

Summer 2012 Vol 15, No 2



**I went to Shelton Motors the other day
and they only offered me \$450 for my
2009 Ford F-250 as a trade-in for this
'55 Safari on the lot?!?!**

Custom Safari Chapter
Pontiac Oakland Club International

From the Prez's Garage

By Tom Young



Hello folks!

I am not sure if it is just me but if you have been watching eBay over the last few months, you probably couldn't help but notice a bunch of Safari wagons being offered for sale. A few of them either originated from or were transported to California are one time in their history! One of the cars recently offered is former Custom Safari member Craig Whatley's baby blue '57 2 dr Custom Safari wagon. Craig was quite active in the POCI during the 1990s but for some time, his car sat unattended until he decided to sell it. Three or more owners later, the Safari was recently put up for sale at 32K on eBay. It's also been offered on Craig's List at 29K, (no association with Craig Whatley). Another Safari that has appeared on the market is a '57 2 dr Custom Wagon in Limefire & Seacrest Green. That wagon has moved so much over the last 5 years that I have lost track of the number of places and times that it's been up for sale. The Safari looks like a nice original car that has not been highly altered or had any major body restoration. Since the beginning of this year, I have counted eleven 1955-57 Pontiac Custom Safari wagons for sale between eBay and Craig's List! If you got the money, time, and room, there is bound to be another Safari that is right for you!

We are "good to go with" this year's convention activities. Our annual chapter meeting is set for **Thursday, July 19th, 8 to 9 am** in the **Marsalis Meeting room 2**, at the **National Convention host hotel**. Our agenda will include the Secretary/Treasurer's report, a discussion about chapter T-shirts, a By-Laws update, ideas for recruitment, and our chapter awards. Later in the day, at about 2:00 pm, we will join forces with the Street Rod/Modified Chapter for a cruise to a nice local gathering spot for ice cream and other tasty treats. On Saturday, we will vote and award the Chapter's plaque for Best Safari to one lucky member. Don't be surprised if a few additional members receive some recognition for their efforts and accomplishments too. More details about our "cruise-n-snack" will be provided at the chapter meeting on Thursday. We're hoping for a great turn-out this year so if you have the time, come out and join the fun!

I have a small but growing list of members who are planning to attend the convention. If you plan on attending the Convention, please send me a quick email or call me so that I can make the best plans possible while providing you with updates. Contact me at pontaictom@ix.netcom.com or call me at **805 375-1320**. Thanks.

For those who can not attend the National Convention, there is another opportunity to gather with chapter members. On **August 12th, in Long Beach, CA**, everyone is invited to attend the **5th Annual Wounded Warrior** car show. Chapter member Mike Green is the creator and manager of the show which is meant to draw old car enthusiasts of all interests to help support our wounded vets. The show has a little of everything for everyone. You'll find a wide variety of makes and models from the early 1900s to this year's supercars. You will also find one of the largest gatherings of 1955-57 Pontiacs of the year west of the Rocky Mountains. A few POCI members with their '55-57 Pontiac hardtops plan to attend. So far, seven Custom Safari chapter members have already committed to attend the show which starts at **9 am**. Take a look at the show flyer contained in this newsletter for more details. Hope to see you there!

This is the social time of the year for our Chapter so come out to an event and have some fun!



Tom Young, The "New" Prez

Behind the Wheel in the Editor's Seat

By Rich Pye

Hello Everyone,

I hope your Spring "Dust-offs" occurred without a hitch and your Safari started up the first time and was ready for some driving action this year! I actually got my '55 out and used a tank-full of gas already (\$60 if you're lucky...). That's usually pretty rare for me since I never take it out when the weather is inclement thanks to the famous tailgate leaking problem.

For the first time in 27 years I attended my company, Kodak's, annual car show inside Kodak Park. It was in a grassy and treed area next to the famous Roll Coating Division buildings where all the rolls of film (remember that!?) and paper were developed for Kodak's customers. Of course mine was the only Safari there, so a lot of people had questions for me as I sat under a tree in 95 degree heat and humidity. I proudly told them the Safari story and ran into some die-hard Pontiac enthusiasts. I did see one neat custom car as someone converted a '56 Chevy 210 2 door wagon (the tailgate recoil spring mounting plates gave it away) into an El Camino. It was a pretty neat custom and hey we're cousins, so I felt okay admiring it.

As some of you may or may not know Kodak filed for Chapter 11 bankruptcy this year, which was a sad event for many of us in the Rochester, NY area, especially for those of us with 30+ years of service. Moving from a company that made 95% of its money selling film to the digital world has been quite a challenge and the economy finally caught up with us. With uncertainty in the air, I thought it was finally time to make some time and attend the show with "Chief". So I snuck out of work and attended. Here's to hoping we emerge successfully, unlike the Pontiac Division, or you'll be looking for a replacement newsletter editor!!!

