



Summer/Fall 2008
Volume 10, Number 2&3

Convention Update Issue

***Don't You Wish You Found a Safari
at Every Town Welcome Sign?***



Custom Safari Chapter

Pontiac Oakland Club International

From the Prez's Garage

By Steve Cook

Hello to all my Safari Friends,

Wow, what a fantastic Convention experience in Spearfish, S.D. That part of the country is beautiful, the people have a special friendliness about them, and the weather was fabulous; low 80's and low humidity. I didn't even break a sweat detailing the '63 Grand Prix.

The convention itself was well planned with plenty to do, places to go, and nicely organized meals and entertainment. The Wild Bill Hickcock entertainment was especially good, with actors portraying Wild West characters and telling the "real story" of Wild Bill. There were a few minor complaints, but I think the Tomahawk Chapter did a wonderful job, especially after taking on the Convention at the 11th hour when the Michigan Convention plans fell through. I hope we will see a return of the "Awards Dinner" at future conventions.

Our Safari Chapter Annual Meeting was well attended and was very productive. Thank-you to fellow officers Rich and Robin for taking care of the conference call setup that allowed numerous members not at the Convention to participate in the meeting. Robin's pencil was smoking, so I am sure you will get a full accounting of the meeting elsewhere in this issue. We made some major decisions regarding the newsletter production and tee shirt design, so I can promise you, we will have shirts!!!

Congratulations to Lloyd and Shirley Hahn for their huge successes at the Spearfish Convention. They won the "Favorite Members Safari" award as chosen by fellow club members on Saturday, First Place in the Popular Vote Safari Class, and The Koomer Memorial Award. Andrea and I won 2nd place in P.V. Grand Prix Class with our '63. We think the awards were outstanding looking, so I have included a picture of ours for all to enjoy. The Tomahawk Chapter had them made at "Woods by Will" in Arizona, and they were superbly crafted in ash and walnut. Beautiful!!!! I hope I did not overlook any other chapter members in attendance that won awards. If so, please let me know.

The worst kept secret was officially announced at Chapter Night. We can look forward to a great 2009 POCI Convention in Dayton, Ohio. It will be co-hosted by the Grand Prix Chapter of POCI and the GTOAA. It promises to be huge, I hope many from our Custom Safari Chapter can attend.

One of our favorite Pontiac Men, John Sawruk, has been raging a fierce battle with his kidney cancer, which returned in the last year. He was only able to attend the Spearfish Convention via video and phone for his seminar. I hope everyone will keep him in their thoughts and prayers for a successful recovery. He is a special friend to all of us in the hobby.

Steve Cook, "The Prez".

Behind the Wheel in the Editor's Seat

By Rich Pye

Hello Everyone,

My apologies for the delay in getting this issue of Safari News out to you all. Rest assured you are not cheated in this combined Summer/Fall issue, as I've made it a 28 page mega issue! I just hope the post office keeps this under \$2.00 to mail.

Thanks to Robin Petry and Steve Cook for their submissions for the 2008 Convention coverage. That makes up a bulk of this issue. Don't forget the color version is available on www.customsafari.org, where you can enjoy the images much better than hardcopy. Next year I plan on going to the Co-vention in Dayton, OH so I can help pick up some of the workload of the Chapter Meeting. Also welcome to all the new members who signed up at the convention. Thanks for your patience in receiving your first newsletter.

In this issue I added a couple of Members of the Quarter and a Vintage Newsletter from December, 1978. As you all know I've been trying to add these vintage newsletters in order from the beginning. We're actually up to Volume II, No. 4 since I started re-printing the main portions of these Vintage Newsletters. I am requesting some help from some of the original chapter members.... I am missing newsletters after the next one, so I need Volume III, No's 1 and 2 to keep this going. If anyone has copies, can you send them to me.

Interestingly on the Safari front, I just fixed my tailgate cabling, so I can now open and close it without stuffing the cables in the wall manually. I bought the reproduction parts (cables and spring re-coilers) from Ames Performance. To do this, I took the inside of the wagon upholstery apart to get to the mounts. I struggled a little with routing the cables, but finally got them working. I did run into a tension problem as the mounting brackets for the cable springs collapsed in the middle. I drilled and screwed the brackets where the weak point were and all seems to be okay now.

