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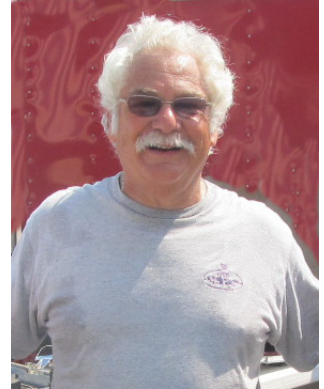
*Where Would You Rather Be  
Than Ponti-Yakin??  
Custom Safari Chapter*

*Pontiac Oakland Club International*

# From the President's Garage

*By Lou Calasibetta*

*This is our last issue before the 2015 POCI Convention. As usual I figure most of us who are attending the convention are finalizing the touches on your wagons. It is a never ending job, keeping our cars safe and up to date, but it's our hobby and our cars which we enjoy. After all what is cooler than a wagon...*



*I am always excited to attend our yearly convention. To see any new cars, to see improved work or modifications done to the cars, it keeps us going for more. I cannot believe it has been 39 years since my first convention in Media Ohio. That is where I met so many of my lifelong friends. Friends and cars, what is better than that! Friendship is a major part of being in the POCI convention . I want to remind you all that this year our yearly meeting is in Kentucky. Please take time out to come to our annual meeting. Let's share and experience the safari movement. That is a perfect time to provide input to improve our club and support our chapter, bring friends as anyone who has interest is welcome to attend.*

*Since I am the current president I want to thank each and every one of you for your continuous support. I do believe there will be a motion to elect someone new. Now is some ones chance to carry the chapter to greater heights. It is a great honor to have served as president, and I have many great memories, but I feel my ideas are becoming stale, and it would be wonderful for someone new to serve this reputable position.*

*In closing I want to wish each of you a safe journey to Kentucky, I will see you all in Louisville and enjoy the show.*

*Sincerely,*

*Lou Calasibetta*

***Welcome to then newest "Safarians" who have joined or re-joined our chapter.***

*Barry Freeman, Encino CA*

*Steve and Libby Morris, Shelby NC*

*Dean and Maureen Nelson, Marysville, KS*

*Tom Waszak, Martinton, IL*

*Jay and Joann Ward, Orinda, CA*

# Behind the Wheel in the Editor's Seat

*By Rich Pye*

Hello Everyone,

*I hope you all are having a great start to the summer and the weather has been holding up in your area to take your favorite rides out of the garage. Not too bad here in the Northeast.*

*It's convention time again and as always I'm rushing to get this issue out before everyone heads out to the annual POCI Convention. Once again I cannot be there due to conflicts with the soccer tournament I run for our local club. I even moved the date of our event this year and POCI followed suit and moved the convention to the same week.....ughhhhh. So, for those going, have a great time!!*

*In this issue you'll find an article from Rich Gabrielson on his adventures in his Trusty Rusty '55 Safari. Thanks for the article Rich! I also included a pre-convention article from 1981. I add these for a few reasons. They have some interesting stories. I like seeing how things were with the club 30+ years ago. I always learn something from them and even add some of the ideas in the current newsletters. The ads always make you wonder why you didn't buy every part you could find for those prices, (although your salary's where a lot lower back then as well...). Finally, I don't have much material to write about and they help fill out the issues!!!*

*The last point above is a hint, in case you missed it. It doesn't take much to write a quick story and include some photos regarding some adventure or event you attended. So please take a moment in the future and share something with the rest of the club. After the convention I hope to receive a lot of emails with pictures and captions of what you all did and saw. Send them as soon as possible so you don't forget and I get motivated to crank out the next issue.*

*Finally, I sold my '55 Safari to member Mike Bakotich. Mike is the owner of MadMooks.com and they specialize in tail/lift gate repairs and other 55-57 related parts. Check out his site and services. "Chief" was loaded up on the car trailer and made it's trip out west a couple of weeks ago. I My family and I already miss Chief, but know Mike will take good care of him. Even with Chief gone and a little more space in the barn, I still can't find time to tackle my other project cars. I don't even have a job anymore that takes up my time!!!*

*I do have a question though for anyone with this experience. I have put 2 brand new master cylinders on my wife's '69 Firebird and in both cases they leaked where they bolted up to the power booster. Other than having 2 lemons could something else be causing this? I am bolting on the third one this week, I hope, and really don't want to be cleaning up after that one as well if I'm missing something. In both previous cases I was unable to bleed the brakes and get a solid pedal. HELP!!!!*

