



Summer/Fall 2009
Volume 11, Numbers 2&3

It's Co-Vention Coverage in this Co-Issue in Co-lor!



Custom Safari Chapter

Pontiac Oakland Club International

From the Prez's Garage

By Steve Cook

Another car season has come and is almost over. Where does the time go? The Dayton Convention came, was over in a flash, and now seems distant in the rear-view mirror.

Andrea and I enjoyed the Convention a lot, but hope this is the "one and only" Co-Venture that pairs the POCI with the GTOAA. Our Hosts did a great job with the "Dinner under the Wings" dinner held in Wright Aircraft Museum, the Chapter night was outstanding with a fantastic meal accented by Pontiac and Oakland ice sculptures, and the flyover on show day by the Wright Flyer II replica was a once in a lifetime experience.

Ames Performance hosted a nice get-together at Quaker Steak-N-Lube restaurant, but it was so crowded outside (that POCI AND GTOAA at same time thing), we had a nice opportunity to go inside to eat and visit with Mark and Robin Petry, and Rich Pye. It worked out well, because since the outside was a freebie, inside offered immediate seating and service.

Something we all should do is offer a ride or hitch a ride with a fellow club member sometime. I had the pleasure of hitching a ride with Jack White in his '57 Transcontinental to one of the events. It was really great to get to know each other a little better, and he gave me a nice education on the "57 TC's". I've never ridden in a '57 TC, so I saw and learned a lot.

Our annual CSC Chapter meeting went well, although the time slipped by and we got the "Bums Rush" from the next group that wanted the room. The new tee shirts were well liked, and Robin has sold so many that she is preparing to order more from the supplier. So if we ran out of your size or you just want more, let Robin know the size preferences right away.

Show day was an experience! The rain started at 11 AM, and at 12 noon we were supposed to all meet for snacks (thanks again Robin and Mark) and to pick our favorite club member Safari at the Convention. I got soaked making a 400 yard dash thru torrential rains to the Safari Class section and was entertained to see most members in their cars, windows rolled up, and all steamed up. It looked like a scene at a drive-in back in the 50's. The ETC Chapter graciously allowed us (with a lot of heckling) to gather under their tent for pictures, snacks, and to make our award choice. After several ties, runoffs, and hanging chads, the voting was concluded and our new member Tom Brown with his 1956 was picked for the Favorite Safari Award at the 2009 Dayton Convention. Congratulations, and welcome to the chapter.

Robin Petry should get an award for "Best effort/Worst outcome". She was doing a fantastic job of picture taking, shooting members, cars, the Chapter display, etc. While we were all under the tent in the rain, she posed us for a group shot. A volunteer offered for her to join us, he would take the picture. She handed over the camera, joined us, and as he backed up for the shot, he lost his footing in the wet pavement. Robin's camera flew through the air and it broke on impact with the ground. Pictures on the disc were salvageable, but BYE-Bye to taking any more 2009 Dayton Convention pictures. Robin said the Lord works in mysterious ways...she had been wanting a new camera, but could not justify it while that one was still working.

The 2010 convention will be POCI only, and it sounds like the West Virginia group will show us a fantastic time in Charleston. Hope you can be there.

Enjoy this issue of your newsletter, we'll be in touch again soon.

Steve Cook, "The Prez".

Behind the Wheel in the Editor's Seat

By Rick Pye

Hello Everyone,

Wow, what a crazy summer.... It seems like the Co-Vention was last week as the summer flew by. Preparing and creating this issue was troublesome with the crash of my computer and the loss of information, but remembering the car show brought back a lot of good memories and gets me back into wanting to work on my car.

As you can see this issue is a little heavier than usual, in fact twice as heavy!! That benefits you and it benefits me, because I get to catch up from being late and then get a little ahead by combining the Summer and Fall issues into one. I also get to cheat the postal service a little bit with combined shipping. I really hope you like the extended coverage of the co-vention, as I found it difficult to cut out pictures of what went on. I think for those that didn't get a chance to attend, you get a flavor of what we did as a chapter, and for those that did attend, a reminder of the good times had by all. The coverage was a little light on show day because I had to return home for another trip and Robin had the misfortune of breaking her camera.

Another treat for this issue is it's in color!! Turns out my brother added some equipment to his digital printing lab and was able to make this price competitive with black and white, at least for this picture filled issue. Thanks Dave!!

