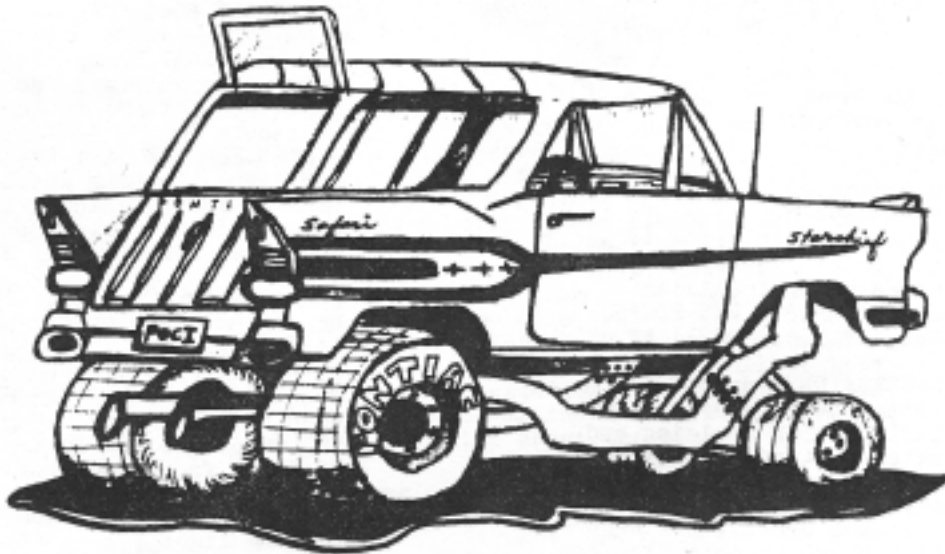




*Spring 2006
Volume 8, Number 1*

Custom Safari Chapter

Before Opening Your Safari News....



***Can You Figure Out Where this
Sketch Came From and Who Created
It?***

Pontiac Oakland Club International

From the President's Garage

By Mark Petry

Greetings to my fellow Safarians!

I hope everyone is enjoying the start of the summer season. I wanted to share a really nice experience Robin and I recently enjoyed. We were the hosts of a 3 day weekend car tour for our local AACA chapter (as I have said before we do not have a POCI chapter in our area).

This all started at a meeting in February when we volunteered to host our annual spring tour. On the way home from the meeting, we both thought...what have we gotten ourselves into? Thank heavens for computers and a wife who is good at searching things out. We knew we wanted to tour the Brunswick/Jekyll Island area of the Georgia coast. We researched attractions on the net and then took a weekend dry run to make arrangements and time out the mileage for the places we would stop and "pit stops" for gas and nature call necessities. We were pleasantly surprised at how accommodating the attractions we were going to visit were and they treated us like we were the attraction. For instance, the Eighth Air Force Museum let us park our cars along the front entrance to the museum, so all who entered could enjoy the cars instead of having them scattered about in a parking lot. Also, the historic Jekyll Island Club (1890's-1920's winter playground for millionaires like the Vanderbilts, Rockefellers, Goodyears, etc.) allowed the club to park on their finely manicured front lawn, where many guests including a bride and groom came out to look at the cars and had their pictures taken with them.

We had thirteen antiques cars and a total of 27 people participate in the tour. We had put together travel packets for each couple with an itinerary, directions, and a list of cell phone numbers to keep in touch and most cars also had CB radios. The weather was perfect and the tour turned out to be one of the best we have ever had. It was great spending the weekend with longtime car-friends who share a common interest in sharing car histories and stories with people you meet along the way. It was also a fun and memorable experience. The point of my story is that if you have the opportunity at your local club, don't be afraid to step forward and set up a tour. I am sure it will be a rewarding experience.

"Alert! There's gold in the junk!"

