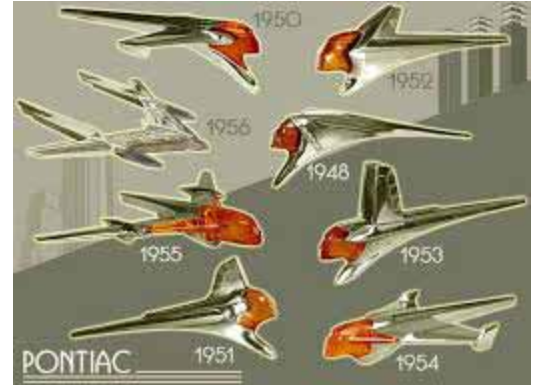


Spring 2014 Vol 18, No 1



## What's With The Ornaments?

**Custom Safari Chapter**  
*Pontiac Oakland Club International*

# From the Prez's Garage

By Tom Young



Hello folks!

I am glad to hear from some of you that you appreciate the hard work that Rich and Robin do to keep our Chapter running. I agree! In the future, we'll see Lou Calasibetta playing a strong role in supporting our Chapter too.

Our annual national gathering of chapter members is just around the corner. This year, we are meeting in Wichita, Kansas—home of the first Pizza Hut, White Castle Hamburgers and Aircraft manufacturing. Our traditional chapter meeting is set for Friday, June 20th at 9 am in the host hotel. At our meeting, we will discuss modification of our by-laws to incorporate more active roles for our directors. We'll discuss old and new business and we will distribute some vintage looking chapter window decals. On Saturday afternoon, we'll gather for our group awards for long distance and most popular Safari wagon. Please join the fun!



On the West Coast scene, the 7th annual Wound Warriors Car Show will be held in Long Beach, CA on Sunday, August 10th. Six '57 Safari wagons attended last years event but as Randy Kerdoon says, there's got to a few '55 & '56 Safaris that can attend the show. Contact Chapter member Mike Green at [threenthre@yahoo.com](mailto:threenthre@yahoo.com) or go to [www.woundwarriorcarshow.com](http://www.woundwarriorcarshow.com) for more details. Mike is hoping that the show is the largest and best so come out and show your support for our wounded warriors.

We have another Pontiac reproduction parts review. In this issue, we will look at the 1957 lighted fender ornament that is currently available from a few commercial vendors.



Tom Young, The Prez

# Behind the Wheel in the Editor's Seat

By Rich Pye

Hello Everyone,

*As I was sitting here putting all the pieces together for this newsletter, I started to read Tom Young's President's message and started to panic....THE POCI CONVENTION IS IN JUNE?????? I thought it was in JULY!?!? My apologies for not getting the hard copies of this issue to you in time for the convention. Hopefully most of you got a chance to read the online version in time!!*

*Well, I guess I should start to slow down and smell the coffee or flowers or whatever the heck you're supposed to smell.....I had no clue. I have been so busy over the last year, that I just ASSUMED that they moved it back to the 17<sup>th</sup>, not ahead. I never thought about attending it this year because the week of July 17<sup>th</sup> is the week of our soccer club's tournament that I run. My wife has also been commenting on how I haven't even un-wrapped the last 6 issues of Smoke Signals, so I guess I had no way of knowing I was wrong. Jack Johnson can vouch for me in regards not paying attention....He had to bug me for 3 months to sell his friend car parts..... I need to slow down or get rid of a couple of hobbies.*

*I'd like to say that I was too busy finishing the '69 Firebird, but that would be lying. I actually was going to finish it, but I started to notice a brake fluid leak under the "Disc Brake Rear Proportioning Hold Off Valve". I tried every way of tightening the stainless lines, but no success. I finally took it apart and put it under a magnifying loop and saw that the seat on one side was damaged, so I had to buy another one online. Fast forward to that coming in and getting installed and I find another spot on the floor under the brand new master cylinder....thinking it was another badly seated line I checked all of them only to find out the master cylinder is leaking where it mounts to the power booster. That is now going back to Ames for a replacement.*

