

Spring 2012 Vol 15, No 1



Custom Safari Chapter
Pontiac Oakland Club International

From the Prez's Garage

By Tom Young



Hello folks! The votes are in and after the counting, our Secretary/Treasurer, Robin Petry sent me an email congratulating me on my selection as the new President of the Custom Safari Chapter. Needless to say, my position holds all of the responsibilities of my predecessors and the privileges of working with a great group of people who share a common interest and dedication to our Safari wagons. Steve as been a great President and he continues to work hard at maintaining the vitality of another chapter of the POCI. Robin Petry has boundless dedication in keeping our chapter business affairs in-order at all times and Rich Pye continues as the guy who brings our common interest together in the form of a great newsletter. With a winning team like this, we should have a great future as a vigorous nation-wide chapter of the POCI.

Being President means that I have gone full circle with my involvement with our chapter. Back in about 1987, our chapter faded away. With Lou Calasibetta as the keeper of the chapter files and funds, he assure that one day our chapter would return..... and so it did! At the 1993 POCI National Convention in Irvine, CA. , I was able to gather a group of Safarians to decide about bringing the chapter back to life. Everyone said "yes"!

Soon thereafter, the POCI approved the return of our chapter. Back in those days, the initial chapter officers were "volunteered". Just ask Robin Clark and he will tell you a story that is mostly true about how I sat him down along a street curb near a local car show and gave him the news that he was the new start-up President. The look on his face was unforgettable! You could have clearly seen the terror, excitement, and confusion on his face all at about the same time!! I told him not to worry as I would help him write some of his first President messages. However, I forgot to tell him about all of the other work required to keep the chapter running well. Since Robin's Clark inauguration, he and other members have taken their turn in maintaining our great little chapter. Now it's my turn to serve you as best that I can. I guess Robin Clark might say... what goes aroundcomes around Tom! Your right Robin but beware if I ask you to sit down at a street curb again!

Plans for this year's convention activities are in progress. Steve Cook and Lou Calasibetta have done a lot of work in setting up chapter events. Robin Petry has been wonderful in getting me up to speed with all of the good things that we do at our annual chapter meeting.

Our annual chapter meeting is slated for at the National Convention host hotel on Thursday, July 19th, 8 to 9 am in the Marsalis Meeting room 2. Our agenda will include the Secretary/Treasurer's report, chapter T-shirts, By-Laws update, new ideas for recruitment, and our chapter awards. Later in the day, at about 2:30 pm, we will join forces with the Street Rod/Modified Chapter for a cruise to a nice local gathering spot for ice cream and other tasty treats. More details about our "cruise-n-snack" will be provided at the chapter meeting.

On Saturday, attending members will have an opportunity to vote for the Best Safari at the show. After the vote, we'll award the well-deserving member with our traditional plaque but everyone should be prepared for some special recognition too.

There are more details to come. If you plan on attending the Convention, please send me a quick email so that I can make the best plans possible while providing you with updates. Contact me at pontiactom@ix.netcom.com



I have some big shoes to fill. Steve, Mark and Robin Clark have proven to be great presidents that have helped lead our chapter through many years of success. I will undoubtedly add my own unique slant to the chapter so hold on to your steering well... and let's go for a nice long ride!

Tom Young, The "New" Prez

Behind the Wheel in the Editor's Seat

By Rick Pye

Hello Everyone,

Happy Spring to you all!! I hope the weather in your neck of the woods has been cooperative and you're able to get out there and dust off your favorite Safari and/or other classic cars. Here in the Northeast it's been more like Summer the last few weeks, so I'm sure we'll be paying for this in the near future. In fact our Winter was more like Spring, so I expect my well to run dry during our actual Summer. That should provide me with something different to complain about in the next few months. Wait a minute I'm not a complainer?!?!

I'd like to congratulate and welcome Tom Young to his new role as Custom Safari Chapter President. It seems like just a short time ago that I took over the newsletter editor role from a then very busy Tom Young. Okay, it doesn't really feel like such a short time ago. It's amazing that during my editor time I've worked with 4 chapter presidents. Each one has brought a different perspective to the chapter and all have been great to work with. I'm sure the same will be true with Tom.

In this newsletter you'll find the second half of the Vintage Safari News from June 1980. I hope you all enjoy reading some of these old articles from the early days of the chapter. Ron Huddy's article on How I Found My Safari makes me think back to the "good old days", where you could actually stumble on a great treasure. Enjoy. Also you'll find an in-depth analysis of the Safaris that are in our chapter and what they came with from the factory. It was investigated and written up by Dennis Dana with help from one of our original members, Len Sokol. This was a compilation of recent input from current members and data from the chapter when it was originally formed. There's some neat stuff in there. Remember it's never too late to be part of the Custom Safari history books. If you want to include your car, feel free to email me your car's information. Please note: I do NOT want your full VIN for privacy issues, just the first 5 to show year, transmission type and plant where it was built. I'll be maintaining the spreadsheet that Len supplied me into the future.

Now on to my car front (because I know how much you wait with baited-breath to hear my latest sagas!). I actually drove my '57 Safari out of the barn.....and into our attached garage. I needed room in the barn for my camper that decided to have a major roof leak. I'm not even discussing that. Anyway it was a good excuse to clean the barn a bit, move the Safari and get to finishing my wife's '69 Firebird. I can talk about that car because it's a classic Pontiac. The Firebird is coming along and I've learned a lot of meticulous things that need to be done in the process of restoring a classic car. I've also learned how to spend a tremendous amount of time on a hobby and max out my credit cards.... Anyhow I'm halfway through getting it reassembled and everything is mounted on the firewall in preparation for getting the engine back in and fired up. If I don't have it running by the time of the next newsletter, then I'll have to find another hobby!!

I hope as many of you as possible can make it to the convention this summer. I unfortunately cannot make it due to the change in dates to the second week of July. Had it stayed in its usual "right after the 4th" week, I would've been there. I'm sure it will be a great time especially if you're able to drive your prized possession there.

Well that's enough for now. Enjoy the newsletter and don't forget to let me know "How YOU Found Your First Safari"!!!

Until next time, wash 'em, wax 'em, work on 'em, and somewhere in between, enjoy 'em.

Rich



Data Plate Dilemma

by Dennis Dana w/ Len Sokol

While soaking in the underhood details of your new Safari, a painted metal cowl plate jumps out at you. Stepping around to the rear corner of the hood for a closer look, staring back at you is a jumble of words, letters and digits. Upon closer inspection, all is readable, but the smaller, sharply stamped letters and digits leave you puzzled. Eventually you discover it's called the "Fisher Body Data Plate", or "Fisher Body Cowl Tag?" (I use both). Whichever name you prefer, one word describes it perfectly – "Confusing!". What do all the letters and numbers mean? Are they cryptic messages only a secret society or nuclear physicist could unravel? Well, be encouraged.

