

Spring 2013 Vol 17, No 1



**Will You Find a GTO_Safari at the Co-
vention This Year??**

Custom Safari Chapter

Pontiac Oakland Club International

Safari Spotlight

Your Name: Mike Johnson

Spouse's Name: Lee Johnson

Safari(s) Owned: 1957 Custom Safari

When/Where did you acquire your first Safari? From my brother, who began the ground-up restoration.

What was your first car? 1951 Chevrolet 2-door coupe.

What was your first Pontiac? This 1957 Custom Safari.

Reason for "collecting" Safaris: Beauty, uniqueness, scarcity, class.

Reason for joining the Custom Safari Chapter: Technical information, gathering.

Favorite Safari accessory owned: Tissue dispenser, dash compass.

Most wanted Safari accessory: Windshield washer bottle set-up.

Do you have other "Pontiacs"? If so, list model and year: n/a

What are your favorite "non-Pontiac" hobbies? Restoration of large vintage toy trucks 1930's-1950's.

Least favorite car task: Crawling underneath.

Most favorite car task: Keeping it pretty.

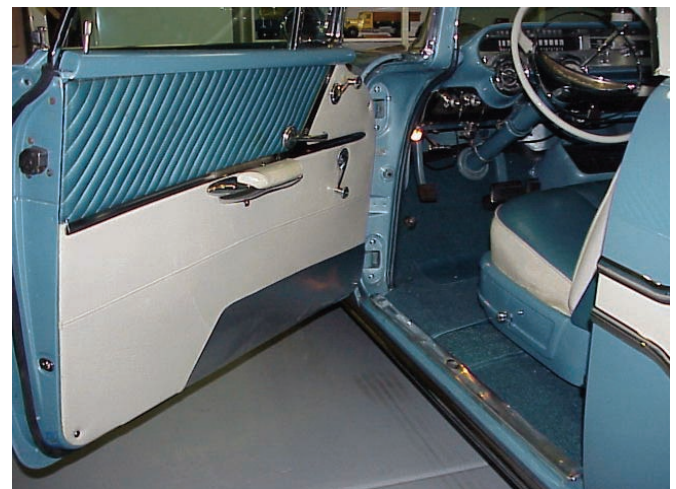
Best thing about being a Pontiac Custom Safari Owner: Pride of ownership.

Favorite non-Safari car: I have 1941 Dodge pickup. Also Porsche 356's.

Favorite car related website: e-Bay and 'Bring a Trailer'

Favorite parts vendor: CPR, and e-Bay

Best car care tip to share: Keep it covered!



Behind the Wheel in the Editor's Seat

By Rick Pye

Hello Everyone,

I hope the crazy weather across the US isn't affecting your cruising time so far this year. I finally got my Safari's out of the barn and drove the '55 around a little bit. It made for nice limo for my oldest daughter and her date on Prom night. The hole in the muffler added a little "toughness" to the sound.....and smell for that matter!

Convention time is upon us again or should I correctly say Co-Vention time again.... It should be a good show. I was at the last one and it was neat to see the muscle and other classics together. I'm sure as always, it will be a hot one. I cannot make it this year as I'm moving my dad and his wife back to NY from TN that week. I get to use the enclosed trailer, but the only thing that will have a motor in it may be a lawn tractor or two! Please check the listing of events for the annual Chapter meeting time and date. Things are a little less organized this year from our end, so I don't have the details to let you know. I also don't know if there is a Cruise breakfast planned or not.

As some of you may have seen in my email that went out to everyone, I'm still fighting with my '69 350HO and the leaky freeze-plugs. Thanks to all of you that sent in suggestions to stop the leaks. It's really a bummer to do a complete restoration and be stuck at an engine rebuild where the stupidest thing possible.....leaky freeze plugs...is stopping me from moving forward. I'm pulling the motor in the next week or so AGAIN. This time we'll be measuring and inspecting the hole sizes and looking for grooves, pits and any evidence of them being "honed-out" oversized. AND next time I will bench test the plugs vs. finding out in the fr&king car that the fix didn't work. Putting that engine and tranny in a '69 Firebird with AC is like trying to stuff a large mouth bass into a sardine can..... If anyone else has some tried and true remedy for stock freeze plug that don't quite fit, let me know.*

Since I mentioned that I have an exhaust leak in my Safari, (which is actually both the '55 and the '57), it reminds me that I enquired in the past if anyone has recommendations for non-stock muffler setup for these guys? I didn't receive any input, but some of you out there must be running something different than a stock exhaust system?!?!? Drop me a quick email when you get a chance. I'll share the info with the rest of the members. That's why we're a chapter, right?

I have one other question, (can you tell I'm trying to get information sharing going again?!), who out there has installed a headliner in their Safari? Did anyone of you try it yourself? Was it easy or did you wish you took it to an upholstery shop? What's your recommendation or helpful tips and tricks to make the job more successful? Let me know and I'll publish the results. On top of that I will tally the results and listen to the membership opinion when I go to install my new headliner in my '57. I'm almost ready for that, just a little more sound deadener removal, rust sealer and new sound material to install. If I can get that all done this summer and re-install the side sliding windows, I just might be able to be seen around town in that machine. Please help.

As you will see in this issue, we have the Safari Spotlight, (formerly Member of the Quarter), with new member Mike Johnson's awesome '57 Custom Safari. Welcome aboard to you and our other new members! We also have an interesting article from Dennis Dana around the Pontiac Silver Streaks, how they came about and how they ended. And finally a Vintage Article from January, 1981, with an interview with Tony Safari.



Enjoy!