*For some inspiration for this newsletter I decided to actually work on a Safari in my barn. I've had this nasty exhaust leak in my '55 and even though it's good to hear exhaust from a classic car, knowing it's a hole in the system doesn't quite match the sound of a good designed throaty exhaust. So I'm staring at the leaks as we speak, multiples in the muffler and a few in the tailpipe. Anybody know of a good replacement system for a '55 Safari? Something with a non-stock sound without going crazy with retrofitting? I could go stock, but want a little attitude for Chief. Let me know.
rpye@rochester.rr.com*

Check out how I've ignored my '57 in the car trailer seen below. I had to open the side door today to remember what it looked like and to give it a little fresh air for a change!! As soon as I get that Firebird done in a couple of months, I promise to pay attention to it. Now that's wishful thinking on my part isn't it? Let's hope not.

I hope that everyone that can make it to the convention has a great time! I wish I could make it, but for those of you going please remember to take a lot of photos and forward them on to me. I'll put together a good display of them in the newsletter.

Until then, keep the windows down and the pedal to the metal!!!



Rich



Member of the Quarter

Your Name: *Dan T. Dickey*

Spouse's Name: *Carla S. Dickey*

Safari(s) Owned: *1955 Safari*

When/Where did you acquire your first Safari? *July 1998*

What was your first car? *1952 Chevrolet 4 Door Sedan*

What was your first Pontiac? *1956 Pontiac Star Chief, 2 Door Hardtop*

Reason for "collecting" Safaris: *Love the style and appearance*

Reason for joining the Custom Safari: *Speciality chapter of POCI for the resource of information and friendships*

Favorite Safari Accessory owned: *Windshield Visor*

Most Wanted Safari Accessory: *Air Conditioning*

Do you have "other" Pontiacs? If so, list model and year: *1955 Pontiac Chieftain 860, 2 Door Sedan: 1976 Pontiac Bonneville Brougham, 4 Door Hardtop with a 455 cu-in engine*

What are your favorite non-Pontiac hobbies? *Home Design and Construction*

Least favorite car task: *Electrical diagnosis*

Most favorite car task: *Washing - Love seeing the end result of a clean car*

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

Favorite non-Safari car: *1963 Pontiac Tempest Lemans, 1936 Ford 3 Window Coupe street rod*

Favorite car-related web site: *N/A*

Favorite parts vendor: *AMES Performance Engineering, Performance Years Pontiac*

Best car care tip to share: *Retrieving the inner half of a broken axle on our Safari's rearends. Take a long length of electrical wire because of its stiffness and double it back. Take the two loose ends and run them through a small length of pipe to form a nice lasso loop on the other end. Feed the loop end in to capture around the broken axle end taking the loose wire and tighten up the loop. You should easily be able to now pull out the axle.*



Safari Short Stories - Tom's Safari Parts Car

by Tom Young

One of the things we do well is talk about our Safari wagons. We all have stories to tell about our past adventures and we all seem to have learned something about our cars throughout the years of ownership. Well, the following is an example of my short story about learning the hard way that not all Safari wagons are alike.

My story begins back in 1977 when I discovered that Pontiac made Safari wagons. I soon joined the Custom Safari Chapter and began my search for a 1955 to 1957 Pontiac Safari wagon. By late fall, I purchased my first '57 Pontiac Safari 2 dr Custom Safari wagon in Vancouver, WA. The Safari still sported it's original Kenya Ivory & Fontaine Blue paint and was complete. It had two highly dented rear 1/4 panels but no rust-out. In the summer of 1979, I came across an ad in a newspaper offering a '57 Pontiac 2 dr Safari for parts. I made arrangements to see the Safari which was parked in a town near Portland, Oregon. My knowledge of Pontiacs was growing but generally was limited to information that I found from a few books so when I came upon the Safari, I thought it was just another "wrecking yard" Safari wagon. The owner said that he had purchased the car in running condition and that he had already removed most of the glass, tail & lift gates for his '55 Nomad hot rod. He offered the complete car for \$300, less all Nomad compatible parts but I had no way of hauling the remains back to California. Instead, I agreed that for \$200, he would remove just about every Safari part that I could use for my '57 Kenya Ivory & Fontaine Blue Safari. So..... off came the lighted fender ornaments, padded dash, wonderbar radio, electric rear antenna, interior door panels, electric 8-way front seat, a nice rear bumper with open caps, rear 1/4 panels, front fenders and spinner wheel covers! I told the owner that I was not interested in the factory 3-speed manual transmission or engine. Yes, that's right!

A factory manual transmission wagon!!

Fast forward about a few years later..... I learned from long-time POCI member Rich Grob that unlike Chevys, not many Pontiacs were made with a manual shift transmission. Worst yet, he said that not many Safari wagons came as fully loaded as my parts car. The good news is that everything removed were either installed in my Ivory/Blue Safari wagon or were sold/traded to other Safari wagons owners.

Since 1979, I have come across only 2 manual transmission '57 Safari wagons. Perhaps a few more exist.

I would save the parts car today but as the old saying goes, "you can't turn back time".



Above: The only photo of Tom's parts car stored deep in the woods near Portland, OR., taken in July of 1979.

Left: The only part left of the Safari in Tom's current stock of parts is the original factory cowl tag.

Note the number of accessories codes; Body # 74.

Wow!



