

Summer 2011  
Vol 13, No 2



*The Convention is only a week  
away...I've got some serious work  
to do on this thing to get it ready!!*

*Custom Safari Chapter*

*Pontiac Oakland Club International*

# From the Prez's Garage

*By Steve Cook*

Hello All,

We are getting my **Prez Message** to all Custom Safari Chapter members ahead of its inclusion in the upcoming issue of *Safari News* so that you will have time to read it and have time to plan for events at the upcoming 2011 POCI Convention in Bowling Green. I hope a lot of our members are registered and plan to attend the convention. It promises to be a fantastic event, with 700 members already registered as of a week ago. Unfortunately, because of other commitments, VP/ Editor Rich Pye and Sec/Tres. Robin Petry will not be in attendance this year, but the show will go on. Robin is sending about 15 CSC tee shirts to the convention via UPS, so if you have any size requests, let her know right away! You can pay and pickup your tee at the convention, just let her know your order. Save your shipping cost this way!

Our Annual Custom Safari Chapter meeting has been scheduled for 8 AM on Thursday morning. Watch the schedule or bulletin boards for our assigned meeting place. I plan to condense the meeting to 50 minutes and adjourn at 8:50 AM so that we can assemble for a Breakfast Cruise with the Street Rod/ Modified Chapter. We will announce a convenient meeting spot and attempt to "roll" at 9 AM. The cruise will be about a 3 mile drive to Motor City Grill, a recommended local diner that Alan Mayes checked out and gives his stamp of approval. It is non-smoking, and Alan said that he had a great breakfast with drink and the best sausage he's ever had for under \$7. Lou Calasibetta and I are in both chapters and cooked up this plan. Lou will hold the StreetRod/ Modified Chapter meeting at the Grill at approx 10:15 AM, and all guests are welcome to sit in. Hope you can participate in the cruise with whatever you drove or rented, and if you have room, take along a few riders.

I know our membership thought the day would **never** come when this Prez (me) would drive a Safari to the Convention, but the day is here. After working on our '56 Safari for 10 years (off and on, mostly off!), I've finished it. Just kidding. Reality set in, I surrendered, and Andrea and I bought a "done" '56 Safari. Hopefully, many of you will remember the car and its' restorer, a former CSC member, Len Sokol. It is a beautiful turquoise and white, has the 285 HP NASCAR engine with 2-4's and the batwing aircleaner. Andrea and I will begin our 6 hour trip to Bowling Green at about 8am on Tues morning, so if you don't see the car at the Host Hotel by nightfall, send a tow truck (or Premium gas)!

Now for the difficult part.....this past year at the Charleston Convention, long time POCI Deputy Chief Judge Bernie Hackett announced his retirement from the position. He and Chief Judge Rick Gonser have run the Judging Program for (at least) 16 years, and Bernie wanted a break. I have been helping the Judging Teams and Committee for many years, and now suddenly I find myself wearing a Deputy Chief Judge hat that brings hours of work with it. Because of my added duties and proven lack of time, I must call this my last year as President of the Safari Chapter and ask for Volunteers and Nominees to put on the ballot to take my place. I've done it for 5 years! Pleeze, someone step up and volunteer, it's not a bad job. You write 4 Prez columns a year, plan 1 annual meeting, and plan 1 cruise, all with the able assistance of Rich and Robin. We will discuss this further at the meeting, and have voting in the fall for the new President to take seat Jan 1, 2012.

I have a proposal to sweeten the pot for future Officers- at the meeting I am going to ask for a motion to amend the Custom Safari Chapter bylaws to read " those holding the offices of President, Newsletter Editor, and Sec/Tres are exempt from paying dues to the CSC for the years they are serving in the position". If the majority of those attending the meeting approve such a motion, we will place it on the Fall 2011 ballot for all CSC members to vote on.

The Petrys' have taken care of getting a "Best Safari" award made (thanks Robin & Mark) for 2011, so be sure to make a "note to self" to meet at 1 PM on Saturday (Show Day), at the 55-58 Custom Safari Class "F" section of the show field to cast your vote.