Here in my area, we have several salvage yards called "You-Pull-It", which sell auto parts as a sideline to their metal re-cycling business. The overwhelming majority of cars are from the mid-70's to the early 90's. Once in a while, they pull in an interesting old car. I try to do a walk through about once a month to try and catch one before they crush it. Most of the time, I come up empty. However, on my last trip, I was amazed to find a 1950 Dodge, 1958 Mercury, two 1963 Chevys, a 1962 Ranchero and a 1968 Catalina! I was somewhat shocked at seeing so many old cars there and in talking with the operator learned that the price of scrap metal is at an all time high and that people were having cars pulled out of barns, sheds and fields that they wouldn't have bothered with before. Unfortunately, he also said that these cars are only there a couple of weeks before being crushed. So, consider taking some time to visit your local yards. You never know what might find.

Mark Petry

Behind the Wheel in the Editor's Seat

By Rich Pye

Hello Everyone,

Two things I remember growing up that I thought were goofy, but have stuck with me. People would always tell me to enjoy your kids when they are young, because they grow up so fast, and the older you get the faster time flies. Well, they were right on both accounts, especially the time flying thing. It seems like I just sat down to write the last newsletter 3 months ago.

Hopefully you are all getting this before the convention starts or at least were able to read on the web site. I didn't realize the convention was a week or two earlier than normal and got caught up in the end of school activities. Anyway, thanks to those who gave me input into this issue; Tom Young for the vintage ads, and Starr Evans for the article by Jack White published 13 years ago in the Nutmeg Chapter newsletter. Thanks to others who have sent things in. I'll be using them going forward and I can always use more.

Welcome to all of our new members. I will be posting a membership roster in the near future, so you all have each other's contact information. Welcome back to some of you who may have taken some time off from the chapter. The membership drive was successful in recruiting new members, so let's share some Safari information, like Jack's story, to keep people interested and enthused.

I have set up a Discussion Forum for chapter members and am real close to making it go live. Time, (mentioned above), is not on my side right now. Sometime over the 4th of July week I'll get it done. So check out the web site during that time and start the discussions going. You'll need to join and set-up a profile and then you can participate in any of the forum topic areas. I hope this works out to be a valuable thing for members. I know on other sites members are able to share a lot of knowledge and help each other out. We'll try this forum for awhile and see if it works. If not, I'll setup a different one.

On the car front, I got the brakes in the '57 Safari working (I think I had them working at the time of the last newsletter) and also put the driver's side fender I won on eBay on the car. Noel Evans was kind enough to pick it up on Long Island while he was in the area. I was in the Connecticut area a few weeks later and picked it up from him. I also got to see all his Pontiac stuff.....jealousy is all I can say. Starr probably doesn't look at it that way! Next up is trying to figure out why the brake light feed wire was cut-off six inches from the fuse block and why I don't have any turn signals. Any ideas, let me know. I always thought that electrical issues were easy to figure out, but this Safari has AC and everything is just a little bit different.

Well enough for now. For those of you going to the POCI Convention, have fun. We look forward to all the pictures and stories in the next issue.



Rich

2006 Convention Update



It's hard to believe that we are only 6 months away from the end of the year. That will mark the end of my third year as Custom Safari Chapter president. Due to other commitments, I will not be seeking re-election. Therefore, I would like the members to consider running for president. We will discuss it at the convention. If you have any questions, please call any of the board members. Our chapter meeting will be held on Thursday, June 29th at 8am at the DoubleTree Hotel in the Keller Peak Room. That's about it for now. Hope to see you at the convention.

Mark Petry

I've been emailing back and forth with Tom Young who has promised to be running around with the photographic equipment and maybe get Randy Kerdoon to help out to make sure that we have a great Safari Review for the next newsletter. I promise to make it a 100% color newsletter, so you all can show off your Safaris from the West Coast. Tom estimates there will be about 16 members at the convention plus maybe a few more surprises.

According to former president, Robin Clark, there is a nice place to go for a Breakfast Cruise, Mimis Cafe, its about 6 miles and about 15 minutes as the Safari drives. They open at 7:00 am. Keep in mind that we have a lot of people and cars, so it might be good to be there when doors open. The good thing is we don't have to get on the freeways, and it's on RT. 66! I'm not sure what day that is planned for, but I'm sure signs will be up in the registration area if it's not in your schedule of events. Please be sure to check there often. Hope to see a good turnout for that event.

