



***What is Santa Doing to my Safari?***  
***Custom Safari Chapter***

*Pontiac Oakland Club International*

# From the President's Garage

By Mark Petry

Greetings Fellow Safarians,

## "A Fond Farewell"

I hope this newsletter finds everyone healthy, happy and enjoying the holiday season. It seems like only yesterday that I became president of the Custom Safari Chapter but indeed three years have just flown by. It has been a true pleasure interacting with our membership by e-mail, telephone and at the national conventions. We have made many new friends and strengthened our relationships with longtime members. Although I step down now as your president, I fully intend to continue to contribute time and energy to making our chapter the best we can make it.

Our proposed slate of officers based on nominations and acceptance is:

President: Steve Cook

Vice-President and Newsletter Editor: Rich Pye

Secretary/Treasurer: Robin Petry

Please go online to the Safari chapter web site, ([www.customsafari.org](http://www.customsafari.org)), to cast your vote or to write in another (please have their permission first to do that) for an officer position.

At this time, I would like to sincerely thank Starr Evans our current Secretary/Treasurer for her many years of devoted service to our chapter. I know that both she and her husband, Noel, will continue to be active members in other ways in the years to come. I have enjoyed not only being your president, but also learning and sharing history and tech tips about our beloved Safaris. In closing, I want to once again illustrate that there is always something to learn about our cars and that is what makes the fellowship of our club so important to me.

Recently, I was having a local starter rebuilder redo the starter on my '55 convertible and was surprised to learn that the 1955 Pontiac starter is unique to that year. My rebuilder told me that after 1955, the starter case and design was changed. He told me that finding rebuilding parts for the '55 starter is becoming harder and harder to do. I was advised to store any 1955 starters that I could find as a stockpile for any future needed parts.

Sometime later during a telephone call with fellow member, Noel Evans, who was also surprised to find this information out, told me that also unique in 1955 was the fact that there were two different starters: one for cars with manual steering and one for cars with power steering. Noel explained the reason for this was that in 1955 the power steering system was a "holdover" from previous years and that it was updated for 1956 and subsequent years. I hope this information might come in handy for any of our members out there redoing a '55. As I stated before, there is always more we can learn from each other.

In closing I wish you all the best of luck with your cars and continued participation in our chapter. I hope to continue seeing as many of you as possible at our national conventions.

So until then, "let's keep those Safaris on the road".

Mark Petry

# Behind the Wheel in the Editor's Seat

By Rich Pye

Hello Everyone,

I can't believe it's almost 2007 already, which marks the 20<sup>th</sup> year I've owned a Safari. I bought my '55 back in 1987 for \$4,200 from a lady that owned a beauty salon. It doesn't seem that long ago. Oh well, time flies when you're having fun they say!

So there's some club business to discuss now. Being a new year our dues are due again. Remember that's \$18 per year as usual, which includes 4 newsletters and access to the chapter website for back issues. As you've seen recently in the different newsletters, we are mixing in both black & white and color depending on what's in the issue. I hope everyone enjoyed the full color convention review you saw in the last newsletter. I thought that the images came out with incredible clarity and was very pleased with the money spent. For everyone's reference that color issue costs 12 times as much as an equivalent b&w one, and that was with several discounts due to the printer's mistakes. In the future I am going to try to mix in some color inserts with the b&w issues.

In this issue one insert is for dues renewal. Please send them in at your convenience and please remember to fill in the car information if you haven't done that in the past. Also on the backside of the dues renewal form is the Safari Member of the Quarter sheet. Even if you've done one in the past, please take a moment and fill that information in also. That is something of interest to everyone and great to share. Include a photo or two of your Safari if you get a chance. I am out of completed forms with car pictures.

Another business item is the official election of chapter officers. Even though all the candidates are running uncontested, based on nominations and acceptances, we need to hold an official vote to validate the election. You can do that by going to the chapter website and click on the "Vote" button. Check the boxes and hit the submit button to help validate the election.

