to do. They advised me to call a local alignment shop that specialized in aligning trucks. I called them and they said it would be no problem and I was able to have my car aligned by someone who understood the mechanics of my front end at a reasonable price.

The main thing I want to stress about all the above tips is that at any given time all of them can be undone in just a few hours putting the car back to stock. I hope you have found something you can use in this article. If you have any questions, feel free to contact me.

California here we come...I have already contacted some of the officials for the 2006 Pontiac convention in Ontario, CA to make arrangements for our annual Safari Chapter meeting. They will be checking back with me in the near future. I would like to ask a chapter member who lives near the convention site who will be attending to contact me to help set up arrangements for the breakfast cruise-in. If you would like to volunteer, please contact me at (706) 736-3392 or email me at petrymail@yahoo.com

Well that’s about it for now. I hope all of you will have a happy and safe holiday season.

Mark Petry

Behind the Wheel in the Editor's Seat

By Rich Pye

Hello Everyone,

I hope you enjoy this issue of the Safari News. As you'll notice I had to cut this issue a little short for a couple of reasons. One I couldn't find anything else to put in the issue and two I couldn't find anything else to put in the issue. More on that later.

As Mark put it in his President's Garage, it seems like the convention was only a few weeks ago. Although as I'm bundled up in my office typing this with my hands freezing, I can vaguely remember dragging myself through the flea market with the sweat pouring down my face and soaking my shirt. I guess that was a while ago. As you can see from the cover of this issue, unlike Mark, the only chance my cars get out is when I need to get to the back of the barn and they're in the way.

Speaking of my cars, I need a driver's side fender for my '57. If anyone has a good one out there that they're willing to part with for a good price, please contact me. I have one that was on the car and it's crushed in the bottom back corner, and I have a spare one that pretty much has a similar problem. I'm not the best metal worker, but I am resolving myself to the fact that I might have to try hammering and banging. At least that way I can get it back on the road. Also I'm looking for some advice on the power brakes on the '57. I have not been able to get the system working. I've replaced all the wheel cylinders. I've tried 3 different master cylinder/power boosters and each has it's own unique problems. One has a problem with peddle recovery, (just stays on the floor after depression), another leaks out of the plate on the top of the master cylinder, and the last one leaks at the brake line joint on the master cylinder. I've tried cleaning, new gaskets, you name it. The only good thing is that I'm an expert at removing them from the car in less than 10 minutes! If any of these problems sounds familiar and you have a solution, please email me. Or does anyone know if the Dual cylinder/booster Chevy replacement one for the 50's cars will work in a Pontiac? Let me know.

Again in this issue I've included some content from the 3rd issue of Safari News from 1977. I'll try to keep that going in the future as some are very interesting and others remind current members of what it was like back then. I also reinstated the Safari Search section for publishing want ads and cars and parts for sale. In today's electronic age and with eBay, it's not as needed as in the past, but people have said they like to see it in the newsletter. Please send in your stuff for sale, especially if it's Safari related.

Also, as always, I send out my plea for material to include in the newsletters. I wish I was tripping over items and articles and choosing between the "most interesting" or "most worthy", but I have to admit I don't have that problem. Please help make that a problem for me. With nearly 50 members, you should be able to bury me with choices!! Thanks to Steve Cook for sending in pictures of his '56 Safari that is a work in progress. See that's interesting stuff and not that hard to do. It also earned him Safari Member of the Quarter honors!



Pontiac's flair for years-ahead styling was never more evident than in the fabulous all-new Safari.

I wish you many car parts under the tree. Talk to you when the snow stops flying!

Rich

Safari Member of the Quarter

Your Name: Steve Cook

Spouse's Name: Andrea

Safari(s) Owned: 1956 Custom Safari

Safari Details: Style, 56-278401; Body No, CL 4000; Trim, 278; Paint, VK; ACC, B

When/Where did you acquire your first Safari? August 2002, Located in Detroit Suburb, found in Smoke Signals, originally from Metropolitan Pontiac in Colorado

What was your first car? 1963 Ford Galaxie 500 for \$30

What was your first Pontiac? 1963 Pontiac Grand Prix

Reason for "collecting" Safaris: 2 door, classic look with fantastic trim features

Reason for joining the Custom Safari Chapter: Great people with shared interests

Favorite Safari Accessory owned: Lighted Hood Ornament

Most wanted Safari Accessory: Electric Powered Radio Antenna

Do you have "other" Pontiacs? If so, list model and year: 1963 Grand Prix, 1967 GTO, 1967 Lemans Convertible, 1939 Street Rod

What are your favorite non-Pontiac hobbies? Hunting, fishing, farming, swap meets, woodworking

Least favorite car task: Doing something a 2nd time, which could include cleaning

Most favorite car task: Doing my own restoration

Best thing about being a Pontiac Custom Safari Owner: Unique, lots of questions from people familiar with Nomads but not Safaris

Favorite non-Safari car: My GMC pickup truck

Favorite car-related web site: eBay

Favorite parts vendor: Ames and Danchuk, 50/50

Best car care tip to share: Change those old Gas Lines; get every single one, don't miss any. If they are older than 1990, the new gas eats them from the inside-out.