Rich Pye

Upcoming Shows



15TH ANNIVERSARY

Ames Performance
Pontiac Nationals

August 4, 5, 6, 2006
Norwalk Raceway Park Norwalk, OH

Come Join the Celebration

"Big Daddy" Don Garlits
2 LEGENDS OF DRAG RACING
TOGETHER AT NORWALK RACEWAY

Arnie "Farmer" Beswick

The Largest Pontiac Event in the Country!

Gate opens 8:00 a.m. on Saturday & Sunday
www.pontiacnationals.com

Besides the 2006 POCI Convention in Ontario, CA, here are a couple of other events of interest to Pontiac owners. The 15th Anniversary Ames Performance Pontiac Nationals in Norwalk, OH and the POCI Eastern Regional 2006 sponsored by the Little Rhody Chapter and held in Warwick, RI. Hope to see lots of Safaris there.



EASTERN REGIONAL 2006

FIORE

GMC

LITTLE RHODY PONTIAC

AUGUST 11-13, 2006
Family Weekend
PONTIAC • OAKLAND • GMC
CAR SHOW

The **TOMORROW** FUND
All profits go to
for children with cancer

FOR MORE INFORMATION, CONTACT:
Rick DiGiacomo
Call: 401-934-0663
E-mail: rdigi@cox.net

SPONSORED BY: **FIORE PONTIAC**

PRESENTED BY: **Little Rhody Pontiac Chapter**

Safari Member of the Quarter

Your Name: Gary Parker

Spouse's Name: Dee Ann

Safari(s) Owned: 1955 Custom Safari

When/Where did you acquire your first Safari? In 1997 at the Denver, CO POCI Convention

What was your first car? 1955 Pontiac 4 door Star Chief

What was your first Pontiac? same as above

Reason for "collecting" Safaris: Like Pontiacs, look of the Custom Safari, style and rarity

Reason for joining the Custom Safari Chapter: Source of information about the car and the ability to meet people with similar interests

Favorite Safari Accessory owned: N/A

Most wanted Safari Accessory: Tissue Dispenser

Do you have "other" Pontiacs? If so, list model and year: No

What are your favorite non-Pontiac hobbies? Corvettes, Motorcycles, DIY'er, Vintage Go-Karts

Least favorite car task: Washing/Waxing and Exhaust system replace/repair

Most favorite car task: Driving and Restoration in general

Best thing about being a Pontiac Custom Safari Owner: Owning a very beautiful and unusual car

Favorite non-Safari car: 1963 LeMans Convertible and 1959 Corvette

Favorite car-related web site: n/a

Favorite parts vendor: Redden's Relics (no Evan Scott's Pontiac Parts)

Best car care tip to share: Be "PATIENT"

Safari Member of the Quarter



Above and Below: Gary Parker's 1955 Custom Safari at the 2003 convention and the 2004 convention. Gary drives to most conventions, but I believe will skip the 2600 mile trip in 2006.



“Member Car”

Article reproduced from 1993 Nutmeg Chapter feature - Jack and Jill White's Transcontinental



THE DRUMBEAT

Newsletter of the

Volume 10
Number 8

NUTMEG CHAPTER

August
1993

Pontiac • Oakland Club International



1957 Safari Transcontinental

Jack and Jill White of Deep River, CT

A Connecticut Safari

See story inside - pages 4, 5 & 6.

"Member Car"

A Connecticut Safari by Jack White



The four-door Custom Safari that was given the name Transcontinental was introduced as a '57½ on the eighth of December, 1956 at the National Automobile Show in New York.

This model was added to the Custom Safari line hoping to meet the needs of that portion of the market that wanted styling similar to the two-door Nomad type wagon, but with the convenience of four doors. Sales improved slightly over the 1,292 two-door models built, with the four-door total reaching 1,894. The overall poor sales resulted in both models being discontinued at the end of the 1957 model year.