Vintage Tech Article



BULLETIN 55-11 NOVEMBER 1955

T-3 Sealed Beam Headlamps

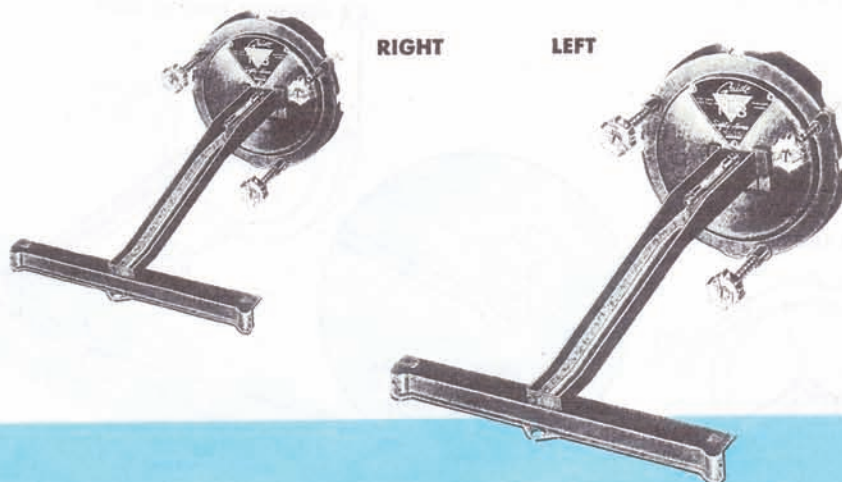
PRECISION AIMING OF GUIDE T-3 HEADLAMPS

With a Guide T-3 Safety-Aimer you can precision aim the new T-3 headlamps in a matter of minutes. In fact, with a little practice, you should be able to install and aim a pair of T-3 headlamps in **less than eight minutes**.

You do not need screens or other aiming equipment or a lot of space . . . only enough

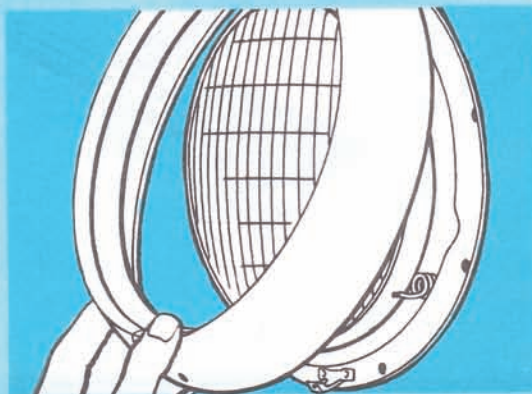
to walk around the car. What's more, you don't even have to turn on the headlights.

The Safety-Aimer consists of two attachments for the headlights — one for the right side and one for the left side — which have level bubbles accurately set at the factory.



I MOUNTING THE SAFETY-AIMER UNITS

First, park the car in your selected aiming area, which should be level (refer to page 8 for details covering unlevel spots). Then remove the headlamp bezels. Next, remove the old headlamps and install a pair of T-3 Safety-Aim headlamps.

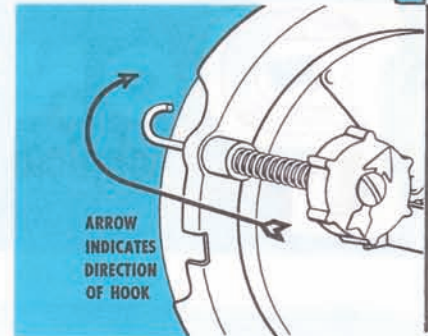
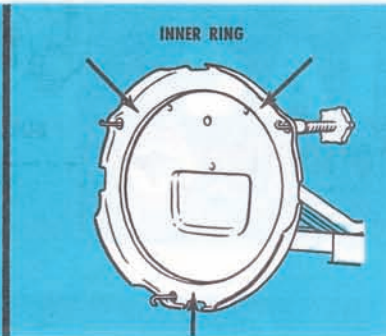
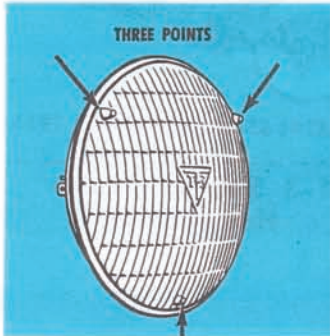


INSPECT MORE TO SELL MORE!