While I was in there, I figured I'd see what could be done to free up the sliding windows. My car was stored outside in CA after it was restored in the early 90's, hey I didn't own it then! Consequently the lower felt channel was not only faded but full of grit and not real conducive to allowing the window to move. Where the coincidence comes in is that in the Vintage Newsletter was an article on removing the back curved windows, which requires the sliders to be removed first. It really helped, except it wasn't very detailed on the way the upper channel was held in place. So I took some pictures to help the rest of you out. Now the trick is to figure out where to get the replacement channels. Any help identifying the correct channel felt and who sells it, would be much appreciated.



So until next time, keep enjoying your Safaris and associated projects, and send me photos whenever you can.

Rich

Convention Update

Custom Safari Chapter Meeting Minutes
POCI National Meeting
Spearfish, SD
July 10, 2008

Members in attendance: Dan and Carla Dickey, Harold and Carol Cary, Jack and Jill White, Mark and Robin Petry, Paul Gore, Lloyd and Shirley Hahn, Louie Brown, Robin Clark, Steve Cook. Members on the conference call: Rich Pye, Gary Parker, Jay Ward, and Lou Calasibetta

Visitors: Rod Kister, Justin Miller, Brian Panian, Michael Zربولias

President, Steve Cook, called the meeting to order at 10:05am, Members and visitors were welcomed and introduced themselves.

Members reminded to meet on Saturday at 12:30pm at the Custom Safari section to vote on the club determined "Best Safari" among chapter members.

Robin Petry presented treasurer's report: Beginning balance: Starting balance from 2007 meeting was \$986.54. Income from dues and donations. Expenses were for newsletter, postage, website fees. Current balance \$1,568.58.

*Membership Report: Current number of members is 51.
Minutes for 2007 CSC meeting held July 11, 2007 at 2007 POCI meeting in Tulsa, OK approved.*

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

Members requested to send items to Rich Pye for the newsletter. Rich said also email him pictures from events attended. Jay Ward reported he had found a brochure dedicated only to the 57 Safari and will scan and send that to Rich. Robin Clark encouraged us to send letters even from past archives that would be interesting.

Newsletter format discussion: Newsletter is the chapter's largest expense, but also the members most tangible benefit. Discussed electronic delivery vs. hard copy. Comments: Jay: Receiving hard copy feels like you are getting something for your dues. Robin Clark: Having hard copy allows you to show it to new potential members. Lou Calasibetta: Could print it from the website, but likes the hard copy. Black and white is the least expensive, but it is posted on the chapter website in color so members can print their own color copy. General agreement was to continue sending as a hard copy.

Convention Update

Custom Safari Chapter Meeting Minutes -continued
POCI National Meeting
Spearfish, SD
July 10, 2008

Justin Miller encouraged the chapter to submit articles written for our chapter to other magazines: Magazine pays for article and that can bring in revenue and lets other people know about the chapter. Rich also encouraged members to forward him articles from other magazines that would be of interest to our chapter members.

Members were encouraged to complete the Member profile to be used in future Member of the Quarter section of the newsletter.

CSC Membership is currently for those interested or have a Custom Safari. Discussion about expanding the membership to include more Safari's from later years. After discussion, group consensus was to keep membership options open for the future, but for now to continue as for 55, 56, 57, 58 Custom Safari's only.

Members encouraged to visit the chapter display at the convention which includes a special recognition of recently and tragically lost CSC chapter members, Bird and Norm White. Their family is currently planning on keeping the Safari as a memorial to them.

Steve, Rich, Jay discussed self-adjusting brakes and modifications. Steve encouraged Jay to write and submit an article for the newsletter.

Due to scheduling conflicts, for this year's meeting there will be no Safari dinner cruise. Members would like it considered for the 2009 convention.

Club T-shirt discussion: Rich to see if past club shirt still available. Concerns in past about it were cost at \$30 and size of logo small. After discussion, group consensus was for Steve Cook, during the off season of Dec-Jan when cost will be lower, to work with his vendor contact for a T-shirt. It will be ash color, current CSC chapter logo on front, but larger. On back a 3 quarter shot of a Safari from the back to show the back end side. He will see if 50/50 vs. 100% cotton is available. He will also see if a color shirt is available. Manon Clark suggested that we request the designer to keep screens over time for future orders. Once a sample is ready, will take member orders through the newsletter and email notification.

