



Summer/Fall 2004
Volume 6, Number 2&3

Custom Safari Chapter



The Custom Safari Awards Have Been Presented. Look Inside For Details.

Pontiac Oakland Club International

From the President's Garage

By Mark Petry

"A Gathering of Safaris"

I could not think of a better topic for this issue of our newsletter than to share with you some of the highlights of the 2004 POCI Convention held in Joplin, Missouri and hosted by the Greater Ozarks Chapter. I knew it was going to be a great convention when about 200 miles out from Joplin we fell in line behind a 1963 Grand Prix and 1967 GTO. We followed each other for a ways and then they got off for a pit stop. We pulled into our hotel and there was the Grand Prix and GTO. We introduced ourselves and found out they were Steve and Andrea Cook from Grover, Missouri who have a '56 Safari at home that they are working on. They also were planning on joining our Chapter at this meeting!

It was one of the best conventions that we have ever attended. Overall, everything was well organized and planned out. The facilities were perfect with the Convention Center, Show and Swap Meet fields and hotels being within walking distances of each other. The weather was semi-cooperative. Wednesday and Thursday were sunny, but on Friday there was rain, so that made things challenging for the Swap Meet and Points Judging. On Saturday, it was back to sunny skies.

Custom Safari events began on Wednesday morning with the annual Custom Safari Chapter meeting. It was great to meet Safari chapter members I did not know and put faces and names together, as well as see "old Safari friends" from conventions past. It was well attended with 21 members and prospective members present. We discussed club business and then had a great opportunity to take advantages of each other's Safari expertise and ask each other Safari troubleshooting questions. Please see the excellent detailed minutes taken by our Secretary, Starr Evans. The convention offered so many interesting seminars and events, the group decided to forego the annual breakfast cruise, but voted to coordinate it with next year's convention events in Greenville, SC.

I am happy to report that the convention was fruitful for the Safari Chapter and at last count 5 new members signed up. Welcome to the following new members:

*Steve and Andrea Cook from Grover, MO
Bob Garacochea from Venice, CA
Larry Krause from San Diego, CA
Bill Shelton from Harrisonville, MO
Art Winters from Washington, MO*

At the Friday night POCI Banquet, it should be noted that our own newsletter editor, Rich Pye was recognized for his 5 years of newsletter editor service. Also, our Secretary/Treasurer, Starr Evans, who is the newsletter editor for the Nutmeg Chapter won the Chapter Newsletter Award of Excellence Senior Division Monthly. Wow!

From the President's Garage

By Mark Petry

On Saturday, show day, we counted a total of 5 Safaris on the Popular Vote field, 3 in Modified Categories and 2 in the Points Judged category. At noon, we gathered in the Custom Safari Show area to vote for this year's Best Club Safari Award. Congratulations to Bob Garaochea, who won first with his 1958 modified Safari and Second Place to new member, Larry Krause with his 1955 Safari. The long distance award driving a Safari went to Jack and Jill White and their 1957 Transcontinental.

The Awards Banquet on Saturday night proved to be a winning night with 10 awards going to Safari Members!

*Popular Vote Custom Safari: 1st Place: Noel and Starr Evans, 1957 Safari
2nd Place: Mark and Robin Petry, 1956 Safari
3rd Place: Gary Parker, 1955 Safari*

*Popular Vote Modified 1949-64: 1st Place: Bob Garaochea, 1958 Safari
Points Judged Stock: Gold First Junior: Larry Krause, 1955 Safari
Points Judges Modified: Gold: Lloyd and Shirley Hahn, 1955 Safari*



Above: Robin Petry with their recently restored Pontiac cooler. Nice!!

Safari members who were there with non-Safari cars were big winners too!

Class D: 2nd Place: Harold and Carol Cary, 1955 Pontiac Convertible

Class GP1: 1st Place: Steve and Andrea Cook, 1963 Grand Prix

GTO2: 3rd Place: Brian Mertens, 1965 GTO

Points Judged: First Time Champion Senior Status: Andrea and Steve Cook, 1967 GTO

In closing, I would like to say that the convention was totally enjoyable both for being around so many Pontiacs and more importantly so many Pontiac people. A big thanks to all those chapter members who helped organize our events. I want to extend my personal appreciation to our Secretary, Starr Evans, without who the Safari Chapter events would not have gone so smoothly. Hope you enjoy the convention pictures and hope to see you next July in Greenville, SC.