Safari Member of the Quarter



Steve Cook's '56 Safari as it looked when he purchased it in 2002



Safari Member of the Quarter

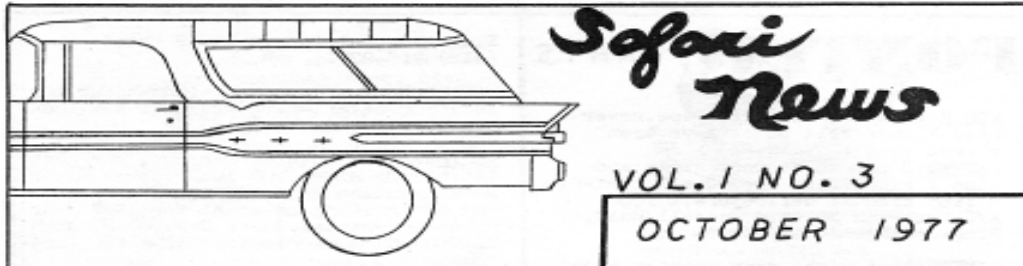


2005 updated pictures of Steve Cook's '56 Safari as a work in progress. Steve says paint is coming off of it day by day. The only 2 rust spots are corrected, as seen in the picture below. In the bottom corner is a picture of a self-adjusting brake conversion that Steve's promises to update us on in the near future.

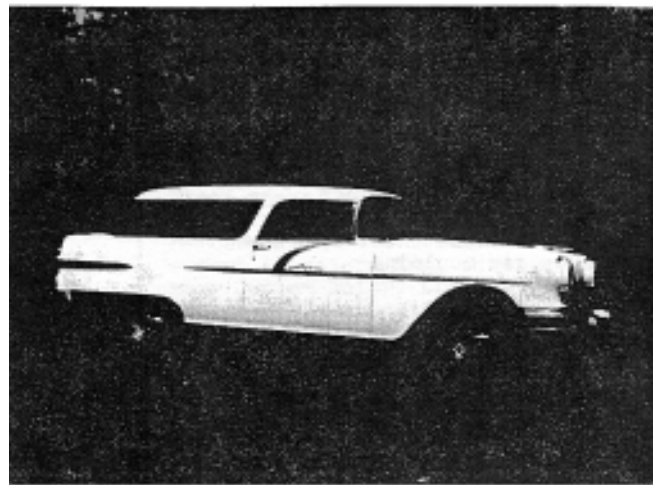


Vintage Article

*Excerpts from the 3rd Chapter Newsletter,
by Steve Cory*



The Custom Safari Chapter received a nice gift from our POCI Board of Directors. It seems that they have decided to give \$100 per year to all chapters that are in good standing with the national club. We haven't received the check yet, but are looking for it any day now. THANKS NATIONAL! Out of our 46 members only 9 responded with their choices for our officers, therefore I am going to hold the election open until our next deadline. PLEASE send in your votes! This month has been a good month for the CSC because we added four new members to our chapter. In addition to these new members, eleven more applications are in the mail to prospective members. The new members are: Edward Vassar - 1955 & 1956 Safari, Frank Peterson - 1957 Transcontinental, George Carson - 1957 Safari, and Earl & Jackie Hale, who also own a 1957 Safari. WELCOME ABOARD!



This 1956 belongs to chapter member Skip Lile

Don DeLo wrote to me this week and said that because of a heavy work schedule and lack of time, he would not be able to compile the roster as he had originally planned to do. He says that he would not be able to give it the necessary time, and if he can't give 100%, he would rather have someone else do it. As you can see I have enclosed a small card in this issue of the SAFARI NEWS. If you will fill this card out and return it to me (along with your election votes), then we will try and get this chapter roster on the road. Keep in mind that nobody gets a roster until everybody sends in their cards. The absolute deadline for these cards will be November 1, 1977. If your card is not in by then, then only your name and address will appear in the roster. I'm sure that this will be the best chapter roster in POCI, thanks to your help!