Vintage Tech Article



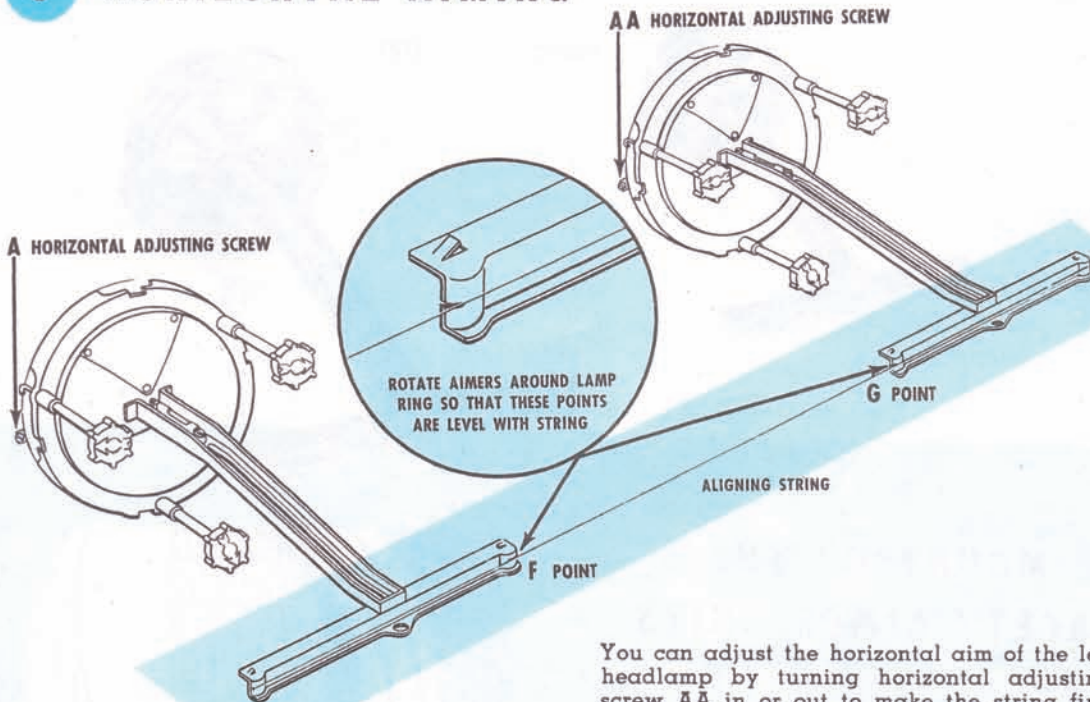
Pontiac Technical Information



2 Do not replace bezels. Mount the left hand T-3 Safety-Aimer (with the string) first, then the right hand one, so that the three points on the lamp engage the smooth inner ring of the Aimer.

3 Spring-loaded hooks will hold the Aimers to the headlamp retaining ring. The cross arm of the Aimer should be approximately horizontal.

5 HORIZONTAL AIMING

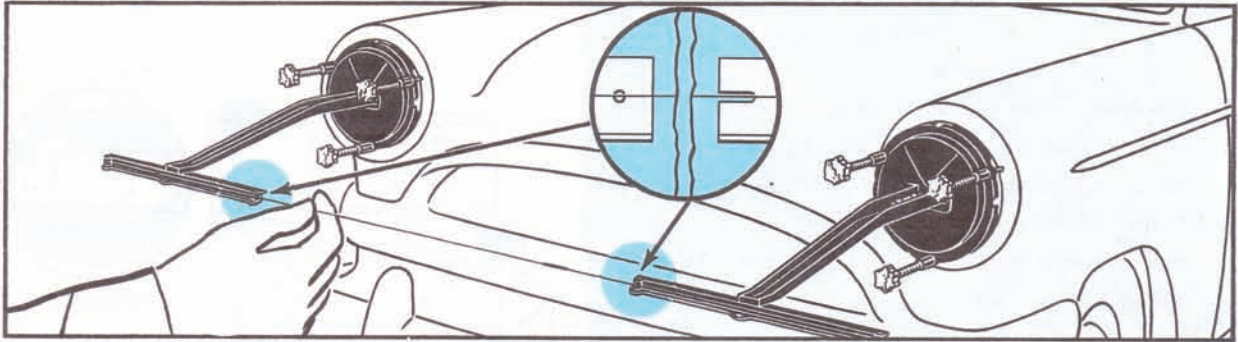


You can adjust the horizontal aim of the left headlamp by turning horizontal adjusting screw AA in or out to make the string first touch point G on the Safety-Aimer. For the right hand lamp, turn horizontal adjusting screw A in or out to make the string touch point F. Recheck points F and G. If necessary make slight adjustments to have string barely touch points F and G.

PROFIT FROM THE PREFERENCE FOR PONTIAC ENGINEERED PARTS!