*Needless to say, that car has found a way to leak just about every fluid: brake, tranny, gas, and coolant so far...praying no engine oil or differential fluid. Enough on that sad story...I did however successfully replace the entire roof and ceiling in my travel trailer over the winter. A friend of mine and I busted our tails off every other weekend to get that done in time for Memorial Day weekend camping. Trust me, I didn't get wet and trust me, I will never buy another travel trailer....*

*In this issue you'll find another reproduction article from Tom. As always I appreciate any content I can get.....any. Take a look also at the Vintage Article. Thanks to former member Len Sokol who sent me copies of Safari News that I was missing in the collection. I needed to re-type most of that issue, so I got a chance to read it cover to cover. Funny part is that the original editors of Safari News were sending out pleas for content just a few years into the start of the Chapter. Hey, they even had the advantage of things not being rehashed a thousand times back then!! It's always cool reading those articles back then and see that people had a lot tougher access to information, but parts were more locally found and the prices were a lot cheaper!*

*Based on the fact that I messed up on the timing of this issue, I am cutting it down to 12 pages in order to get the online version out before next week. I have a 14 page article from Dennis Dana that I don't wait to break into too many pieces, so he and I will work on splitting that up effectively. Also, please take a look at the Safari Search items. It's time to make sure that they are up to date. Please let me know if you want your item to stay or be removed. If I don't hear from you, I will assume you want me to remove it going forward.*

*I hope those of you that paid attention to the convention date and are going or have gone by the time you read this, have/had a great time. Take lots of photos and SEND THEM TO ME.*



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

Rich

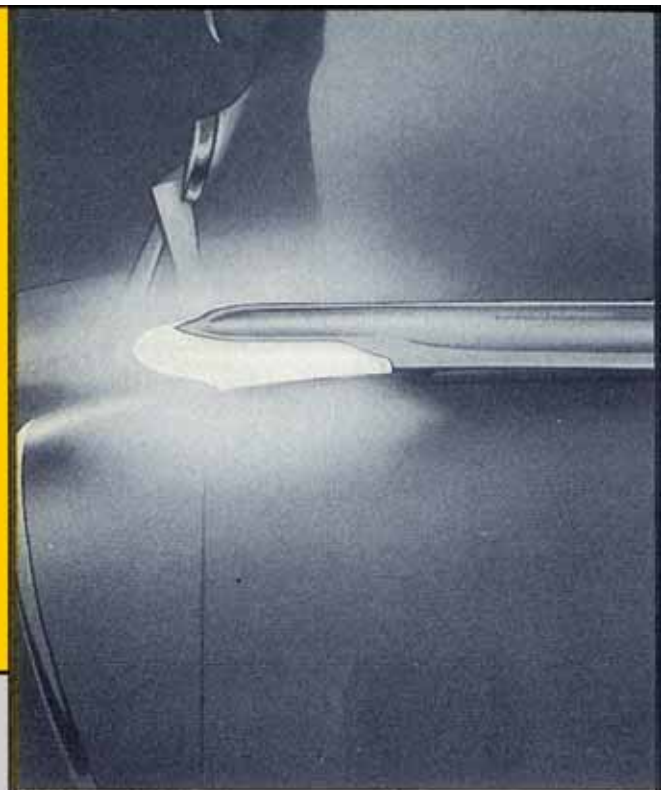
# Reproduction Parts Review

*By Tom Young*

**Twenty-five years ago, finding an original pair of illuminated fender ornaments on a '57 Pontiac was a relatively rare sight. Not so today thanks to the availability of reproduction ornaments.**