Dollar for Dollar *you can't beat a* **Pontiac**

Vintage Article

*Excerpts from the 3rd Chapter Newsletter,
by Steve Cory*

Here are a few statistics that might interest you - Our 46 owners represent 64 Safaris of which 19 are 1955's, 17 are 1956's, 20 are 1957's, and 8 are 1957 Transcontinentals. Twelve of our members own more than one Safari and only one member owns a 1955, 56, 57 2dr, and 57 4dr. Keep me up to date if you buy or sell a Safari, so we can keep our roster current.

Ron Huddy writes that the August '55 Motor Trend Magazine has a short road test on the 1955 Safari. If someone has a copy of this magazine and would like to xerox 50 copies, I'll include it with one of our newsletters. The same goes with any article of interest to our members. Ron would also like the exact length and width measurements of the rocker panel mouldings for the 1957 2 and 4 doors. Seems he runs across them quite often, but can't tell what they fit. I'll send the info on the 4 door if someone will send the info on the 2 door.

Production numbers for our cars according to PMD in Michigan are:

1955.....	3047	1956.....	4042
1957.....	1292	1957 TC.....	1894

The Florida Chapter of POCI met on Labor Day Weekend to finalize plans for the 1978 National Meet in Orlando and everything is going to be super. I am already excited about the 1978 Meet, especially since this will also be the First Annual Custom Safari Chapter Meet. I truly hope that all our chapter members will make a concentrated effort to attend this first, of our many Custom Safari Chapter Meets. National Vice President Art Ruscher passed on the word to me, that some of the Safari Owners at the San Diego Meet felt that there should be an award for Best Safari. This sounds like a good idea, but in fairness to National, if they were to give this award, they would probably end up giving one for the best GTO, 2 plus 2, woody, convertible, etc. How do you members feel about our chapter giving a trophy for Best Overall Safari? Let's think about it and decide later.



If you're planning on packing up your little buggy and driving off to a vacation spot,

TRY FLORIDA IN 1978

Meet Three More Nice Members!

Name - Bob Brown Age 36
Wife - Nancy Age 33
Child - Jeffery Age 2
Occupation - Hydramatic Tool Engineer

Name - Ronald Fulsang Age 30
Wife - Maria
Occupation - Machine and Building Mechanic for 3M

Name - Michael Munger Age 25
Occupation - Elementary School Teacher



This 1957 belongs to members Steve & Carol Brumm. This car was built in the GM Southgate Plant where Steve works as an engineer. Nice!

Safari Search

Cars for Sale

1956 Safari, nearly complete, asking \$4000.00. Located in central Texas. Contact George Green (682) 465-5134



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.**

347 cu in Engine and Transmission, currently in the car. Come hear it run. \$750. **Contact Mike Green @ 310-377-6900 or FAX @ 310-377-5055.**

Place your part ads here and also get them on-line @ www.customsafari.org.

Wanted

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

1957 Safari: Solid Front fender driver's side. No rust holes or major dents. Email Rich Pye @ rpye@rochester.rr.com or call (585) 637-2720.

1956 – 58 Safari Photos and Literature. Editor needs more photos and literature regarding the 1956 through 1958 Pontiac Safaris. Send copies or e-mail scanned items to Rich Pye.

To place a free ad to sell a car or parts or to place a want ad, send your request to Rich Pye. Your ad should be related to 1955-58 Pontiacs, and it is recommended to include photos (electronic or paper). Ads are also welcome, send a business card for Pontiac related items or services to Rich.

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: 2017 Manatee Avenue, West, Bradenton, Florida 34205

Annual Dues are \$18.00. Renewals are due January 1st of each year. New member dues are prorated quarterly from January 1st. Applicants must be a current member of POCI prior to joining the chapter. Send payment to Starr Evans.

The Safari News is a quarterly publication produced by the chapter. Volume 1, Number 1 was distributed in December of 1993. A limited number of back issues are available. Write for further information.

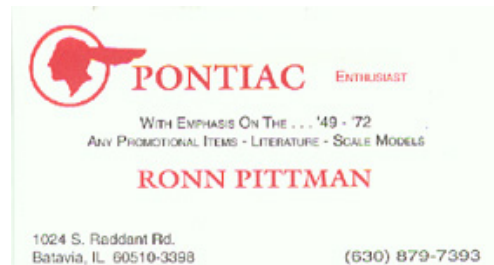
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California Cruisin'
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June 27 - July 2, 2006

**2006 Convention in Ontario,
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**33rd Annual POCI National
Convention June 27-July 2, 2006**
Hosted by the Southern California
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