On my Safari front, I decided to take out the headliner in my '57 since it was moldy and stained, thinking that wouldn't be too difficult. I was already in there with the side sliding windows out for channel replacement, so why not. Well now I have to seal the roof as I was pummeled with rust particles as I removed the old headliner. What a joy. Hey and this car was from California too so no Northeast rust belt jokes. Someday I'll just hang out and enjoy my car collection.....sure, right.

Next year's convention is back in Charleston, WV, and I'm in the same predicament as this year as I have a soccer tournament in Niagara Falls the day of the actual car show. We'll see how ambitious I am about driving down and back for three days of fun, but missing the car show again. I do encourage anyone that can attend a convention to do it, as it's a great time to hang out with members who share common interests as you. You may also find a hidden treasure or two at the swap meet for your prize possession.

I'd like to thank John Bonoyer for sending in his member of the quarter form and the pictures of his Safari restoration for our enjoyment. This is perfect and exactly what I'd love to have from everyone. It makes my job so much easier, and it's great for others to be inspired by what you've done. Also I printed up the second half of the Vintage Safari News from December, 1979. In that issue was an interesting article about modifying a Safari to handle 8-lug drums. Has anyone tried that or have more details? I have a set of 8-lugs, but don't have the guts to pull that conversion off.



Lastly I have an ad looking for '57 air conditioning parts. If anyone has any or knows of someone that does, please let me know. I know for a fact that '55 and '56 parts will not work.

Enjoy the rest of this issue!

Rich

Member of the Quarter

Your Name: *John J. Bonoyer*

Spouse's name: *Constance*

Safari(s) Owned: *1957*

When/Where did you acquire your first Safari? *8/10/2004, Valparaiso, IN*

Was this your first car? *No*

What was your first Pontiac? *1970 GTO*

Reason for "collecting" Safaris: *Always wanted one and I'm partial to '57 Pontiacs*

Reason for joining the Custom Safari: *Chapter Information*

Favorite Safari Accessory owned: *Air Conditioning*

Most wanted Safari Accessory: *To be DONE!*

Do you have "other" Pontiacs? If so, list model and year: *1960 Pontiac Ventura Tri-Power & 1970 GTO 455 4spd Convertible*

What are your favorite non-Pontiac hobbies? *Work shop tinkering*

Least favorite car task: *Polishing*

Most favorite car task: *Engine work*

Best thing about being a Custom Safari Owner: *It's not on the road yet so I haven't experienced it yet*

Favorite non-Safari car: *58 EDSEL, I have a Pink & White 2dr Citation (Heavily optioned)*

Favorite car-related web site: *Goggle*

Favorite parts vendor: *Ames, CPR*

Best car care tip to share: *Patience and have 50% more money than your budget!*



Member of the Quarter

John J. Bonoyer's '57 Safari Restoration Journey



John saw it, John bought it



Getting ready for sandblasting



Back from sandblasting



Chassis rebuilt, painted and complete



Exterior body work in progress



Interior body work in progress



Interior and exterior painting in progress



Finishing up the painting

Member of the Quarter

John J. Bonoyer's '57 Safari Restoration Journey



The finished product. Looks Great John!!! Congratulations.



2009 Co-Vention Update - Dayton, Ohio

Custom Safari Chapter Meeting Minutes
POCI National Meeting
Dayton, OH
July 9, 2009

Members in attendance: Steve and Andrea Cook, Robin and Mark Petry, Rich Pye, Lou Calsibetta, Zach Platt, Jack Johnson, Robin Clark, Ronn Pittman, Lee Hadley, Noel and Starr Evans, Jack and Jill White,

Visitors: Bob Scabet, Julia Nolan, Manon Saucedo, Hank Hudson

President, Steve Cook, called the meeting to order at 8:10am, Members and visitors were welcomed and introduced themselves.

2008 minutes of the chapter meeting were printed in the newsletter after last year's meeting. Robin Petry passed around a copy. Robin Petry stated that Manon's last name needed to be corrected to read Saucedo. With that correction, Starr Evans made a motion to accept minutes, seconded by Mark Petry and membership approved the minutes.