I have mixed emotions with this year's elections. While I'm excited to get new people involved in moving the chapter forward, it's also bittersweet to have old friends move out of roles. I want to personally thank both Mark and Starr for their help over the years. Mark brought great enthusiasm to the president position and shared a lot of unique Safari related information on a regular basis. Starr has been a long time constant in the chapter and has always been there to guide and support me over the 7 years I've been doing the editor role. She's kept my disorganization organized and I'll truly miss "working" with her. Enjoy your time off you two, because I'm sure we'll get you back involved in the future!

You'll also find inserted in this issue a copy of the current chapter roster which includes everyone's contact information that I have. If something is wrong with your email or phone number, please let me know. I'd like to have an email distribution list together to send notices out. One other insert is a 2007 calendar I put together with some past chapter photos. Hang it up with pride!



*Pastor's flair for years-ahead styling was never more evident than in the fabulous all-rose Safari.*

Until next time.....Happy Holidays!!

Rich

# Safari Member of the Quarter

*Your Name: Lloyd Hahn*

*Spouse's Name: Shirley*

*Safari(s) Owned: 1955 Custom Safari*

*When/Where did you acquire your first Safari? In 1996 in Ferndale, MT*

*What was your first car? 1956 Chevy 4 Door Hardtop*

*What was your first Pontiac? 1961 Ventura - 389 Tri-Power, 4 speed*

*Reason for "collecting" Safaris: Because it's not a Nomad*

*Reason for joining the Custom Safari Chapter: Meet new people with same interests*

*Do you have "other" Pontiacs? If so, list model and year: 1960 Ventura*

*Least favorite car task: Repairing electrical problems*

*Most favorite car task: Laying rubber in front of friend's' homes - so they get blamed*

*Best thing about being a Custom Safari Owner: Watching other people enjoy the car*

*Favorite non-Safari car: 1934 Ford Sedan*

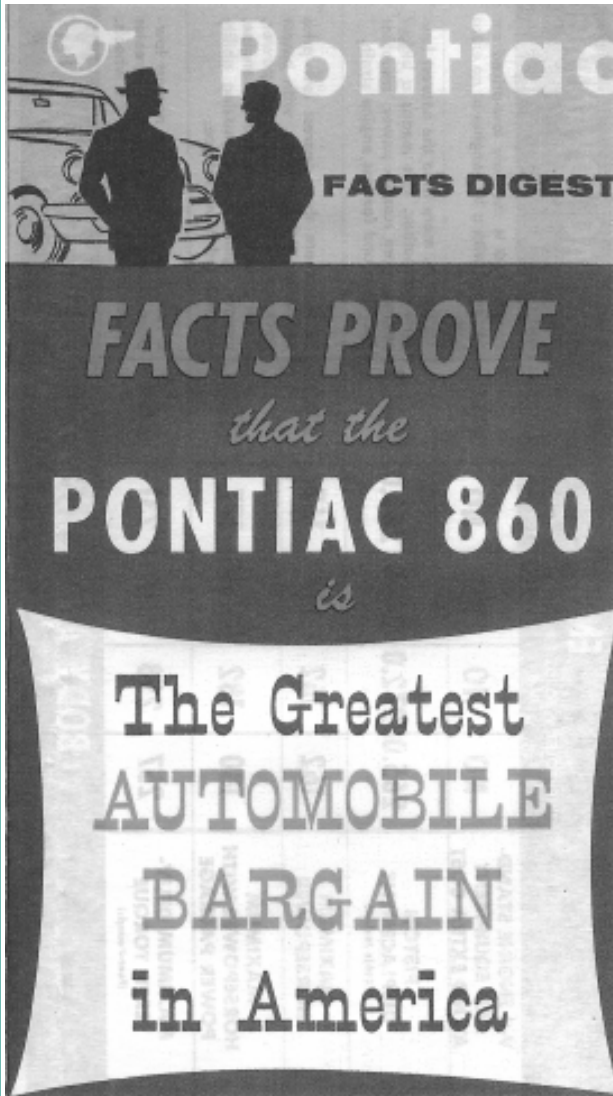
*Favorite parts vendor: Ames Performance Engineering*