That's all for now!

*Steve Cook, "The Prez".*

# Behind the Wheel in the Editor's Seat

*By Rick Pye*

Hello Everyone,

I hope the weather is treating you all okay as it's been a wild spring season for tornados, rain, floods, etc. My last car show was cancelled due to rain, at least for my leaking Safari it was! They don't make enough rubber filler to fill in the gap I have in my tailgate window in my '55. Don't know about my '57 as I'm still missing the side slider windows, so that barely makes it out of the barn.

Speaking of Safaris, I finally got sick of walking around my '55, which I had been doing for the past year and half in my barn, so one Saturday morning at the end of April I poured some gasoline down the carburetor, got in it and fired it up. That went well, so I backed it up and maneuvered my way out the side door and drove it down to the shop and got it inspected. Then the monsoons started in Western, NY and I haven't been able to get it out of the barn since!

If all goes well, this issue should make it to all of you attending the convention ahead of time. With my sports schedule, I again cannot make it this year. Hopefully it will be in the northeast again soon and I can make it out for a few days. By the way the car on the cover page (couldn't figure out what else to put there and it was fitting for the convention) is actually one of mine. Anybody looking for a REAL project car!!! It does have a Ford 9" rear-end in it.

In this issue you'll find an article written by Jack White that I "lost" some years ago. During my office move this winter, I found it, which makes up for the things I "lost" in the move. If you keep your Safari News, this is a follow on update from Jack to an article published in the Spring, 2006 issue. Additionally we have another in the series of vintage Safari News from 1980 and some vintage literature supplied by Tom Young.

I am working with Len Sokol, a former early chapter member, to try and complete my collection of vintage Safari News issues to share with everyone. He's also sent me a copy of the Safari So Good bumper sticker, so I can figure out if we can do anything with that. I connected with Len through Victor Dana. Victor also supplied another word search puzzle and a follow on letter for the Safari Tracking Project. Although I have not received direct feedback regarding concerns about Victor's involvement in this project, I have heard through the grapevine that there are concerns out there. I will reiterate that the project is legitimate and understood and sanctioned by Steve Cook and myself. If you have concerns about supplying the information to Victor based on his current situation of being in prison and still want to participate, I will act as a third party to eliminate any link between you, your car and the prison address. Just simply fill out the form with whatever information you wish to share and either scan it and email it to me or send it via the mail. All data will just be data, without full VIN or License numbers (which Victor has already asked NOT be included in any text or photographs) or reference to ownership. This way we can minimally get a read of what Safaris are still in existence and information regarding accessories, colors, options, etc. I hope you all will participate.

For those of you going to the convention this year, please, please take pictures of the Safari class and any meetings or other chapter member gatherings. You can email me those pictures after the event or burn them to disk and mail them to me. Our next issue will be dedicated to the convention and photos are the best way for those of us that can't attend to be able to feel like we were there.



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

Until next time....

*Rick*

# Safari Tracking Project - Update

## ***Please a Little Help and Support***

*I wish to take this opportunity to address you, the Custom Safari Chapter members, about an issue that is weighing heavily on my mind.*

*In the last issue of Safari News, President Steve Cook announced my desire to create a Custom Safari Registry for the members of CSC. To demonstrate his whole-hearted support for this project, he openly provided his Safari's information and encouraged all CSC members to do the same. Some have, Thank you.*

*With knowing how hectic life can be, and in an effort to provide all possible assistance, I researched the literature I've been sent, then developed and handwrote a survey for each Custom Safari owner. I addressed and mailed the surveys confident that everyone would participate.*

*What now concerns me is that I recently learned participation will most likely not happen by a lot of members. My understanding is that this hesitancy to respond to my letters and surveys is due to my incarceration and the possibility I have less than honorable intentions. This saddens me deeply, but is completely understandable. At this point I wish to put all worries to rest. I declare to each of you that my motives are genuine and honorable with no hidden agendas.*