Vintage Tech Article

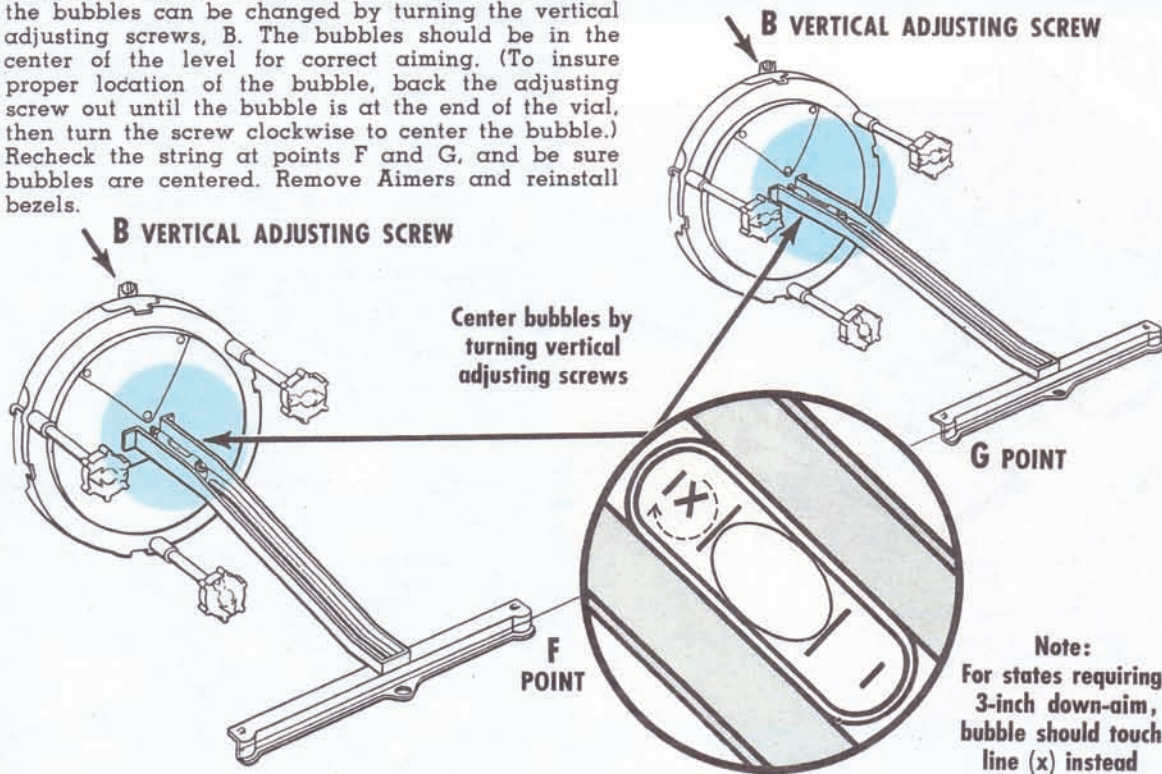
ration Pontiac Technical Information



4 With both left and right Aimers in position, connect the spring-loaded string across the slots. To make sure the car is settled properly, rock it gently sideways to equalize the springs.

6 VERTICAL AIMING

Vertical aiming is checked by the position of the bubbles in the levels of the Aimer units. Position of the bubbles can be changed by turning the vertical adjusting screws, B. The bubbles should be in the center of the level for correct aiming. (To insure proper location of the bubble, back the adjusting screw out until the bubble is at the end of the vial, then turn the screw clockwise to center the bubble.) Recheck the string at points F and G, and be sure bubbles are centered. Remove Aimers and reinstall bezels.



with your other Pontiac Technical Information bulletins

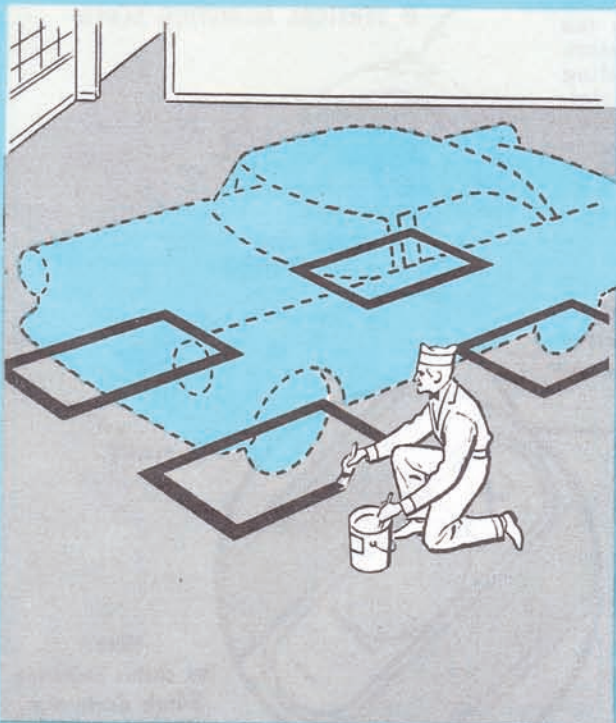
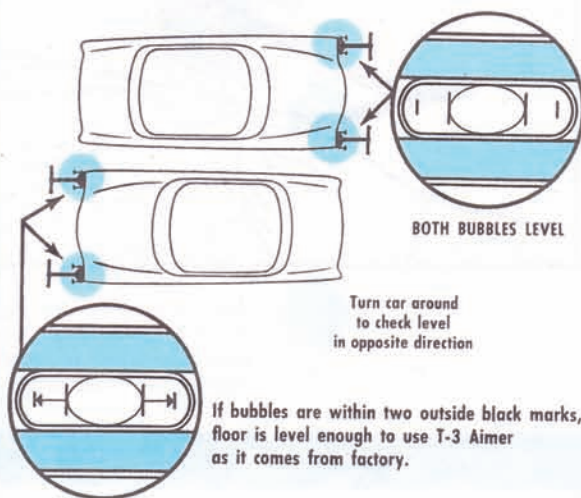
INSPECT MORE TO SELL MORE!

Vintage Tech Article

Pontiac Technical Information

HOW TO SELECT A LEVEL AIMING AREA

It's easy to use the Safety-Aimers to help find a level spot for headlamp aiming because of the levels in the units. First, choose by sight a spot which appears to be level. Drive a car onto the spot, and install Safety-Aimers. Then, adjust the vertical lamp adjusting screw so the bubbles in both units are in the center of the vials. With both bubbles centered, turn the car end for end, making sure the wheels are in the same spots as before. Recheck the bubbles. If they are still within the two outside marks in the vials, the floor is level enough to use the T-3 Aimer.



If either bubble moves beyond the outside black marks on the vial, there is too much slant to the floor. If this is the case, drive the car into the area at different angles until both bubbles remain within the black marks, in both forward and backward car positions.