Rich

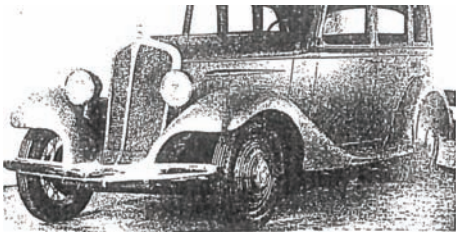
Silver Streak Secrets

By Dennis Dana

ON THE VERGE OF COLLAPSE

The Silver Streak has been a Pontiac icon since first appearing on the hood and trunk of the new 1935 models. A few years earlier, 1932 to be exact, Pontiac was headed the way of the dinosaur. The early Depression years of 1929 to 1932 presided over a 75 percent decline in new car sales and a collapse of vehicle registrations. A massacre was taking place during these same years at the Pontiac Division of General Motors – sales dropped by a staggering 80 percent! This alarming news caused GM brass to consider waving Pontiac's white flag of surrender. To save this important division, extreme measures were needed – and fast.

FRANK HERSHEY TO THE RESCUE



Harley Earl's chance to save Pontiac from extinction rested with the 1933 model. An "all-new" Straight 8 cylinder engine was waiting in the wings to be embraced by new and stylish sheet metal. The problem was, Earl's Pontiac Design team kept missing the mark. The (pictured) prototype they proposed was stodgy looking and not at all popular within General Motors. So a fresh design perspective had to be found.

To make a silk purse out of a sow's ear, Howard O'Leary (Earl's administrative assistant) contacted former GM employee, Franklin Q. Hershey, and offered him a proposal: To come back to General Motors as the head of Art and Colour's Pontiac Design Studio. Naturally, Hershey accepted.



Howard O'Leary in the 1950s

Frank Hershey began his car obsession at an early age. His mother, Clara, a Detroit socialite and close friend of Henry Leland's (the founder of Cadillac) wife in 1903, bought the third Cadillac ever built. Leland's chauffeur taught her how to drive, which led to Clara becoming an avid Cadillac owner – one after another. His mother's Cadillac obsession fueled Frank's own obsession with not only Cadillacs, but all things automotive. After their move to California in Clara's 1918 Cadillac Phaeton, it was sold. The sale broke Frank's heart, which led him to immortalize the Phaeton in drawings. These drawings led to creating his own designs and sparked within him the desire to one day design automobiles – especially Cadillacs.

Frank Hershey's first design job was at the prestigious California-based, Walter M. Murphy Body Company, in Beverly Hills. There, like Harley Earl, he designed bodies for millionaires and movie stars alike. In 1928, Hershey ventured back to Detroit for a short stint at GM's Art and Colour Section, then returned to the warm California climate. Sometime in late 1931, he and Frank Spring were hired by Hudson in Detroit. It was at Hudson where he received Howard O'Leary's call.

Harley Earl's first assignment for Hershey was to drive out to Pontiac, Michigan, and evaluate the 1933 Pontiac wooden mock-up. The next day, his third day back at GM, Hershey met with Earl and issued his report. He was unimpressed, and said the mock up too closely resembled the 1932 model. He stated plainly, "If that's all you're going to do to it, you might as well leave it alone." Earl then replied, "All right, you've got two weeks to come up with something better."

Silver Streak Secrets cont'd

By two weeks end, Hershey's "something better" was ready for viewing. His clay mock up was exactly what Pontiac needed to complement the new Straight 8 engine.

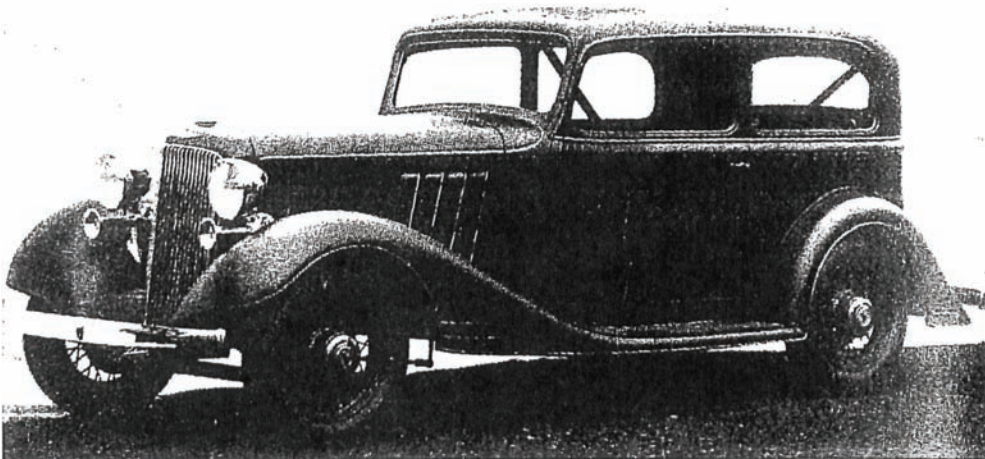
Several years later, Frank Hershey, (seen at right), recalled the 1933 Pontiac by saying, "Just before that, I'd gone down to a private showing of the new 1932 Graham, Blue Streak, and this car had front fender valances and rounded lines: a very, very far out car, and beautiful. It was like a shot in the arm."

Hershey's new Pontiac did have the Graham-style front and rear valances, but with speed streaks pressed into them. Baked into the mix were "streamlined" headlights and wide hood louvers also. The icing on the Pontiac cake, however, was Hershey's brazen copy of the Bentley grille. He explained the use of the grille thusly: "I was in love with Bentleys, and I designed custom bodies for Bentley at Murphy's, so I decided to do a Bentley front-end on this Pontiac."

The new Hershey-styled Pontiac, (seen below), exceeded the hopes of Harley Earl and William "Big Bill" Knudsen (President of both Chevrolet and Pontiac) because the new styling looked both "modern and handsome". The public was obviously impressed



also because new Pontiac sales doubled in 1933. This encouraging news bought Pontiac a reprieve. So Frank Hershey was responsible for bringing Pontiac back from the brink of death.