Robin Petry presented treasurer's report: Beginning balance as of 7/3/08 was 1,568.58. Income was \$1041 from dues, donation from Tom Young, 2 members adding \$4 to their dues for being late. Expenses were \$1360.72 which included \$721.05 for t-shirts, \$440.20 for newsletter and postage, \$108.75 for website fee and domain name, \$90.72 for convention expenses. Ending balance as of 6/23/09 was \$1248.86. Starr Evans made a motion to accept report, seconded by Robin Clark and approved by the membership.

Membership Report: Current number of registered families-members is 51.

Steve thanked Robin Petry as Secretary/Treasurer for her service to CSC and Rich Pye for his support as Vice-President and his work as Newsletter Editor.

Steve Cook presented information on the club shirt design and printing by Outlaw Tees. Based on membership preorders, 70 shirts were ordered at a cost of \$10.70 per shirt. Discussion regarding cost concluded to provide shirt to members with minimal profit to the club. Postage options were discussed. Research by Steve Cook and Robin Petry was presented that weight of 2 or more shirts put required it be sent by priority mail and it would be less expensive to send shirts first class individually. It was proposed shirts be sold at \$12 to members and \$3 shipping. This motion was made by Ron Pittman and seconded by Noel Evans to accept this cost proposal and approved by the membership. Once shirts have been sold to the CSC membership then we can explore selling them to non-chapter members.

2009 Co-Venture Update - Dayton, Ohio

Custom Safari Chapter Meeting Minutes - continued

Steve Cook opened discussion regarding what do members want from the chapter. 3 areas were identified: 1. Convention Time Together as a chapter; 2. Newsletter; 3. Exchange of Information.

Regarding Convention Time Together it was suggested to work with the Convention Planning Committee to identify a good time around other activities for the chapter meeting and a chapter cruise meal with a goal to have these listed in the convention materials for members to see and plan around when they register. Continue the chapter display.

Regarding Newsletter: Members need to send to Rich Pye articles, events coming up, other clips to contribute to newsletter.

Regarding Exchange of information: Revise the roster to make it larger, a centerfold in the newsletter, add the year of the safari and other car info excluding the VIN # and add member email.

Those interested are to meet today at 12:10pm for a Chapter Cruise lunch to the Quaker Steak and Lube.

Chapter members to meet on Saturday, July 11th at 1pm, at the Popular Vote Custom Safari Section to vote on "Best Safari" in the club and for a group picture.

Steve Cook sadly noted we had a member die during the year, Weston Hook.

Steve Cook discussed election of officers. The term is 3 years. This year completes three years for himself as President, Rich Pye as Vice-President, and Robin Petry as Secretary/Treasurer. Anyone interested in running for office can nominate themselves and contact Steve Cook. Robin Petry was willing to continue as Secretary/Treasurer. If no one else is currently interested, Steve Cook was willing to continue as President and Rich Pye as Vice-President and Newsletter Editor. We are accepting nominations. They can be sent to Steve Cook. We welcome anyone to nominate themselves, as we are looking for willing volunteers.

The meeting adjourned at 10am.

Respectfully submitted,
Robin Petry
Robin Petry, CSC Secretary

2009 Co-Vention Update - Dayton, Ohio



Above and Below: The Co-Vention was held at the Nutter Center in Fairborn, Ohio.



Below: Not only was the car show outside the Nutter Center, but also inside within the arena.



2009 Co-Vention Update - Dayton, Ohio



Above: Getting set up outside the Nutter Center, cars were being shown all the way around the facility.

2009 Co-Vention Update - Dayton, Ohio



Above: The swap meet area looped around the show area. **Below:** Some of the more privileged had their show cars under an out-door tent.



2009 Co-Venture Update - Dayton, Ohio



Above and Below: The Custom Safari Annual Chapter meeting was held within the Nutter Center in a big room. Members listen to President Steve Cook and Secretary/Treasurer Robin Petry. I think Robin is describing the size of a Rochester 4-Jet carburetor in the picture below!!!



2009 Co-Vention Update - Dayton, Ohio



Above: Pre-show line-ups of the Safari class had the CSC members gathered for some Ponti-yakin' and Safari Surfin'!!

2009 Co-Vention Update - Dayton, Ohio



Above: Member Zach Platt cruises in from Florida in his '55 Safar. **Below:** Chapter members inspect some modifications Zach made on his tailgate letters. This is what it's all about. Good friends, good sharing, good times at the convention!!