Mark Petry

Starchief's Helpful Hints

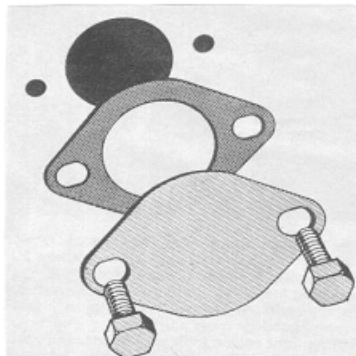
Helpful hints from:



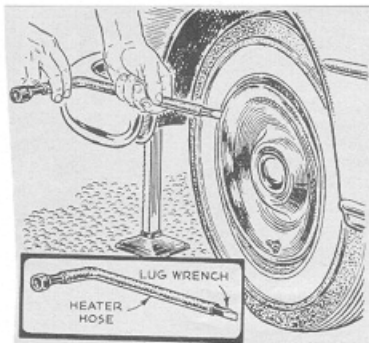
"Starchief"
The Old Car Dog



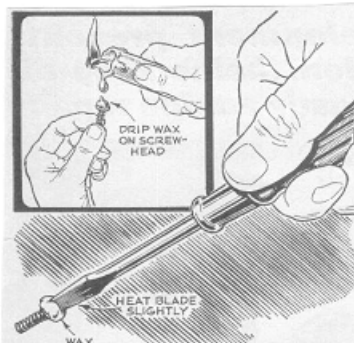
Changing an oil filter won't be such a dirty chore if you wrap a plastic bag around the filter housing before removing the retaining bolt. The same trick works with spin-off filters: Slip the bag over the filter before fitting the strap wrench.



Repair of leaky freeze plugs is easier, on cars like the '55 Pontiac that have interchangeable cylinder heads, if you block off the leaky plug. Use gasket at front water outlet as template to cut a steel plate, install gasket, secure plate with cap screws.



Protect your hands from contact with chilled metal by slipping a length of heater hose over the shank of your lug wrench. The hose will also keep the wrench from marring rims or whitewalls when prying off wheel covers.



Starting a screw by hand is difficult if it's behind a dashboard or in other confined areas. Here's one way to make the screw stick to the screwdriver blade: Drip candle wax on the screwhead, heat the blade slightly, and press it into the screw slot.

Behind the Wheel in the Editor's Seat

By Rich Pye

Hello Everyone,

First of all welcome to the new members that joined at the POCI Convention in Joplin, MO!! This was the first convention I missed since 1998, and I'm glad to see so many people attended and decided to join.

As you might have noticed this issue is both late and twice as heavy as normal. I've had some difficulties at work and couldn't get focused on producing the Summer issue before Summer ended. So I decided it make this a combo issue of Summer and Fall. I hope it actually works out to get these back on schedule of delivering them at the "beginning" of the season instead of the "end".

Many thanks to those of you that sent photos and information that is found in this issue, especially Mark and Robin Petry, Starr Evans, Luke Miller, Steve Cook, and Gary Parker. I also recently received a package from Marvin Morton with information and pictures from the Western Regionals. Stay tuned, as that will be a primary feature story in the Winter issue.

Speaking of this issue, you'll find the completion of the Safari vs. Nomad article, along with reporting and pictures from the POCI convention. It looks and sounds like everyone had a great time in Joplin. Another item of interest is some information and pictures regarding a common issue of tailgate leakage and rattling. Luke Miller called me regarding service he had done by Jerry's Liftgate Service. Not cheap, but effective if you're sick of the "Niagara Falls" effect in the rear view mirror during a rainstorm.

Hopefully in the next issue I'll have some information on the chapter t-shirt that Tom Outen is working on. I recently got all the views of the Safaris to include on the shirt emailed out to Tom. Hopefully he can work some magic on producing a neat design. I'll keep you posted.

For those new members who are wondering how to get back issues of the Safari News, they are available on the customsafari.org web site. To get access to them simply enter your last name and your POCI number, with no leading zeros, as your password. With my changes at work I will now actually have some additional time and more knowledge on revamping the web site. It's been a long time in coming, but hope will be worth it in the long run. I just have an issue of remodeling my bathroom standing in the way!!



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

Enjoy Surfin' in the Fall Season!