*Well, gotta fly and get working on the brakes. Have a great summer and KEEP IN TOUCH!!!!*



*Rich*

# Rusty Safari Update

*By Rick Gabrielson*

## **1000 miles in the Rusty 55 Safari**

Once a year the Central Valley Pontiac club hosts a car show for all GM cars except the Chevy's. This gives the guys a chance for a trophy if they don't own a Chevy I guess. Anyhow it has been about 4 or 5 years since we moved that I attended their show, so I decided to give it a go this year. Unfortunately the Orange Chieftain decided to blow its intake gaskets which left the Rusty Safari as my other choice to take to this show.

Well I always have bragged that this old car won't quit running and will go anywhere I point it. So it seemed it was put up or shut up time.



The show always starts on Friday evening with a free barbecue put on by the club, so I decided to go down a day early on Thursday just in case something happened to the car. It was kind of warm when I left, but the car was doing its thing and I rolled right along at 65 to 70 mph. After going by Redding the weather started getting warmer and my temperature gauge was hovering just past the  $\frac{3}{4}$  mark. I stopped to refuel at Williams and when I got out of the car I heard an ominous thumping sound coming from under the hood and a green puddle flowing under the car.

I filled it up and pulled over to their water hose where I cooled the radiator, and after 20 minutes or so topped it off and headed south again. I have a friend, Ed Vassar, in Dunnigan and had planned to spend some time with him and then had a reservation as well at a Motel 6 in Dunnigan. My plan was to spend the night in Dunnigan and drive the rest of the way to Fresno on Friday for the barbecue.

Well my friend wasn't home and the temperature gauge was very close to the H in just the 30 or so miles from Williams to Dunnigan, so I checked in early at the Motel 6 since my friend wasn't even home, and decided to call it an early day.

While watching the news the weather report came in predicting even hotter weather for Friday and Saturday. At this point I was thinking about turning around because I didn't want to hurt my engine, but went to bed figuring I'd make my mind up in the morning.



# Rusty Safari Update

*By Rich Gabrielson*

*I tossed and turned and was wide awake by 1:30 AM and came to the conclusion that the engine would definitely run cooler at night, so off I went for the rest of the trip to Fresno. I arrived by 6:00AM and went to the hotel and they let me check in early for a well needed nap. When I got up there was a Pep Boys store across the street so I went to inquire what they would charge me to replace the thermostat just in case it was sticking. I could do it myself, but didn't want to spill coolant at the Motel. They would only work on the car if I let them do a cooling system test to check the block, radiator and hoses for problems. I told them it is a 7 lb. system and if their guy blows something with his pressure tester I wouldn't be too happy. It is only a 15 minute job, two 9/16 bolts is all, to replace the thermostat. They wouldn't budge for company policy reasons, so I just walked out of there.*

*The barbecue was very good and I was lucky enough to share a table with Jim Wangers, the father of the GTO. We heard many of his stories about the good old days at Pontiac before the corporate moguls took over with a lot of bad decisions. The next day at the show I was placed in the survivor class with two other cars and I "won" the third place trophy, good thing there wasn't four cars there. It was good to renew some old friendships, some of the guys said they missed my Duct tape restoration on my rusty roof.*

*Tom Young, Ed and Vern Vassar were there as well and Tom set up a Custom Safari information booth to attract new members. Ed found a 1928 or 29 Pontiac for a total restoration or yard art, I'm not sure which way he will go with it.*

*The show wrapped up around 3 o'clock and at 90 degrees I hit highway 99 North. I decided to just stay close to the slow lane and run with the trucks and was surprised that the temperature gauge stayed in the mid range. As night started to fall I was able to move over and pick up speed and got home safely a little after 11 PM. So my trusty rusty Safari served me well again putting a little over 1000 miles in three days on her odometer despite the warm weather. The biggest inconvenience was the tailpipe extension fell off somewhere on the way home, and I came home with all the windows and vents open to dispense the exhaust smell that crept in on me.*

*Rich Gabrielson*

*P.S. I'm still fighting the power window conversion on my "New" Safari trying to get them to roll all the way up. Let me know if you have any advice.*



# Vintage Article



THE OFFICIAL NEWSLETTER OF THE CUSTOM SAFARI CHAPTER, PONTIAC-OAKLAND CLUB INTERNATIONAL  
EDITOR: JOHN HARVEY, RR 1, ILLIOPOLIS, ILL. 62539

## ELECTION TIME

### and annual chapter meeting

The annual meeting of the Custom Safari Chapter of Pontiac Oakland Club International, will be conducted during the 1981 POCI Convention, Holiday Inn, East, Springfield, Illinois.