*As you read over the survey please note the built-in precautions to protect not only your identity, but that of your Safari as well. My only thought and intention is to archive all known Safaris and their information, nothing more. The completed results will be the property of the Custom Safari Chapter, published in the Safari News and hopefully on the club website.*

*In closing, please believe that I understand the concern over me and my address. Also please believe it is safe to write to me and complete the survey. I hold each person's privacy in the highest regard. Let's all band together in documenting our Safaris, and let's create a first class registry.*

*Thank you for your time,  
Victor Dana*

**Editor's Note:** Below is the only information that is being requested for Safari Tracking Project. There are things not being requested to protect your identity and your car's full identity. The idea, which has been brought up numerous times over the years at convention meetings and emails, is to gather the data of the remaining Safaris in existence for members to share. To ensure further security of information, IF the data is posted to a website, it will only be on the customsafari.org club website under the Member's Only log-in required area. The secure portions of the site for privacy is also not spidered by google or other reputable search engines. (That was put in place year's ago at the request of the membership).

VIN#: FIRST 5 Digits ONLY, example C756H

Pictures: Remove or Photoshop out license plate numbers

Cowl Tag:

STYLE NO.

BODY NO. CL

TRIM NO.

PAINT NO.

TOP

ACC

Any accessories that you own or have installed on your Safari

Anything unique about your Safari, ie., modified to run a 7.82 in the quarter mile....

# Member of the Quarter

**Your Name:** *Larry Gorden*

**Spouse's name:** *Julia*

**Safari(s) Owned:** *1 - 1956 Safari*

**When/Where did you acquire your first Safari?** *Shawnee, KS, 2001*

**What was your first car?** *1950 Ford Convertible*

**What was your first Pontiac?** *1955 Pontiac Chieftain, 2-door sedan, stick shift*

**Reason for "collecting" Safaris:** *1) They are Pontiacs. 2) They are rare and VERY cool. 3) My Great Danes can stretch out in the back.*

**Reason for joining the Custom Safari:** *To be in the "In Crowd" and associate with Safari owners*

**Favorite Safari Accessory:** *Standard Transmission (not really an "accessory")*

**Most Wanted Safari Accessory:** *Disk Brakes*

**What are your favorite non-Pontiac hobbies?** *Computers, Bicycling*

**Least favorite car task:** *Grease the chassis*

**Most favorite car task:** *Putting it back together, driving it some day*

**Best thing about being a Custom Safari Owner:** *Very unique car*

**Favorite non-Safari car:** *1961 Pontiac Catalina/Ventura "bubble top"*

**Favorite car-related web site:** *www.pontiacsafari.com (my web site)*

**Favorite parts vendor:** *CPR*

**Best car care tip to share:** *Front spring removal/installation is tough! See [www.pontiacsafari.com/springsremoveinstall](http://www.pontiacsafari.com/springsremoveinstall) for how I did it.*

**Safari History:** *After purchasing my 56 Safari in September 2001, I began looking for information on these cars, without much success. I took my Safari to the POCI Western Regional meet in the Fall of 2002 and met Bob Johnson, a past owner of 56 Safairs, a past editor of Safari News, and a current owner of a 56 convertible. Meeting Bob was hitting the jackpot for 56 Pontiac information, I was flooded with details and information on 56 Pontiacs in general and 56 Safari in particular. It seemed a shame much of this information was not available somewhere on the web. So, I put some information on my personal web site and suggested to Bob that we work together. He would provide editing skills, information, and written articles; and I would host and maintain the web site.*