*Best car care tip to share: A good Sap remover is Rubbing Alcohol*



# Vintage Literature

from Ray Pose



## IT'S A FACT . . .

- "The superbly built Pontiac 860 costs no more than the top lines of the major low-priced makes — yet, offers so much for the money."
- "The Pontiac 860 is a bigger and heavier car than others in the low-price field, with a wheelbase that is 7 inches longer, for a more stable and comfortable ride."
- "With its 180 horsepower 'Strato-Streak' V-8 engine, the 860 is the unchallenged power leader in the low-price field. And there's even greater horsepower available (200 h.p.), with the new optional power package."
- "The Pontiac 860 has luxury interior appointments to match any car in its price class."
- "The new Pontiac 860 gives you all the big-car advantages you get in the higher-priced Pontiac, yet it doesn't cost much more than many models of the low-price field."
- "The Pontiac 860 gives you all the advantages of a Body by Fisher with its famous Unisteel construction — and of course, you can't get that on two of the three low-priced cars."
- "The Pontiac 860 provides 36 different color combinations to choose from."
- "The Pontiac 860 is the only low-priced car to offer Dual-Range Hydra-Matic, the same type of automatic transmission used in the most expensive luxury Cadillacs."
- "Pontiac is famous for dependability and owners can count on long, trouble-free mileage."
- "Pontiac has a traditionally high resale value so you get more money back when you're ready to trade."

# Vintage Literature

from Ray Pose

ENGINE						PONTIAC ADVANTAGE
	CHEVROLET V-8	FORD V-8	PLYMOUTH 157 V-8	PLYMOUTH 167 V-8	PONTIAC V-8	
V-8 ENGINE STANDARD EQUIPMENT AT NO EXTRA COST	NO	NO	NO	NO	YES	Pontiac 860 is the only low-priced car equipped with a V-8 engine at no extra cost.
PISTON DISPLACEMENT <small>(Cubic Inches)</small>	265.0	272.0	241.0	260.0	287.2	15.2 cu. in. more than the nearest low-price competitor. This means a bigger engine, more reserve power, smoother operation and far less engine strain.
MAXIMUM HORSEPOWER	162	162	157	167	180	13 h.p. more than nearest low-price competitor (18 h.p. more, with power package). This means more power, faster pickup, less strain on the engine, greater agility, better passing ability and reduced driver fatigue.
MAXIMUM HORSEPOWER WITH POWER PACKAGE	180	182	(NONE)	177	200	
MAXIMUM DELIVERED TORQUE <small>(Foot-Pounds)</small>	257	258	217	231	264	6 foot-pounds more than nearest low-price competitor. This means greater power actually delivered to the wheels.

BODY AND CHASSIS					PONTIAC ADVANTAGE
	CHEVROLET BEL AIR	FORD FAIRLANE	PLYMOUTH BELVEDERE	PONTIAC 860	
OVER-ALL LENGTH — SEDANS <small>(Inches)</small>	195.6	198.5	203.8	203.2	Plymouth's greater over-all length is all in overhang. Pontiac's longer wheelbase means better weight distribution and stability, greater riding comfort and less danger of scraping or "hanging-up" on ramps.
WHEELBASE <small>(Inches)</small>	115.0	115.5	115.0	122.0	
SHIPPING WEIGHT <small>4-Door Sedans with V-8 Engine and Automatic Transmission (Pounds)</small>	3245	3362	3340	3621	259 pounds more than nearest low-price competitor. Pontiac's greater weight, properly distributed over its longer wheelbase — in combination with its new front and rear suspension systems — means greater stability, a better ride, easier handling and better cornering on rough curves.
FRONT TREAD <small>(Inches)</small>	58.00	58.00	58.44	58.65	Pontiac's wider "stance," coupled with its greater weight, means greater stability, a more comfortable ride and easier handling.
REAR TREAD <small>(Inches)</small>	58.80	56.00	58.50	59.05	
ELECTRICAL SYSTEM <small>(Volts)</small>	12	6	6	12	6 volts more than Ford and Plymouth. This means easier starting, more dependable ignition and greater capacity for electrical accessories.
BODY BY FISHER	YES	NO	NO	YES	This gives Pontiac greater comfort, safety and dependability than Ford or Plymouth.
DUAL-RANGE HYDRA-MATIC <small>(Optional Equipment)</small>	NO	NO	NO	YES	The Pontiac 860 is the only low-priced car that offers Dual-Range Hydra-Matic — the same type of transmission used in the most expensive luxury Cadillacs.