Nominations for Chapter Officers to serve during the 1981-82 year will be received by mail by John Harvey, RRI, Illiopolis, Ill. 62539. Mail nominations will close June 26, 1981. Any nominations received after that date by mail will be too late. Nominations will be accepted in person at the chapter meeting. Please check with your nominee to see that they are willing to serve if elected.

The term of office is one year, and they can be re-elected if so willing. All members of Custom Safari Chapter are eligible for office. All members of Custom Safari Chapter may nominate anyone they choose, as long as that person is willing to serve if elected.

The offices to fill are: President, Vice-President, and Secretary-Treasurer. The duties are relatively simple. Basically, President and Vice-President preside over the meeting, and consult with each other on whatever things it is decided to do. The Secretary-Treasurer maintains the bank account, maintains membership rolls, and pays the bills, mainly for this newsletter, and trophies for SAFARI DAY at the convention. You can see that these are really time consuming jobs.

It is quite acceptable and proper to nominate yourself, as a matter of fact, why not? If you feel that you would like to do something for Custom Safari Chapter, please DO NOMINATE YOURSELF. There is a lot of precedent for nominating yourself -- it is called national and local elections -- none of the politicians sit off in the corner waiting for someone to put them up to it, why should you? The advantages of nominating yourself for one or even all of these jobs, is that you will know who else is in the chapter, you will get a lot more mail that is not bills, you will meet new people and have an even better time in POCI, and you will probably do some good. Besides, it looks good on your resume when you run for POCI board in a few years, and you get to know FLAKEY EDITOR. Maybe I should have left the last bit out, because when you know the FLAKE, you sooner or later must take pen in hand and get even, something that can be fun, too.

# Vintage Article

DO IT NOW. Nominate someone for all 3 positions. Length of membership is not a consideration -- some of the newer members just may provide a good spark that will just set this chapter on the high road.

Send all nominations to JOHN HARVEY, RR I, Illiopolis, Ill. 62539.

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## CHAPTER OF THE YEAR

Chapter of the Year is an annual award by POCI to the chapter who is judged to have done the best job in the previous year. On the fact of it, it would seem impossible for CUSTOM SAFARI CHAPTER to consider being Chapter Of The Year. Being dispersed all over the continent, the world, even, it would seem the height of conceit to even think of such a thing. But think, this is something that CUSTOM SAFARI CHAPTER can do, it is slightly loaded in favor of us doing it. All we must do is set our minds for it. Here is how we can do it.

**PARTICIPATION** Percent of members participating at chapter events is an important consideration. This works in our favor -- Since all of our Chapter meetings just happen to coincide with the POCI Convention, and our annual show is shortly after the meeting, we could conceivably have 100% membership participation at both these events. If we were to liberalize our show rules a little, we could not only have a larger show than any other chapter, 100% of our members could show a car. Naturally, we all would recognize the basic structural defect that would exclude any non-Safari from getting a trophy.

**NEWSLETTER** If every member sent in something to publish in SAFARI NEWS, we would have a newsletter that does what a newsletter is supposed to do -- tell the membership what is going on with the chapter members, and we could very easily have 100% participation in the newsletter, too.

**POCI CHAPTER NIGHT** There is an event at the convention called CHAPTER NIGHT. Each chapter is given a little time to toot their horn. If we succeed in even coming close to the 100% goal, we could bring a band to toot our horn, because there just are no other chapters uniquely positioned as we are to walk off with the honors. If we do it, you can be sure that no other chapter with no regional boundaries will ever be able to do it again, because someone will change the rules.

All we have to do is all show up, and have a ball. That is what being in a club is all about, isn't it?

Let's go for it -- Let's be CHAPTER OF THE YEAR in 1982!

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# Vintage Article

## QUESTIONS ANSWERED

In the March 1981 issue of SAFARI NEWS, George Elwood asked how to remove rust stains from vinyl.

Here are two different ones.