Rich

'56 Chevy Nomad vs. Pontiac Safari

Special Interest Autos #115, Feb., 1990

SIA comparisonReport

GM's High-Styled Wagons



1956 Chevrolet Nomad vs. Pontiac Safari

by Arch Brown
photos by Bud Juneau

'56 Chevy Nomad vs. Pontiac Safari

Special Interest Autos #115, Feb., 1990

Specifications: 1956 Chevrolet Nomad and 1956 Pontiac Safari

	1956 Chevrolet Nomad	1956 Pontiac Safari
Price	\$2,574 f.o.b. factory w/ standard equipment, federal tax included	\$3,124 f.o.b. factory with standard equipment, federal tax included
Standard equipment	Bel Air package (automatic door switches; clock; sash and double side moldings; 3-spoke steering wheel)	4-bbl, 227-hp engine; full wheel discs
Options on cR car	Powerglide transmission, Wonderbar radio, heater, air-conditioner, spotlight, bumper guards, two-tone paint with color-coordinated interior, right outside mirror, exhaust extension, white sidewall tires	HydraMatic transmission, Wonderbar radio, heater, white sidewall tires
Engine	90-degree V-8	90-degree V-8, cast-en-bloc
Bore x stroke	3 3/4" x 3"	3.94" x 3.25"
Displacement	265.1 cubic inches	316.6 cubic inches
Compression ratio	8.00:1	8.9:1
Horsepower @ rpm	162 @ 4,400	227 @ 4,800
Torque @ rpm	257 @ 2,200	312 @ 3,000
Taxable horsepower	45.0	49.6
Valve configuration	Ohv	Ohv
Valve lifters	Hydraulic	Hydraulic
Main bearings	5	5
Lubrication system	Pressure	Pressure
Fuel system	Rochester 2-bbl carburetor, mechanical pump	1 4-bbl carburetor, mechanical pump
Cooling system	Centrifugal pump	Centrifugal pump, bypass thermostat
Exhaust system	Single	Single
Electrical system	12-volt	12-volt
Transmission	Powerglide 2-speed automatic with torque converter	HydraMatic 4-speed automatic planetary
Ratios: 1 st	1.82	3.97
2 nd	1.00	2.55
3 rd		1.55
4 th		1.00
Reverse	1.82	4.31
Max ratio at stall (torque converter)	2.10	
Final drive	Hypoid	Hypoid
Ratio	3.55:1	3.23:1

'56 Chevy Nomad vs. Pontiac Safari

Special Interest Autos #115, Feb, 1990

	1956 Chevrolet Nomad	1956 Pontiac Safari
Drive axles	Semi-floating	Semi-floating
Torque medium	Springs	
Steering	Semi-reversible recirculating ball	Recirculating ball
Gear ratio	20.0	20.0
Overall ratio	25.7	25.0
Turns, lock to lock	5	5
Turning diameter	41'6"	42'5"
Brakes	4-wheel hydraulic drum type	4-wheel hydraulic drum type
Drum diameter	11 inches	12 inches front, 11 inches rear
Effective area	158 square inches	178 square inches
Construction	Body-on-frame	Body-on-frame
Frame	Box girder type	X-type w/4-way cantilever construct
Body	All steel	All steel
Body style	2-door station wagon	2-door station wagon
Front suspension	Independent, ball joints, coil springs	Independent, coil springs
Rear suspension	Conventional axle, longitudinal leaf springs	Live axle, longitudinal leaf springs
Shock absorbers	Delco direct-acting	Direct-acting
Wheels	Pressed steel, drop-center rims	Pressed steel, drop-center rims
Tires	6.70/15 4-ply	7.10/15 originally, now 8.20/15
Crankcase capacity	5 quarts	5 quarts
Automatic transmission	11 quarts	9.3 quarts
Cooling system	17 quarts (w/heater)	24.3 quarters (w/heater)
Fuel tank	16 gallons	20 gallons
Rear axle	4 pints	
Wheelbase	115 inches	122 inches
Overall length	197.5 inches	205.6 inches
Overall width	73.7 inches	75.1 inches
Overall height	60.6 inches	62.5 inches (unloaded)
Front track	58 inches	58.7 inches
Rear track	58.9 inches	59.1 inches
Minimum road clearance	6.5 inches	6.7 inches
Shipping weight	3,400 pounds	3,626 pounds
Horsepower per c.i.d.	.611	.717
Weight per horsepower	21.0 pounds	16.0 pounds
Weight per c.i.d.	12.8 pounds	11.5 pounds
Weight per sq. in. (brakes)	21.5	20.4

'56 Chevy Nomad vs. Pontiac Safari

Special Interest Autos #115, Feb, 1990



Above and below: Both cars exhibit a fair amount of body roll during hard driving. Chevy feels a lot more nimble than Pontiac in general handling.



In preparing these comparison reports, it is often impossible for us to find cars that are comparably equipped as to engines, transmissions and power accessories. This time we were lucky. These two cars are powered by the base V-8 engines of their respective divisions. Each is equipped with an automatic transmission, but neither wagon is fitted with either power steering or power brakes.