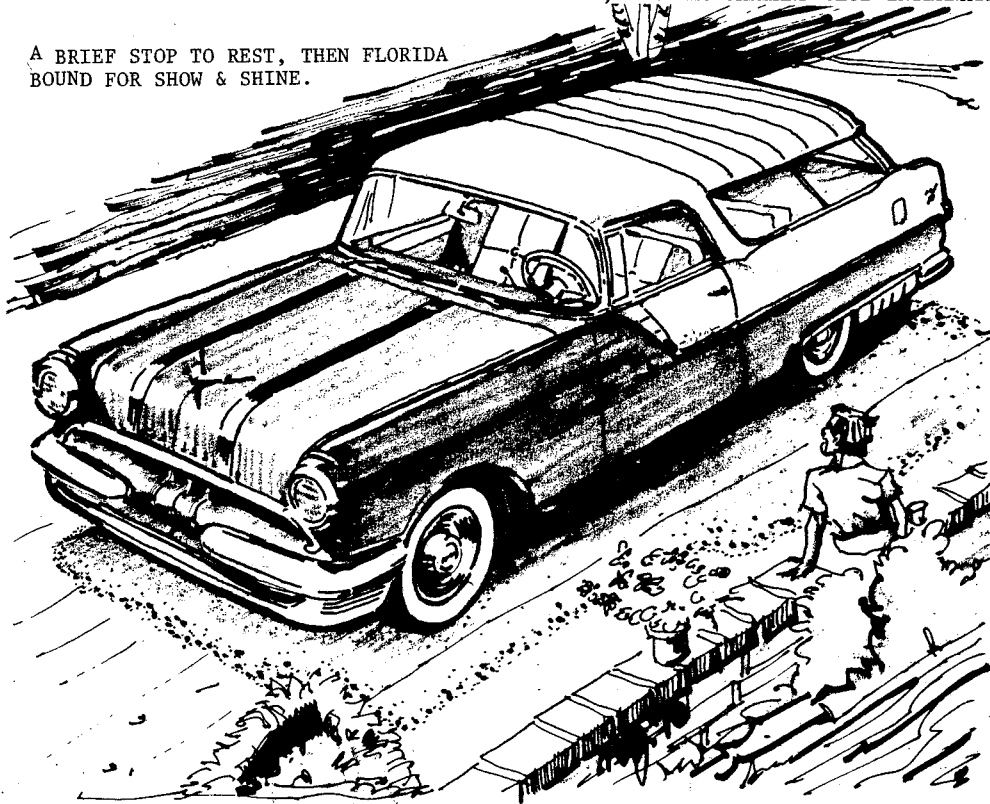
# Vintage Article

## Safari News

June 1978 Vol. II No. 1

THE OFFICIAL NEWSLETTER OF THE CUSTOM SAFARI CHAPTER, PONTIAC-OAKLAND CLUB INTERNATIONAL.

A BRIEF STOP TO REST, THEN FLORIDA  
BOUND FOR SHOW & SHINE.



Well, summer is finally here! Time to dust off the work bench and get things movin'. As Steve mentioned in the last newsletter, a couple of new features are being introduced in this issue. Namely the Tech Tips column and the members' storyline. Due to some of the problems associated with moving the editorship from one coast to the other, I've had to solo these features in this issue, but future articles will have to come from you! For now, hope my chatter will be of general interest to the members. The intent of both new features is to provide a forum for any of our members to relate some of their experiences with their Safaris and perhaps give us all some insight in how to improve, restore, and/or repair our Pontiacs. As the Tech Tips column progresses, perhaps we can expand it to include a question/answer format ala "Shop Talk" (this depends on the availability of a qualified expert to respond to members' questions). Until then, the column will consist of general members input. HAPPY READING!!