# Safari Word Search

by Victor Dana

NRCUSTOMSAFARICHAPTEROQPM  
EGJALANPWTBYXZLKAMINSKYIO  
DYBDTHFIKGREENMONBDFHZLYU  
REPHOAXAGRAEMBCEHJLYLLEKN  
OLHCLRLXRYMEECYMHYQSEAFAT  
GLCABDFILINLPTWGPALRCFSLR  
LOTERDPDNFSXFLWDBHDFHJIMU  
NWRBDTFHKABOCAHAHNTLALGIS  
ISCENRMSTVIXGZMORTVXEPNOH  
ATMLRPNANBDSFORNIRALTYALM  
GOPTBDFHNITJLKOLNBINLRLXO  
RNGRANDSAIFLRAIDSCAOTAGLR  
AECYTALINABOENNUEVILRLALE  
FNAMCEHAJMDFLEMDRCEHKSSRX  
AADFHKZLNOSTXMHANNERSYSWD  
LTCQTSUVEGZMERCWOFPONITRL  
LLBEACFHJLBRONNVEILLECASE  
SPDKLINEFHVXPSNXDHFMNYTDI  
BAFEXOSD GARANJDOAMTWHJIKF  
NRIRKELHCFGJLOMRTAZDTEOCH  
MKADEXPAOCEIPHONCRHONBNFC  
NSPONTTIACLXDNRWHIOAMINOI  
TACOAILLIGBRLSPHERTMHIHSR  
MYBNOESTEFIFOORTPMLSBNKEL  
RAPNOITNEVNOCNEERGGNILWOB

BEHIND THE WHEEL

BOWLING GREEN CONVENTION

CATALINA ISLAND

CUSTOM SAFARI CHAPTER

GORDEN

GORE

GREEN

HADLEY

HAHN

HANNERS

HARTMAN

JOHNSON

KAMINSKY

KASZANITS

KELLY

KERDOON

KLINE

LEE

MILLER

MORTON

MOUNT RUSHMORE

MYRTLE BEACH

NIAGRA FALLS

NIBLE

RICHFIELD

SAFARI SO GOOD

SIGNAL GAS STATION

STREET WARRIORS

SUMMER VACATION

YELLOWSTONE NATL PARK

Answers on Page 12

# "How I Got my First Safari - Part 2"

*by Jack White*

## A Connecticut Safari by Jack White



**Editor's Note:** Jack originally wrote this article as a follow-on article to "A Connecticut Safari by Jack White" that was first published in "The Drumbeat" in August, 1993. That original article was republished in The Safari News in the Spring, 2006 issue. However, at the time your editor had lost this original article from Jack which was found in my office move this winter. My apologies go out to Jack for waiting almost 11 years to find this article. My hope is that this will inspire him to fill in the last few years, which I promise to include in a timely manner in an upcoming issue.

### Safari Update, July 7, 2000 - January 2, 2001

Since the article, "A Connecticut Safari", was written there have been a few additional changes made to my T.C. During the winter of '93/'94 I finally did settle on a color for the replacement carpet, and it turned out to be called "Rose Beige". It is a very close color match, but the carpet loop turned out to be much tighter than the original carpet. This original carpet appears to be something that none of the Pontiac experts had ever seen. I sent a sample to Harry Samuels, and even he had never seen such a loop. In fact he was so intrigued by this carpet that to this day he has never returned the entire sample that I sent him. He sent back about half of it, and kept the rest for himself. This didn't make me real happy, seeing as I obviously did not have an unlimited supply or good original carpet. There is only so much that could be salvaged from under the front seat! It was especially disheartening since he said he could not help me, I had specifically asked him to return my sample, and then to not give it all back makes him one vendor that I could never trust. But, that is another story.

I eventually purchased the carpet from Ames Performance, and it was a pleasant experience dealing with them, (I must admit that I have known Steve since before there was an Ames Performance Engineering). The summer of '94 turned out to be a rather interesting time, also. I decided that prior to going to the convention in Springfield, IL., it would be best to change the exhaust system. I decided to replace the original single exhaust with a dual exhaust system. I ordered the system from Kepich Exhaust, and as luck would have it, it came with the tailpipes for a two door wagon. The correct ones finally arrived, but as it turned out it was still necessary to do some modifying of the left side tailpipe to make it fit. Fortunately, my brother-in-law has an exhaust pipe bending machine, and it really saved the day. I managed to finish the installation two days before leaving for Springfield. It was a little too close for comfort.

The convention in Springfield turned out to be a real highlight in our experience with the T.C. It was at this convention that John Sawruk, in his infinite wisdom, decided to award us his P.M.D. "most interesting post war Pontiac" trophy. This was quite a surprise and honor.