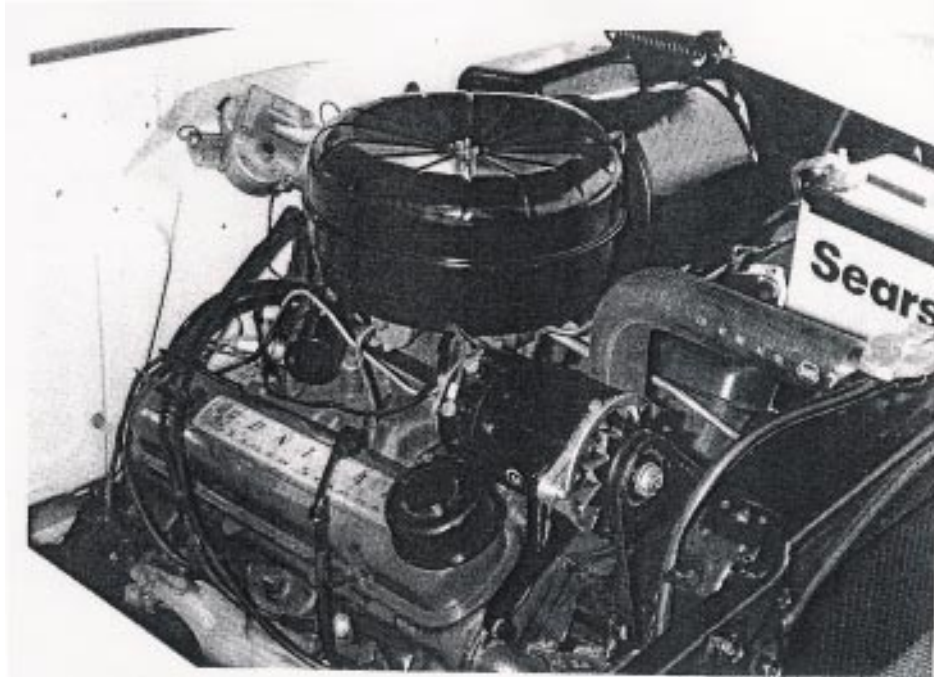
In another respect, however, our Safari and Nomad are not comparable, for the Chevrolet is a 15,000-mile automobile, totally original right down to the tires, belts and hoses. Even the spark plugs were factory issue when it was acquired, ten years ago, by Jim and Barbara Matus, of Rancho Cordova, California. The Pontiac, in contrast, has been carefully restored after much hard use and long years of neglect.

The Nomad was owned originally by a southern California man who literally used it only on Sundays. Throughout the week a pickup supplied his transportation. By the late 1960s, Nomads had become collectible and the owner was besieged with offers to buy his virtually new car. Afraid that someone would steal it, the man stopped driving the Chevy, the only brand new car he had ever purchased. He kept it licensed, and he fired up the engine from time to time, but after driving it to his son's wedding in 1969 he never took it out the street again.

Jim and Barbara, owners of Jim's Chevrolet Parts, learned of the Nomad's existence from the owner's son-in-law, with whom they had some business dealings. Upon hearing of the father-in-law's death, Jim flew south to see the car, and ended up spending two days hauling scrap metal out of the driveway before the Nomad could be rolled out of the garage.