Meeting adjourned at 11am.

*Respectfully submitted,
Robin Petry, CSC Secretary*

Member of the Quarter

Your Name: *Stephen Lee*

Spouse's Name: *Lori*

Safari(s) Owned: *3 - 1956 Safaris (I have owned 8 different Safari wagons. I bought back 2 in 2007 after 34 years). CL 3340, CL 637, and CL 3654.*

When/Where did you acquire your first Safari? *In 1967. It had a rod out. I gave \$18.25 to a guy I worked with. I dropped the oil pan and pushed the piston up, removed the spark plug, refilled it with oil, and drove it 33 miles home.*

What was your first car? *A 1956 Pontiac 4 door*

What was your first Pontiac? *The 1956 Pontiac 4 door*

Reason for "collecting" Safaris: *I have always loved the body style of these wagons.*

Reason for joining the Custom Safari Chapter: *To share the interest in Safari wagons*

Favorite Safari accessory owned: *The illuminated hood ornament. My brother and I could tell where each other was by looking for the hood light on our trip to the POCI Convention in Pontiac Michigan.*

Most wanted Safari accessory: *Air conditioning*

Do you have other "Pontiacs"? If so, list model and year: *Yes, 1956 Safari, 1956 Safari, 3 - 1977 Can-Ams, 1995 Bonneville*

What are your favorite "non-Pontiac" hobbies? *Working on our 1890's home*

Least favorite car task: *Changing a transmission in a '56 Pontiac*

Most favorite car task: *Searching for Pontiacs to rescue*

Best thing about being a Pontiac Custom Safari Owner: *They are a car that not everyone has.*

Favorite non-Safari car: *Pontiac Can-Am*

Favorite car-related web site: *Safari*

Favorite parts vendor: *Kurt Kelsey, Iowa Falls, IA*

Best Car Care Tip: *Read the article on pages 88 - 92 in the High Performance Pontiac magazine, February 2008. The truth about today's oil.*

Member of the Quarter



Above: Stephen Lee's 1st and 2nd Safari. The top two pictures are of the 1st Safari being loaded on the trailer from the boneyard. The middle two are his 2nd Safari getting ready to be pulled out of it's resting place and finally at home in the garage. **Below:** Stephen's 3rd Safari in his garage.



Member of the Quarter

Your Name: *Dan Dickey*

Spouse's name: *Carla*

Safari(s) Owned: *1955 Custom Safari Wagon*

When/Where did you acquire your first Safari? *Purchased July, 1998 from Keith Anderson, Olympia, WA*

What was your first car? *When I was fourteen in 1961, I gave my dad \$300 for a '52 Chevy 4 dr sedan, a trade-in from a customer.*

What was your first Pontiac? *My first Pontiac was a '60 Ventura and then I got a '56 Starchief, 2dr hardtop. Back in 1965 I owned a brand new '65 GTO, tri-power, 4-speed, painted '56 Packard Naples Orange with white interior – quite an eye catcher. I sold it in September, 1965 with 46,000 miles on it!! I did a lot of cruising, traveling and racing on 122nd Ave.*

Reason for "collecting" Safaris: *My love for the Safari – Nomad wagon styles*

Reason for joining the Custom Safari Chapter: *I heard about the club at the Ontario, CA convention. What a way to share the same interests with other people.*

Favorite Safari Accessory owned: *Outside Sun Visor, rear exhaust tip extension*

Most wanted Safari Accessory: *Interior trim pieces*

Do you have "other" Pontiacs? If so, list model and year: *1955 Chieftain, 2 door post sedan; 1976 Bonneville Brougham, 4 door hardtop, with 455 engine*

What are your favorite non-Pontiac hobbies? *Lake swimming, Maui ocean snorkling*

Least favorite car task: *Cleaning parts; oily, greasy parts*

Most favorite car task: *I enjoy washing my cars, proud of how the car looks afterwards.*