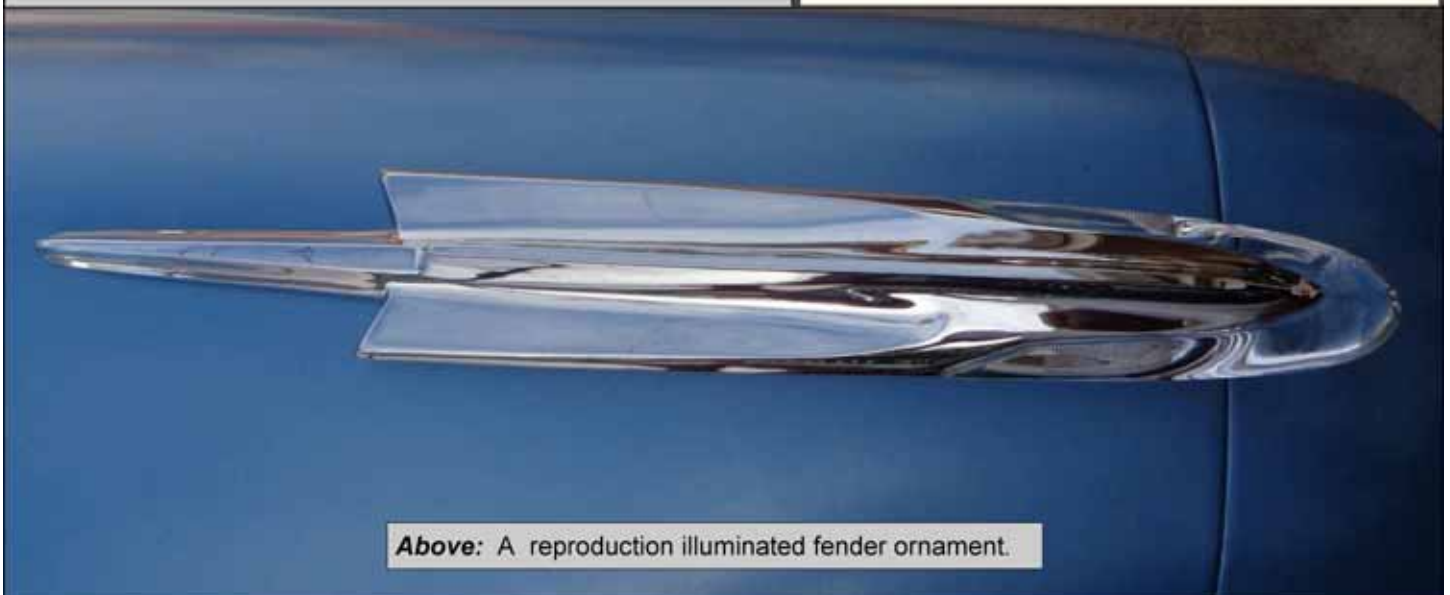
Many 1957 Pontiac cars today are likely to sport a nice set of illuminated (lighted) fender ornaments. They are often reproductions rather than new old stock (NOS) or rechromed. Why? It's all about availability and costs!!

Many of us POCI "old-timers" remember that back in the 70's & 80's when one of the most desirable and seldom seen accessory that you could find on a '57 Pontiac was the illuminated fender ornament. Having a set meant that you were "extra cool" and at night, the glow beacon others to admire the light show on your car's fenders. It's no surprise that new old stock (NOS) ornaments brought a hefty price when owners were willing to separate from their cherished ornaments. But like with all good things in the world, reproduction ornaments came onto the scene back in the 90s and everyone now can enjoy the glamour that they bring to our cars.



## **ILLUMINATED FENDER ORNAMENTS**

Fashioned after standard front fender ornaments, but with broader wings. Nose piece of clear plastic glows softly when lights are turned on. Adds the touch of glamour and distinction to your car.



**Above:** A reproduction illuminated fender ornament.

## Reproduction Parts Review *(continued)*



**Left:** View showing a very well detailed reproduction "illuminated" fender ornament. The inner grooves of the plastic lenses are clearly defined.

The chrome work is smooth and free of obvious defects.

Reproduction ornaments used for this review came from long time POCI member and parts supplier, Joe Wheat.

The reproduction illuminated ornaments looks fine but how is the wiring? The photo below shows a comparison between an original ornament with factory wiring and the repro with aftermarket wiring. Although there are some similarities, the repro wiring will require a slightly larger hole to allow the wire to pass through the fender.

Original



Repro



## Reproduction Parts Review (continued)

### REPRODUCTION



#### Left:

View showing a noticeable gap between the fender and base of the ornament.

Another gap is seen at the center of the red circle. The plastic lens does not fit flush with the cast metal. Look closely and you will see the gap.

### ORIGINAL



#### Left:

Shown is an original ornament complete with heavy pits and cracked lens.

Despite the weathering, the lens and base of the ornament fits as designed. No gaps or misalignment.