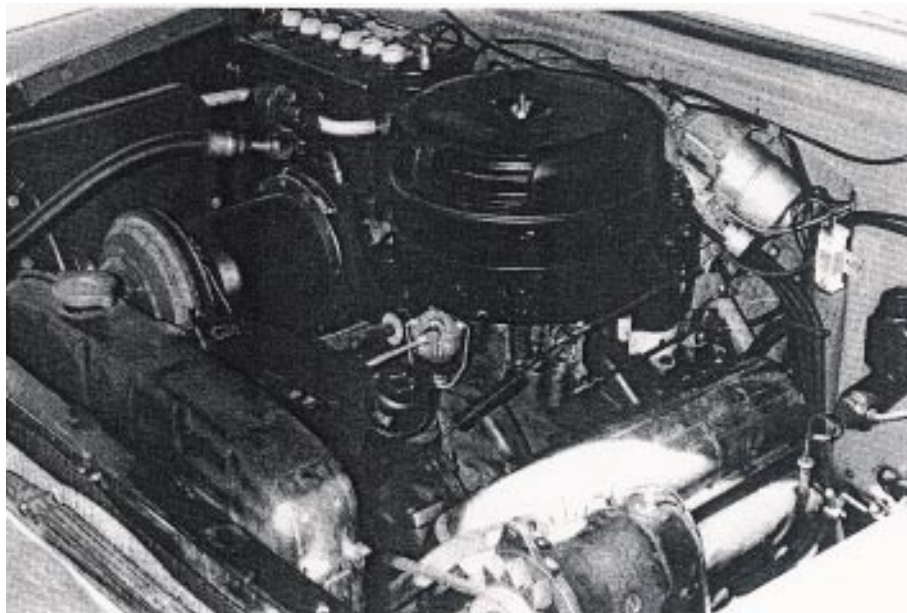
'56 Chevy Nomad vs. Pontiac Safari

Special Interest Autos #115, Feb, 1990



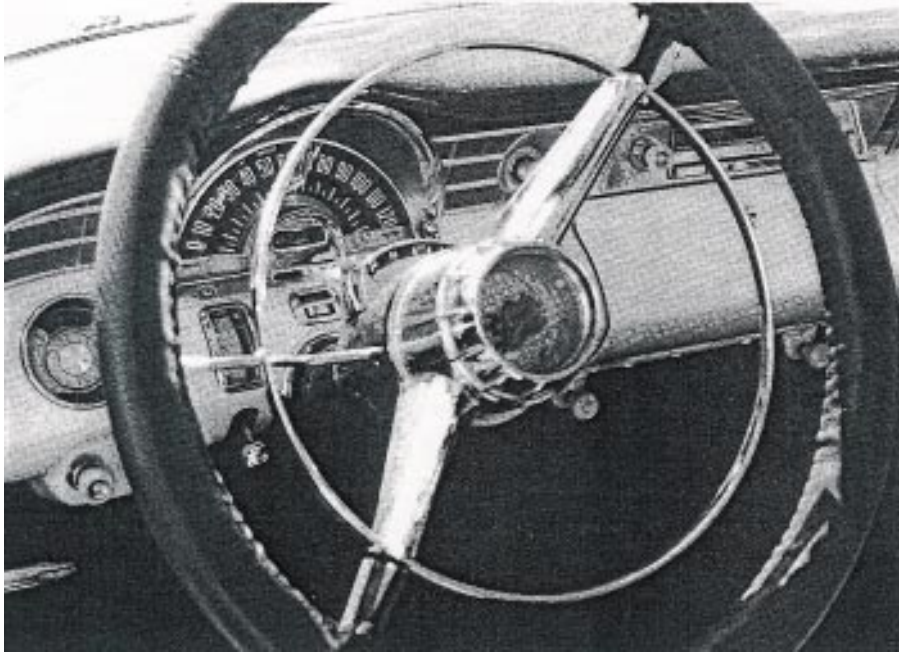
Above: Pontiac's V-8 was punched out nearly 30 cubic inches compared to 1955 Star Chief engines.

Below: Nomad gets by on nearly 80 cubes less than the big chief.



'56 Chevy Nomad vs. Pontiac Safari

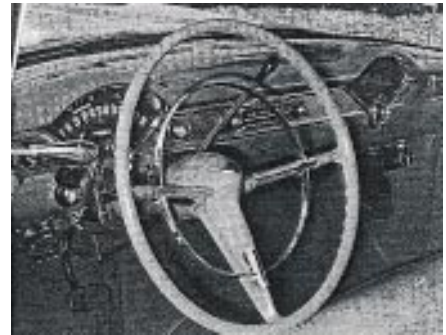
Special Interest Autos #115, Feb, 1990



*Left and Below:
Dashboard and
instrument designs are
also quite different
between the two cars.
Pontiac boasts full
gauges, while Chevy uses
some warning lights.*

After trailering the Chevy back to Rancho Cordova, Matus overhauled the brakes, rebuilt the carburetor, replaced the gas tank and carefully cleaned and polished the original finish. And apart from a set of spark plugs and a new battery, that's all that has even been done to this like-new machine.

When Bob Matteoli and Charlene Arora, of nearby Fair Oaks, first saw the Safari, it was parked under an oak tree on a hillside near Grass Valley, California. It had sat there, in fact, for more than seven years, and hadn't been driven in more than twenty. And as Charlene explains, "It was pretty pathetic."



There were lots of surface rust and an accumulation of dents, but the Pontiac was basically solid and, apart from a few minor trim items, complete. Bob and Charlene hauled it to Sacramento, where they turned it over to Allan Shaw, who did a frame-off restoration topped off by a new paint job in the original Catalina Blue and Nimbus Gray color scheme. Engine, transmission and upholstery work were sublet to specialists.