In addition to the four doors, standard features of the Transcontinental were: leather interior, reclining 4-position front passenger seat with folding headrest, roof luggage rack and special exterior trim. The trim on the rear quarter panels is very similar to the trim found on the '57 Bonneville.

Built on a 122 inch wheelbase, and an overall length of 207 inches, it weighed in at just under 4,000 pounds. The standard engine was the 347 cubic inch, 270 hp V-8 equipped with either a Carter AFB or Rochester 4 BBL carburetor.



Under the hood is a 347 cubic inch, 270 hp V-8.



I purchased my Transcontinental in October, 1984 from the daughter of the original owner. It had 48,600 miles on the odometer and for a car that had been in Connecticut all its life, it was in very good original condition.

I first observed the car during the summer of 1981. I was getting on I-95 at Exit 70 in Old Lyme. As I entered the highway I caught a glimpse of the Transcontinental going down the exit ramp in the other direction. As I had just started to cross the Baldwin Bridge in the southbound lane, there was no way I could find out where the car went.

Several months later I decided to try and locate the car in the Old Lyme area. I figured that if it was local the owner had to buy gas and maybe service in the area. So, one by one, I asked at all the local stations if anybody knew of the car. I had no luck until I stopped at Doug's Garage in the Rogers Lake section of Old Lyme. Doug knew the car and its owner. He informed me that the car was less than a mile away, and was owned by a woman named Lyn Ely. He knew the car was purchased new by Ms. Ely's father. "There is one thing though," Doug said, "that you should know. Ms. Ely is blind, and it is her housekeeper who drives the car."

I found Ms. Ely's house and, sure enough, there was the Transcontinental sitting under a tree. The housekeeper answered the door and then Ms. Ely came down to talk to me. She explained that her father bought the car new from Frazee Pontiac in Deep River. (This dealership went out of business about 1960.) She inherited the car and still used it occasionally during the summer months. It was stored in a nearby barn during

“Member Car”

the winters. At this time she wasn't ready to sell the car but she agreed to take my name and number just in case she changed her mind.



The reclining front passenger seat with folding headrest was a feature ahead of its time.

The following summer, she still wasn't ready to sell, but she hadn't forgotten me. The same thing happened the following year. My pilgrimage during the late summer of 1984 finally yielded results. Ms. Ely informed me that she hadn't used the car all year and maybe it was time to let it go. She had, had Doug pick the car up because it had a dead battery, so it worked out well to get a good look at the car. Doug knew there was a possibility I might purchase the car, and made his lift available to get a good look at the underside of the car.

The entire car was in extremely good condition. There was absolutely no body rot anywhere under the car. The only outer rust was in the usual location on the bottom of the front fenders. There was some slight damage to the right front fender and the right side rocker panel molding was missing. Other than that, the car was in very good condition.

We settled on a price and I picked the car up a short time later. The first job was to clean away the summer's accumulation of dirt, leaves and mildew in preparation for the Nutmeg Chapter Foliage Tour. We survived the tour with

a carburetor that was refusing to allow an idle function and only seven of the eight cylinders operational. The extent of the engine work to date was completed that fall, and amounted to a valve job and a carburetor rebuild. It was necessary to replace one badly burnt intake valve and clean and install a rebuild kit in the Carter AFB 4 BBL carburetor.

The summers of 1985 and 1986 saw the Safari do double duty as a beach car and occasionally a show car. The late fall of 1985 necessitated it being relegated to daily transportation for me, as I had sold my 1978 pickup and was awaiting delivery of my 1986. This service turned out to be more than the already dripping transmission front seal could stand. The drip turned into a stream, and the result was a re-sealing of the transmission at a local transmission shop.

During the summer of 1987 I began the process of doing the minor body work needed in preparation for repainting. All the trim was removed, and that amounted to quite a pile of parts.