# Pontiac

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# Vintage Article

## The Prez Sez!

Well, it's just about that time! That's right, June 23, 24 & 25th, 1978 are just around the corner, and they'll go down in history along with the other great POCI National Shows. This year they have an even more special meaning. It is also the very First Annual Safari Round-up for the Custom Safari Chapter!

I have just ordered the beautiful plaque that will be given to the owner of the BEST 1955-1957 SAFARI. This plaque will be presented to the winner on the morning of June 25, when the members of the Safari Chapter will gather their Safaris and we will have our own little meeting, before the whole club tours to SEA WORLD. Ballots will be given out to our members at this time and we plan on trying to take a group picture of our cars and members! This will be at 9:30 AM.

This year a space has been provided in the indoor air-conditioned flea market area for CHAPTER ACTIVITY BOARDS. Our board will have a list of members, a geographical breakdown of our membership, pictures of our members cars and all six issues of the SAFARI NEWS from the past year. Custom Safari Chapter Applications will also be available at this display board. Make sure you stop and see the board while you are buying all those NOS parts that you need!

I want to try and make a point of meeting all of our members at the show and this can only be accomplished if you wear a name tag. I'll have mine on, so if you see me, be sure and say Hello. I guess I've taken up enough of Bob's newsletter for this month.

Please believe me when I say, I'LL BE LOOKING FORWARD TO SEEING YOU, PLEASE COME AND DON'T BE LATE, TO OUR FIRST SAFARI ROUND-UP, IN ORLANDO, '78! Pretty Corny huh?

Until later,  
STEVE

## the parts counter

**FOR SALE:** 1957 TRANSCONTINENTAL 4DR wagon. Yellow & white, body good, automatic, chrome OK except for light rust. Runs good, interior fair. Asking \$750. Bill Morton, 58 Iroquois Road, Manasqaw, New Jersey 08736 PH: (210) 223-1925 (Not a CSC member, but thought someone might be interested.)

**FOR SALE:** 1957 Star Chief Safari 4DR wagon, auto trans, ps, pb, red & white..., excellent body and trim, good interior, new tinted windshield, recent trans seals and engine overhaul, licensed & currently being driven; to fully restore needs: paint, carpeting, a little minor work. Drive it home for \$1,195 or best close offer. Paul Wyant, 1110 S. Boise Ave., Emmett, Idaho 83617 PH: (208) 365-4127

Editor's Note: Looks like Steve's trying to build the ranks of the TRANSCONTINENTAL's since he submitted both of above. Just kidding Steve!

**FOR SALE:** NORS Tail-light, parking, and reverse light Lenses, 1955-1957, some older & some newer. Reds-\$10.00 pr., whites-\$15.00 pr. Just a few left, hurry! Sales Lit. - write for list. SASE Please. Some used parts in stock, can get nice used parts: padded dashes, power ant., power windows (all 4DR HT's) 1 power window set already removed from 1955 Pontiac 4DR sedan (Florida car #2519) car still has factory air unit.

**FOR TRADE:** 1957 PONTIAC FUEL INJECTION W/COVER no distributor. Looks original and untouched. Trade for Chevrolet fuel injection, dollars won't buy much these days. 1956 Dealer Album - nice, trade for ?

Paul Roberts, 6550 Celestine St., Dayton, Ohio 45424 PH: (513) 233-5045 after 6 PM E.S.T.

**PARTING OUT:** or selling as is, tired '55 Safari. No glass, tailgate, liftgate, or doors. SASE to Karen Hooper, 1304 West Prune, Lompoc, California 93436 PH: (805) 736-7268 after 6:30 PM. \*\* (Ed., Karen mentioned in her letter that the Nomad man that owns the above could probably be persuaded to part with the entire remains for \$50 - not bad for any parts car these days!)