Eyeballing the two cars at the start of our photo session, photographer Bud Juneau remarked that the Nomad looks longer than the Safari. And so it does although in fact it is more than eight inches shorter! It's an optical illusion, created by three design characteristics unique to the Nomad: the protruding "eyebrows" over its headlamps, the swept-back rear fenders and tail lamps, and the color-contrasting spear that runs the length of each side.

By the same token, the Safari appears to be taller than the Nomad, and in this instance, that is no illusion. But it isn't necessarily typical, either, for the Safari's rear springs have been re-arched and the front coils have been replaced, while the Nomad has sat for well over 30 years on the same springs.

'56 Chevy Nomad vs. Pontiac Safari

Special Interest Autos #115, Feb., 1990



Left: Out back, Chevy has lighter appearance than Pontiac.

We've noted that the '57 Chevrolets drew praise for their handling qualities, and we'd have to say that the Nomad seems slightly more nimble than the heavier Safari. The latter car's steering is marginally heavier than that of the Nomad, but despite the absence of power-assistance we found both cars to be easier to park than we had anticipated. Braking action is very good, requiring comparatively light pedal pressure to bring each car rapidly to a straight-line stop. Whether the brakes would maintain their effectiveness with repeated hard use, we do not know; the lining area appears to us to be a trifle skimpy, especially if the cargo areas were to be heavily loaded.

There is a substantial difference between the tow cars when it comes to acceleration – and presumably in top speed as well, although we're not into hot-dogging the cars we use for these reports. In terms of power-to-weight ratio the Pontiac enjoys a 31 percent advantage over the Chevrolet. In addition, the Safari's four-speed HydraMatic transmission with its positive shifts appears to be a more efficient unit than the Nomad's two-speed Powerglide. (The Powerglide, on the other hand, is unquestionably the smoother of the two.)

Front seats are comfortable and supportive in both cases, and the back seats aren't bad. Problem is, one almost has to be a contortionist to get into the back seat of either car. Both cars offer a comparatively soft ride and both heel over rather sharply in hard cornering. The Nomad's ride, in fact, is downright spongy compared to the Safari, but we attribute the difference to the fact that it still rides on its factory shocks, while those on the Safari were replaced as part of the restoration.

Both the Nomad and the Safari used the trim of superior quality, but with a clear edge in the respect to the Pontiac. For instance, Chevy upholstered its "hardtop" wagon in high-grade vinyl, while Pontiac used genuine leather. And again, while the Nomad's cargo deck was covered with linoleum, carpeting was used for the Pontiac version.

So now we come to the bottom line: which to choose. Leaving aside the fact that one car is virtually new while the other is a restored job; we find it a tough call. The Pontiac clearly outperforms the Chevrolet, and there is something to be said for its extra weight, especially in long-distance travel. Yet the Nomad, priced \$550 lower than the Safari – whopping 21 percent difference, back in 1956 – appears to us to have been by far the better buy.

One more observation, something we fail to understand. The Nomad and the Safari are comparable in so many ways and both are highly desirable. But although the Safari was costlier when the cars were new, and despite the fact that it is more powerful and much rarer, on the collector-car market the Nomad is more than half again as valuable.

Now, how do you figure that?

Safari Liftgate Problems??



Above: Jerry Cabunoc and Wayne Rife working at the installation of Luke Miller's '56 Safari upper liftgate during the Nomad nationals in St. Louis, Mo. Jerry is inside working on the fasteners while Wayne keeps the gate aligned. Note that there is tape around the gate opening to protect the paint and chrome surfaces.

Many members have discussed concerns with liftgate leaks and rattles. Luke Miller and new member Steve Cook both were at the Nomad nationals and provided information on Jerry the Liftgate Specialist.

Steve writes: At the Custom Safari Chapter meeting Mark Petry said he traced his problem to the wedge shaped guide on the liftgate, and fixed the rattle with a chunk of rubber. Well, I went to the Nomad Assoc. National meet in St. Louis right after our convention and met "The Nomad Safari Liftgate Expert", Jerry Cabunoc. He is a part time vendor and works full time for Danchuk. He informed me there should be 2 spring loaded plastic jaws in the female side of the wedge on the tailgate side to stop the rattle that are usually missing. He sells them, so I bought a set for \$40. Jerry reforms and reseals liftgates on Nomads and Safaris. He lives in Santa Ana, CA and only takes his equipment on the road once or twice a year. He actually heats the liftgate frame and reforms it to a jig that matches the contour of the wagon better than the factory fit. If you want to buy parts from him or send him your liftgate for reform/repair, he can be reached AFTER 6 PM Pacific time at 714-558-8890.