2009 Co-Vention Update - Dayton, Ohio



Above: The Chapter members plan a cruise from the co-vention center back to Quaker Steak and Lube. Lined up are Noel Evans's '57, Jack White's '57 Transcon, Zach Platt's '55, Mark and Robin Petry's '56, Ron Pittman's '52?, and Lou Calasibetta's GMC Truck.

2009 Co-Vention Update - Dayton, Ohio



Above: While parked outside of Quaker Steak & Lube, the cars and members were lined up to show-off. Awesome!!!

2009 Co-Vention Update - Dayton, Ohio



Above: Noel Evans next to his '57. **Below:** Jack White next to his '57 Transcontinental. I think Jack was distracted by a vision of a '56 Club de Mer.....



2009 Co-Vention Update - Dayton, Ohio



Above: Mark and Robin Petry with Steve Cook next to the Petry's '56 Safari. **Below:** Zach Platt and Steve next to Zach's '55 that earned a free year's CSC membership for Zach for making it over 900 miles to the Co-Vention. The Farthest Distance Driven winner for 2009. Congrats Zach!!



2009 Co-Vention Update - Dayton, Ohio



Above: Ronn Pittman and his buddy Hank next to Ronn's Pontiac. **Below:** Lou Calasibetta next to his GMC Truck restoration.



2009 Co-Vention Update - Dayton, Ohio



Above: Mark Petry, Lou Calasibetta, Robin Petry, Rich Pye, Steve and Andrea Cook during the Ames Cruise Night. **Below:** Jack and Jill White with Starr and Noel Evans outside at the same event.



2009 Co-Vention Update - Dayton, Ohio



Above and Below: The gang couldn't get enough of Quaker Steak & Lube and returned the next day for more food and fun. Jack Johnson and a few other friends joined the rest of the crowd this time.



2009 Co-Vention Update - Dayton, Ohio



Above: New member Lee Hadley indoors. Lee has a '57 Safari. **Below:** New member Michael Koch with his 1955 2dr station wagon. His '55 Safari had to stay home. Welcome back!



2009 Co-Vention Update - Dayton, Ohio



Woken out of a deep slumber, your Chapter Editor, Rich Pye, proudly displays the Award of Excellence for the Custom Safari Chapter in the lobby of his hotel. This actually is a great honor and one that I was totally surprised at receiving. Thanks to all of you that contribute to our newsletters. Shall we try to repeat and go for two?!?!



2009 Co-Venture Update - Dayton, Ohio



Above: President Steve Cook presents new member Tom Brown with the CSC "Best Safari" award as voted by chapter members. **Below:** Tom's winning '56 Safari. Congrats and welcome!!



2009 Co-Venture Update - Dayton, Ohio



Above: Member Jack Johnson in front of the chapter display checking out back issues. **Below:** Rich Pye, Mark Petry and Jack Johnson taking a break from the sun get coerced into sitting still long enough for a picture inside the convention building.



Vintage Safari News

Oct/Dec 1979 Vol. III No.3



One day a number of years ago, I mentioned to my wife Jan that I wanted to buy a 1957 Pontiac Safari Wagon. Her half-hearted response was "...you want to buy a what?" Well, I quickly educated her on the subject of Safaris, describing in great detail all the distinguishing characteristics of the breed, and why the '57 was the year I intended to own.

I hadn't seen any in our area for a long time, so I decided to advertise for one rather than simply wait till one turned up locally. The only solution to reaching other knowledgeable people I could think of was to advertise in the "Hot Rod Magazine"....this was in 1971, before the formation of the Pontiac-Oakland Club we now enjoy! About a month after the ad was published, I started receiving a few letters and phone calls. One call in particular sounded very interesting. It was from a fellow in Boise, Idaho. Well, I went to Idaho and was delighted with what I found. I bought the car and drove it home to California.

Jan and I had been married for about one year at the time I purchased the car. Needless to say, our savings account wasn't in the best of health, and after I paid for the car it was downright sick. As all things do, this condition passed with time (and a lot of hard work).

Vintage Safari News

Oct/Dec 1979 Vol. III No.3

".....You Want to Buy A What?" (continued)

By Glyn Rowley

Looking back, it seems it was only a very short after I bought the Safari that I heard about the Pontiac-Oakland Club International forming and we promptly joined. The first national meet we were able to attend was in Medina, Ohio in 1976 where we met a lot of nice people also interested in Pontiacs. The 1977 meet, it was announced, would be held in San Diego, California. Since that meet would be held so "close" to home (about 750 miles away), I figured we should be able to attend this time with the Safari.