Does the plastic lenses fit? The answer is in the eye of the beholder! Some may say that it is not a perfect fit and I would agree. But unless you are the type of person who looks at every detail closely, the average person is likely not to see the imperfections.

The base of the factory original ornament conforms to the surface of the fender. The reproduction ornament has a gap between the fender surface and the ornament base large enough to fit a dime. From a distance the lack of proper fit is not noticeable but upon close examination, you can clearly see the gaps.

Does anyone have any solutions that can correct the gaps? I have heard of one member making gaskets while another said that he trimmed the cast base.

Remember that variations in production quality are possible. You will not find perfection but for the price of less than \$350 per pair, most will agree that reproduction illuminated ornaments are a good value.

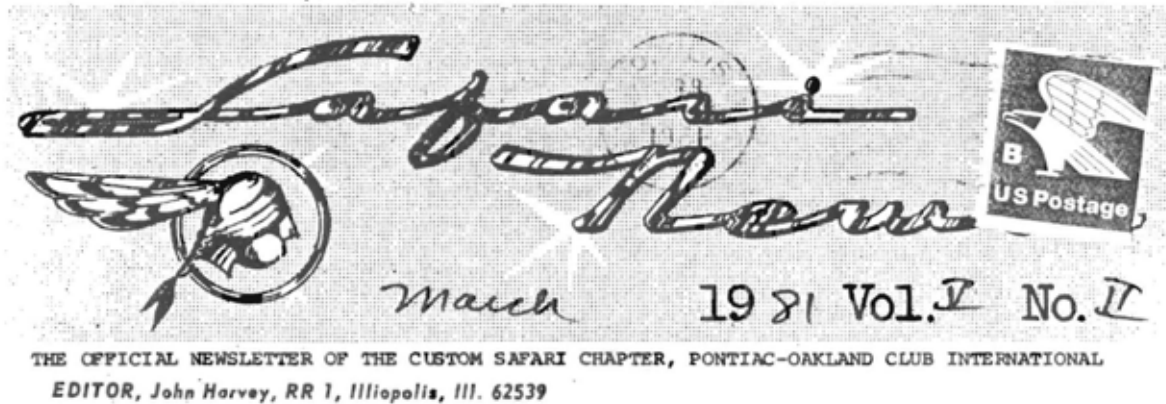
Where to buy? **eBay** is a great source where you may find ornaments of about every condition coming to auction. Pontiac specialty suppliers include:

**Ames Performance Engineering:**  
1-800 421-2637 [www.amesperf.com](http://www.amesperf.com)

**CPR:** 714 245-9800 [www.pontiacparts.net](http://www.pontiacparts.net)  
Santa Ana, CA

**Wheat Pontiac Parts:** 412 922-0616  
[www.wheatpontiac.com](http://www.wheatpontiac.com) Pittsburg, PA

# Vintage Safari News



## *VOLUME 1. PREPARING FOR THE CONVENTION: "HOW I WON THE HARD LUCK TROPHY – THE HARD WAY"*

*By Bob Brown*

The annual Safari Chapter Meeting was held on June 28th during the annual POCI Convention. My wife and I were planning on leaving home early on the 19th. We were to be in Harrisburg on the 29th and 21st for the Harrisburg '80 swap meet. Then on to Yardly, PA. to visit with friends for a few days before going on to Gettysburg on the 25<sup>th</sup>.

Due to the fact that my Transcontinental (T.C.) only got about 14.5 miles per gallon and the compression was low on #7, I decided to do a valve job before I left. I called a place from the Yellow Pages and they said they would do my heads in a day or two. I took the head in on June 6<sup>th</sup>. They promised to have them finished on the 10<sup>th</sup> or 11<sup>th</sup>. I took the fan, fan shroud, battery tray, and exhaust manifolds to a stripping place that promised to have them done on the 13<sup>th</sup> or 14<sup>th</sup> at the latest. I took the 12<sup>th</sup> and 13<sup>th</sup> off work as vacation days, to put the heads back on and do some painting. They finished my heads on the night of the 13<sup>th</sup>, (two vacation days wasted), so I took them home and painted them. On the morning of the 14<sup>th</sup> I went to pick up my parts from the stripper. It took an hour to find them, and they weren't done. I dropped the parts off at a friend's to be sandblasted.