Best thing about being a Custom Safari Owner: *I love the attention that our car receives. We have met so many people.*

Favorite non-Safari car: *1936 Ford 3-window coupe*

Favorite car-related web site: *NHRA.com*

Favorite parts vendor: *none*

Best car care tip to share: *Pulling the broken end of a broke axle out of the rear-end housing: Take a three foot small pipe, double some small electrical wire and run it through the pipe and make a loop. Stick the loop and pipe down the end of the rear-end housing and lasso the end of the broken axle. Pull tight on the two wire ends at the outside end of the pipe and the broken axle should pull right out.*

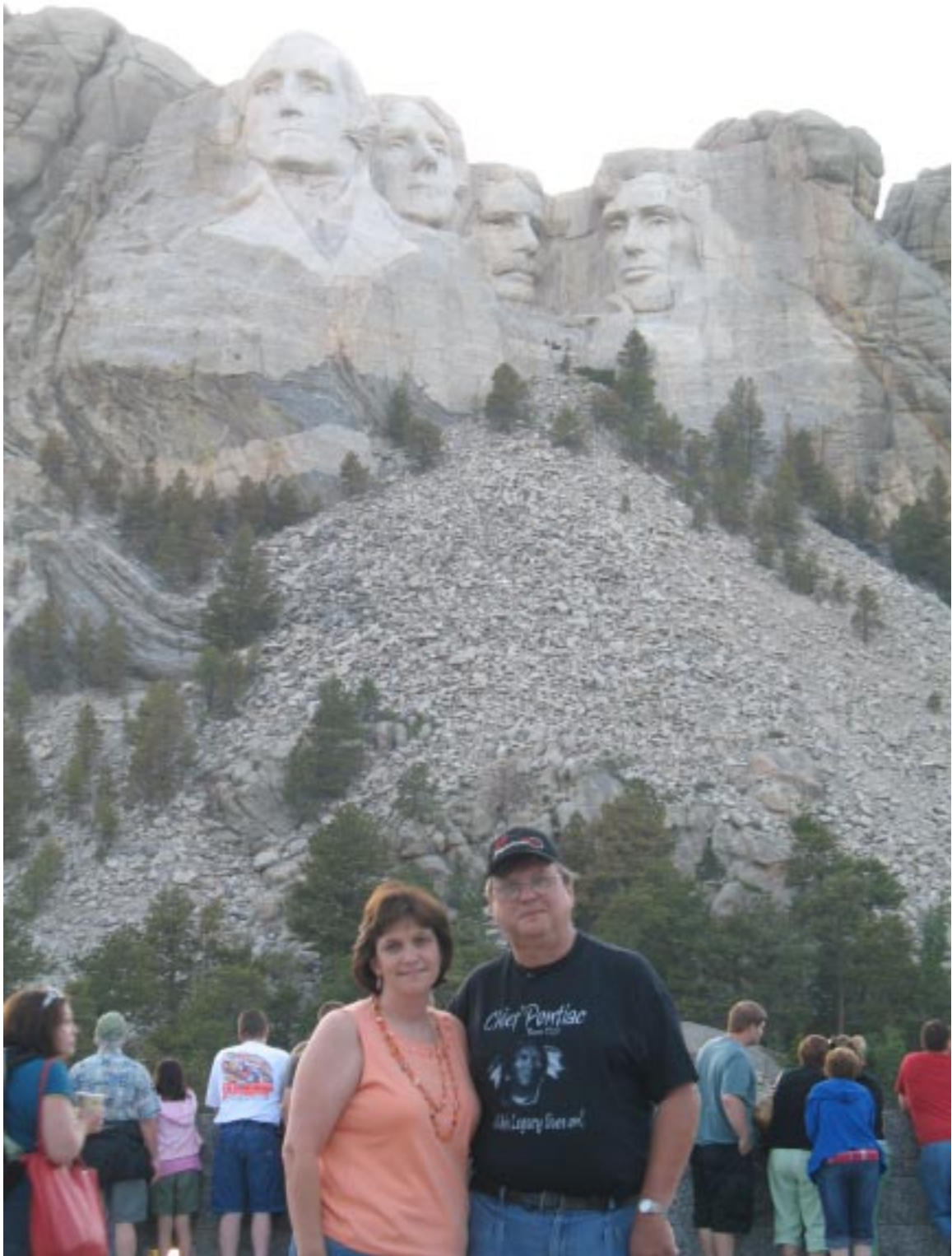
Member of the Quarter



Above: Dan Dickey's '55 Safari and close ups of his sun visor, illuminated hood ornament, and spotlight. **Right:** Dan's '55 2 door sedan.