As Safari owners we are members of a unique society. We have the resources at our fingertips to solve the hidden messages behind these codes. As with any fraternity, we too have a meeting place. No secret handshakes or blood sacrifices are required to enter the Safari domain – just a few taps on your computer keyboard. Another uncommon attribute of this society, no dues are necessary – but contributions are always welcome. The meeting place I am referring to is none other than Larry Gorden's www.pontiacsafari.com. This website is the "go-to" place for all things tri-five Pontiac related – with an emphasis on Safaris. While visiting the homepage, notice the expanse of various available links. To decipher the codes on your Cowl Tag, click on "Pontiac Info". Once you're in the "Facts and Information" section, go to your year of Safari. There you will find everything you've ever wanted to know about Safaris but were afraid to ask (or didn't know whom to ask).

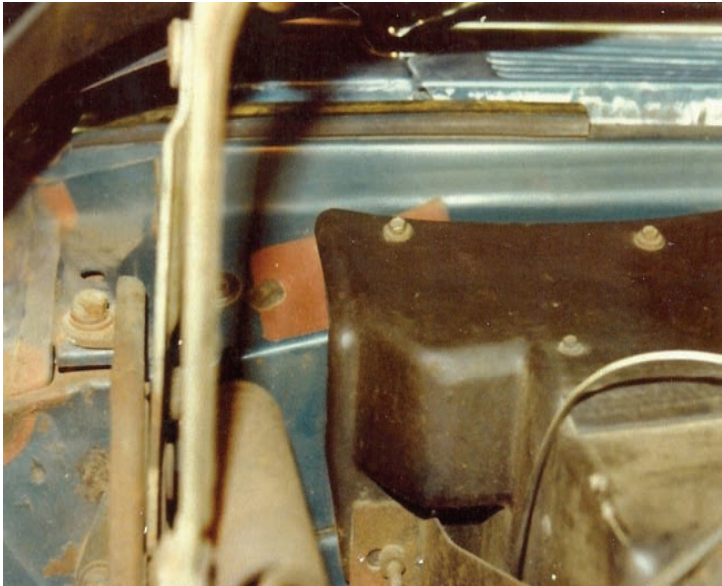
As we know, the Euclid, Ohio, Fisher plant built all station wagon bodies. The Data Plate was affixed to each body in sequential order – beginning with number one, and ending with the last Safari body built for each model year. A close examination reveals a variety of stamp sizes were used in the making of the Data Plates. Although this is purely speculation on my part, it is safe to say that the data plates were made at a Fisher Body stamping plant. These identical mass produced tags carry the Pontiac Motor Division moniker on top, and code headings down the left side. Boxes of these incomplete cowl tags were shipped to all Fisher plants assembling Pontiac bodies, and it was incumbent upon them to protect the tags and rivets from theft. To complete the tags it was the responsibility of each plant, including Euclid, to stamp the codes onto each plate. Since each one was individually stamped, this accounts for the distinct smaller letters and numbers (also notice the three different stamp sizes). The now complete Data Plate, along with one or more Broadcast (Build) sheets, were matched to a body, and the assembly process began.

The famous Real Estate mantra of "location-location-location" also applied to the Cowl Tag location of 1956 and 1957 Pontiacs. On non-air cars it was attached to the right side cowl or firewall. On air conditioned cars the cowl tag and evaporator couldn't occupy the same location, so it was commonly fastened to the left-side cowl – but has been observed attached to the evaporator cover, as is shown on the picture at the bottom left. Since Pontiacs for 1955 employed a different style of air conditioning system, all 1955 Cowl Tags were affixed in the same location – on the right-side cowl.



Exactly when the Data Plate was riveted to the cowl is open for debate. It is my opinion that it varied from plant to plant, and possibly from year to year. During this project I've asked several people if they could shed any light on the mystery of when the data plate was attached, and what surface is under their tag. Any knowledge was shared, but the "surface" question elicited various responses ranging from: Not knowing, to bare metal, primer, and one answer of topcoat.

Data Plate Dilemma



My inquiry prompted the owner of a 1956 Safari to submit the picture on the left. It was taken before the restoration began, and the cowl paint was still original. The red iron-oxide primer, which was applied BEFORE the cowl tag was attached, is now visible. This Safari was bought new in New Mexico, and it is believed the selling dealer installed the air conditioning and relocated the Cowl Tag to the left side (also notice the sealer covering the rivet hole). This is a complete factory air conditioning system – but dealer-installed. The kit cost \$437.90, part no. 988592, and was call an “Air Condition Field Package.” During the restoration disassembly, part number stickers were discovered on the various underdash A/C parts. This pre-tag primer finding confirms the primer under my '56 tag. So it is my conclusion that Euclid first primed the body, attached the cowl tag, then applied the topcoat. Further investigation is

ongoing, and any input is appreciated.

The Data Plate is your car's Birth Certificate. Once decoded, it provides insight into how each car was originally equipped. Since the Data Plate was Fisher-installed, they don't carry codes for anything mechanical, or for equipment installed during final assembly. The only codes used were for items which affected how the body was to be built – i.e., power windows, power seat, padded dash or air conditioning, to name a few. Even then, code letter usage was sporadic at best. To demonstrate how to read the codes, Body No. 2722 has offered its Data Plate as a sample below. This loose tag was for sale on ebay last year.



STYLE No. 55-2564-DF represents: “55”=1955 model year; “2564-DF” was only used on '55 Safaris. The designation “2764-DF” was used on both '56 and '57 2-doors, with 2762SDF identifying the Transcontinental 4-door Safari.

BODY No. CL 2722: The “CL” is common to all Safaris. It denotes the Euclid, Ohio, plant. For many years Euclid was the only Cleveland area plant actively supplying bodies. After WWII ended, the Coit Rd. Fisher plant ceased body production. It began producing large stamping dies and upholstery and trim sets until its closure in 1983. Beginning in 1959, “EP” became the new Euclid code. Next is “2722”. Beginning

from number one, this was the 2,722nd Safari built out of 3,760 total. With only 1,038 left to go, this body was probably built during the summer of 1955.

TRIM No. 276: This is the interior combination code. This one called for Ivory and Copper Leather seats, with complementing vinyl and carpet. Four seating surface options, in two color choices were available in '55 and '56. The interior code palette broadened in 1957, to five attractive interior combinations of leather or cloth.