When a level position is found, it is a good idea to paint marks on the floor indicating the position for the four wheels... for future use. (Wheelbases range from 108" to 150".)

PROFIT FROM THE PREFERENCE FOR PONTIAC ENGINEERED PARTS!

Vintage Safari News

Convention 1980 Issue



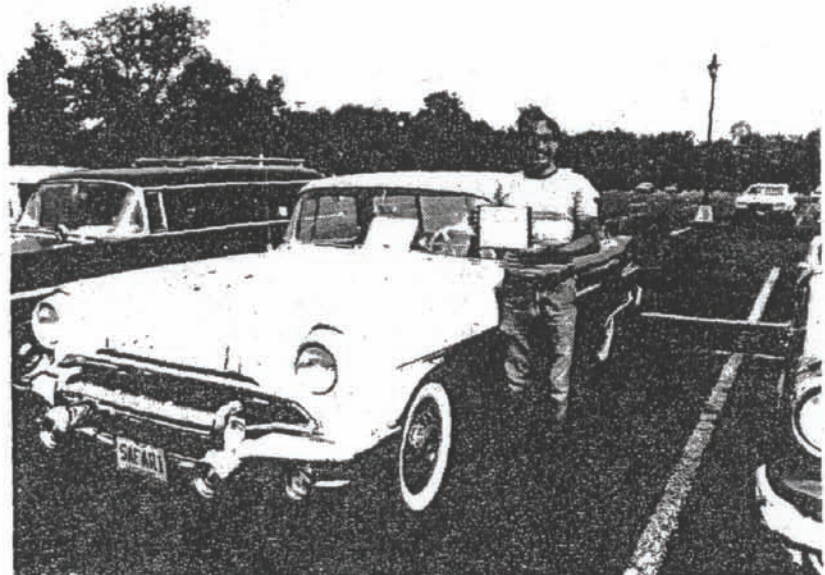
1980 Safari Roll Call Gettysburg Convention

Keith Anderson
Glynn Rowley
Bob Brown
George Weaver
Ed Hustad
Bill Walkinshaw
Steve Brumm
Kurt Kelsey
Len Sokol
Art Ruscher
John Thropp
Lou Calasibetti
John Harvey
Gene Kontac*
Dick Choler*
Ron Fulsang
Mark Faiferlick
Dick Kraiger
Gerald Redden
Dennis Statz
John Fitzgerald
Darrell Loeffler
Joe Walsh
Gary Nauhalphen*
John Haskins
Dennis Vaughan
Steve Cory

*denotes new members
who joined at the meet.
Hope I didn't leave
anyone off the list!
I really enjoyed talking
to everyone at the meet
and hope to hear from
everyone during the
coming year. In other
words...PLEASE WRITE.



Above is Keith Anderson with his 1st
Place 1955 Safari and Below is Len
Sokol with his 2nd Place 1956. Both
are real winners!



Safari...25 Years Later

We had another great turnout for the 3rd Annual Safari Round-up in Gettysburg, Pennsylvania. Members traveled from many parts of the country just to view those Sanitary Safaris (and maybe take home a trophy as well). Three years of Custom Safaris were represented and we also had Bob Browns Transcontinental who took home the Hard Luck award for his efforts.

The Safari Meeting began at 3:00pm, Saturday during the POCI Show. I must apologize for not arriving on time, as I was floundering in the flea market trying to score those lower inner A-arm shafts I needed so badly for my 55. After all, its only once a year we can go wild in a sea of Pontiac parts. The flea was large and there were many hard to find parts available. The prices varied but there were many good bargains. Speaking for myself....well,when I left Gettysburg I didn't have enough money for a phone call. But it was worth every penny and more for the chance to find parts, learn more about our wagons and view some of the finest Pontiac's I've ever seen. Not to mention being surrounded by the Civil War Era historical flavor that Gettysburg provided. It was a great show all around.

NOW ABOUT THE MEETING.....

A FEW MINUTES WITH DENNIS

In the past few newsletters we had provided for our members to vote by mail to elect our new officers. Since there was no response to speak of by mail and such a good percentage of members present at the meeting, we decided to let the members present at Gettysburg choose who our new officers would be for the coming year. Karen Campbell didn't even have to show up to be elected as our new President, despite stirring last minute campaign speeches by Steve Cory and Art Ruscher. Oddly enough, they endorsed each other rather than themselves. That's what I call humble! (Ed, Note-That's what I call lazy, Ha!) Both these men have dedicated so much to our chapter in past years, I want to take this opportunity to thank them for everything they have done.

We almost have a new addition to our Safari Family. This decision will be opened up to the whole membership, however a unanimous vote was taken to include the 1958 Pontiac Starchief Custom Safari in our chapter. That's right...there was one. 1958, I understand was the last year Custom Safari and there are about three known examples in the P.O.C.I. at present. Here's a tentative Welcome to the Chapter 58's!