From Bud Stowers: The only way I know is to actually redye it with one of the many spray dyes on the market. Quality spray dyes are available from all the name brand automotive paint stores. Ditzler sells UITCOLOR, DuPont sells MARHYDE. These must be applied with a spray gun after the areas are masked off. The way these work is that there are such strong thinners in them that they soften the base material and penetrate when sprayed on very wet. These are mixed at the store so it is possible to match any color. They even return natural oils to old vinyl for a noticeable softening and renewing of appearance.

Stay away from the spray can stuff, it is just a paint and will peel.

From Joan Fulsang: Try BARKEEPERS FRIEND, just be careful you don't rub a hole in the vinyl.

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## LETTERS ABOUT SAFARIS IN NEED OF HOMES . . . .

I decided to run these two together, because one sounds like it needs what the other one has.

Michael Steindl, 407 Monroe St., Muscatine, IA, 52761, spotted a '56 Safari in grim shape, but the glass and chrome look surprisingly good. He sent some color pictures, but the guy at the print place asked if I wanted to pay \$6 for gray spots in the paper. To be perfectly honest, it is a hurter. His phone is 319-264-5401, if you are interested.

Ned Nethken, Rt. 1, Box 306N, Fisherville, VA., 22939, no area code listed, but two phones, 885-5555, and 943-5766, has a '56 Safari that has been in the family since new. He states that it is missing engine and trans, windshield has B-B holes in it, and the tailgate glass is gone, plus left slider is cracked. There is also some rust under the floor, but the body and chrome are mostly in tact, except where someone radiused the rear wheels ala Nomad. He mentions a price of \$500. I suspect it may be negotiable.

LEN SOKOL has found a way to take a stab at the N-Mad guys.

Need to replace your '55 or '56 Safari rear bumper guards? Can't find any? Here's your chance to strip a Chevy for a change. The '55-'56 Chevy passenger car rear guards will work if you grind down the edge which mates to the bumper. It is easiest to accomplish if you place the Safari guard against the (ugh) Chevy one, and draw a line where the new edge needs to be, then take off that unneeded Chevy metal with a bench grinder. If you test fit them on the bumper as you go, you can get a better fit than the factory guard ever did have. You must relocate the hole in the stud support since the dummies at Chevrolet put it in the wrong place. A standard nut and bolt works fine. It is best to use a guard that you intend to replate because you grind off the plating and will have rust shortly.



# Vintage Article

## HARV'S CORNER

Guess what! This is the third MAY, 1981 SAFARI NEWS I made up. I had the first one all ready to go, until the SMOKE SIGNALS ARRIVED, scratch my lead story, Bob Brown's HOW TO WIN A HARD LUCK TROPHY. Flakey Editor was running the same one. Then I set up for Chapter of the Year, and along came someone saying 'Know what?, it's time for ELECTIONS!' SCRATCH ANOTHER DRAFT. This time, I went all out -- I culled 'THE BOX', and printed EVERY SCRAP I could read. I mean every scrap. There is absolutely nothing left for next issue. There are some pictures, but there isn't much identification on them. Most are in color, which means \$6 for each one to be made black and white, then matted. Few color pictures make good black and white. Black and white is strictly contrast, where color depends on other features, and contrast is usually lost. That brings up a point about pictures. For some reason, processors seem to think that black and white glossy is what you use for reproduction in print. All my printers say 'NOT SO'. Get the matte finish. Those can be printed directly, without the expensive matting process. Color shots with a matte finish can be used if you put dark cars against the sky or a very light wall, with the sun shining on this side, or light cars against a fairly solid dark background, again with the sun on the camera side. Partial shade, mixed backgrounds, or backgrounds that are nearly the same shade in color may look great, but when you process them for black and white, what you get is a grey blob.