In the summer of 1988 I painted the car in the original charcoal gray color, in the original acrylic lacquer paint. The summer of 1988 was also the time that I had my back troubles that led to an operation in January of 1989. Consequently, the Safari sat painted but not rubbed out until the spring of 1989.



The rear cargo area is fully carpeted.

3

“Member Car”

The spring and early summer of '89 was a busy time, as we wanted to drive the Safari to the '89 POCI Convention in Dayton, Ohio. All the original exterior trim was re-installed with the exception of the rear bumper "caps", which I had had reproduced. All went well, and we made it to Dayton without incident. The return trip was not quite as uneventful. Traveling through Pennsylvania we suffered a ply separation on one of the Lester tires that were on the car. I made it to a truck stop and put on the spare. During the balance of the trip there was that nagging question, "Will another of the tires do the same thing?", as they were all the same age. As luck would have it, we had no further troubles.

As we were planning to go to the '91 convention in Cleveland, I decided the experiences in the Dayton heat made it necessary to make a slight modification to the Safari. To compliment the cruise control I had installed prior to going to Dayton, I installed an air conditioning system that I removed from a Jeep Wagoneer. Needless to say, this made the trip to Cleveland much more enjoyable.

We have since traveled with the Safari to the POCI Convention in Gaithersburg, Maryland in 1992, as well as numerous local shows. During the spring of 1992 I decided to have the seats re-upholstered, as all the original stitching was failing and the leather had split in a couple of places. The decision was made to have the seats done in vinyl instead of leather, in the original colors and pattern, because of the type of service we planned for the car. Unfortunately, we could not make the necessary arrangements prior to going to Gaithersburg so the project was put off until the winter of '92/'93.

So, here we are in the summer of '93. The one remaining thing I plan to do is to replace the carpeting. So far I have had no luck finding a suitable color. It seems the carpet is a "one of a kind" color that even people who specialize in Pontiac carpet have never seen.

Whether or not this project is completed, the Transcontinental will continue to give much pleasure to its owners, and to the many people who admire the classic Pontiacs.

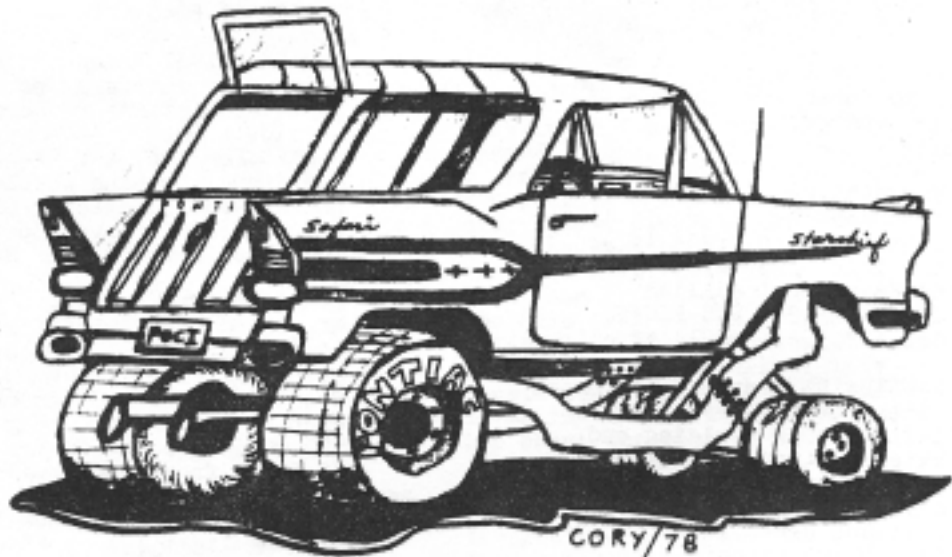
Below: Updated picture of the White's Transcontinental from 2004. Hopefully Jack can fill us in on the last 13 years of adventure he's had with his Safari in an upcoming news article.