Data Plate Dilemma

PAINT No. 5561: This spells Firegold lower body and wheels, with White Mist upper body – or it could be ordered in the reverse color scheme. The ultra-rare combination of 5582's Driftwood Beige and Polo White was also available. For 1955 factory paint codes called for four digits (5561). Some Cowl Tags have been seen with only two numbers (61). Two letters represent 1956 paint codes, while three letters designate 1957 codes for upper, lower body and spear colors. **TOP:** This space was used for convertible top information only.

Important ingredients of any new car are the accessories. As the list of options grew, the automakers had to develop a system of identifying each group. The most logical choice was letter designations. With only 26 available letters, and approximately forty different accessories – what to do? A look at your accessorizer will reveal the "X" code is missing. By excluding this letter, they were able to combine it with the other letters to double the amount of available codes. If your ACC line has an "X" on it, look at the preceding letter – "J" for example. Combine them together, "JX", and that is the two-letter group code for the Safety Cushioned Instrument Panel. Below are two "X" code examples.

ACC : BGIKSJXSX: B=Underseat Header and Defroster; G=Windshield Washer; I=E-Z-Eye Glass; K=Latex Foam Cushions; S=Comfort Control Front Seat; JX=Safety Cushioned Instrument Panel; SX=Power Window Lifts. All of the preceding information is readily available to decode your Data Plate. The accessorizer brochures hold the Group and Individual Accessory Code listings.

Notice on the sample tag how the ACC codes are not only stamped on an incline, they are unevenly spaced. A source researching 1957 cowl tags mentioned seeing several examples of non-straight ACC stamp lines. I believe this confirms my theory that Fisher assembly plants hand-stamped their codes, with the STYLE No. code being the possible exception.

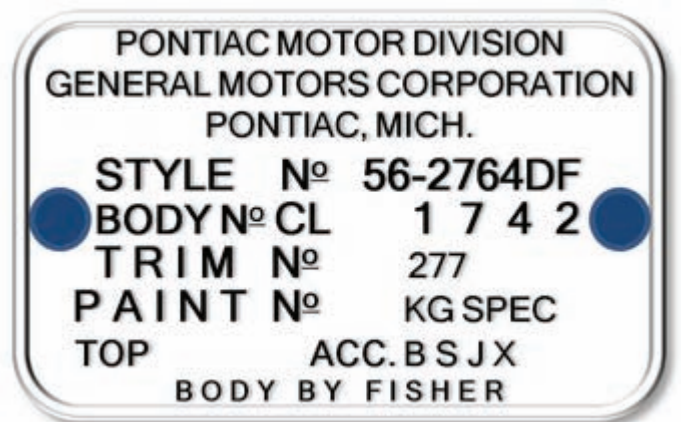
The stamping of accessory codes was fraught with many variables from plant to plant. During 1957, the Pontiac, MI "home" Fisher plant heavily used individual and group codes – especially on convertibles. The fewest codes were stamped at the shared Buick/Olds/Pontiac (BOP) plants, and the group codes were rarely, if ever, used. The code most often seen on Pontiac, MI built '57s is the BA "Basic", heater/defroster, radio and filter Group. Also seen is the DB "Deluxe Basic" Group, but not as often as the "BA" Group. One 1957 Star Chief has the equipment and data plate code (BA) for the Basic Group. It also has the Lamp Group, but the code (LM) is missing. Also during 1957, Euclid was stamping more ACC codes than in previous years.

Mistakes do happen when stamping the Cowl Tags. After all, we are all human and quite fallible. Examine the picture on left of Body No. 2505. Notice anything odd? All 1955 paint codes begin with the



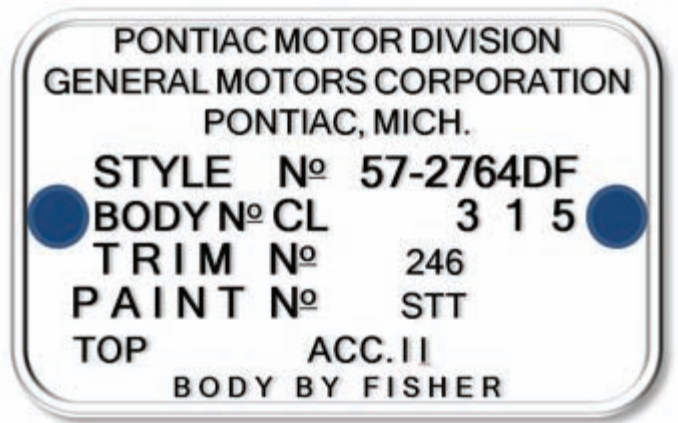
In 1956, the vogue two-tone paint jobs could be ordered in SPECIAL colors for \$65.80. The illustration of Body No. 1742 on right shows one of the special color combinations. It reads: "PAINT No. KG SPEC", a Bolero Red upper body and wheel color, with a Nimbus Grey (off-white) lower body. Interior code is "277", indicating a Dark Blue Cloth with Light Blue Leather. Very patriotic, and I bet the only one built. Also note that it has the common "B" code, with the more rare six-way manual seat and padded dash.

numbers 55. The Firegold and White Mist paint code is "5561". Instead, this tag was misstamped "5661". OOPS! While this was an obvious mistake, the paint code on 1957 2-dr Body No. 774 was a "probable" mistake. This particular paint code reads "PRN", a combination of Kenya Ivory lower body, with a Carib Coral insert, and Cordova Red roof. It probably should read "PPN", a more common combination of Kenya Ivory body with a Cordova Red roof and spear. So much for perfection.



Data Plate Dilemma

This last Data Plate example on right is quite possibly the rarest of the rare and a real treat to exhibit. Two-door Body No. 315 left the Atlanta, GA final assembly plant in mid-to-late November 1956 – a nice Christmas present! What makes this car so rare is that it was ordered Heater and Defroster “B” code DELETE – and has factory block-off plates. However, it does have a radio. It is the ONLY documented 1957 Pontiac missing the common “B” and “K” codes on its Data Plate. Its one option is the “II” E-Z-Eye Windshield only. What makes this car especially chilling – it resides in the upper Midwest!



By studying all three years of cowl tags, the code consistently stamped first on every tag (Body No. 315 exempted) was the “B” code. The second most popular stamping was the ‘K’ (Latex Foam Front Cushion) code. This was an important code because both styles of seats would be available for installation – the latex foam seats and the old-fashioned burlap with cotton padding. It was a matter of the utmost importance to install the correct one.