The tailgate in the photos on the next page is off of my '56 Safari. I just picked it up from Gateway Blasting in Berkley, Mo. where I had it blast stripped. They used cornstarch blasting to take it to bare metal. They also do plastic media and sandblasting. The technology for cornstarch blasting is a new idea from Boeing Aircraft up the street. A whole car can be stripped with cornstarch without removing or masking glass or trim. The pictures on the next page also show the rubbers and springs Jerry sold me.

Safari Liftgate Problems??



Custom Safari Chapter Annual Meeting

7 July 2004 ~ Joplin, MO

President Mark Petry opened the meeting at 9:02 AM. Mark began by introducing himself to the group and talking about his interest in cars, and Pontiacs in particular. Then the others in attendance introduced themselves.

Starr Evans gave the Treasurer's report stating that we have \$1,463.49 in the bank. Dues remain at \$18 per year.

Rich Pye and Thom Outen have been working on a design for a Custom Safari Chapter shirt. They will continue to work on this.

It was decided that we would meet at noon on Saturday (show day) to vote for the "Best Safari" and runner-up awards. We would also determine the Long Distance winner at that time. We would also like to take a group picture at the Custom Safari class.

*We discussed ways to increase membership in the chapter. Mark volunteered to write an article about the Custom Safari Chapter for **Smoke Signals**. Starr will ask Larry Kummer for a list of Custom Safari owners in POCL. We can then send a Custom Safari Chapter information packet or at least a sample **Safari News** to those on the list who are not already CSC members to encourage them to join.*

Ideas for special events at our annual meetings were the next order of business. Folks seemed to like the idea of a breakfast cruise followed by the meeting. This will be looked into for next year. For this year, it was decided to gather at noon at the CS class for a "bring your own" picnic lunch. Lou Calasibetta suggested that the Chapter spring for chips and cookies. Robin Petry volunteered to get the chips and cookies and bring them to the picnic.

*Rich Pye, our excellent Editor, who was unable to attend this year's event, sent a request for stories and pictures of '55 through '58 Custom Safaris for use in the **Safari News**.*

Technical questions about tailgate rattle and the rear window mechanism on Custom Safaris were discussed. A puzzling problem of power steering fluid weeping up through the hood, by the windshield, after a '56 Safari has been running high speed over a distance was discussed. No one seemed to know why this would happen.

Information was shared:

The National Nomad Convention will be in West St. Louis July 11 - 15.

Just Dashes can refurbish the seat bolster for '55 - '57, but it is pricey.

The Safari News was complimented as a beautiful and informative newsletter. Rich Pye does an outstanding job with the newsletter.

The meeting was adjourned at 9:45 AM.

Respectfully submitted:

Starr F. Evans

Secretary/Treasurer

Custom Safari Chapter, POCL

2004 POCI Convention

Joplin, Missouri July '04



Above: Mark and Robin Petry arrive in Joplin, Missouri, site of the 2004 POCI Convention. Below: President Mark Petry and Secretary/Treasurer Starr Evans lead the annual Custom Safari Chapter meeting.



2004 POCI Convention

Joplin, Missouri July '04



Above: Members attending the Chapter meeting on Wednesday morning.

Below: Left to Right: Art Winters, Mark Petry, and Gary Parker Wednesday night at the Route 66 Drive-In in Carthage, Missouri



2004 POCI Convention

Joplin, Missouri July '04



Above: Gary Parker driving his 1955 Safari.

Below: Art Winters and Wolfie in their modified 1955 Safari, which we came to affectionately call the "Safaramino".



2004 POCI Convention

Joplin, Missouri July '04



Above: Harold and Carol Cary enjoy ice creams at the Thursday night "Parking Lot Party", that became the "Inside the Convention Center Party" due to rain. Below: Lou Calasibetta scans the swap meet for good deals. Looks like he found one.



2004 POCI Convention

Joplin, Missouri July '04



Above: Left to Right: James Gestwicki, Noel Evans and Jack White discuss Safari tailgate details.

Left: Custom Safari Chapter Secretary/Treasurer, Starr Evans, is recognized at the Friday night POCI Banquet for her Newsletter Editor duty in the Nutmeg Chapter which won the Chapter Newsletter Award of Excellence Senior Division Monthly.



2004 POCI Convention

Joplin, Missouri July '04



Above: President, Mark Petry congratulates Lou Calasibetta, who accepted the Safari Chapter Award for Best Safari at the Convention for owner Bob Garacochea, and Larry Krause holding his Second Place Trophy. Below: Custom Safari Chapter Members Left to Right: Robin Petry, Gary Parker, Lloyd Hahn, Noel Evans (behind Lloyd), Shirley Hahn, Lou Calasibetta, Susan Gestwicki, James Gestwicki, Mark Petry, Jill White, Jack White, Larry Krause, Starr Evans (kneeling)



2004 POCI Convention

Joplin, Missouri July '04



Above Top: Bob Garacochea's 1958 "Bonnewood" took 1st Place in the Custom Safari Chapter vote. The car was restored at Lou Calasibetta's Old Stillwater Garage.