# "How I Got my First Safari - Part 2"

*by Jack White*

One of the most interesting things that I have done to the T.C. was to change the rear main bearing oil seal. I replaced the rope seal with a two piece neoprene one, and so far it has turned out to be an excellent choice. This was also done during the spring of '94, (the spring and summer of '94 was a very busy time), prior to going to the convention in Springfield. I have since read articles written by various club "people" stating that this swap could not be made. It is a good thing that I didn't know that it could not be done before I did it! About the only other major thing I have had to do was to make a windshield change just prior to the convention in Buffalo, in 1999. It seems we collected a stone on the way to the Nor-East Chapter meet in Merrimac, NH.

After the convention in Springfield, trips have been made to conventions in Sturbridge, MA and Buffalo, NY. This year's excursion to Grand Rapids will make the seventh convention that we have attended in the T.C. (*Editor's Note: This article is 11 years old and I'd bet they're up to 18 by now*). We have made several trips to the annual DAS AWKSCHT FESCHT in Macungie, PA and are planning a return trip this August. All together, we have put about 18,000 miles on Tonto, as the T.C. has come to be called, and so far it really has been a "Faithful Indian Companion".

Well, the convention in Grand Rapids is now history, and I have still not managed to get this article to Rich. So, I'll add a second update, and then be sure and get it to him. The 2000 convention in Grand Rapids turned out to be another very enjoyable event, as well as being another uneventful trip with Tonto. The total trip turned out to be just under 2500 miles, and it all went off without a hitch. After the convention, we toured the Henry Ford Museum, attended an impromptu Saturday night cruise on Woodward Avenue and made a brief visit to Pontiac. The cruise turned out to be neat, as we started telling folks that we made the trip from Connecticut just to attend their cruise! That ruse didn't last long though after one of the folks recognized the car and asked if we had just come from the POCI Convention in Grand Rapids! It seems they were there, also. A good time was had by all, and we were glad we decided to take the Saturday night "cruise" along Woodward Avenue.

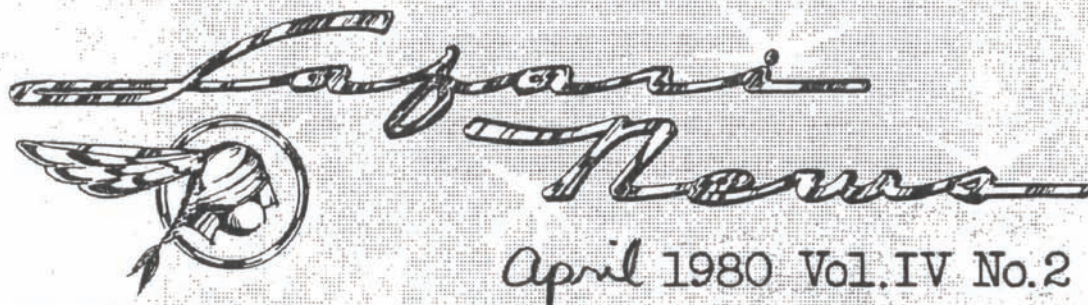
The following week was spent visiting relatives on both sides of the family in Ohio, and we finally arrived home on the following Friday. In August, we made our annual trip to DAS AWKSCHT FESCHT, in Macungie and this also turned out to be another very enjoyable experience and another uneventful trip. The 2001 DAS AWKSCHT FESCHT should be an interesting event, as Pontiac is going to be the featured car!





# Vintage Safari News

April 1980



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

## STARTIN' FROM SCRATCH

BY: DAVE COPPOLINO



There are 1/1 scale Safaris and now there are 1/25 scale Safaris riding around. That is 1/25 scale model Safaris. Now that the popularity of the Safari has grown to epidemic proportions more and more model car collectors are reproducing this particular car in scale model form. Can't say that I blame them! Both full scale and 1/25 scale versions are rare, therefore very desirable and certainly a great pleasure to get a glimpse of.

I sent the accompanying photos to Steve for the members to see and he asked me to send in a background story to go along with them, so I'll try to give an account of how my '55 Safari in 1/25 scale came to be.