Vintage Article

Excerpts from the 5th Chapter Newsletter,
by Steve Cory

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NEWS

FEBRUARY 1978
VOLUME 1 NUMBER 4

If you received your Safari News late this month, it's because I'm running about a month behind in everything I do. I wish I could blame the mail service for the delay, but I'm afraid that I'll have to take the blame. Sorry I have been lax in answering your many letters, but the Holiday Season is very busy for a Traffic Homicide-Accident investigator. Especially in Ft. Liquordale!! I promise to do better this next issue.

The Florida Chapter of POCI met in Orlando again on January 14, to further finalize the plans for the 1978 POCI Convention. Things seem to be coming along real well, with 110 families already signed up for this fantastic meet in "Mickey Mouse Town". I have been to many of the surrounding attractions in the Orlando, Florida area and am sure that you will not be disappointed with your trip. I can't wait to see a long row of Safaris at the meet! Make your plans now to attend!

HAPPY
VALENTINE'S
DAY



Vintage Memorabilia



Paul W. Peterson, service manager, Kapiolani Motors, Ltd., Honolulu, T.H.,
Pontiac distributor for the island of Oahu

"ROYAL TRITON... helped build our reputation for Honolulu's finest service"

"Union Oil products have been featured in the service department of Kapiolani Motors since 1940.

"And since 1955 Royal Triton 10-30 has been the oil we've recommended to our customers, and used in our own cars and demonstrators.

"Despite Honolulu's stop-and-go traffic, extremely short average trips and high humidity, Royal Triton 10-30 keeps lifters free and engines clean of sludge and varnish. In fact, since we've switched customers to Royal Triton 10-30 we haven't had a single complaint on stuck lifters. It has also stopped complaints of excessive oil consumption, too. Royal Triton 10-30 has really proved out... helped build our reputation for having Honolulu's finest service department."

As Mr. Peterson has found out, Royal Triton delights customers with its performance... builds confidence in the shop that recommends it. Feature Royal Triton in your service department and you'll find this out, too.

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Dallas: 213 Fidelity Union Life Bldg. • Atlanta: 1401 Peachtree St.
Kansas City, Mo.: 612 West 47th St. • Boston: 214 Harvard Ave.
Philadelphia: No. One Wyntonwood Rd., Wyntonwood, Pa.

Vintage Memorabilia



WEEKLY WASH RITUAL—BUT HE PROBABLY HASN'T CHECKED HIS BRAKES SINCE HE BOUGHT THE CAR!

You wonder what it is that makes people apathetic to real danger. We kill forty thousand people every year on the highways of America, so we get the car washed every weekend but never think of checking the brakes. Shrug your shoulders and call it human nature, but it just doesn't make good sense.

The braking system on cars today is a marvelous mechanism when you consider the millions of times it brings you to a sure, safe stop. But it does need regular care, tune-up and overhaul for maximum safety. Brake

power, like engine power, may run down a little at a time, so that the danger point is reached before you are aware of it.

Too much pedal travel (the pedal going to or almost to the floorboard) is a danger signal. Perhaps the brake lining is worn and should be replaced; or perhaps the brakes need adjustment; or the brake fluid level may be too low or fittings and parts of the hydraulic system need tightening and checking.

Since 1927 Bendix has helped make automobiles safer through better brakes—129 million of them. We de-

signed the four-wheel braking system used on most cars today. We invented the popular Bendix* power brake used widely on cars and trucks. Quality Bendix-Eclipse* brake lining goes on more new automotive vehicles than any other make. So we speak with authority when we say that your brakes will do their job if you treat them with a little care. Patronize reputable dealers. Avoid the cut-rate shops. Get regular inspections every few thousand miles. It's the lowest cost insurance you can buy.

TRUCK, BUS, TRAILER.

A thousand products



a million ideas

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.**

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

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. cc in the editor to pass the information on, 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

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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2006 Convention in Ontario, California

33rd Annual POCI National Convention June 27-July 2, 2006

Hosted by the Southern California Chapter