Early in my data plate studies I queried if the ‘B’ could possibly represent the Basic (BA) Group. During all three years the BA Group included the heater/defroster and radio. My question was answered upon receipt of Body No. 315’s data. By 315 having a radio, but no heater/defroster or cowl tag ‘B’ code, it leads me to conclude that the ‘B’ does not represent the ‘BA’ Group, but in fact only represents the heater/defroster code.



The use of the Factory Air Conditioning ‘N’ code is very interesting. As is known, air conditioned cars have heavily altered dashboards and firewalls. Yet of the eleven factory air cars documented, five have the ‘N’ codes on their cowl tags, four don’t, and two are unknown. After some investigation I have learned that this is a chameleon-like code, sometimes seen, sometimes not, on many A/C equipped Pontiacs. Here, at left, on ‘57 Body No. 784 we see no ‘N’ code on this air conditioned 2-door, yet we plainly see that the tag is attached to a factory evaporator cover, as

this is a close-up shot of the very same one seen in the first picture in this article.

The rest of the codes are equally hit-and-miss. Two ‘57 2-doors: One has the ‘S’ code six-way manual seat on its Cowl Tag, another one doesn’t. Out of four ‘SX’ equipped 1956’s, three have the ‘SX’ six-way electric seat on their data plates, one doesn’t. One ‘55 Safari has the factory A/C ‘N’ code, the other doesn’t. These are just a few examples.

As the bodies were completed by Fisher, they were transferred to the Body Pond. There they awaited shipment to their designated final assembly plants. It is unknown how the storage area was arranged, but no particular order seemed to be followed. This commonly resulted in the earlier built bodies being shipped out with the later built ones. So the first bodies done didn’t necessarily mean they would be the first ones shipped out. Also the same type of storage issues existed at the divisional plants. This haphazard method of body storage was not an issue at the time, and concerned no one. It is noticed, however, during the documentation process of like cars from the same final assembly plant. An excellent example of this anomaly are two South Gate, CA built 1956 Safaris: (1) C756H12125 Body No. 1694; (2) C756H11757 Body No. 1774. Notice that their Serial Numbers (VINs) are 368 units apart. The body numbers are 80 units apart in the opposite direction. This means the car with the higher numerical serial number has the lower body number and vice versa. I am told this is not an isolated case – many documented 1957 Pontiacs share this same disorder of sequence.

Data Plate Dilemma

by Dennis Dana w/ Len Sokol

No one likes to be called by a wrong name. To clear up a common misunderstanding, it wasn't until 1959 that Uncle Sam mandated the door jamb stainless steel tag be called the "Vehicle Identification Number" (VIN) plate. Previous to 1959, it was known as the "Serial Plate", containing each vehicle's serial number. The first letter of the serial number signifies which plant completed the final assembly of each 1954-1958 Pontiac: A=Atlanta, GA; C=South Gate, CA; F=Framingham, MA; K=Kansas City, KS; L=Linden, NJ; P=Pontiac, MI; T=Arlington, TX; W=Wilmington, DE; for a complete serial number breakdown, go to www.pontiacsafari.com. The cities were included here to aid 1957 Safari owners with the following:

Recently a copy of an internal document bearing Bunkie Knudsen's name came my way. It is a year-end tabulation sheet prepared for the Pontiac head office. It contains the final 1957 body style count of all eight divisional assembly plants. Included here are the two-door totals: A = 22; C = 154; F = 19; K = 34; L = 23; P = 1,020 (includes 9 exports); T = 8; W = 12. Transcontinentals: A = 90; C = 301; F = 109; K = 164; L = 185; P = 823 (includes 2 exports); T = 78; W = 139. Total 4-doors: 828 at Pontiac, MI, and 1,066 (over half), at combined BOP plants. Notice how 1,020 2-doors were built at the "home" Pontiac, MI plant, while only 272 (21%) were built at BOP plants. This disproportionate amount of 2-doors (79%) built in Pontiac lends credence to the reports that 1957 2-door Safaris were preferred by Pontiac Division Brass and their families. This preference is said to have prompted the removal of the seat stars (cool as they were) early in the model year – they were proven first-hand to be uncomfortable, and deemed a menace to clothing.

In conclusion, when I began this project a year ago, my data plate knowledge could be summed up in one word: "NIL". This has been an interesting, yet sometimes dilemma-provoking journey. For the past year I have been diligently pursuing every available avenue to secure as many data plate samples as possible. I wish to thank everyone who took the time to submit your data – especially those who went above and beyond by sending extra material. This mutual cooperation is what creates a cohesive membership – helping each other.

I also wish to thank the Data Plate Experts, Todd Crews and Larry Gorden, for kindly sharing their knowledge and documents with me. Without their insight and guidance, this look into cowl tags and subsequent Safari Registry results would not be possible. Original CSC member Len Sokol also played a major role in the production of this feature. He supplied the 1979 CSC Roster results, created the illustrated cowl tags herein, then produced this look into the past from the handwritten charts and prose I sent him. Also, special thanks go out to Rich Pye for his dedication to CSC and for transferring my other chicken scratch stories into legible print and for securing the necessary visual aids. Thank you all. So without further delay, the results of 2011's Safari Search are found below and on the following pages:

1957 CODE LIST AND KNOWN ON-VEHICLE TALLY

Code	Code Description	Count	Code	Code Description	Count
B	Heater & Defroster	13	KK	Latex Foam Rear Cushion	2
C	Power Steering	5	KX	Custom Lounge Front Cushion	2
D	Deluxe Radio	1	L	Power Brakes	5
E	Wonderbar Radio	1	LL	Dual Exhaust	1
EX	Electric Antenna	1	MM	Cowl Vent Chrome Trim	3
FF	Electric Wipers	1	MX	Lighted Fender Ornaments	3
FI	1958 Fuel Injection	1	N	Air Conditioning	4
G	Windshield Washer	7	QX	Power Window Lifts	2
I	E-Z-Eye Glass	6	S	Six-way Manual Front Seat	2
II	E-Z-Eye Glass (windshield only)	4	SS	Custom Wheel Discs (flippers)	2
JX	Padded Dash	2	SX	8-way Power Seat	1
K	Latex Foam Cushions	11			