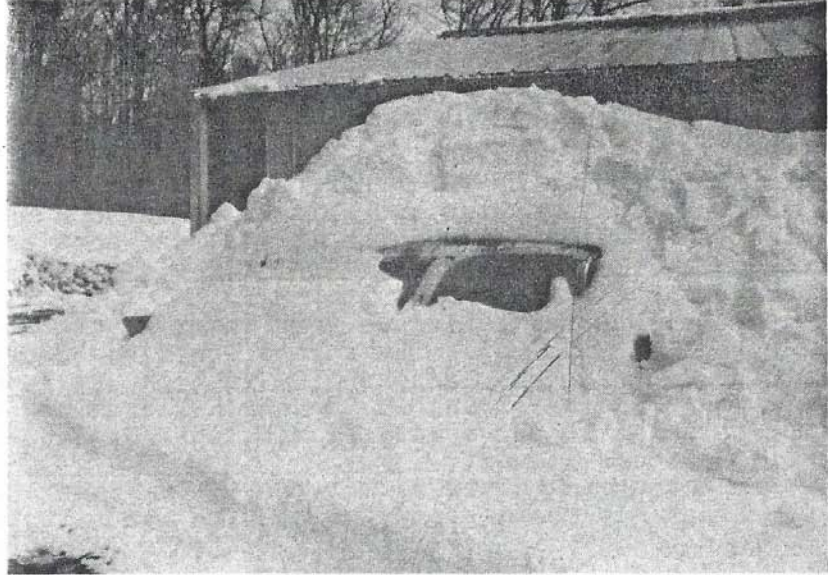
I need some stories. I need some black and white matte finish pictures. I need some tech tips. I need some questions. I NEED ANYTHING to print. There are 98 dues paid members out there. Everyone of you know things, wants to know things, and have equal access to this forum. Otherwise, I'm going to either have to interview Tony Safari again, or the snowblower.



*Ed Vassar's "new" 28 or 29 Pontiac*

# Vintage Article

The Prez Sez!



Now that last issue of SAFARI NEWS was really informative. It was really nice to see all the photos and tech tips from the members.

Hey! Its almost time for the N: J. Chapter Spring Show. I am sending a shot of my SAFARI. Looks like I had best prepare it from its winter storage. Where do I start? I'll bet Art Ruscher doesn't have this problem with his SAFARI. I thought you might get a kick out of seeing a snow shot of one of my 57s outside my barn.

How many are going to the 83 CONVENTION? We can win a prize if we have a lot of members there. Let's all try to make it to Niagara Falls in July. I know you will have a nice time with all the things the host chapter has lined up for us.

I note that the CLASSIC CHEVY CLUB is making the correct tailgate weatherstrip for the bottom, with all the correct corners. Just thought I'd pass it along to all of you.

Just think--if every member sent in something for SAFARI NEWS we would have a bigger letter than Old Cars Weekly (tough Gunner) It is nice to not have someone crying about needing something to print. Keep those cards and letters coming, and John Harvey will keep his mouth shut.

Seriously, New Jersey Chapter is having their spring meet and are hoping for a nice day. There is nothing like other club members to pass the winter BULL and POCI talk. Don't you miss the fun. Everyone make it to Niagara Falls and see what I mean.

Oh yea!!!!. it will be nice to drive that old trusty (Not rusty) tri-power Safari of mine again.

Have a nice time, keep smiling

*Loe*

# Vintage Article

## "GREEN FARI"

By Micheal Munger, San Diego Cal.

My interest in Pontiacs Safari goes back to 1969, when I was cruising around in my first car, a 1963 Gran Prix. One day I noticed an unusual looking blue and white stationwahn which appeared to be similar to a Nomad. I thought it was some sort of strange and rare Oldsmobile. I saw the car several times afterwards, but it soon disappeared and I forgot about it.

When I started college a year later, I used to see a 55 Safari in the school parking lot. The car belonged to a surfer, and judging from the mattress and paraphenalia in back, it looked as though he was saving rent by living in the car. I examined this car several times thinking it was a very exotic vehicle, and that I would someday like to own one like it.

In the spring of 1975, after a 65 tri-power GTO, a 62 Tempest, and a few Brand X's passing, my interest in Safari's became serious, and I decided to get one of these stylish cars. The public library was the first stop. I did some research to find out just what a Safari was, the production figures, years, and also find out if Oldsmobile had made a Nomad type wagon. There at the library I discovered that what I had seen 6 years ago was not an Oldsmobile, but a 57 Pontiac Safari! I decided then and there that a 57 Safari was what I wanted.

Being new to the car hobby, I was ofcourse very eager to obtain my 57 Safari as soon as possible. After searching the local newspaper for a month and bit turning up even 1 Safari, I became discouraged and eager to own anything that even remotely resembled a Safari. A young and impetuous youth, I ended up buying a 56 Nomad. Well, definately, a Safari it was not. But I did learn a lot from working on it. A year later, I had to sell the Nomad to pay for Grad School. At that timme I promised that when I could afford it, I would hold true to my love and find a Safari.