With only a year to finish the car, the work took on a feverish pace as June drew nearer. I pulled and rebuilt the engine. The car's exterior was all repainted and I reinstalled exterior trim while Jan redid the cargo area carpet. Well, we didn't finish...but the car was complete enough to drive to meet anyway. (Ed. note: I recall the car at the '77 meet...she looked nicer than the majority of cars in her class, finished or not!). We drove to San Diego in one day. Again it was our pleasure to meet a lot of nice people. The evening of the Awards Banquet we were very surprised and delighted to be awarded third place in our class - '55-58's.

Following the Florida meet in '78, the gas crunched signaled the possibility that the 1979 meet at Pontiac, Michigan might be the last we'd be able to take the car to for awhile, so....another year's work on the car began. The tired transmission was totally rebuilt, the power brake system was rejuvenated, followed by some cleaning of the engine compartment and a new set of tires. Finally, we were ready to go.

During the five day trip everything ran fine, no problems. We even found gas. In Illinois we joined the 19 Pontiac Caravan begun by Chuck Cochren of the Pacific Northwest Chapter and paraded on in to Pontiac. Upon arrival at the Troy Hilton, we started seeing Pontiacs everywhere! Repeated pleas from Jan to check in at the hotel were cut short with my ".....wait a minute; let me look at just one more Pontiac." Finally, I ran out of Pontiacs and proceeded to the desk for check-in. At the registration desk I regrettably discovered our reservations were for Saturday and Sunday only....this was Thursday afternoon. On the way out to the car to tell Jan the bad news I ran into John Fitzgerald, a fellow POCI member from Florida. Upon hearing of our plight, John graciously invited Jan and I to stay in his suite, since he had "room to spare". I was overwhelmed and gratefully accepted his hospitality. We both really appreciated the help.

The next two days were spent cleaning up the Safari from the trip....well to be honest, Jan did most of the work since I kept getting side tracked by one Pontiac/Pontiac owner or another..Art Ruscher, Lou Calasibetta, Len Sokol, Greg Kelley, and a whole bunch of others.

Opening day of the show and swap meet finally arrived....I never walked so far in my life....and I didn't even notice it was COLD. There were nearly 200 Pontiacs in attendance with close to 30 cars in the '55-57 class alone. How do you judge that?

At the awards banquet Saturday evening Jan and I thought we were hearing things when my name was announced as the winner of the '55-57 Class. We were real surprised. Imagine our disbelief at receiving the Long Distance Award too!

Sunday, the Custom Safari Chapter meet held another surprise for us...the 1979 Best Safari Award....this against strong competition the likes of Len Sokol's super '56 and Greg Kelley's '57. Indeed, "Michigan was fine in 1979."

It was a genuine pleasure to attend the meet; the people couldn't have been nicer, the Safari performed flawlessly for 5,554 miles, and the trip home was like floating on a cloud with all that "gold" in the cargo area!

Warmest Regards,
Glyn & Jan Rowley

PS...now where did that '57 Pontiac I just saw go?



Vintage Safari News

Oct/Dec 1979 Vol. III No.3

TECH TIPS

By Bob Johnson

Paul Sylvestri writes he has completed a set of spindles for his '55 Catalina that will accept the '62 aluminum 8-lug wheels, backing plates and drums (the rear wheels, backing plates and drums are a near "bolt-on" installation). Here's the basic procedure he used:

First he turned down the inner bearing end of the spindles and then machined a spacer to fit. This bearing spacer (Shown at "A" in the photo) brings the inner bearing closer to the outer, to match the '62 drum dimensions, and also serves as a grease seal.

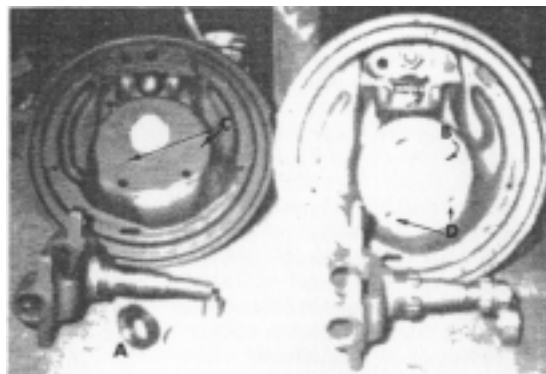
The '62 backing plates are used by welding in new centers (see "B" in photo) to align them radially on the spindle.