Data Plate Dilemma

1957 2-DOOR 2764DF VEHICLE LIST

Source*	Body #	NAME / STATE	Serial #	Trim	Paint	ACC CODES	GROUP ACCY'S	SINGLE OPTIONS
R	86	Bud Stowers, CO	---	246	STT	---	---	C,E,I,L,MM,MX,N,SS
R-O	160	Glyn/Jan Rowley, CA	---	244	PPQ	---	BA	---
O	208	unknown	P757H	245	NNP	BKGJX	---	C,L,MM,MX
C	257	Jim Bowers, IN	P757H	244	QPP	BKXGII	BA	---
C-R	260	Lou Calasibetta, NJ	---	244	HQQ	---	---	---
C-O	303	Randy Kerdoon, CA	---	---	---	---	---	---
O	315	unknown	A757H	246	STT	II (only)	---	D
R	353	Dan Skelton, CO	---	244	QPP	---	---	---
R	384	George Weaver, PA	---	245	NPP	---	---	---
O	428	unknown	---	245	NPP	---	---	---
O	530	unknown	P757H	250	FPP	BKIKKS	---	---
R	583	Mike Munger	---	246	STT	---	---	---
C	589	William/Oda Hanners, FL	P757H	244	QHH	BKG	BA-LM-MR	C,EX,FF,L,LL,MM,S-FI
O	635	unknown	P757H	244	QHH	BKGJXSX	---	---
R	747	Peter Keogh, CN	---	245	PPN	---	---	---
C-O	774	Robin Clark, CA	---	245	PRN	BKI	---	---
R	781	Mike Munger	---	244	QQH	---	---	---
R	784	Steve Serpa, CA	(Previous owner)					
C	784	Rich Pye, NY (current)	C757H	250	FFP	BKI	BA	CLN
R	790	Don Morgariedge, WY	---	244	HHH	---	---	---
R	796	Don Morgariedge, WY	---	---	PPP	---	---	---
R	842	Ron Huddy, NJ	---	250	BPP	---	---	---
C-O	891	Noel/Starr Evans	P757H	250	FPP	---	---	C,L,MX,N,SS
C-R	979	Lou Calasibetta, NJ	---	244	PQQ	---	---	---
C-R	1060	Lou Calasibetta, NJ	---	244	QPP	---	---	---
R	1091	Melvin Reed, PA	---	250	FPP	---	---	---
C-O	1119	Mike Green, CA	---	245	PPN	BKG	---	---
R	1146	George Weaver, PA	---	245	PPN	---	---	---
C-O	1260	Marvin Morton, CA	---	244	QQH	BKII	---	---

* C = Current Roster, R = 1979 CSC Roster, O = Other Source

1957 TRANSCONTINENTAL 2762SDF VEHICLE LIST

Source*	Body #	NAME / STATE	Serial #	Trim	Paint	ACC CODES	GROUP ACCY'S	SINGLE OPTIONS
R	23	Steve Cory, FL	---	246	STT	---	---	---
O	870	unknown	P757H	245	NPP	BK	---	---
O	917	unknown	C757H	244	QPP	BKGII	---	---
R	1033	Bill Chezensky, APO	---	250	FFP	---	---	---
O	1135	unknown	F757H	244	HHQ	BKXGKKQX	---	---
O	1361	unknown	P757H	---	---	---	---	---
O	1516	unknown	C757H	244	QPP	BKINQX	---	---

* C = Current Roster, R = 1979 CSC Roster, O = Other Source

COMPOSITE 3-YEAR TALLY BY CODE

B	41	FI	1	J	2	LL	5	PPO	1	SS	2
C	19	G	17	JX	6	MM	3	PX	3	(55) SX	3
D	1	GG	3	K	32	(55) MX	2	Q	6	(56) SX	3
E	4	GX	2	KK	2	(56) MX	7	QX	3	(57) SX	1
EX	5	I	23	KX	2	(57) MX	3	RR	3	TD	4
FF	4	II	4	L	18	N	11	S	6		

Data Plate Dilemma

1956 2764DF VEHICLE LIST

Source*	Body #	NAME / STATE	Serial #	Trim	Paint	ACC CODES	GROUP ACCY's	SINGLE OPTIONS
C	unk.	Dennis Dana, NV	C756H	276	PP	BGKJXSX	BA-CO-PR	C,GX,L,LL,MX,RR - TD
R	2	Skip Lyle, AZ	---	276	NP	---	---	---
O	22	unknown	K756H	278	KQ	BIK	---	C,L
O	543	unknown	C756H	---	---	---	---	---
								RR extra
C	556	Luke/Kathy Miller, WI	K756H	278	KQ	BIK	BA-CO-CM	C,E,EX,FF,L,LL,MX,N,PX,Q,GG
O	637	Stephen/Lori Lee, IA	---	---	---	---	---	---
O	686	unknown	W756H	278	QK	B	---	---
O	701	unknown	---	276	NP	BIK	---	---
								RR extra TD
C	750	Ed White, PA	---	278	QK	BIK	BA-CO-CM-PR	C,E,EX,FF,GG,J,L,LL,MX,N,Q,SX
O	883	unknown	W756H	278	QK	B	---	---
O	1045	unknown	C756H	---	---	---	---	---
R	1229	Ron Gisvold, ND	---	278	KQ	---	---	---
R	1288	Randy Kroft, NE	---	278	QK	---	---	---
O	1694	unknown	C756H	276	PP	BIQXSX	---	---
C	1742	Ed White, PA	P756H	277	KG SPEC	BSJX	BA	C,G,GG,L,MMX,PX-TD
O	1774	unknown	C756H	276	NP	BIKJX	---	---
R	1799	Skip Lyle, AZ	---	276	NP	---	---	---
R	2149	Peter Keogh, CN	---	---	OK	---	---	---
R	2465	Ed Hustad, MN	---	276	NP	---	---	---
O	2785	Richard/Trudy Marcoux	---	275	NP	BIK	---	---
R	2795	Dick Krieger, OH	---	276	PN	---	---	---
R	2990	Phyllis Schulte, IL	---	---	KK	---	---	---
C	3016	Larry Gorden, CA	W756H	278	QK	BK	BA	C,L,MX
O	3238	unknown	---	---	---	---	---	---
R	3292	Bob Johnson, CA	K756H	276	NP	---	---	---
R	3295	unk. (former Len Sokol car)	P756H	278	VK	BIKNSXQXG	BA-CO-CM	C,E,EX,FF,L,LL,MX,Q
R	3323	Ron Fulsang, IL	---	276	YY	BIKN	---	---
O	3340	Stephen/Lori Lee, IA	---	---	---	---	---	---
O	3486	Rick Thomes	T756H	---	---	---	---	---
O	3654	Stephen/Lori Lee, IA	---	---	---	---	---	---
R	3759	Bill Chezensky, APO	---	276	NP	---	---	---
O	3893	unknown	C756H	278	VV	BI	---	---
R	3996	Don Morgariedge, WY	---	---	---	BK	---	---
C	4000	Steve Cook, MO	K756H	278	VK	B	---	C,L
R	4026	Len Sokol, FL	(Previous owner)					
C	4026	Steve Cook, MO	L756H	278	VK	BK	BA-PR	C,L,MX,Q