Back home I started to stone the heads and noticed a freeze plug that looked pretty rusty, so back to the place that did the heads to buy freeze plugs. They had closed at noon, because it was Saturday, so I drove 5 more miles to an auto parts store. I bought the freeze plugs and hurried back home because I had left a head on the picnic table and it was raining. I carried the head into the garage and found that the new freeze plugs were too small. At that time I got a call from my friend that the parts were sandblasted. On my way home from picking up the parts, I stopped at another auto parts store to buy more freeze plugs. They had the right size plugs, and they only cost twice as much as the wrong ones. When I got home I had to paint the parts right away because of the rain and dampness. After all that running around, I was lucky to get the freeze plugs changed by dinnertime. I had spent 10 hours and the head still weren't on.

June 15<sup>th</sup> started out at 4:00am, I couldn't use the impact wrench because my wife and children were still sleeping. I didn't try to start the car on Sunday because one rocker arm nut was missing. I went to work on Monday and made the nut...Monday night I started it up and adjusted the valves. It didn't seem to run any better than before I took it apart. Tuesday night was road test night and change spark plug wires, etc., in hopes of getting it to run better.

# Vintage Safari News

I called another friend of mine to see if he would pick the car up on Wednesday to see if he could find out what was wrong with it. While I was at work on Wednesday, my friend called to say, "the starter was locked up". I told him where the starter was from my Bonneville. He took the car to his house to change starters. That one didn't work either, so I went over to his house after work and took both starters apart and tried to make one good one.

After changing the starter six times, I finally got it working. My friend asked why my left rocker panel molding kept falling off. It seems when he would slide out from under the car, he would pull the molding off. I told him that I would take some new clips with me and change them in Yardly, PA, before the convention. We finally ended up running "Gumout" through the carburetor. One last test drive told us that that must have been the problem. It seemed to run pretty good except for the fact that it needed an accelerator pump. At midnight, we were looking through the garage for a pump. The best we could do was a used one we removed from an old beat up carburetor that had been sitting on the shelf for ten years. After considering taking the family car, I decided for sure to take the T.C., because (as Jon Kennedy says), "You have to take a Pontiac to a Pontiac Convention."

*Next issue Bob will continue with his misadventures, maybe it will be entitled "WE TRY HARDER".*

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## TECH TIP

This is getting to like like Bob Brown's issue. This is a good tech tip for you lucky enough to have these neat options. Bob ought to know about '57, because '57 isn't just a hobby with him.

### HOW I FIXED THE CRUISE CONTROL ON MY '57

*(or how to save wear and tear on the old vocabulary)*

Every time I change transmissions or motor mounts on one of my '57's, I have trouble with it idling (up or down).

Some dumb rod slips out of the bracket that is bolted to the rear of the engine block. It's not hard to hold the rod with one hand and remove the two bolts with the other hand and an end wrench. Now comes the hard part. Slide the bracket over the rod, hold all this stuff with your third hand and use your left hand to align the hole in the bracket with the hole in the block. Then you have to start the bolt. You say this doesn't sound hard? Remember, that there is only about an inch between the block and the firewall, and you are hanging by toes from the radiator, and your ribs are about to take a set from the air cleaner hold down nut. Nancy always takes the kid and goes to town just keeping his vocabulary, civil. Besides, he would probably submit all the new words he learns to "KIDS KORNER", and SMOKE SIGNALS would become an X-rated paper.

I cured this—took a hacksaw and slotted the bolt holes on the bracket. Then I can start the bolts in the block, then slide the bracket over the shaft, slip the bracket over the bolts, and tighten them up. I don't know what other years have the same set up, but it sure save a batch of trouble on my '57.

---

Like I promised last issue, all of the ads I have are being printed this time. If your ad is missing it is because it had no name and address on the sheet, and what good is an ad without someone to contact? Some of these are a little stale, and I am sorry about that. SAFARI NEWS had some problems that have been cured for a long time to come, we hope. Please re-submit your ad with your name and address on the ad page.