Above Middle and Right: New member Larry Krause's 1995 Custom Safari took the Runner-Up trophy in the Custom Safari Chapter vote and Gold First Junior in the Points Judged Stock.



2004 POCI Convention

Joplin, Missouri July '04



Above: Larry Krause and his 1955 Safari, which won the Stock Class Gold: Junior Award. Below: Lou Calasibetta with the Best Chapter Safari Trophy and Bob Garacochea's 1958 Safari, which also won 1st Place in the Popular Vote Modified 1949-64 Category.



2004 POCI Convention

Joplin, Missouri July '04



Above and Below: Popular Vote Custom Safaris from the front and back views.



2004 POCI Convention

Joplin, Missouri July '04



Left: Jack and Jill White rest after walking the Popular Vote field on Saturday.

Below: New Custom Safari Chapter Members, Steve and Andrea Cook with their 1963 Grand Prix, which won 1st Place in Grand Prix 1 Popular Vote and their 1967 GTO, which won First Time Champion Senior Status. They have a 1956 Safari at home in the garage being restored. If these two cars are any example of what to expect of their restoration abilities, we will have another award winning Safari.



2004 POCI Convention

Joplin, Missouri July '04



Above: Custom Safari Chapter Member, Brian Mertens 1965 GTO wins 3rd Place in his GTO2 category



Left: Our own Newsletter Editor, Rich Pye is recognized for his dedication to the chapter newsletter and 5 years as Custom Safari Chapter Newsletter Editor.

Safari Search

Cars for Sale

1956 Safari, nearly complete, asking \$4000.00. Located in central Texas. Contact George Green (682) 465-5134



Parts for Sale

Donn Fallenbuchel has the following 1957 Pontiac Parts for Sale, Priced by fair offers plus shipping:

Radiator – Needs boil out	(2) Complete 3.90 Rear Ends
Power Steering Pump and Brackets	(2) Steering Columns
Front Brake Drums	(4) Chrome Rims (near new) 5x5
Heater and miscellaneous tin	Generator and Brackets
(2) Floor Mount Radio Speakers	Power Supply for Wonderbar Radio (only)
4 BBL Manifold and Carburetor for 347 engine	
Radio Delete Dash Fascia	Power Brake Booster and Pedal
Dual Exhaust Manifolds and Elbows	347 Chrome Valve Covers – Used

plus other parts.....just call **(928) 855-5494 after 12:00pm**

Wanted

1957 Safari: Stainless Spear, front of gas door. Trim under the tail lights. Call Donn Fallenbuchel, (928) 855-5494.

1957 Safari: Front fender trim driver's side. Email Rich Pye @rpye@rochester.rr.com or call (585) 637-2720.

1956 – 58 Safari Photos and Literature. Editor needs more photos and literature regarding the 1956 through 1958 Pontiac Safaris. Send copies or e-mail scanned items to Rich Pye.

To place a free ad to sell a car or parts or to place a want ad, send your request to Rich Pye. Your ad should be related to 1955-58 Pontiacs, and it is recommended to include photos (electronic or paper). Ads are also welcome, send a business card for Pontiac related items or services to Rich.

POCI Chapter #10

www.customsafari.org

The Custom Safari Chapter is an official international chapter of the Pontiac Oakland Club, International, Incorporated. The POCI headquarters address is: 2017 Manatee Avenue, West, Bradenton, Florida 34205


Annual Dues are \$18.00. Renewals are due January 1st of each year. New member dues are prorated quarterly from January 1st. Applicants must be a current member of POCI prior to joining the chapter. Send payment to Starr Evans.

The Safari News is a quarterly publication produced by the chapter. Volume 1, Number 1 was distributed in December of 1993. A limited number of back issues are available. Write for further information.


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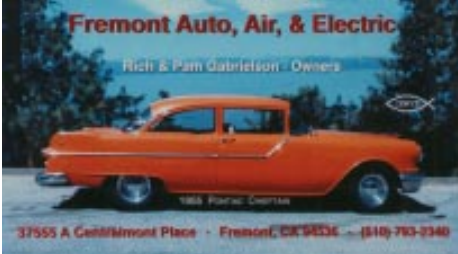
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