* C = Current Roster, R = 1979 CSC Roster, O = Other Source

1956 CODE LIST AND KNOWN ON-VEHICLE TALLY

Code	Code Description	Count	Code	Code Description	Count
B	Heater & Defroster	18	L	Power Brakes	9
C	Power Steering	9	LL	Dual Exhaust	4
E	Signal Seek Radio	3	MX	Lighted Hood Ornament	7
EX	Power Antenna	3	N	Air Conditioning	4
FF	Electric Wipers	3	PX	Front Bumper Grille Guard	2
G	Windshield Washer	3	Q	Rear Fender Skirts	4
GG	Remote Outside Mirror	3	QX	Power Window Lifts	1
GX	Spotlamp w/mirror	1	RR	Wire Hubcaps	3
I	E-Z-Eye Glass	10	S	Six-way Manual Seat	1
J	Sunvisor & Viewer	1	SX	Six-way Power Seat	3
JX	Padded Dash	3	TD	Tissue Dispenser	3
K	Latex Foam Cushions	12			

Data Plate Dilemma

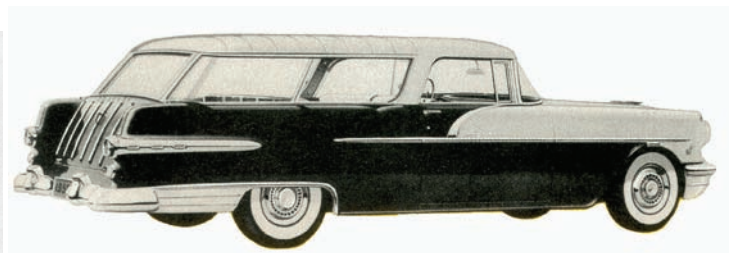
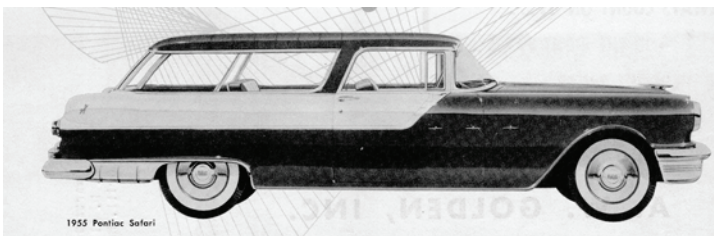
1955 2564DF VEHICLE LIST

Source*	Body #	NAME / STATE	Serial #	Trim	Paint	ACC CODES	GROUP ACCY's	SINGLE OPTIONS
O	27	Unknown	P755H	278	5562	BGKSI	---	C
O	194	(Loose Data Plate)	---	276	5561	BGIKN	---	---
C	477	Harold Cary, IA	P755H	278	5562	BINSX	All Groups	C,L,GX,J - TD
C	604	Rich Pye, NY	A755H	278	5562	BGK	---	---
R	616	John Cockfield, LA	---	276	5561	---	---	---
C	685	Zach Platt, FL	K755H	276	5582	BGIKSSX	All Groups	N,C,L,EX, - P.P.O.
R	1111	Joe Boyd, AZ	---	276	5582	---	---	---
R	1407	Gerald Redden, NJ	---	278	5595	---	---	---
R	1473	Melvin Reed, PA	---	276	5561	---	---	---
R	1656	Dan Skelton, CO	---	276	5582	---	---	---
R	1744	Bill Walkinshaw, NE	---	278	5562	---	---	---
C-O	2448	Tony/Helene Bardelli, PA	---	276	5561	BGIK	---	---
O	2505	Unknown	P755H	276	<u>5661</u>	BK	---	C,L,MX,PX
R	2521	Peter Keogh, CN	---	276	5561	---	---	---
R	2527	Peter Krug, NY	---	278	5562	---	---	---
R	2604	John Cockfield, LA	---	276	5561	---	---	---
O	2722	(Loose Data Plate)	---	276	5561	BGIKSJSX	---	---
R	2912	Bill Chezensky, APO	---	278	5562	---	---	---
R	3160	Ed Hustad, MN	---	278	5562	---	---	---
R	3170	Don Morgariedge, WY	---	276	5561	---	---	---
R	3240	Dan Skelton, CO	---	276	5582	---	---	---
C	3298	Rich Pye, NY	unk.	278	5595	BK	---	---
R	3306	Randy Kroft, NE	---	278	5595	---	---	---
C	3349	Chris Rogers, CA	C755H	278	5562	BGIK	BA-CM-PR	C,L,MX
R	3606	Ed Hustad, MN	P755S	---	---	---	---	---
R	3626	Dan Skelton, CO	---	278	5562	---	---	---

* C = Current Roster, R = 1979 CSC Roster, O = Other Source

1955 CODE LIST AND KNOWN ON-VEHICLE TALLY

Code	Code Description	Count	Code	Code Description	Count
B	Heater & Defroster	10	L	Power Brakes	4
C	Power Steering	5	MX	Lighted Hood Ornament	2
EX	Power Antenna	1	N	Air Conditioning	3
G	Windshield Washer	7	PX	Pront Bumper Guard	1
GX	Spotlamp w/mirror	1	S	Comfort Control Front Seat	3
I	E-Z-Eye Glass	7	SX	Power Window Lifts	3
J	Sunvisor & Viewer	1	TD	Tissue Dispenser	1
JX	Padded Dash	1	P.P.O.	Power Pack Option	1
K	Latex Foam Cushions	9			



HOW I FOUND MY SAFARI

It all started about five years ago while looking through a local buy/sell paper called THE WANT AD PRESS. I noticed an ad for a 1956 Nomad for sale. Not for me, mind you, but for a good friend of mine who had twice previously owned '56 Nomads when they were still considered an "old car" instead of as a "collector car". Well in the same issue of the PRESS I found an ad for a 1957 2door Safari.

I thought about what a 1957 2 door Safari looked like and remembered that it was a very pleasing year, to me, for Pontiacs. I also thought that I hadn't seen one in quite some time, but I more or less forgot about it right then and there.

Well, my Nomad friend of mine and I decided to drive out and take a look at the 1956 Nomad. When we arrived we were quite disappointed; the Nomad would not have made a good parts car. The drive out to the Nomad was about 40 miles and after being disappointed, we were quite irritated about driving out there for nothing. I then remembered that the Safari was located in a town not far from where the Nomad was located. So, just as a lark, we decided to go out and look at the Safari. I found a phone booth and called the number for the Safari. I got an old timer on the phone who said, "Yes, I'll be at home" and that "Sure you can come and look at the Safari".