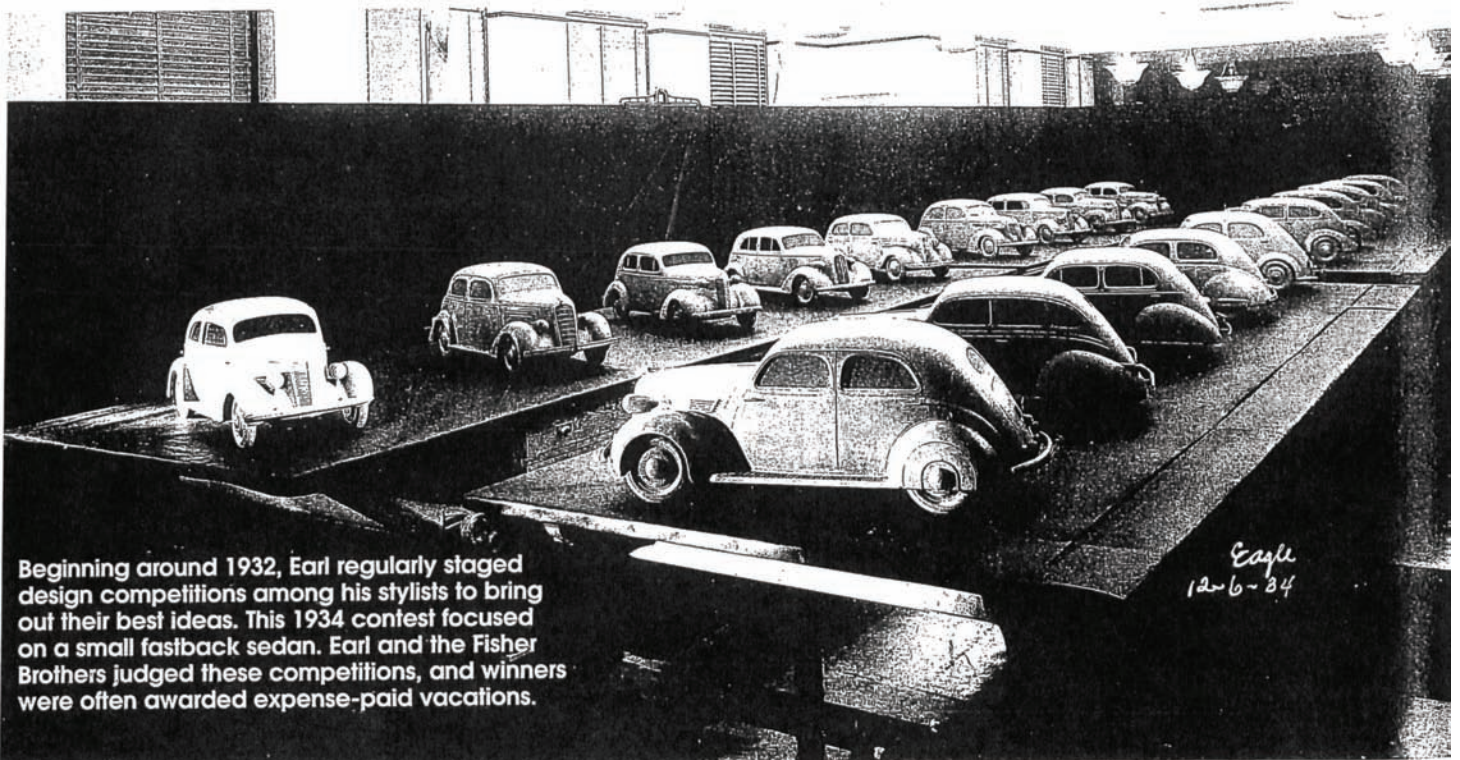


DESIGN COMPETITIONS

By mid 1928, the Art and Colour Section was nearing Alfred P. Sloan's target of 50 employees. Among the most famous were Gordon Buehrig (of Auburn-Cord-Duesenberg fame); John Tjaarda; Strother McMinn (later with Kaiser-Frazer); and Virgil Exner (Chrysler super hero). Shortly after, A&C was relocated from the tenth floor of the General Motors Building to the third floor. There, in a large, open room, Harley Earl began his reign as the King of automotive design. And through the use of rolling blackboards, he isolated the divisional design teams into separate informal studios. After the individual studios were set up, and since Harley Earl wanted each studio to create their own designs, he demanded absolute autonomy amongst the divisions – unless he initiated the sharing of ideas.

Silver Streak Secrets cont'd

Stemming from his days as a custom body builder, Harley Earl had an eye and passion for "advanced" styling. To this end, he assembled a department which focused exclusively on this area. Under Harry Shaw's direction (Earl's second in command of design activity), Earl appointed several stylists to this new department. Their job was to generate a continuous flow of clay scale models, with each one exhibiting innovative styling cues for possible use on future production cars.



Beginning around 1932, Earl regularly staged design competitions among his stylists to bring out their best ideas. This 1934 contest focused on a small fastback sedan. Earl and the Fisher Brothers judged these competitions, and winners were often awarded expense-paid vacations.

Sometime around 1932, Harley Earl decided to further tap the well of innovative styling ideas. He enlisted the help of A&C's divisional design groups by mobilizing their spirit of competition. He executed his plan by launching a series of "design competitions", which were held several times a year. His reasoning was based on the premise that each team would collaborate amongst themselves, and the resulting clay model would be a culmination of each team's freshest ideas. Each design team would include "two to four designers plus one or two clay modelers". The theme for each contest would be a specific body style. The assignment for the (pictured) late 1934 Contest involved design ideas for a small four-door fastback. The expert judges for these contests were none other than the Fisher brothers and Harley Earl. The usual grand prizes were all-expense paid vacations for each member of the winning team.