Next, the old backing plate holes (at "C") are welded closed and clearanced for the steering arm, and new holes (at "D") are drilled (Paul used 3, two lower and 1 upper) to fit the '55 spindle.

Finally, shim spacers are made to bring the plates back into vertical alignment (perpendicular to the spindle. New paint is added and the whole setup bolted on! Looks pretty slick, Paul!

Anyone needing more detailed information on this swap can write Paul at Box 843, El Granada, CA 94018.

Thanks for the great follow-up on this swap, Paul!



In response to Javier de la Pena's letter published last issue, Chapter Secretary/Treasurer Dennis Vaughn related the following experience he had with a glass shipment from Bob Welman of Classic Auto Glass.

About 2 years ago Dennis ordered right and left curved quarter glass, enclosing a check for full payment with the order. The shipment arrived soon thereafter and Dennis fortunately had the foresight to insist on inspecting the glass prior to signing the shipment receipt. "I did this in the presence of the driver, on the truck. It took awhile to convince him (the driver), but I insisted it be that way because of the fragile nature." Upon opening the boxes, Dennis found one piece of glass intact and one cracked.

After numerous phone calls and letters with Bob Welman and the shipping firm, and following completion of insurance investigation forms, including photographs, 9 months later Dennis was able to obtain a full refund from the shipper. He feels he would have obtained the refund even sooner had he known in advance what he learned in the process.

According to Classic Auto Glass, the merchandise is inspected and packaged by the shipper before it leaves the glass plant, thus freeing Classic Auto Glass of any liability. The catch is, the shipper normally will not inform you of your right to inspect the merchandise prior to signing the shipment receipt (which, incidentally, is the shipper's release from liability). The truck driver away, you open the box to discover concealed damage and since you've signed for the merchandise you play hell trying to get a refund. "Gosh, you must have broken it yourself after it was unloaded."

Vintage Safari News

Oct/Dec 1979 Vol. III No.3

In order to protect yourself, Dennis offers the following advice for receiving fragile shipments:

1. Insist on inspecting the merchandise for concealed damage in the presence of the driver before signing the shipment.
2. If concealed damage is discovered, note on the receipt that the glass was found "damaged on arrival" (this is very important) and have the driver initial the receipt, noting his name/number.
3. Notify the shipping firm in writing and request their insurance company prepare the necessary forms/report and perform any investigative work and photography (don't throw out the broken glass until this has been done).
4. Contact the merchandise supplier (in this case Classic Auto Glass) and obtain the "original" copy of the bill of lading.
5. Forward your copy of the shipment receipt, the original bill of lading, any insurance investigation forms or reports and photographs, and your canceled check to the shipping firm by registered mail (after making copies to keep for your records). All these items should be sufficient evidence to obtain a total refund from the shipper.



To repeat, in most cases Classic Auto Glass is not responsible for damaged merchandise since the glass is inspected at the plant by the shipper prior to loading. Getting a refund from the shipper involves obtaining the correct information, the proper forms, and performing that visual inspection before you sign!

In Javier's case Dennis surmises the 50% payment for concealed damages may be "...all he will receive, since they opened the box after the freight company had left. That's the law, I guess."

Thanks for the tips, Dennis!

In conjunction with putting together an article for Ron Panzer on our Safaris, I've been trying to update the statistics we have on the cars within our chapter. A lot of information about each car relative to "from the factory" equipment, assembly sequence, etc., is condensed onto the tags found on the cowl and driver's door jamb.

What I'd like to have all of you do is send me a pencil rubbing of both tags from each of your Safaris. I'll send each of you a postcard interpreting this coded information for those of you that don't already know their meaning, if you ask me to. Once all the cars are properly identified and catalogued by CL/DL number, we should finally be able to answer some of the questions I'm repeatedly asked, such as..."How many '55 Safaris are there in the Chapter with factory air conditioning?"..."Who has the latest '57?" This is all interesting data, and reminds me of the story of the fellow who nearly passed up the burned out shell of a '55 Thunderbird till he noticed the serial number 1001.....indicating this was the "first" Thunderbird ever produced! Any of you fellows out there have the "first" Safari? At present John Cockfield comes closest with CL-616! George Weaver's CL-1146 '57 comes closest to the "last" '57 2dr! Anyone got '57 CL-1292? Skip Lile has an interesting car, CL-2 for the second year of production, '56. And Len Sokol's '56 has the added distinction of being the closest to the last '56 with CL-4026. Have I sparked your curiosity?