Mention should be made here of the two model car manufacturers responsible for making this project a reality. They are JO-HAN MODELS and A.M.J./LESNEY who offered the 1955 Star Chief two door HT promotional model and 1955 Nomad kit respectively.

A friend who is also a model car nut, told me he was planning to build a '55 Safari using the models mentioned above. Being a Safari fan, I couldn't resist the opportunity to have one myself, so I asked him if he would do one for me. We agreed that Jim would create the body shell and the interior and I would do the finish work.

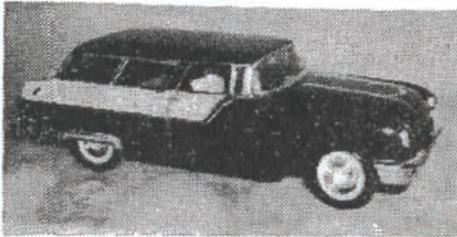
In the meantime I told another modeling friend about the project and he thought that it was a great idea and noted that the Safari was not on the Star Chiefs longer wheelbase but rather on the 860/870's shorter one. Neither Jim nor I knew this at the time the model was being constructed. Naturally, the model was returned with the Star Chief wheelbase. This meant that I had to do the additional body work which I try to steer clear of due to lack of experience and patience. All considered though, the car did come out well enough to satisfy me.

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# Vintage Safari News

April 1980

I will attempt to explain exactly how the model was built. (Ed. Note: "Patience is Dave's sayeth the Lord.") The roof and trunk sections of the 55 Star Chief were cut away and installed in their place was the entire Nomad roof and lower side window frames along with the tailgate section. After learning of the difference in the wheelbases I cut  $\frac{1}{4}$ " off the overall length of the model. I cut an eighth inch before and after the rear wheel opening. Now some of you Safari buffs may have already noticed the mistake but I didn't until I compared the diagram supplied by Steve Cory and the various photos I used for reference to the finished model. I finally pinpointed the mistake. The real Safaris have shorter rear fins so my model is not a true replica. What I should have done was cut the other eighth inch out of the rear fins instead of after the wheel opening.



I may be wrong, but I think the four door sedans also have the shorter fins. Getting back to the model...the car was then ready for primer and paint. The colors that I used were Firegold Met. and White Mist. I couldn't get the actual colors

in spray cans so I used the colors that came the closest. The color combination that I used was one of only two such combinations offered on the Safari. Some of you may argue this point but this is what I was told by a club member.

The rear bumper or bumperettes, if you will, was one of the last items I had to make a decision about. In past Safari Newsletters I noticed that some Safaris had the standard bumpers found on the rest of the Pontiac line, yet others had the bumperette type. Now I don't know if both were available, perhaps the standard type was a replacement part but in any case I chose the bumperettes, as they were unique. They enhanced and very uniquely designed car. Since the bumper guards of the 55 Nomad were similar to the Safaris, I used them to complete the rear bumper detail.

The original interior that Jim fabricated was too long due to the improper length of the model so I used a new Nomad interior that didn't need alteration. Much detail work was needed here though. Everything had to be reworked to Safari specs. The door panels were aluminized, seats reupholstered, and the cargo area was fitted with the chrome strips replacing the plain Nomad design.

The dash needed the most work. The 55 Chevy dash has two humps while the 55 Pontiac only has one on the drivers side. The right hump was filed down and filled in and the section which houses the clock and gauges was added on. The 55 brochure showed the A/C outlets on the dash so adding these was done with much appreciated ease. The interior was finished in the same color combo as the outside.

The chassis was taken from the parts box. There never was a detailed chassis on the 55 Star Chief. Back in the early years of model cars, few if any had a detailed chassis. I was able to find one where I could adjust the wheelbase to the correct length. So there you have it! A 1/25 scale 1955 Safari.