Well, we found ourselves driving down a backroad reading mailboxes trying to find the address. I was busy driving when suddenly my friend said "Ron, you're in trouble!" I immediately thought, Oh no, not another junker. Then much to my surprise, I saw an old timer standing in his driveway washing down what turned out to be a nice original 1957 2 door Safari. I BOUGHT IT!

The rest is history. Since then my Safari has been undergoing an "Infinity Restoration"(That means that is how long it will take before I get it done!)

..... WHILE LOOKING FOR A NOMAD

Here is an ad that Ron Huddy sent in along with the above article. Let's try and help him put a "shorter" time limit on his restoration by helping him with these parts! Thanks for the article Ron, we all enjoyed it!

WANTED: For 2door Safari, E-Z- Eye glass, sliding glass windows, curved rear windows, and tailgate glass. Let me know what you have. Ron Huddy, 116 Madison Ave, Midland Park, N.J. 07432

Vintage Safari News

June 1980 continued from last issue

STATE OF THE CHAPTER By: CSC Secretary/Treasurer Dennis Vaughan

Steve Cory asked me recently to get together a treasury report for the June issue. The last time I made a report was at the Detroit convention almost one year ago, so, I went to my computer to feed in the necessary info - printing costs, typeset, layout, paste-up, postage fees, photo reductions and half-tones, trophy costs together with the overall loss of membership factor, subtracted from the average per month increase in active membership dues. The idea was to find out the ratio of income from dues compared to the costs of printing the SAFARI NEWS. The computer promptly sorted the info and shortly I saw on the readout screen.....CAN NOT REPLY...EXCESSIVE OVERDUE MEMBERS...

SHORTAGE OF NEWSLETTERS

These disturbing facts prompted me to make the treasury report short, and instead use this space as a sort of opinion column to voice my views and thoughts. First the treasury report. As of June 1st, 1980—we have \$305.00 in the bank. This will be reduced shortly as it will be used to pay for this issue and trophies for the National Convention. The total deposits for 1979 were \$442.27—Total expenses for 1979 were \$356.02.

This past year has been somewhat sparse in the publication of the SAFARI NEWS. (Ed. Note—All six issues were published...some just a little later than others) The editorship changed hands complicating things somewhat. We have to remember these people do this completely on their own time. In speaking with the editors I find that other than the "want ads" sent in, they are having trouble obtaining enough material to put together a quality newsletter. (Ed. Note. That A boy, Dennis...We're tired of living issue to issue. How about a stockpile of issues to live off of) I can vouch for this myself, as 95% of the mail that I have received in my three years as Sec/Treas. has been strictly parts related. This is where all the members can contribute. If every member took a half hour to write me a Safari related experience, or more importantly to me personally, problems you are having with your restoration whether it be mechanical, cosmetic, or otherwise, and also any tips you can pass on such as modifications, parts substitutes, etc. to keep your wagon on the road, we would have loads of helpful hints and special interest stories to last for several issues.

It is also important for members to be prompt with their renewals. This chapter operates solely on dues. The CSC is a unique organization dedicated to a very rare car, and I am proud to be a part of it. The SAFARI NEWS is our common bond, so let's help with tips, stories and prompt dues. After all \$7.00 is a small price to pay for a nationwide link to parts and info for these rare and beautiful wagons.

Due Now: 3, 93, 94, 95
Overdue Feb. 80: 16, 17, 32, 34,
60, 61, 82, 83, 84
Last newsletter for the following: 2, 29, 44, 66, 68, 69, 4, 9, 56,
75, 79, 81, 5, 30, 64, 18, 62, 63, 85,
86, 87, 88, 89, 90, 91, 92, 11, 28, 35,
38, 47, 48, 50, 53, 54.. We don't
want to lose you. Please pay

PONTIAC'S NOMAD

A Pontiac Nomad? Well, not quite, but almost. Few people realize or remember, but GM's Pontiac division had their own version of the Nomad in '55, '56 and '57. When Pontiac learned of the Nomad, they wanted a version for their model line. Chevrolet wanted exclusive rights, but management sided with Pontiac. The Pontiac version was known as the Star Chief Custom Safari. The cars are generally referred to as Safaris, although all Pontiac wagons of the period were labeled Safaris.

The Pontiac Safari was built on a 122-inch wheelbase as compared to Chevrolet's 115 inches. Its front wheels were five inches farther forward than the Nomad's; its rear wheels were two inches farther back. Doors, roof, glass tailgate, inside garnish moldings from the 1955, 1956 and 1957 version were respectively interchangeable with Chevrolet Nomads.

The Safaris were flashier and more luxurious. They used a lot of chrome and the interiors were done in leather. Very few Safaris were ever produced: 3760 in 1955, 4042 in 1956 and 1292 in 1957. Pontiac Safaris are very rare, but they have never approached the tremendous popularity of the Chevy Nomad. Pontiac did have its version of the Nomad, but unfortunately, very few people care or remember.

HR



Pontiac had their version of the Nomad for '55, '56 and '57. The Pontiac versions were called Safaris, and they featured leather interiors and lots of chrome. Shown here is a 1955 Pontiac Safari.

Vintage Safari News

June 1980 continued from last issue

The preceding article on the Safari was printed in Hot Rod Magazine by Bruce Caldwell. As you can see, two of our members took time to write to Bruce about the article and inform him that we Safari Lovers are out here and do care about the Safari. Bruce's response is on the bottom of this page. I've sent this issue of the SAFARI NEWS to him in hopes that he can find a nice '57 Safari on our newsletter pages. Happy hunting Bruce! When you do find a Safari....Remember you have a home right here in the Custom Safari Chapter of the Pontiac Oakland Club International....S.C.

Friendly Persuasion

Dear Sir,

Being first a Pontiac Safari enthusiast, and second a Nomad admirer, the History of the Chevy Nomad published in your January 1980 issue leaves me feeling taken aback. Although I was delighted to see the great coverage afforded the Nomad, the perfunctory inclusion of the "Pontiac's Nomad" sidebar I found to be a cheap shot!

I can't argue vehemently enough about your reporting on Pontiac's. What little you did say was generally inaccurate, but the omissions were the worst blow of all. If you had cared enough to consult with Ms. Chappell, who's able assistance you so obviously need, you might have averted your editorial faux pas!

Pontiac Safaris are still very much remembered and are cared about a great deal by the members of our organization, the Custom Safari Chapter of the Pontiac-Oakland Club, International, and our ranks are growing as evidenced by the enclosed issues of our bi-monthly newsletter, Safari News. An upcoming issue of the POCI monthly, Smoke Signals, will be devoted exclusively to the Safari Chapter, a copy of which we'd be delighted to forward for your education and enjoyment!