Current Editor's note: I have a lot of this information gathered from registrations. I'll be putting this together over the winter to see where we have holes and get back to those of you that haven't supplied this information yet. I think this will be cool to have!..

Member Roster

First Name	Last Name	Address	City	State	Zip	Phone #
Tony and Helene	Bardelli	109 Stonefield Drive	Cranberry TWP	PA	16066	724-779-0085
John & Constance	Bonoyer	314 East Ave	Harrisville	RI	02830	401-568-4989
Jim & Sandy	Bowers	7924 S. State Road 61	Monroe City	IN	47557	812-743-2949
Lou & Carolyn	Brown	102 Morningside Dr	Wichita	KS	67218	316-685-0540
Thomas	Brown	12882 Croftshire Drive	Grand Blanc	MI	48439	810-955-6811
Lou & Paulette	Calasibetta	913 Main Street, P.O.Box 46	Stillwater	NJ	07875	973-383-7014
Harold & Carol	Cary	2315 19th SW	Mason City	IA	50401	641-424-2663
Robin	Clark	7254 San Francisco Street	Highland	CA	92346	909-862-4305
Steve & Andrea	Cook	16565 Lancaster Est.	Grover	MO	63040	636-458-6729
Dan & Carla	Dickey	1591 E. Island Lake Drive	Shelton	WA	98584	360-426-3156
Noel & Starr	Evans	#10 Church Hill Road	Washington Depot	CT	06794	860-868-7723
Greg & Liana	Fisher	3226 Shandon Road	Rock Hill	SC	29730	803-329-7480
Rich & Pam	Gabrielson	5762 Bellflower Drive	Newark	CA	94560	510-794-4334
Bob & Cindi	Garacochea	1360 Morningside Way	Venice	CA	90291	310-396-6830
Susan & Jim	Gestwicki	855 Blackbird Landing Road	Townsend	DE	19734	302-653-8010
Larry & Julia	Gorden	12501 East Avenue H	Lancaster	CA	93535	661-946-1646
Paul and Margie	Gore	907 Liberal St.	Dalhart	TX	79022	806-333-2597
Michael & Bernice	Green	11 Amber Sky Dr	Rancho Palos Verdes	CA	90275	310-377-6900
Lee	Hadley	PO Box 427	New Matamoras	OH	45767	740-473-2444
Lloyd & Shirley	Hahn	6468 Highway 83	Condon	MT	59826	406-754-2228
William & Oda	Hanners	15168 Sam Snead Lane	N. Fort Myers	FL	33617	239-543-3510
John & Vickie	Hartman	4204 Highland Hills Street	Bakersfield	CA	93308	661-392-7904
Jack & Liz	Johnson	15525 S. Rolling Ridge Drive	Lords Lake	AZ	86333	602-576-6512
Randy	Kerdoon	22287 Mulholland Hwy # 347	Calabasas	CA	91302	818-665-9113
Doug and Teesia	Kline	9878 Road I-9	Ottawa	OH	45875	419-538-7106
Michael and Beth	Koch	1226 Port William Rd	Jamestown	OH	45335	937-486-1303
Stephen and Lori	Lee	404 Greeley St.	Nashua	IA	50658	641-435-4927
Carl & Darlene	Loftis	54 W. Forest Trail	Freesoil	MI	49411	231-464-5898
Luke & Kathy	Miller	11933 County Road G	Caledonia	WI	53108	262-835-4767
Marvin	Morton	622 Avenue C	Redondo Beach	CA	90277	310-540-4621
Michael & Suzanne	Nible	P.O. Box 496	Black Diamond	WA	98010	360-886-2089
Jonny	Nilsson	Strandvagen 25, S-28772	Traryd	Sweden		0046-433-62669
Gary & Dee Ann	Parker	63 Sandstone Drive	Spencerport	NY	14559	585-352-1293
Mark & Robin	Petry	2806 Scarlett Drive	Augusta	GA	30909	706-736-3392
Ronn & Pat	Pittman	1024 S Raddant Rd	Batavia	IL	60510	630-879-7393
William	Platt II	6158 2nd Avenue South	Saint Petersburg	FL	33707	727-344-2992
Ray	Pose	54 Harrison Street	Staten Island	NY	10304	718-981-7801
Rich & Paige	Pye	436 LaDue Road	Brockport	NY	14420	585-637-2720
Chris	Rogers	1393 Story Road	San Jose	CA	95122	408-295-6318
Alan	Rogers	1012 NE Shady Lane	Kansas City	MO	64118	816-436-9008
Jon & Denise	Skoveth	3620 Nelson Place	Fullerton	CA	92835	714-992-6507
Ricky	Smith	PO Box 123	Holcomb	IL	61043	815-393-3606
John & Joanne	Snelgrove	408 San Bernardino Ave	Newport Beach	CA	92663	949-642-7089
Larry & Debbie	Strain	775 Palm Ave.	Penngrove	CA	94951	707-795-5283
Bob & Marcie	Tribbitt	401 Exmore Avenue	Wilmington	DE	19805	302-994-6516
Ed and Kathleen	Vassar	2830 County Rd. 88C	Dunnigan	CA	95937	530-724-0154
Ray & Lynn	Vickers	800 Echo Lane	Farmington	NM	87401	505-327-9406
Dennis & Sharen	Wagner	16 White Bear Avenue S.	St. Paul	MN	55106	651-731-0061
Jay and Trish	Ward	1200 Park Avenue	Emeryville	CA	94608	510-685-1422
Jack & Jill	White	64 Castle Heights	Deep River	CT	06417	860-526-9748
Dwight and Nancy	Whitmire	3153 Clarks Bridge Rd	Gainesville	GA	30506	770-532-8124
Art & Kathy	Winters	516 W Third Street	Washington	MO	63090	636-390-3264
Kelly and Robin	Wood	280 N. 1275 E	Layton	UT	84040	801-544-9714
Tom	Young	204 Acacia Lane	Newbury Park	CA	91320	805-375-1320
Barry	Zalesky	7535 Horrocks St -2nd Flr	Philadelphia	PA	19152	215-722-3717
Michael and Sandy	Zarbolias	PO Box 1886	Missoula	MT	59806	406-251-2502