# Vintage Safari News

## CARS FOR SALE

'55 SAFARI, new paint, front seat inserts, tires, '66 GTO 398 4 barrel, B & M Hydro with floor shifter. Rest of interior good original. Good glass, no rust, garage kept. \$3,750 or best offer, James Leapley, RR Lot 35, Twinbrook Dr. Waldorf, MD. 20601 PH.301-645-5421, after 5.

## PARTS AND LITERATURE FOR SALE

All N.O.S.: '57 headlight rims with chrome trim, \$24 pr. postpaid.

'56 steering column with pump and hoses, painted and ready \$75.

'55-'57 handbrake signal lamp \$14.

'56 Hood bar extension rh. \$15.

'55 Hood bar, \$20. Wayne Crump, 545 Hawkins Ave., Fenton, MO. 63026. PH. 314-343-4255.

SAFARI tailgate letters, N.I.A.C. \$10 each. Ronald Schwader, 6213 S. 13th St., Milwaukee, WI. 53211.

Used '55-'57 liftgate, pitted but very usable. (Can't read price.)

Used '55-'57 RH door, has creases, \$65.

Also parting out 2-'55 4 dr. sedans and 1-'56 4 dr. SAE with wants. Bill Walkinshaw, 7111 Huntington, Lincoln, Neb. 68507.

'55-'57 original showroom books. SAE and year. John Eichinger, RR 3 Box 35, Aberdeen, SD. 57401. PH. 605-225-7093.

15 pair of N.O.S. Coat Hooks. Price 1 NEW member. George Elwood 7326 Eton Ave., Canoga Pk., Ca. 91303. PH. 213-884-6796.

## PARTS WANTED

'56 SAFARI RH and LH door script. New or good used. Also, 3 tailgate bars Jim Massey, 2104-143 Ave., Edmonton, Alberta, Canada. T54-109.

'57 Transcontinental LH rockerpanel molding. Will buy pair. Tom B. Young 516 Evelyn Ave., Albany, Ca. 94706. PH. 415-525-2048.

*(You and Bob Brown should get together, I think he needs the right one: See article starting this issue.)*

'57 Deluxe Fontaine Blue steering wheel.

'57 Rocker panel mouldings. '57 letters on tailgate, George Elwood, 7326 Eton Ave., Canoga Pk., Ca. 91303. PH. 213-884-6796.

'55 SAFARI gas tank. '55 rear quarter stripes above tail light. Wayne Crump, 545 Hawkins Ave., Fenton, Mo. 63026. PH. 314-343-4255.

That's all the ads I have.

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## HANDY HINT

From GEORGE ELWOOD, of Fenton, Mo., comes this handy little hint.

A mixture of COMET or AJAX and KEELITE (an industrial grease cleaner) will do wonders on old vinyl, but will not remove rust stains. If anyone knows how to get rust marks off, please share.

Also from GEORGE comes this question. Does anyone know if the headliner of a '57 SAFARI is perforated like a NOMAD (obscene George, obscene) or is it a small diamond pattern? Mine has a small diamond pattern. I just looked. Ed.

# Vintage Safari News

## *HARV's CORNER*

Every once in a while I get a little space to tell you about some of what is going on, of which I know very little, or what I think, or something else because I don't have anything else to print.

HINT: send something!! PLEASE!

Just in case you wonder what happened to SAFARI NEWS during the fall of 1980, I'll tell you. Steve Cory is a police officer in Ft. Lauderdale, FL. Due to circumstances beyond his control, he found that his work week was approaching 168 hours per, leaving precious little time for things like sleep, editing, putting Safari's together, and other little things most of us call life. He did ask for a volunteer to take over SAFARI NEWS. Needless to say, the response was underwhelming, to put it mildly. One, to be exact. There is no intelligence requirement for this job, as a matter of fact, it something helps to be a little stupid. Of course, if everyone in the whole chapter chips in a little something, all you have to do is figure out what fits, and get it published. Between having little to publish, and no time to publish it, there was no September or November SAFARI NEWS.