The first design contest of 1933 was the most important for pre-1957 Pontiac enthusiasts. During an interview, Gordon Buehrig reflected upon this contest. He described how he headed up one team; Frank Hershey, another; a third team was directed by Jack Morgan; and Tom Hibbard, Earl's Cadillac/LaSalle design group boss, led the fourth team. Although all of the teams' members are unknown, ex-Murray, (a major Ford body supplier), designer, Jules Andrade, and Steve McDaniels were on Hershey's team. The task at hand was to create a "full-sized" sedan for 1935. William Knudsen judged this contest. He awarded Jack Morgan's team first prize and all expense paid vacations to the 1933 Century of Progress World's Fair in Chicago.

Silver Streak Secrets cont'd

Harley Earl didn't agree with Knudsen's decision; the Hershey group's 1935 Pontiac caught his eye. And since he was Harley Earl, he quietly ordered the 1935 Pontiac model "scaled full size". As with the 1933 Pontiac, Hershey once again hit it out of the park. His newest creation was sans running boards, and "used fender skirts over the rear wheels, the headlights were blended into the fenders, and the most distinctive feature was what later became known as the 'Pontiac Silver Streak' – a broad fluted band of bright metal running up the car's nose, along the top of the hood and down the decklid."



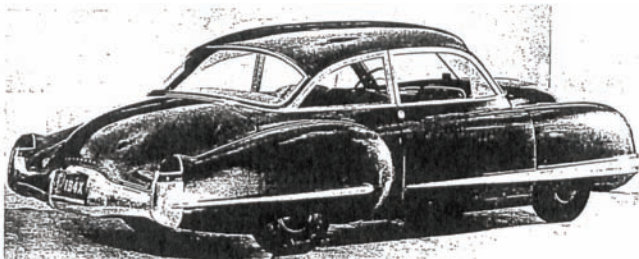
For the 1935 model year, Pontiac sent to their showrooms "The Most Beautiful Thing on Wheels", with the novel Silver Streak proudly displayed. This historic styling cue set Pontiac apart from the others. Had it not been for Harley Earl's eye for dramatic styling, and his bold move of ignoring Knudsen's decision, the Silver Streak might have gone the way of the rain detectors used on automatic power (convertible) tops!

Three more contests were held in 1933. Subsequent contests were held occasionally, with William L. "Bill" Mitchell, (Earl's successor), staging a few more.

FRANK HERSHEY CONTINUES IN STYLE

Frank Hershey continued to dream up innovative design ideas. When World War II broke out, he volunteered for the Navy, only to receive a medical discharge in late 1944. He immediately went back to work at GM. In early 1945, Hershey's boyhood dream was realized. He was appointed temporary Cadillac Design Studio Chief. Art Ross took his place on May 14, 1945, until Bill Mitchell returned from the Navy early in November. A week later, on November 12, 1945, Mitchell reclaimed control of Cadillac design. Then on April 19, 1949, he transferred to Harley Earl's private design consulting firm, Harley Earl Corp., to design items other than automobiles. The non-designing of automobiles was due to a "non-competition" clause Earl and GM agreed to. Mitchell returned to GM Styling in June 1953.

After he left Cadillac, Hershey was appointed head of GM's "Special Car Design and Export Car Design" studio. There, his job was to design post war British Vauxhalls and German Opels, along with "special projects". It was in the Special Car Design Studio where Hershey developed the tailfins which first appeared on 1948 Cadillacs. These tailfins were styled after the twin tails on a Lockheed P-38 Lightning. It should be noted that the first tailfins appeared on a 1944 Vauxhall mock up (pictured at left) of Hershey's design, (the tailfin story itself could consume several pages).



Sometime, probably in the late 1940's, Frank Hershey left General Motors to accept a position at Ford Motor Company. In October 1951, Ford executives visited the Paris Auto Show and were admiring the sleek European sports cars. Lewis Crusoe, a Ford V.P. and General Manager, asked, "Why don't we have something like that?" Silence prevailed, no one had an answer.

Silver Streak Secrets cont'd

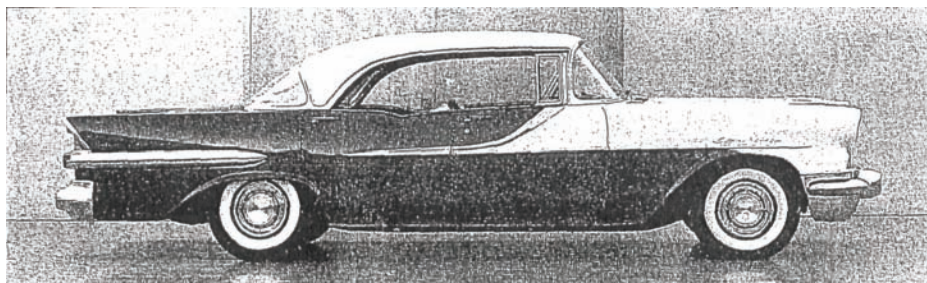
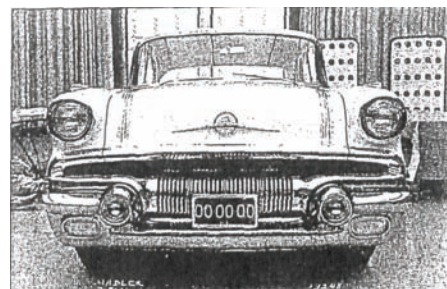
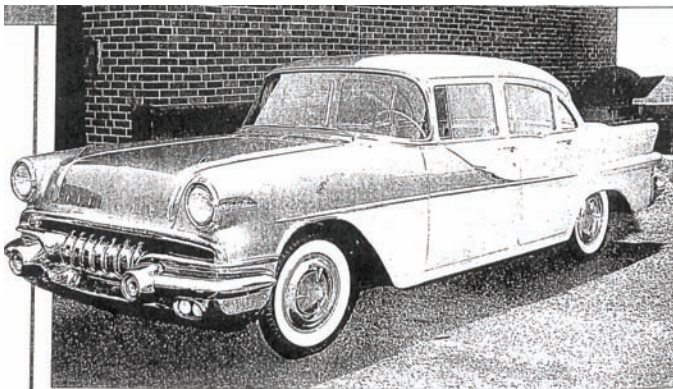
So in September 1953, Crusoe received the greenlight to design "...Ford's answer to all the European sports cars, and Chevrolet's Corvette as well." It was Frank Hershey, along with his assistant, Bill Boyer, who designed and built the 1955 Ford Thunderbird prototype. It premiered at the February, 1954 Detroit Auto Show, with production beginning in September, 1954. By the end of the 1955 model year run, 16,155 "Baby Birds" found homes, (one of which I owned in high school), and outsold the Corvette by a margin of nearly 4 to 1. So it goes without saying, Franklin Q. Hershey, for his historic achievements of saving Pontiac, the Silver Streaks, tailfins, the first-generation Thunderbirds, and many other innovations unknown to the general public, does indeed deserve the title of "one of the most influential designers of all time".