It is my understanding that a model is now on the market in this scale. I am told that it has the correct size tailfins. The model is cast in resin type material rather than plastic. I'm not sure but you may have a choice of buying it either built or unbuilt. If you're not into building models, I'd opt for the built one as the resin material takes a lot of work. The gentleman to contact if interested is: SAM MILLER, PO BOX 3493, 1306 Blue Ridge Road, Charlottesville, Pa. 22903.

I hope this has made for some interesting reading. It was my first attempt at contributing to a club publication. My special Thanks to Steve Cory for his help and support.

(Editors Note: My special thanks to David for sharing his story and car with us! Dave will be glad to correspond with any other model car builders who would like to attempt this Safari Conversion.) His address is 183 Park Avenue, West Caldwell, NJ 07006

# Vintage Safari News

April 1980

For Sale or Trade: '57 NOS: Tail light housings, fender ornaments, side chrome, wheel covers, grille parts. '56 NOS: RF Upper bumper, master grille guard, hood ornament. '56 Very Good Used: many parts off 1956 Safari. All reasonable. ALSO Parts Wanted: '57: Pair of exhaust caps (closed), illuminated fender ornaments, padded dash, Federal Siren#C6-B, fender skirts.--'56 Safari:Rear bumpers and guards,tail light housings, grille, LF upper bumper, quarter chrome, two wire cover center caps, wonderbar, tissue dispenser, compass, six way seat, tail fin chrome, PS horn button, exhaust deflector, stainless steel skirts.--'55 Safari: ALL exterior chrome and accessories, all cargo area chrome, wonderbar, wire covers. Contact: Dennis Statz,204 E. 47th St. Indianapolis.Indiana,46205 (317)283-1463

For Sale or Trade:NOS 55-6 #521595 "SAFARI" nameplate; 56 #522556 Front fender V-8 emblem; used 57 tri-power air cleaner; NORS 57 Tri-power air cleaner element for \$10.00; reproduction 57 oil cleaner cap decals-\$3.00 each or \$5.50 a pair(includes postage). Parts without price are for trade for 1957 parts.Bob Brown,16800 Country Club Drive,Livonia,Michigan 48154

For Sale: One pair 1956 Tail Light Assemb. NOS \$65.00; Safari Tailgate strips,NOS, six(6) for \$75.00; 1957 Pontiac headlight rims with chrome trim,NOS, \$30.00;'55,'56 and '57 Shop Manuals \$15.00 each and a '55 Pontiac Parts Catalog \$25.00---Wayne Crump, 545 Hawkins Ave, Fenton,MO 63026-phone (314)343-4255

WANTED: 1956 Safari RH and LF SAFARI door script new or used. Also need plastic for hood ornamanr for 1956 Safari.--Jim Massey 2104-143 Ave,Edmonton,Alberta,Canada

WANTED:1957 2dr Custom Safari with A/C, P/S and P/B. Good Condition,No Junk,Will pay top dollar for right car. Call John Fitzgerald (305)848-8624 days(305)746-6334 nights or write to #8 Splitrail Circle, Tequesta,Florida 33458

WANTED:want rust free '55 and '57 Safari in good condition-Dennis Statz-Address above.

Well I started out with a mistake in the very first issue, sorta makes me feel like I never gave up this editorship in the 1st place. Everyone please note the correction: New member#107,Ken Murchison owns a 1955 Safari.I listed his car as a 1956 in the last issue.He wanted to make sure that the membership was aware what year his car is so that he can correspond with other '55 owners. Sorry for the mix-up Ken!

Next on the Agenda:CSC Member William Hahn has a new address he would like noted; His current address is: 2302 W. Oracle Jaynes, Tucson,Arizona. 85704.

CSC Member Roald Gisvold sends along this bit of information; He says that when looking for Morraine brake parts you may have a hard time and that the Bendix parts are much easier to locate.

CHAPTER EXPANSION.....  
HAD 15 RESPONSES TO THE CHAPTER EXPANSION DISCUSSION AS A RESULT OF THE NOTE IN THE LAST ISSUE OF THE SAFARI NEWS. THE VOTE WAS AS FOLLOWS: 4 MEMBERS FOR EXPANSION & 9 MEMBERS AGAINST EXPANSION.FINAL DISCUSSION ON THIS MATTER WILL TAKE PLACE AT OUR MEETING IN GETTYSBURG IN JUNE.