## TECH TIPS

As the very first item for this column I'd like to pass along some very good advice given my by POCI member Bude Donato. As Bude pointed out at our last So. Cal. Chapter meeting, even the newest of our Safaris are now over 21 years old. If your car is like mine (as yet unrestored) it's probably still got the same set of flexible hydraulic brake lines on it that came from the factory. Please, Please, Please, spend the small amount of money and time necessary to replace these old brake hoses, it's cheap insurance! I'm sure POCI member Valarie Ryan will never forget coming home from the San Diego '77 Nats meet in her beautifully restored '55 Star Chief only to drive right through the closed garage door when her brake line broke in the driveway. Nuff said.



## Vintage Article

# "Eaglerock was burning,

or, How I Found and then Nearly Lost My Safari" By Bob Johnson

Sunday, November 23, 1975. It was late in the evening. My wife Teri, weary from a long day with the baby, was luxuriating in a hot tub of bubble bath while I read the Sunday paper in front of the fireplace. It had been nearly a year since I'd sold my '56 Starchief Hardtop and I'd regretted it everyday since. I had been hoping to find another '56 for some time. When I came across an ad for a '56 Safari for \$375, I simply couldn't believe it. In spite of the late hour, I had to call the number right away. The fellow at the other end of the line described a car whose condition was far better than I'd even hoped.

When I burst into the bathroom excitedly babbling about a \$375 station wagon clear the other side of Los Angeles that we simply had to go see tonight, Teri couldn't believe it either! When I told her she'd have to come too so I could drive it home, she was convinced I'd gone insane. A little cajoling and alot of promises soon persuaded her, and 15 minutes later we were all three bundled up in the VW and on our way.

Thirty-five miles and 45 minutes later, we came rolling into Eaglerock, California. The air was heavy with the smell of smoke, and the horizon was a red glow from a brush fire burning in the foothills (not to worry, these fires were normal for this time of year and were never too serious, I thought). Teri was just a bit edgy.

The Safari, it turned out, was not quite as promised. A short test drive revealed bad 'U' joints, an off-again on-again transmission, shot exhaust system, broken rear springs, bald tires, gutted doors, and bad shocks, not to mention a caved in lower end gate and Plymouth hubcaps. In its condition it appeared doubtful the car would make the trip home. I was hesitant to trust to luck so late at night, and we were both greatly disappointed by the extent that we'd been misled. I thanked the seller for letting us see the car, and we climbed back into the VW and drove home.

The next day all I could think and talk about was that Safari. It wasn't in all that bad a shape, I rationalized. It was equipped with all the deluxe options including air conditioning, wonderbar radio, power windows, P.S., P.B., etc.; and besides, I'd talked about doing a total restoration on my next Pontiac anyway! So...

That evening I was about to call the fellow back when the TV newscaster announced that Eaglerock was burning. For the next three days phone communications were out and no traffic was allowed into the area. I just knew the Safari had burned. The fourth day after our midnight ride, I was finally able to get thru. I anxiously asked if the car was alright and if it had been sold yet. He hesitated at first, then said no it hadn't been sold or damaged (although the fire had come within a block of the garage). So I quickly offered him an extra \$25 if he'd bring the car down. Later Teri confessed that she'd called the previous owner the Monday morning after we'd first seen the car and had bought the car for me then, making the owner the same \$25 offer to bring it down. She'd wanted to surprise me and have it in the garage that evening when I came home but the brush fire had closed in before the owner could bring it down. She'd sworn him to secrecy anticipating my change in heart and was upset that he'd not kept his word when I called.

Anyway, one more long anxious day past before the car arrived the afternoon of November 27th, to be seen for the first time in the full light of day! What a pathetic site. The interior was carpeted with tree leaves due to the missing door glass and the dirt inside and out was unbelievable. With the fenders rocking to the deep throated grumbling of the perforated exhaust system, the car looked and sounded like a muddy pig crawled out of her watering hole, but she looked good to me. The "Pig-Wagon" was home. \*

(Ed., and Steve thought his line was corny!)