SILVER STREAKS GRIND TO A HALT

The original Silver Streak remained a single fluted strip until 1953, when it separated into two streaks with the Indian Head hood ornament in between. The following model year, the twin streaks blended back into one, only to be separated once again for 1955 and its final year, 1956.

When it came time for a new Pontiac General Manager, 44 year old, Semon E. "Bunkie" Knudsen accepted the challenge. He left Detroit Diesel Engine Division to become GM's "youngest car-division manager". His July 1, 1956 takeover was quite astonishing because in 1955 he called Pontiac "the worst division at General Motors".

In 1956, Bunkie's tenure within GM was 17 years long. He was hired by Pontiac in 1939 as a tool designer, then went on to other jobs. With his newest and most important assignment being Pontiac, he set out to turn around the division that Oldsmobile was outselling by 30%. (Pontiac would not outsell Oldsmobile until 1959, when Pontiac rose to fourth place in overall sales by selling 383,320 units to Oldsmobile's 382,865 cars sold, lowering Olds to fifth place). He felt the urgency to breathe new life into the division because he (rightfully) believed and oft-repeated, "You can sell an old man a young man's car, but you can never sell a young man an old man's car". So Pontiac's image had to change.



Above left: 1957 Pontiac with Silver Streaks on June 27, 1955. **Above Right:** from Collectible Automobile, the '67 with Streaks and nearly complete Grille on March 8, 1956. **Bottom:** Notice the original side trim prior to Knudsen's arrival.

Silver Streak Secrets cont'd

The legend of how the Silver Streaks were removed from the 1957 Pontiac is fairly universal. The story has been recounted numerous times of how Bunkie Knudsen, at the eleventh hour, ordered them banished, (they were approved by his father, William Knudsen in 1933 while head of Pontiac and Chevrolet). Lesser known, however, is that Bunkie was responsible for re-designing the side trim from the (pictured) "Oldsmobile-Style", to the production "guided missile" with "jet tube" stainless trim.

Now, for your contemplation, I would like to introduce an alternative scenario regarding the Silver Streak removal. For the April 1995 issue of Collectible Automobile magazine, Frank Peiler interviewed 1951-1958 Pontiac Chief Designer, Paul W. Gillan.

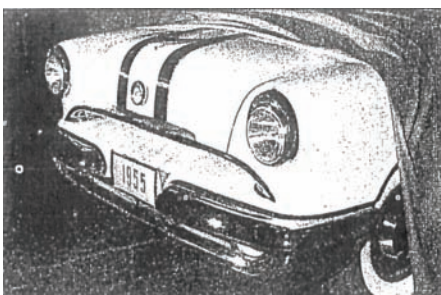
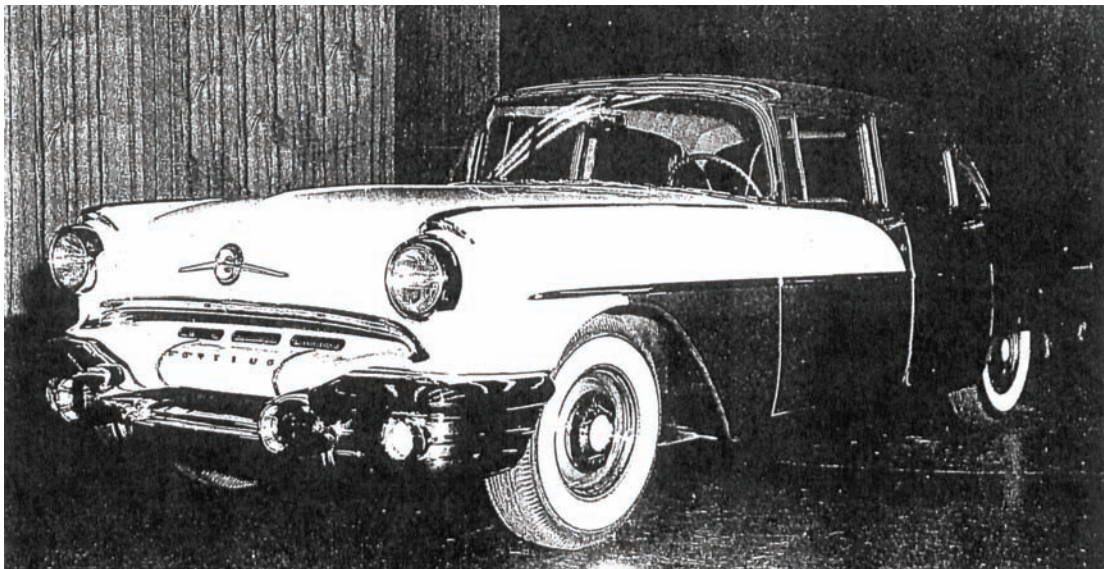
When asked which year of Pontiac he preferred, Mr. Gillan said his favorite was the 1955. Mr.