Convention Photos



Above: Robin and Mark Petry standing at the base of Mt. Rushmore. What an awesome picture!

Convention Photos



Above and Below: Chapter President, Steve Cook and First Lady, Andrea Cook, display their 2nd Place Trophy. They won 2nd place in P.V. Grand Prix Class with their '63. Very nice trophy!!



Convention Photos



Above: Robin and Mark Petry posing in front of the Spearfish Convention Center. **Below:** Mark at the swap meet being redirected somewhere away from this guy's booth.



Convention Photos



Above: Chapter President Steve Cook leading the annual Chapter meeting. **Below:** Group shot of the Chapter members and friends at the meeting.



Convention Photos



Above: Robin and Manon Clark in front of our Chapter display: **Below:** Lou and Carolyn Brown with their grandson admire a Catatlina at the swap meet



Convention Photos



Above: Chapter President, Steve Cook, presents Lloyd and Shirley Hahn with the chapter sponsored "Best Safari" award. **Below:** Lloyd putting the finishing touches on his Safari.



Convention Photos



Above: Jack and Jill White and Mark and Robin Petry at the POCI dinner night. **Below:** The Popular Vote car show, Saturday, in downtown Spearfish.



Convention Photos



Above: Custom Safari Chapter Group picture on Saturday. **Below:** Carla and Dan Dickey with their Bonneville.



Convention Photos

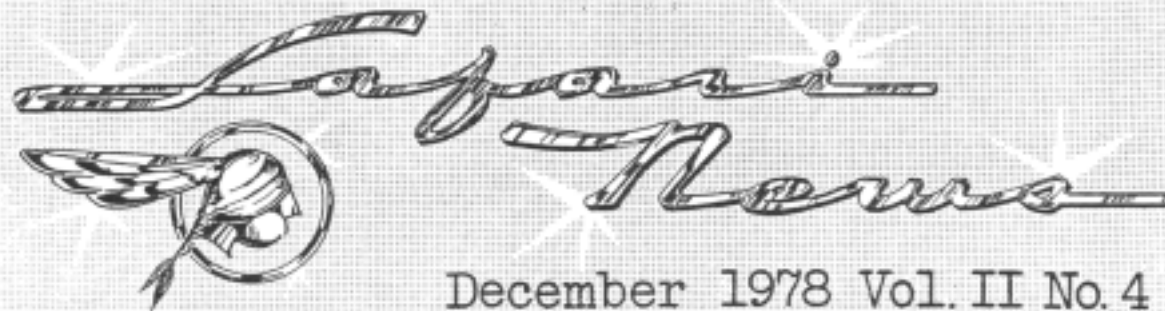


Above: Jack and Jill White admire Bob Walkinshaw's '55 Safari. **Below:** Your VP and Editor, Rich Pye, listening in on the Chapter Meeting during the convention. Notice the club apparel and Pontiac literature on the wall. Hey, we have to have our priorities straight!!



Vintage Article

December 1978, Vol. II No. 4



December 1978 Vol. II No. 4

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



"Ol' St. Nick is sure in a fix, tuff enough to decide 'tween a 5 or 6, when the choice includes a 7 and a TC, I'm sure you can see just how tuff it can be!"

MERRY CHRISTMAS



The holidays are here already! As the first order of business this issue, I'd like to extend best wishes for a very Merry Christmas and a Happy New Year from my family to all of yours. As a Christmas surprise, I managed to squeeze in a few extra "holiday gifts" this issue. For you Transcontinental lovers our centerfold should be most delightful; these photos are provided courtesy of chapter member Ron Huddy, a small part of his '57 memorabilia collection. Many thanks, Ron! Also, for you 5 and 6'ers we have a '55 Newsflash and Karen Hooper's storyline on her '56 that was hinted at last issue. Hope you all enjoy your presents! Merry Christmas!