Safari Search

Cars for Sale

1957 Safari, All original condition, matching numbers, almost rust free Mexican unfinished project car. Engine runs well, rebuilt tranny. New Brakes. Some missing parts. Underneath and Chassis very clean, super solid! This car has always been in storage. Will move the car to Laredo, TX (inside USA) for customer pick it up! Asking price: \$10,500 (includes shipping). Contact: Reno Casasola renovintage@hotmail.com



Parts for Sale

1957 Pontiac: Front Brake Drums complete with Backing Plates, Shoes, Wheel Cylinders and Wheel Bearings, \$100 each; also Two Radios with Speaker Boxes, one Maroon and one Green, \$150 each; Complete Rear End Differential with 3.23 Gears, \$100; 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: hi comp engine core for rebuilding/parts, includes 4 bbl intake & exhaust manifolds, valve covers, block, \$150. 1958 radiator, last used over 20 years ago, did not leak, \$50. Delivery in California may be possible for costs, otherwise, you pick-up. Tom Young, Newbury Park, CA 805 375-1320 pontiactom@ix.netcom.com

Wanted

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

1957 Safari Car Wanted: If you have any leads on one, please contact Dwight at dwhitmire3153@charter.net or call cell 770-851-1010 or work 770-531-1010.

1955-56-57 Pontiac station wagon, Exterior Tee handle for liftgate on with as many attached parts as possible. Steve Cook jumbodog54@sbcglobal.net or 314-795-4700

1957 Pontiac (Any Model): Air Conditioning components that mount to the engine, brackets, compressor, condensor, etc. Don't need firewall pieces, but interested if part of package deal. Rich Pye, rpye@rochester.rr.com or 585-637-2720

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. Business card for Pontiac related items or services are also welcomed. You'll also find the Safari Search on-line @www.customsafaris.org.

POCI Chapter #10

www.customsafari.org

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

Annual Dues are \$21.00. Renewals are due January 1st of each year. New member dues are prorated quarterly from January 1st. Applicants must be a current member of POCI prior to joining the chapter. Send payment to Robin Petry.

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