To show we're not a bigoted lot, although most of our membership are striving toward restoration "to original", we do have a number of "modified" Safaris within our ranks, and others are always welcome. If, just to even things up a bit, you'd care to cover a few of these Safaris in your magazine, we'd be happy to accommodate. I'm sure your readership would find them at least as interesting as a '49 Thames Panel or a '32 Bantam roadster.

As to the accuracy of your reporting...

Point #1 - When Chevy learned of the Waldorf Nomad, they did indeed want the body style for their model line...as an exclusive...but then, so did Pontiac! Management, fortunately, did not side with either Pontiac or Chevy, but insisted the body style be carried through in both models:

Point #2 - Your statement about these cars generally being referred to as Safaris is correct, had you left it at that. Once you went further, you crossed into fiction. It was not until the 1957 model year that the Safari name included all Pontiac wagons, a "sin" which Chevrolet was also destined to commit when their '58 model year included other wagons under the Nomad name. For '55 & '56 at least, the name Safari applied only to the two door Starchief Custom Wagons, all others were known as Chieftains.

Point #3 - I concur, Pontiac Safaris are very rare and their following has never approached the tremendous popularity of the Chevy Nomad, and probably never will. However, this circumstance is seen by some of us as other than "unfortunate". What is unfortunate is the number of these rare Pontiacs that have met the dubious "fate" of being parted out to meet the demand for No-"madmen's" needs. I have only one thing to say on that score....how'd you like your "cyebrows" ripped off! Well, that's how we Safari enthusiasts feel about our tailgate letters, door script, cargo area stainless and most other "Safari only" parts that have ended up in the trash heap or Chevy cargo area at the hands of the Nomad man.

On the other side of the coin, we do gain the advantage of the many interchangeable parts, both remanufactured and otherwise, that are made available through the efforts of the Nomad people. And, while we do have a tougher time locating Safari parts, when we find them, the price is usually within reach, unlike some of the Tri-Chevy parts.

In closing, I'm pleased to say that the Safari owners are organized, and if the recent coverage in Car Collector and Car Classics magazine (April '79) is any indication, you'll be hearing more about us as time goes on!

Respectfully,


Bob Johnson
Asst. Editor, Safari News
4983 Redrock Avenue
Riverside, CA 92503
(714) 354-9542

P.S. Have enclosed a copy of a recent "pin-up" poster we've been using for promotion of our club. I hope you find it enticing!

ON SAFARIS

Although I enjoyed your January articles on the '55-'57 Nomad, I must take issue with your statement that "...very few people care or remember..." the Pontiac Safari. The total number of Safari enthusiasts is not known, but a tiny segment of the hobby, the Custom Safari Chapter of the parent Pontiac-Oakland Club International, currently lists over 100 members, most with one or more Safaris. Safaris are very much coveted by those of us in the Pontiac sector, as well as by those who may have no special loyalty to a particular marque. Let us not forget that the '55-'57 Safari is recognized as a Certified Milestone by the Milestone Car Society (as is the '55-'57 Nomad, of course). Perhaps you missed the April 1979 issue of Car Collector and Car Classics, which featured a Nomad/Safari comparison and road tests of both cars.

Although we don't question the more widespread enthusiasm regarding the Nomads, we feel that the Safaris have certainly not been forgotten in the area of car collecting and restoration. Even the performance end should not be overlooked, as Pontiac introduced a two 4-barrel engine in 1956 and their now-famous Tri-Power and Fuel Injection in 1957. There is a fine selection of beautiful Safaris around the country, so if you'd ever like to write an article giving the Safari its due, just let us know.

Those owning Pontiacs, Oaklands or



Safaris and wishing to contact fellow enthusiasts should write to: Pontiac-Oakland Club International, P.O. Box 5108, Salem, OR 97304, or Custom Safari Chapter—POCI, c/o Bob Johnson, 4983 Redrock Ave., Riverside, CA 92503.

Len Sokol, President
NY-NJ Metro Chapter—POCI
Ringwood, New Jersey

Len, you misquoted me by omitting the word "unfortunately" from your opening statement. I care very much about Pontiac Safaris and feel sad that so many of them have been stripped for their Nomad parts. I used to own two '57 Custom Safaris and would like very much to get another. If anyone has a '57 Safari for sale, let me know, in care of HOT ROD.—Bruce Caldwell

Safari Search

Cars for Sale

1955 Pontiac Safari: 144K miles, same owner since 1971 averaging less than 2K miles/year. Garage stored for 14 years. Near all original with very little rust and only minor dings. Paint almost through to primer from polishing. Interior fair, no carpeting. Extra parts available. December, 2010 Old Cars Report Price Guide values a #3 - 1955 Custom Safari at \$26,100. Price is negotiable but close to guide value. Contact Louie E. Brown, 316-685-0540 H, 316-393-9362 C, or L_EBrown@att.net



1956 Pontiac Safari: Solid, stored in a warehouse for 25 years, 99% complete, \$7500, (864) 862-4427. See pictures at: <http://www.classiccarsofsc.com/2011/03/1956-pontiac-star-chief-safari-wagon/>

Services

1955-1957 Pontiac Safari: Rear upper liftgates. straightened and triple plated to beautiful fit and finish. Satisfaction guaranteed or your money back. Best you will find. Will straighten your liftgate only, if you prefer to use your own chromer. Also available rear liftgate gas struts to help open liftgates after torsion rods are removed. All safari/nomad interchangeable parts including window trim. Please call or email. michaelbakotich@ca.rr.com (310) 528-0482 - Mike

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; '55-'57 Safari Headliner bars (7), \$400..... 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 Pontiac: NORS rear wheel bearings, new in box, with updated retainer collars. Pair, \$85 inc. shipping. **1957 Transcontinental:** aluminum side panels & wheel well trim most pieces available in various conditions. Sorry, no short rocker molding extensions. Let me know your needs. **1958 Pontiac Star Chief:** cast chrome door pillar paint divider moldings, set of 4, fair chrome, \$45 set, inc. shipping. Contact Tom Young at pontiactom@ix.netcom.com

Wanted

1956 Safari: Information needed to how to replace rear leaf springs. Contact Cary Birenbaum @ mrpontiac@mindspring.com

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

1957 Pontiac (Any Model): Air Conditioning components that mount to the engine, brackets, compressor, condensor, etc. Rich Pye, rpye@rochester.rr.com

1957 Pontiac: Rust free, stock 14-inch wheel rims, contact Tom Young at pontiactom@ix.netcom.com

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.

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.

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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