We also discussed some unfavorable results some members have had with a few mail order vendors. Two names in particular popped up. Members were warned to stay away from Old Chicago Auto Parts of Portland, Oregon who Keith Anderson tipped us off about, and our old buddy Joe Gonsalves, the California inmate who conducts his "business" from a cell block in the San Jose County Jail. I have all correspondence from past association with Mr. Gonsalves and will be happy to help any member who is interested in getting back any money he or she has lost. That pretty much covers all topics discussed at our annual CSC Meeting. It was an eventful weekend that I am sure was enjoyed by all. Your next minutes will be recorded in Springfield, Illinois for the Fourth Annual Safari Round-Up, 1981. See You There!

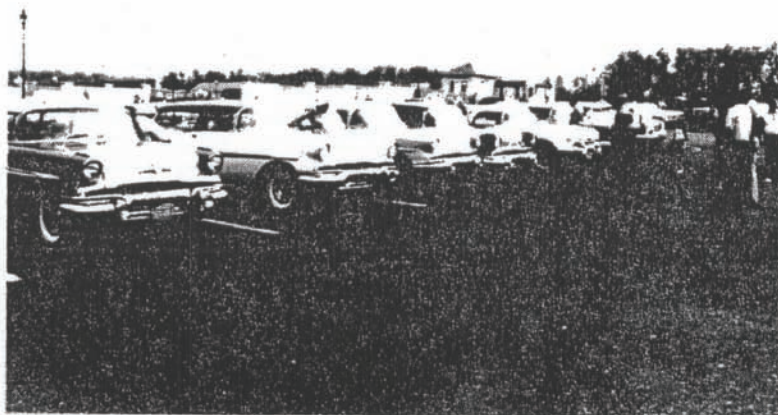
Vintage Safari News

Convention 1980 Issue



Here they are-From left to right we have cars that are owned by, Anderson, Walkinshaw, Sokol, Ruscher, Brown, Thropp and Calasibetta

Here is a close up of the Super Hard Luck Award that the Sokols worked so very hard making. It's really great Len and Edie, Thanks.



Reverse the order up top and you've got them again.

Vintage Safari News

Convention 1980 Issue

THE MAKING OF A HARD LUCK AWARD, 1980...OR IF IT WEREN'T FOR HARD LUCK, I'D HAVE NO LUCK AT ALL

**BY
THE NEVER SAY DIE...SOKOL'S**

After being the "lucky" recipient of Bob Johnson's very creative Hard Luck Award at the '78 Convention in Orlando, Fla.. Edie and I felt it was only fitting that we should design one. After much deliberation, we decided that a run-over wheel cover could be very appropriate.

I selected a stock 1956 wheel cover since I naturally had an abundance of them. We intended to run over the wheel cover and produce a tire image. Starting with the easiest method to produce this effort, I rolled over the cover with my 4500 pound Buick Wildcat, and to my surprise it didn't even leave a mark let alone scratch, dent or crush it. At this point I realized we needed a little speed to crush it. So next we put the wheel cover in the street and proceeded to run over it several times at about 20mph. Although we produced a great deal of noise with the wheel cover flipping in the air and sliding across the road, it remained ding-free. Our last ditch effort was to drive over it with its face down even though we were very conscious of our neighbors who were already convinced that our heads were not ding-free. This time we managed to make a small dent or two, but nothing like we needed. Not wanting to try it again on our residential street at 60mph (sorry, that should be 55mph), nor desiring to set the target up on our local interstate and then retrieve it, we went with the ultimate method: a 10lb sledge hammer. After a few well placed blows on our "prototype" model, it was apparent that we struck pay dirt (and a previously undamaged '56 wheel cover as well). Our only remaining task was to create a tire tread appearance. The obvious again was tried: Paint the Wildcat's tire and roll over the pancaked prototype. The stiffness of the wheel cover and the hard rubber of the tire caused contact in only a few places. So it was once again necessary to use extraordinary measures.

Edie suggested cutting strips of masking tape to conform to the tread contours and spray it with black paint to simulate the tire impression. Realistic touches could be added by placing pieces of rice in the "tread" area before spraying to simulate the cut portions of the tread, and then dusting the whole area with dirt after spraying to give a freshly run-over look. It all sounded like a great solution, but doing it was a different story. First it was next to impossible to cut the masking tape in a zig-zag pattern without it sticking to the scissors, and the uncooked rice would just slide off the wheel cover. Not being the type of people who give up easily, we discovered that waxed paper was the best backing to use to allow us to cut the tape and peel it back off. As for the rice, it was no problem. Edie already knew how to make it sticky, she's had lots of practice at that! At last we were satisfied with the results.

We came out with something that any self-respecting driver who uses lost wheel covers as targets would be proud of. Fortunately, Bob Brown's mechanical problems weren't serious enough to keep his car from the meet, so I'm sure he enjoyed receiving the award as much as we enjoyed making it.

P.S. – For Sale: Rare Prototype wheel cover, original design, never used on car or wall, could become a classic, best offer.