Peiler then asked his opinion of the 1957, to which he replied, "I liked the '57. It was a very nice looking car. I thought it was a big change over the '55, and I was very pleased. In fact, I liked the '57 probably just as well as the '55. I liked, of course, that it was the first car that we took off the Silver Streaks. They were gone, and that was Mark Richardson's idea – he thought it a good idea, and I did too."

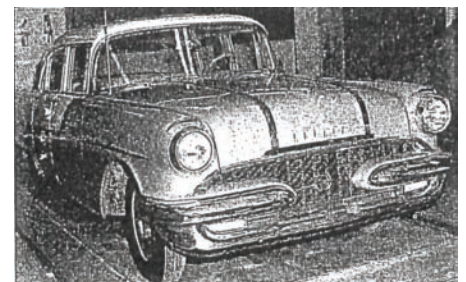
Now, I'm unsure of exactly who Mark Richardson was. As I studied my 1955 General Motors Styling Organizational Chart, his name is not listed, which leads me to believe he was probably a low-level divisional stylist, or even a new hire, who wouldn't be listed, or credited, except by Paul Gillan, for his ideas. So most likely we will never know exactly who was responsible for the demise of the Silver Streaks. But one thing is for certain, to complement Pontiac's new "Star Flight" styling image for 1957, they had to go.



Pontiac designer Paul W. Gillan



Above: A design proposal for 1956 with Silver Streaks on fenders. **Left:** 1955 design proposal. **Right:** Paul Gillan's favorite grille.



Silver Streak Secrets cont'd

REFERENCES:

- 1) *A Century of Automotive Style* by Dave Hollis and Michael Lamm
- 2) *Collectible Automobile* magazine – April 1995
- 3) *Designing America's Cars of the 1950's*
- 4) *Hemmings Classic Car* – December 2012
- 5) *Cars and Parts Magazine* – February 2005

PICTURES:

- 1) Ref. 1
- 2) Ref. 1
- 3) Ref. 1
- 4) Ref. 1
- 5) Ref. 1
- 6) Ref. 4
- 7) Ref. 4
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Vintage Safari News

January, 1981, continued page 4

TONY SAFARI (CONTINUED)

and silver coat real good. You just get the proper air conditioner, not that cheapo Sears unit you dropped inside my gat last year, and we're going to get along fine.

SAFARI NEWS. Now Tony, that thing will keep you cool.

TONY. Yeah, but I got my pride, you know.

SAFARI NEWS. Do you really want me to make holes in your dash? You already have quite a few; do you really want me to make more?

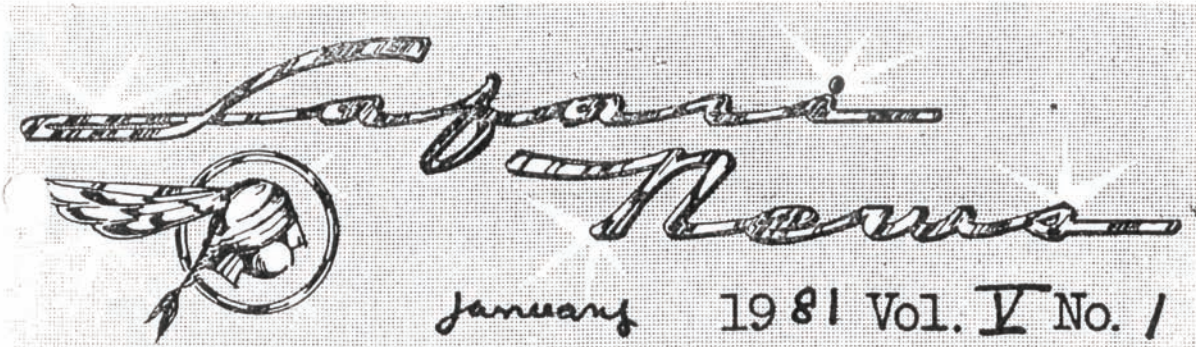
TONY. It only hurts for a little while.

SAFARI NEWS. Are you shure?

TONY. No, I'm not so sure. I saw what you did to make this barn fit. Maybe I should look for someone who isn't so hot on '49-'52, and more into me.

SAFARI NEWS. Shut up, or you'll turn blue.

SAFARI NEWS is published bi-monthly by the Custom Safari Chapter of the Pontiac-Oakland Club International. Editorial address: John Harvey, RR 1, Illiopolis, Ill. 62539. Chapter officers: President- Karen Campbell, 2042 N. Mockingbird, Abilene, Tx. 79603. Vice-President- Steve Cory, 720 N.W. 29th Ct., Ft. Lauderdale, Fla. 33111. Secretary-Treasurer- Dennis Vaughan, 12530 W. Randall Park Dr., N. Miami, Fla. 33167. All inquiries, correspondence, new membership applications should be addressed to the President. Renewals to Secretary/Treasurer.



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

SAFARI NEWS GETS NEW EDITOR...

...And his wife threatens to leave with Safari, dog, and other valuables. New editor has to learn how to use those headline letters. First, I tried a Ballpoint. A popsicle stick worked better. My wife won't let me have sharp objects, anyway.

There are actually two mailing addresses. The ads, articles, pictures, and the rest of the good stuff goes to: JOHN HARVEY, RR 1, ILLIOPOLIS, ILL. 62539. The complaints and bad stuff go to: DEAD LETTER OFFICE, AGANA, GUAM. Old DL claims that he knows just how to handle them.