I would like to thank Aurora Technical Services, Inc., for Varityping this issue. If any of you happen to know of any Varityper machines around, let me know. They're out of production, few people know how to use one, and there is just nothing like one. Sort of sounds like a SAFARI! It is the policy of this publication to publish everything received. There is a need for anything, for series articles, down to one liners, the editor will do something about the spelling, and all that stuff, if necessary. I need ideas, I get the typing done, it is the ideas I have trouble generating.

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## Custom Safari Chapter Secretary/Treasurer 2014 Report

Respectfully submitted by Robin Petry

**Membership Report:** Current membership is 62 members/families

**Treasurer Report:** Starting balance as of 4/1/2013: \$1885.78

Expenses since 4/1/2013: \$397.28

(2013 Convention Best Safari Trophy \$50.70,

2013 Convention Snacks \$25.64,

2013 Convention Printing \$16.82

2014 Website Domain fee \$70

2013 Spring Newsletter \$146.25

2013 Spring Newsletter Postage \$87.87)

Income since 4/1/2013: \$585 (from \$573 dues, \$12 Tshirt)

Ending balance as of 6/3/2014: \$2073.50

Outstanding expense: Still to be paid to Rich Pye once received is the Summer/Fall/Winter 2013 and Spring 2014 Newsletters printing and postage.

**T-shirt Inventory:** 10 shirts

Small - 2	XL - 0
Medium - 3	2X - 1
Large - 0	3X - 4

# Safari Search

## Cars for Sale

NONE

## 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](mailto: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](mailto: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

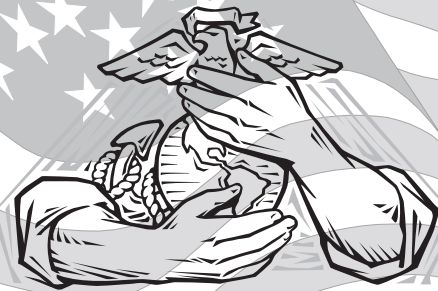
**1957 Pontiac:** Rust free, stock 14-inch wheel rims, contact Tom Young at [pontiactom@ix.netcom.com](mailto:pontiactom@ix.netcom.com)

**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.**

# 7th Annual Wounded Warrior Car Show

**SUNDAY, AUGUST 10, 2014**  
**9:00 AM - 3:00 PM**

**TO BENEFIT THE  
SEMPER FI FUND**



*Serving Those Who Preserve Our Freedom*

**OPEN TO ALL PRE-1974 SHOW CARS, TRUCKS  
AND SPECIAL INTEREST VEHICLES**

Gates open at 7am. Cars Parked by 9am.

*Limited to the first 225 entries*

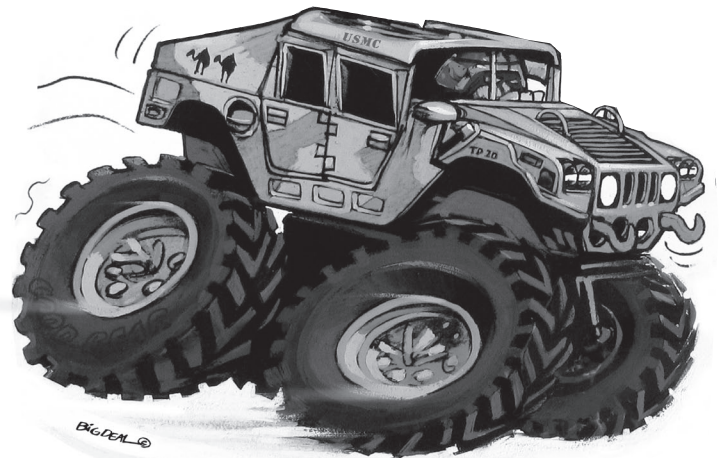
**WyoTech's Campus**  
**2161 Technology Place, Long Beach, CA**  
(see reverse for map)

## **Registration**

**\$35** before July 12, 2014. Includes T-shirt  
& Dash Plaque.

**\$40** after July 12 and day of event, based  
on available space

Visit [www.woundedwarriorcarshow.com](http://www.woundedwarriorcarshow.com)  
for additional information on the  
Semper Fi Fund and previous shows