Six months later, I was financially able to begin a Safari search again, so in the fall of 1976, I began looking. Being a little more knowledgable than I was the first time, I used several more sources, including POCI, to find the car I wanted. Finally, in the spring of 1977, the LA Times ran this advertisement "1957 Pontiac Safari (Nomad Style) \$900. I immediately jumped for joy, did two double flips, and about went through the ceiling. When I was calm enough to effectively communicate, I telephoned the number listed, and made arrangements to see the car. I was then off to Newport Beach to check it out (my appologies to Joe garriagiola). The Safari was in black primer with a torn up Tiajuana interior, a rinky-dink tach skillfully mounted on the runny candy-apple metalflake blue homemade brush paint job, a garter hanging from the rear view mirror, four bald tires, brakes not really on speaking terms, and a broken axel. Needless to say, I was slightly dissappointed. I offered the owner \$500. He said he might give me a call. A few days later, he called, and I was off the next weekend to claim my prize. After having an axel installed I limped home to San Diego. As decrepit, dejected, and pitiful looking a Safari you could ever imagine, atlast I had a Safari, and it was beautiful to me.

# Vintage Article

A D S

FOR SALE. Safari roof \$125 or trade for '57 parts and accessories. ATY front sheetmetal and chrome, VG condition. FRANK DUNSHEE, 6189 Nelson St., Arvada, Colo. 80004.

FOR SALE. '57 Deluxe radio Good working condition. Complete '57 blue and white vinyl interior. '57 full front seat. 4 stock wheels and hubcaps '57. KURT STEIBEL, 2616 N. Illinois, Belleville, Ill. 62221. 618-234-8776

FOR SALE. NORS rocker panels for all Safaris. Extend all the way to rear wheel rocker panel height. \$28 each inc. shipping USA. BUS STOWERS, Auto Body Reproductions, 8793 Quigley St., Westminster, Colo., 80030.

## WANTED

'57 and '67 Firebird Shop Manual. HARLANDSMITH, 5180 Vallejo St., Denver, Colo., 80221

For '57 Transcontinental NOS or excellent used right rear door curved molding PN 4713469, and white headliner PN 4270682 and 40 ft. silver being windlace PN 4270608. BOB BROWN, 16800 Country Club Dr., Livonia, Michigan 48154

'57 Transcontinental LH rocker panel molding. Have parts to trade. TOM YOUNG, 516 Evelyn, Albany, Ca., 94706. 415-525-2048.

'57 Safari windshield. Rubber seals for tailgate and front windows. NOS or good used bumper parts, '57 or info. where to buy these parts. KURT STEIBEL, 1616 N. Illinois, Belleville, Ill., 62221. 618-234-8776.

Someone used Steve Cory's note paper to write that they want to try an experiment of trying to work turbine wheels to fit on '55-'57 Safari. Anyone who happens to have a couple rear turbine hubs, condition of drum not important, as a matter of fact, if the drum is a little sick, it may be better, if it works, it will be a bolt on, but if it doesn't, they will really be junk. Write STEVE CORY, 29 NW 29th Ct., Ft. Lauderdale, Fla., 33311.

## MORE WANTED

Complete upper tailgate and tailgate letters. CARY D. STRAUSS, 3385 W. Powers Cir., Littleton, Colo., 80123. 303-794-2579.

'55 NOS Illuminated hood ornament, '55 A/C fan shroud. THOMAS HUBER, RR 12, Box 35, Muncie, Ind., 47302. 317-284-7190.

Title and serial number plates for '57 2-dr. Custom Safari. PAUL ROBERTS, 6550 Celestine St., Dayton, Ohio 45424. (Paul, you might check with the State of Ohio about issuing a new number. I know that in many states, getting a new title for a car rescued from junk is not either hard, expensive, or illegal, like plate switching is.)

Nice Safari in excellent unmodified condition. Send details and recent photo. TONY MOLLICE, 110 Cherry Hill Dr., Dewill, NY. 13214.

'57 Safari 2-dr., rocker panel moldings, tailgate center bar, tri-power gen. bracket, tri-power water neck, two-tone green seal panels (leather) prefer NOS or mint used. JOHN THORP, 22 S. Main St., St. Georges, Del. 19733.

## FOUND ANOTHER FOR SALE AD

Pontiac F.I. unit w/dist, less bonnet, write for details. '55 A/C unit, no crank pulley, '62 tri-power w/A/C, and used skirts, and front, rear, and trunk mats. PAUL ROBERTS, 6550 Celestine Dr., Dayton, Ohio 45424.