Gee Guys and Gals, I really hate to bring this up again, but we still don't have anyone who will run for office in this chapter.I've received 3 nominations for different people for three different offices,but all three people turned me down when I called them to see if they were willing to run for office. I'm going to try something new this time. I'm not only going to as for more nominations but I am also going to ask for you to volunteer yourself as a candidate. This really is an important item of business that we must take care of now! Please sit down and drop me a line. Thanks!





# Vintage Literature

*courtesy of Tom Young*



*To keep your engine clean...to keep all the horsepower you paid for...drive into that clean, friendly Gulf Station and ask for Gulfpride—the clean-working oil*

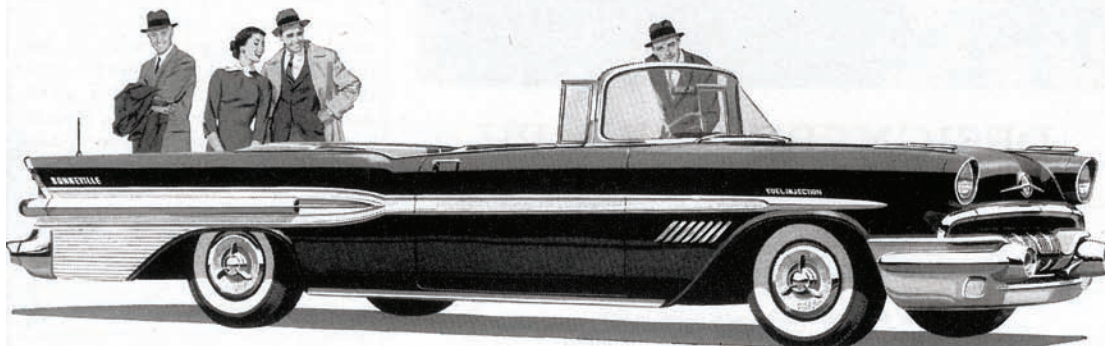
**Gulfpride** *The World's Finest Motor Oil*

Super-refined by Gulf's exclusive Alchlor Process. Gives you the most complete engine protection you can buy.



THE SENSATIONAL *Bonneville*  
FUEL INJECTION CONVERTIBLE

... a brilliantly styled limited edition ...  
powered by Pontiac's mighty fuel injection engine  
—built to add the proof of actual field  
experience to the perfecting of this advanced-  
design power plant for volume production.




*Pontiac* INTRODUCES  
*Two More Surprises for '57*



THE ULTRA-LUXURIOUS  
STAR CHIEF

*Custom Safari*

... the ultimate in station wagons—a sleek  
four-door creation, custom styled inside and out  
... under the hood Pontiac's barrel-chested  
347-cu.-in. Strato-Streak V-8 engine.

 *The surprises keep coming from Pontiac!* Now there are two more... the  
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# Safari Search

## Cars for Sale

**1955 Pontiac Safari:** 144K miles, same owner since 1971 averaging less than 2K miles/year. Garage stored for 14 years. Near all original with very little rust and only minor dings. Paint almost through to primer from polishing. Interior fair, no carpeting. Extra parts available. December, 2010 Old Cars Report Price Guide values a #3 - 1955 Custom Safari at \$26,100. Price is negotiable but close to guide value. Contact Louie E. Brown, 316-685-0540 H, 316-393-9362 C, or [L\\_EBrown@att.net](mailto:L_EBrown@att.net)



## 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](mailto:michaelbakotich@ca.rr.com) (310) 528-0482 - Mike



## 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](mailto: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](mailto:pontiactom@ix.netcom.com)

## Wanted

**1956 Safari:** Information needed to how to replace rear leaf springs. Contact Cary Birenbaum @ [mrpontiac@mindspring.com](mailto: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](mailto: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, condenser, etc. Don't need firewall pieces, but interested if part of package deal. Rich Pye, [rpye@rochester.rr.com](mailto: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](mailto: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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