Vintage Safari News

Convention 1980 Issue

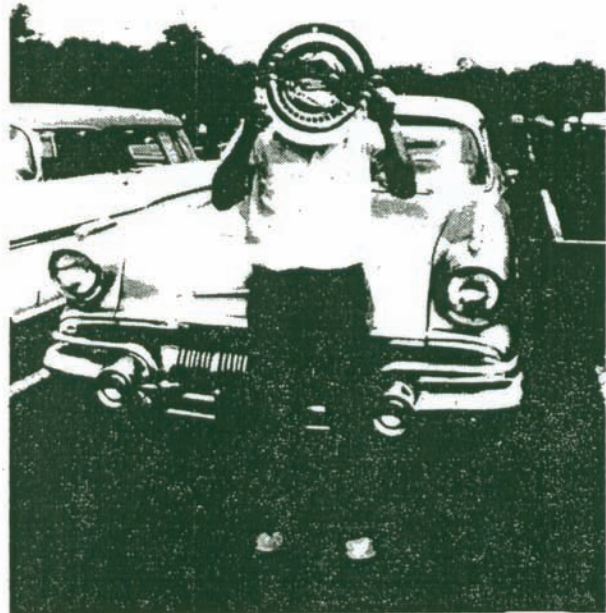
As Dennis mentioned in his meeting minutes, the membership that was present at the Safari Round-Up was asked to vote on the inclusion of the 1958 Pontiac Starchief Custom 4door Safari. The membership present at the meeting (approx. 20 members) voted unanimously to include the 1958 in the chapter for the following reasons.

1. The 1958 4door is the only Pontiac known to actually say "Custom Safari" on the car.
 2. From the information known at present there are only 2 or possibly three in all of POCI. One was at Gettysburg and was beautifully kept by Joe Rogers. Another is owned by CSC member Kurt Kelsey.
 3. It is considered a sister car to the Transcontinental although it is not called a T.C.
 4. Like all of the rest of the 55, 56, and 57 Safaris, its number is small and should be protected.
- I'm going to ask you to send your thoughts to me about the inclusion of this car into our chapter. I'll announce the final decision in the October issue of Safari News.

MOVING RIGHT ALONG....

I'm sure you've noticed the different typewriter that is being used for this issue. The reason is that I am no longer working in a print shop but am instead back on the job as a Traffic Homicide-Accident Investigator with the FtLauderdale Police Department, and no longer have access to the nice IMB Selectric used previously.

Dennis Vaughan heard comments around the Convention and round-up about how glad everyone was that Glynn Rowley could come to the convention all the way from California....and leave his car at home. I'm sure winners Anderson and Sokol appreciated it. Ha! Speaking of cars, they sure were pretty.



Here is a picture of Bob Brown holding the hard luck award while standing in front of his 1957 T.C.

By the way, This is an additional issue of the Safari News suggested by Sec/Tres. Dennis Vaughan and hopefully you will still get your regular issue of Safari News in August. However, I do need material for the issue. I have no ads or stories but I do have a few Tech Tips to pass on to the membership. Deadline is August 10th or until I have enough to fill four pages.

I gave away all the chapter recruiting posters to the members at the convention, however I do still have quite a few bumper stickers left at \$1.00 each or three for \$2.50. I think I got that wrong in the last issue. In fact I know I did...I was reminded a thousand times at the show. Ha!

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



1956 Pontiac Safari: Solid, stored in a warehouse for 25 years, 99% complete, \$7500, (864) 862-4427. See pictures at: <http://www.classiccarsofsc.com/2011/03/1956-pontiac-star-chief-safari-wagon/>

Services

1955-1957 Pontiac Safari: Rear upper liftgates. straightened and triple plated to beautiful fit and finish. Satisfaction guaranteed or your money back. Best you will find. Will straighten your liftgate only, if you prefer to use your own chromer. Also available rear liftgate gas struts to help open liftgates after torsion rods are removed. All safari/nomad interchangeable parts including window trim. Please call or email. michaelbakotich@ca.rr.com (310) 528-0482 - Mike

Parts for Sale

1957 Pontiac: Front Brake Drums complete with Backing Plates, Shoes, Wheel Cylinders and Wheel Bearings, \$100 each; also Two Radios with Speaker Boxes, one Maroon and one Green, \$150 each; Complete Rear End Differential with 3.23 Gears, \$100; 5 Hub Caps Good Condition, \$100..... call Bill Hanners @ 239-543-3510, FL.

1955 Pontiac: Parting out a 2 door Chieftain. email Rich Pye @ rpye@rochester.rr.com or phone 585-637-2720 with needs.

1957 Pontiac: NORS rear wheel bearings, new in box, with updated retainer collars. Pair, \$85 inc. shipping. **1957 Transcontinental:** aluminum side panels & wheel well trim most pieces available in various conditions. Sorry, no short rocker molding extensions. Let me know your needs. **1958 Pontiac Star Chief:** cast chrome door pillar paint divider moldings, set of 4, fair chrome, \$45 set, inc. shipping. Contact Tom Young at pontiactom@ix.netcom.com

Wanted

1956 Safari: Information needed to how to replace rear leaf springs. Contact Cary Birenbaum @ mrpontiac@mindspring.com

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

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

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

1957 Pontiac (Any Model): Air Conditioning components that mount to the engine, brackets, compressor, condensor, etc. Rich Pye, rpye@rochester.rr.com

1957 Pontiac: Rust free, stock 14-inch wheel rims, contact Tom Young at pontiactom@ix.netcom.com

To place a free ad to sell a car or parts or to place a want ad, send your request to Rich Pye @rpye@rochester.rr.com. Your ad should be related to 1955-58 Pontiacs, and it is recommended to include photos.

POCI Chapter #10

www.customsafari.org

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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