Paul also found a '57 Safari in a coal yard. Write him and ask about that.

# Vintage Article

## QUESTIONS FROM MEMBERS

Bob Pelroni, 14 Brainherd Ave., Petaluma, Ca. 94952. 707-762-8225. '57 2-dr. Custom Safari.

1. Is my car just a Safari, or is it a Star Chief? All '57 Pontiac wagons were labeled, "Safari". At one time, you did have Star Chief lettering on the front fender. The one with the roof is "Custom Safari."
2. Does the inside emblem on the dash say Star Chief or Safari?
3. Is the Safari Frame one of a kind, or do other Pontiac frames fit?
4. Did '57 Safari's come with dual mirrors? No. Safari came just like the rest of the '57's -- stripped! But by the time most buyers took delivery, they were fairly well optioned. Standard was 2 barrel, single exhaust, stick trans, no power nuthin', no radio, the leather was a no-cost option, no heater, I think washers and directionals were required by most states, but don't quote me on that.
5. What type design was the upholstery pattern?
6. What other type valve covers will fit the stock 347 engine? I want ones that say PONTIAC.
7. Is there any other Pontiac engine with interchangeable parts, such as manifolds?
8. What kind of High Performance engines were stock in '57?
9. What does NOS mean? NOS means New Old Stock. These were factory supplied parts. Most of the ones were what the dealer ordered and never sold. NOS means replacement parts, not necessarily from the factory, these include Delco-Remy, and AC which is where the factory got their parts anyway, or Sears and Wards, which just may have been made by the same factory that made the factory NOS parts. Many times the only difference between NOS and NORS is what the painted label on the box says.
10. Are all the chrome headliner strips the same, if not, are any of them the same?

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Dennis Statz, 204 E. 47th St., Indianapolis, Ind. 46206. 317-283-2413

Dennis is interested in reproducing the correct DAYTONA WEAVE carpet material primarily used in '55 and '56. He would like to start with the '56 Rust (tan) but needs an order of 200 yards before it can be made. By my calculations, that is about 30 cars. Complete sets for sedans, hardtops, converts, are about \$120, for wagons including cargo area are going to be about \$180. I tried to call Dennis, but never did get an answer, because there were several questions I can think of, like does '57 use the same stuff? Could it possibly be made uncolored, then taken to a commercial carpet dyer for matching? Different dye lots of material never seem to be the same color as others, or ink, or paint, so close is all the better NOS would end up being. Write or call Dennis if you could be interested, he isn't asking for money, just interest.

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## JUST FOUND ANOTHER PARTS AD

WANTED, PONTIAC NAME for '57 dash. Rocker panel moldings 2-dr '57 Safari.  
Right and left rear quarter curved glass, clear or tinted. Any accessories for '57 Safari.  
Frank Dunshee, 6189 Nelson St., Arvada, Colo. 80004. 303-422-7845.



# 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

**FOR SALE:** Four 15" Rally 2 rims (5 x4 3/4 bolt pattern). Rims restored. Includes center caps and lug nuts. Includes four mounted like new tires. Two are 225.60R.15 and two are 235.70R.15. Asking \$550 or best. Will consider separating them. Please contact Rick at 401-934-0663 or frdigi@cox.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)

**1950-52 Pontiac:** Exterior and Interior Trim, contact Paul Gore

**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](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.

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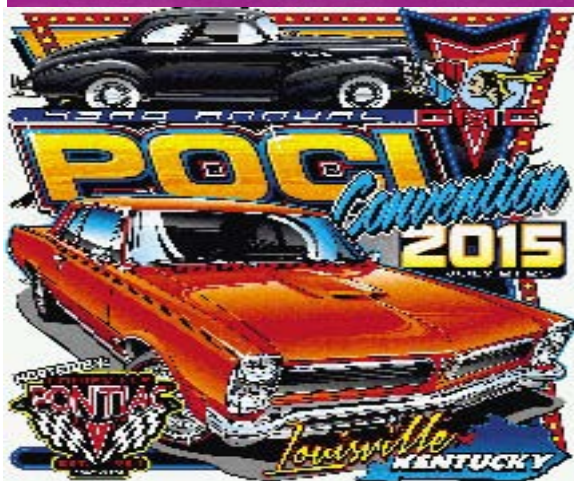
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