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# Vintage Article

Awwhile back fellow CSC member Len Sokol helped me out on some trim removal that we all may find necessary to fully restore our Safaris. Many times the disassembly work is done by the seat of the pants unless we're fortunate enough to know someone who has done it before; which brings us to Len's tips: REMOVAL OF TAILGATE RIBS

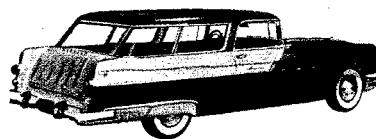
"The tailgate ribs are held on by retainer clips that come out very easily. Occasionally one may be a little snug, so its best to start from the bottom of the rib in the very unlikely event that you do cause a slight ding in the outer shell (I've never done any damage yet). Take a thin bladed screwdriver and wiggle it under the bottom of the rib and pry up. It should go about 1/16" and then stop. Move up to the next clip, as this is what stopped the rib from coming out more. You should be able to get the tip of the screwdriver completely under the rib next to the clip, so that should any damage occur, it will be hidden. The center rib, of course, must have the two handle screws removed first (Ed., reached thru the access hole on the inside of the gate), but the lock remains unless you want to remove it too. One last thing about the clips. Don't break or lose any. They're impossible to replace...even the Nomad guys don't have any! Once your past the second clip, the rest is a piece of cake!"

Thanks for the tips, Len!

## NEW MEMBERS:

Karen Hooper #65 (see her ad this issue) 1956  
Paul Bergstrom #66 - No car.

## Pontiac's Beauty is Pontiac's Alone!

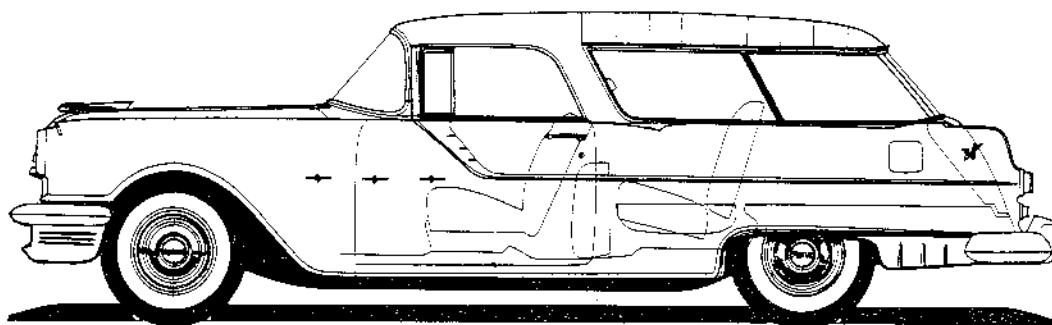


WITH THE SENSATIONAL STRATO-STREAK V-8

SAFARI NEWS is published bi-monthly by the Custom Safari Chapter of the Pontiac-Oakland Club International. Chapter Officers are: President - STEVE CORY, 316 NW 30th Ct., Ft. Lauderdale, FL 33311; Vice President - BUD STOWERS, 8792 Quigley St., Westminster, CO 80030; Secretary-Treasurer - DENNIS VAUGHAN, 12530 W. Randall Park Dr., N. Miami, FL 33167. All inquiries and correspondence should be addressed to the President. New memberships and renewals to the Secretary-Treasurer.



THE OFFICIAL NEWSLETTER OF THE  
CUSTOM SAFARI CHAPTER, POCI  
c/o BOB JOHNSON, 2028 SPRUCE, ORANGE, CA. 92668



1955 PONTIAC SAFARI

# Safari Search

Place your part ads here and also get them on-line @ [www.customsafari.org](http://www.customsafari.org).

## 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.**

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

## Wanted

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

**1955 Safari:** Information as to the kind of material used in the cargo area of a 1955 Safari, ie., on the floor, sides, and back of rear seat. Also any information on vendors that might sell something close to the original material. Please contact Harold Cary (641) 424-2663 or email at [buzz@netconx.net](mailto:buzz@netconx.net). cc in the editor to pass the information on, [rpye@rochester.rr.com](mailto:rpye@rochester.rr.com).

**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](http://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 \$18.00. 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 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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## Oklahoma...OK!

**2007 POCI Convention in  
Tulsa, Oklahoma  
35th Annual POCI National  
Convention July 10-July 14, 2007**  
Hosted by the Indian Nations Club, the  
38th Chapter of POCI