For show information call (310) 343-9634

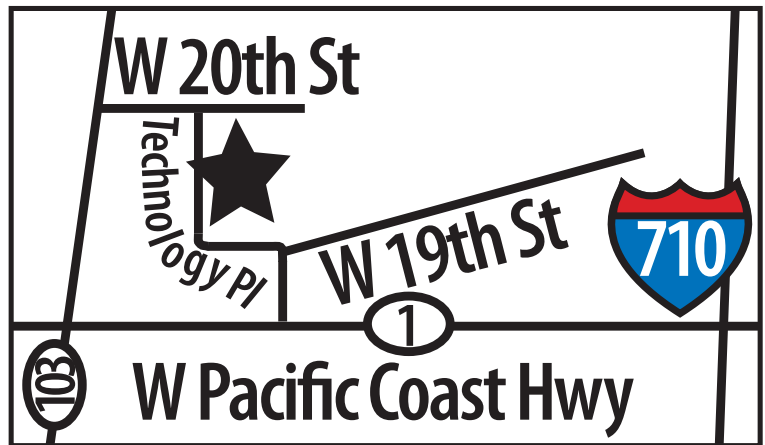
email us at [threenthtre@yahoo.com](mailto:threenthtre@yahoo.com)

Please visit our website at

[www.woundedwarriorcarshow.com](http://www.woundedwarriorcarshow.com)



2161 Technology Pl  
Long Beach, CA 90810



First Name \_\_\_\_\_ Last Name \_\_\_\_\_ Phone \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Email \_\_\_\_\_ Club Affiliation \_\_\_\_\_

CAR: Year \_\_\_\_\_ Make \_\_\_\_\_ Model \_\_\_\_\_ Color \_\_\_\_\_ License \_\_\_\_\_

T-Shirt Size:      S      M      L      XL      XXL      XXXL

Additional shirts \$12.00. For xxl or xxxl \$14.00.

Liability Release: In consideration of the inclusion as a participant of the 7th Annual Wounded Warrior Car Show, I agree to indemnify and hold harmless the 7th Annual Wounded Warrior Car Show, the city of Long Beach, WyoTech, and all its employees, all sponsors of the show and all agents, employees and independent contractors of said entities. Participant(s) acknowledges he/she/they have liability insurance as required by the state of California Department of Motor Vehicles CVC16020 Sections a-b.

Entrant's Signature \_\_\_\_\_ Date \_\_\_\_\_

Registration cannot be accepted without complete information, payment and signature. Make check or money order payable to W.W.C.S. and mail payment along with

**Self Addressed Stamped Envelope:**  
**W.W.C.S**

**11 Amber Sky Drive • Rancho Palos Verdes, CA 90275**  
*To donate make checks out to the Semper Fi Fund and send to the above address. Thank You.*

Registration	\$ _____
Extra T-Shirt	\$ _____
Total	\$ _____

# POCI Chapter #10

[www.customsafari.org](http://www.customsafari.org)

The Custom Safari Chapter is an official international chapter of the Pontiac Oakland Club, International, Incorporated. The POCI headquarters address is: P.O. Box 539 Victor, NY 14564

Annual Dues are \$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.

President: Tom Young, 204 Acacia Lane, Newbury Park, CA 91320  
Vice President: Rich Pye, 436 LaDue Rd, Brockport, NY 14420  
Secretary/Treasurer: Robin Petry, 2806 Scarlett Dr, Augusta, GA 30909  
Editor: Rich Pye, 436 LaDue Rd, Brockport, NY 14420

Directors:  
Eastern Region: Lou Calasibetta, Box 1957, Stillwater, NJ 07875  
Central Region: Ronn Pittman, 1024 Raddant, Batavia, IL 60510  
Western Region: Ed Vassar, PO Box 171, Dunnigan, CA 95937

For chapter information: Email: [chiefpontiac57@gmail.com](mailto:chiefpontiac57@gmail.com)

## TOPFLIGHT Professional Digital Lab

P.O. Box 46  
Stillwater, NJ 07875


Lou Calasibetta  
973-383-2001



Restorations • Modifications • Rods • Customs  
[oldstillwatergarage@gmail.com](mailto:oldstillwatergarage@gmail.com)



**Appraisals by RONN**  
certified associate IAAA  
autos \* trucks \* toys




Ronn Pittman  
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