There are no ads this issue, simply because THE BOX arrived today. There is just too much mail to read and sort to do any kind of job now. The article that appears now does so because I already knew what it said, it fit the space available, and it was already typed. I thought it was funny when I first wrote the thing, but after seeing it a couple hundred times, I'm beginning to wonder.

That is a hint. Right now there is a rare situation, enough material for a few issues, but that won't last. More will be needed. If you don't want a bunch more of this stuff, keep me supplied. Eventually, all will be published. Then I'll have to get out the cook book, or the joke book, or dig into my so called mind, heaven forbid.

One may ask, just how do you go about becoming Editor of a prestigious rag like SAFARI NEWS, just so that they can avoid it. Well, you help a postman who has this quadruple hernia maker box. You find out it is from Steve Cory, and try to refuse it. The postman says no dice, you touched it, you got it.

With the arrival of THE BOX, I was Editor. You can avoid becoming same by sending an occasional something to print; if it is all laid out 7 inches wide, typed, with pictures located, you'll be safer; and if you spring for a few belts at THE CONVENTION, I'll even forward your letters to DL. Such a deal. Make sure I can at least make out your name. If I can't make out the rest of it, I have a few things that I'll be glad to print above your name, but not mine.

Just because you can't type, spell, and write your own reference books as the need arrizes is no reason to not contribute. I can't do any of those things, either. The KO.REC.TYPE co. is going to get rich off me. I used a box just this far. Keep ahead of me.

Those slick paper magazines give a little teaser about next issue. So be it, Next month, with the ads, is the start of '57 Pontiac Nut Bob Brown's "HOW TO WIN THE HARD LUCK TROPHY". Bob has done a super job on the Michigan Chapter newsletter. This article is well worth reading, if only for content and style.

Vintage Safari News

January, 1981. continued page 2

AN INTERVIEW WITH ANTONIO (TONY) SAFARI

by John Harvey

(Interviewer's note:) I first met Tony Safari in 1974 in Charlevoix, Michigan. He was trying to sink into the mud behind the showroom of a lesser make. Apparently, the pride was still there, under the fade, grime, and rust years of abuse had pressed into him. It hurt him so, after all the years of service he had given, to be abandoned for something he considered to be so inferior. Details of Tony's life prior to that time are sketchy, and Tony's mind isn't what it used to be, either. It is known that he was born in April, 1957. His clock shows 78,000 miles, but the engine says that is the second time or else Tony's diet included grinding compound. The interior looks as if he was used as a truck. The rear axle snubbers are mashed flat, and the axle sort of frowns at you. Tony came from the factory nicely loaded, then someone proceeded to really load him. The following is an interview, with expletives deleted, of Tony Safari, a tired Pontiac.

SAFARI NEWS. Tony, we have known each other for about 6 years, how about telling me about your life back before then.

TONY. Why relive pain? The best thing about those years is that they are gone. Those other clowns, they beat the tar out of me. How would you like it if some nerd stuffed you so full of potatoes he had to reach through the wheel to get the key, then says you got no guts? Or finds the curb by rubbing the wheels against it? I don't want to talk about the past, how 'bout we talk about the future, I got one, don't I?

SAFARI NEWS. Yes Tony, you do have a future, but we still need a little background. When did they stop beating you?

TONY. Oh, I guess it was about 66, I had developed into a real oilaholic, kinda tough to get up in the morning, I guess you could say I was getting a little cranky by then. But Geewhiz, when you get loaded on potatoes all the time, you gotta do something. I bet he would have bought used gas if he could.

SAFARI NEWS. What did you do between that time and the time we met?

TONY. I tried to hide. You just can't believe the let down. After all the work I gave them, then get dropped for an O---s. And the junk they put me with, you wouldn't believe, no class at all. BORING.

SAFARI NEWS. If you hated it so much, why did you put up such a battle when I tried to get you out of there?

TONY. Just force of habit. I saw all those other sheep get led off to slaughter; nobody's going to make a Toyota out of me without a fight.

SAFARI NEWS. What made you give up?

TONY. Well, all the boneyard types had a tow truck that looked as if it was on its last trip, where you had a trailer. You sneered at the junk and came straight for me. You put air in my tires before you pulled me, and you didn't give up. I kinda figured you had better things in mind.

SAFARI NEWS. Then what happened?

TONY. That trailer ride, the wildest thing I ever dreamed of. Maybe I should say nightmare. Parked in the orchard was OK, I speak tractor, and the spray kept the mosquitos off my back. The next move, to the barn was real nice. I could see I was gettin' somewhere.

Vintage Safari News

January, 1981. continued page 3

TONY SAFARI (CONTINUED)

SAFARI NEWS. Why was that?

TONY. Well, it was the first time in my life I ever spent a night inside, plus there was all this neat other stuff to talk to. Those two Englishmen, Oh, they had tales to tell, blasting through corners, chasing women, real sporty stuff. Then there was the Termite Castle, talked of days long before I was even born. Then my contemporaries, the '56, and poor old Rusty, now he was in bad shape, poor guy.

SAFARI NEWS. You seem to have a proticular fondness for Rusty, why?

TONY. I never did get Rusty's given name, but he was a brother '57, sort of a class mate of mine. He had cancer so bad it hurt to think about it. He came to that hospital to be an organ donor. You know the type, great legs, good heart, but the bod, man it was just gone. One misstep for him and it was curtains, and he knew it. One night, his back broke. His last words were "take good care of my parts". I don't think he weighed 1000 lbs when the surgeons were done. They took everything that would come with a torch or wrench. I wasn't in any great shape myself, bum ticker, bad tranny, bent axle, bad joints; I'm a lot of Rusty, now. Poor fellow, died before his time. I must a been a lucky guy, being born with this tux. Just got into bad company early in life, but I'll mend my ways.

SAFARI NEWS. How are you going to do that?

TONY. Well, now that I'm away from that Michigan crowd, with the bad winters and all that, I can make new friends, get some new parts, and try to be a good boy.

SAFARI NEWS. Have you made any progress toward that goal?

TONY. I don't know if it is any progress, but there sure have been some changes. The Termite Castle went off somewhere in Kansas, Rusty is long gone, The '56 in the next bed is OK, but he is only an 860, better than a F--d, I guess. and the two Englishmen just keep swapping the same old stories over and over again. I've been noticing a nice '51 that lives over in the next building with a real old coot-must be her father or something. She's nothing flashy like a Bonnie, or another Safari, just a good solid sedan. I hear she goes all over, California, Pennsylvania, all those neat places. I think when I get out of here, I'm going to try to get next to her. Maybe take her to a POCI convention, although I hear she has a boyfriend she sees there every year.

SAFARI NEWS. You plan on going like this?

TONY. No way man! I'm going under my own power. No chickie is towing me, no matter how sweet she is. I got my pride, you know. I'm goin' to get some new shoes, maybe a new suit, some teeth, and maybe even an interior. Just give some good stuff, I'll be there.

SAFARI NEWS. Do you have any further words?

TONY. Well, I've been following the adventures of Sokol and Anderson in the SAFARI NEWS. Seems to me that they have had their glory, and are about to have more, if some of the rest of you don't start bringing cars. Now, when you and I get off our duffs, quit building houses and barns, and get me spiffied up, we'll show them. I still have straight sides, and they will take a black and silver

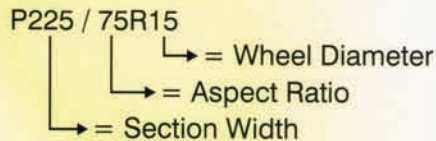
Tech Tip



Changing tire size effectively changes the overall gear ratio of a vehicle's axle. If original performance is to be maintained, then the axle's gear ratio needs to be changed to compensate for the change in tire size. Use the following formula to calculate the new gear ratio required when changing tire sizes.

$$\text{New Gear Ratio} = \frac{\text{New Tire Diameter (in)}}{\text{Old Tire Diameter (in)}} \times \text{Old Gear Ratio}$$

The diameter of a tire can be calculated using its P-metric designation as follows:



$$\text{Tire diameter (in)} = 2 \times \text{Section Width} \times \text{Aspect Ratio} + \text{Wheel Diameter (in)}$$

If you want to calculate engine RPM at a given speed knowing the tire diameter and gear ratio, use the following equation. (Assumes final transmission drive ratio in high gear is 1:1)

$$\text{RPM} = \frac{\text{MPH} \times \text{Gear Ratio} \times 336}{\text{Tire Diameter (in)}}$$

Tire Dia.	27	27.5	28	28.5	29	29.5	30	31	32	33	34	35	36	37	38	39	40
2.73	2050	2000	1950	1925	1900	1850	1825	1775	1725	1675	1625	1575	1525	1500	1450	1400	1375
2.90	2175	2125	2100	2050	2025	1975	1950	1875	1825	1775	1725	1675	1625	1600	1550	1500	1450
3.08	2300	2275	2225	2175	2150	2100	2075	2000	1950	1875	1825	1775	1725	1675	1625	1600	1550
3.23	2400	2375	2325	2275	2250	2200	2150	2100	2025	1975	1900	1850	1800	1750	1700	1675	1625
3.31	2475	2425	2375	2325	2300	2250	2225	2150	2075	2025	1975	1900	1850	1800	1750	1700	1675
3.42	2550	2525	2450	2400	2375	2325	2275	2200	2150	2100	2025	1950	1900	1850	1800	1775	1725
3.54	2650	2600	2550	2475	2450	2425	2375	2300	2225	2175	2000	2050	1975	1925	1875	1825	1775
3.73	2835	2775	2725	2650	2625	2575	2500	2425	2375	2300	2200	2150	2100	2025	1975	1925	1875
3.90	2925	2875	2800	2750	2700	2650	2625	2550	2450	2375	2300	2250	2175	2125	2075	2000	1975
4.10	3075	3025	2950	2875	2850	2800	2750	2650	2575	2500	2425	2350	2300	2225	2175	2125	2050
4.27	3200	3125	3075	3000	2975	2925	2875	2775	2700	2600	2525	2450	2400	2325	2275	2200	2150
4.56	3525	3350	3275	3200	3175	3100	3075	2975	2875	2775	2700	2625	2550	2475	2425	2350	2300
4.88	3650	3590	3500	3425	3400	3325	3275	3175	3075	2975	2900	2800	2750	2650	2575	2525	2450
5.12	3825	3750	3675	3600	3550	3475	3450	3325	3225	3125	3050	2950	2875	2800	2725	2650	2600
5.38	4025	3950	3875	3775	3750	3675	3625	3500	3400	3300	3200	3100	3025	2925	2850	2775	2700
5.56	4150	4075	4000	3900	3875	3800	3725	3625	3500	3400	3300	3200	3125	3025	2950	2875	2800

Engine RPM at 60 M.P.H.

Safari Search

Cars for Sale

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

1955-1957 Pontiac: Sun visor for Safari or Catalina. Nice condition, missing end pieces. \$450 plus shipping. Harold Cary (641) 424-2663 or buzz@netconx.net



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..... 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

1955 Pontiac: OEM side view mirror (#519802) ? and a OEM Non-Glare rear view mirror (#521170 or #988647) ? for a '55 Safari. Not sure about the correct part #'s. NOS is not necessary but would like to find something in good to very good condition with minimal pitting.

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.

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