Nominations for our club officers have been slow, perhaps due to the onset of cold weather (it couldn't possibly be because these are "thankless jobs" could it?). Anyway, they are as follows:

Secretary/Treasurer: Dennis Vaughan, N. Miami, Florida
Vice President: Bud Stowers, Westminster, Colorado
President: No nominations accepted

Nominations will remain open next publish deadline, January 25th, 1979. Anyone care to volunteer for the presidency? The job includes "fringe benefits" such as having your name appear in the newsletter under the Prez Sez column, participation in the POCI International board meetings, and organization of the annual Safari Round-up at Pontiac Michigan come next June.

Vintage Article

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The Prez Sez!

CORY'S FINAL COMMENTS

By Steve Cory

While thinking about this, my last column as President of the Safari Chapter, I became a bit nostalgic and began thinking about my term as President and the formation of this great Chapter. Everything actually began when I attended the 1976 National Convention in Median, Ohio and was inspired by many many members to start the Safari Chapter. By October 1976 all the groundwork was done, the By-Laws and Constitution were written, the questionnaires were mailed out and returned and the petition to the National Board of Directors was in the mail. Finally, on May 2, 1977, we were accepted as the CUSTOM SAFARI CHAPTER OF POCl, with 42 charter members. A lot has happened since then. The main thing is that we have grown to an overall membership of 77 members. We have held our First Annual Safari Round-up in Orland last June with 22 members in attendance along with 4 Safaris. We have given out trophies for the best Safari – for the first time ever! We have published 9 newsletters to date, but most of all is this – we have stuck together and helped each other when needed.

Many people are to be thanked for making our chapter a success. Art Ruscher helped greatly in the initial formation of this chapter by acting as liaison to National for us, Bud Stowers has done a great job as Vice-President, Dennis Vaughan has done a good job keeping track of our sometimes shaky finances this year and has made many contributions to the newsletters, and of course everyone has seen the fantastic improvements to the Safari News since Bob Johnson has taken over as Editor. I give my thanks to all of the above and to you, the members for making my job an easy one!

In closing, let me urge everyone to continue with your support of the Safari Chapter by sending in articles, placing ads, recruiting new members, and by participating in the Second Annual Safari Round-up in Pontiac Michigan next June.

Until later,

Steve

TECH TIPS

By Bob Johnson

Glyn Rowley of Santa Rosa, California has helped me identify the correct paint color for the garnish moldings in the cargo area of my '56. He wrote to say that he had never seen any tan and beige Safari with any other color but the tan trim color for the interior, and suggested that I double check the trim pieces I have. Sure enough, a closer look revealed that the "different color" on my garnish moldings was apparently the result of a coat of varnish the previous owner had used on the cargo area wood flooring after removing all the carpeting. Removal of the moldings exposed a few patches of the original color on the concealed surfaces. Thanks for the help, Glyn!

Vintage Article

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Layed back Pontiac livin' in the back seat smokin' and a tokin' singin' Catalina Blues!' or "How I learned to live with the rain but hate mushrooms!"

By Karen Hooper

I first noticed my '56 Safari in 1975 when it was left parked in front of my apartment. A long trail behind it of "something that had leaked", and its general run-down appearances gave me the impression that it had been left there to die. After a few months of just sitting, it vanished from the street of Lompoc.

At the time of the first sighting I had just been introduced to the Chevrolet Nomad. Still being a novice in instant ribbed tailgate recognition, I mistakenly thought the dejected looking car outside my apartment had been a Nomad (after all, it did have the roof ridges and the tailgate bars and the wrap around rear side window!). However, I soon learned that I was very much in error.

As the years went by, I was continuously exposed to the "Classic Chevy's" (particularly the Nomad); I knew very little about the Safari's, the little that I did know was that there were interchangeable parts with the Nomad. Such was the reason that when the Safari was spotted for the second time in March 1978 at a local "auto dismantler" (wrecking yard), it was decided to buy it for the mere \$200 the wrecker was asking. It was going to be parted out for Nomad use and the remains then sold "as is". That was before I saw it. Once I had seen it, any such notions about parting it out were soon done away with and it quickly became "my car".

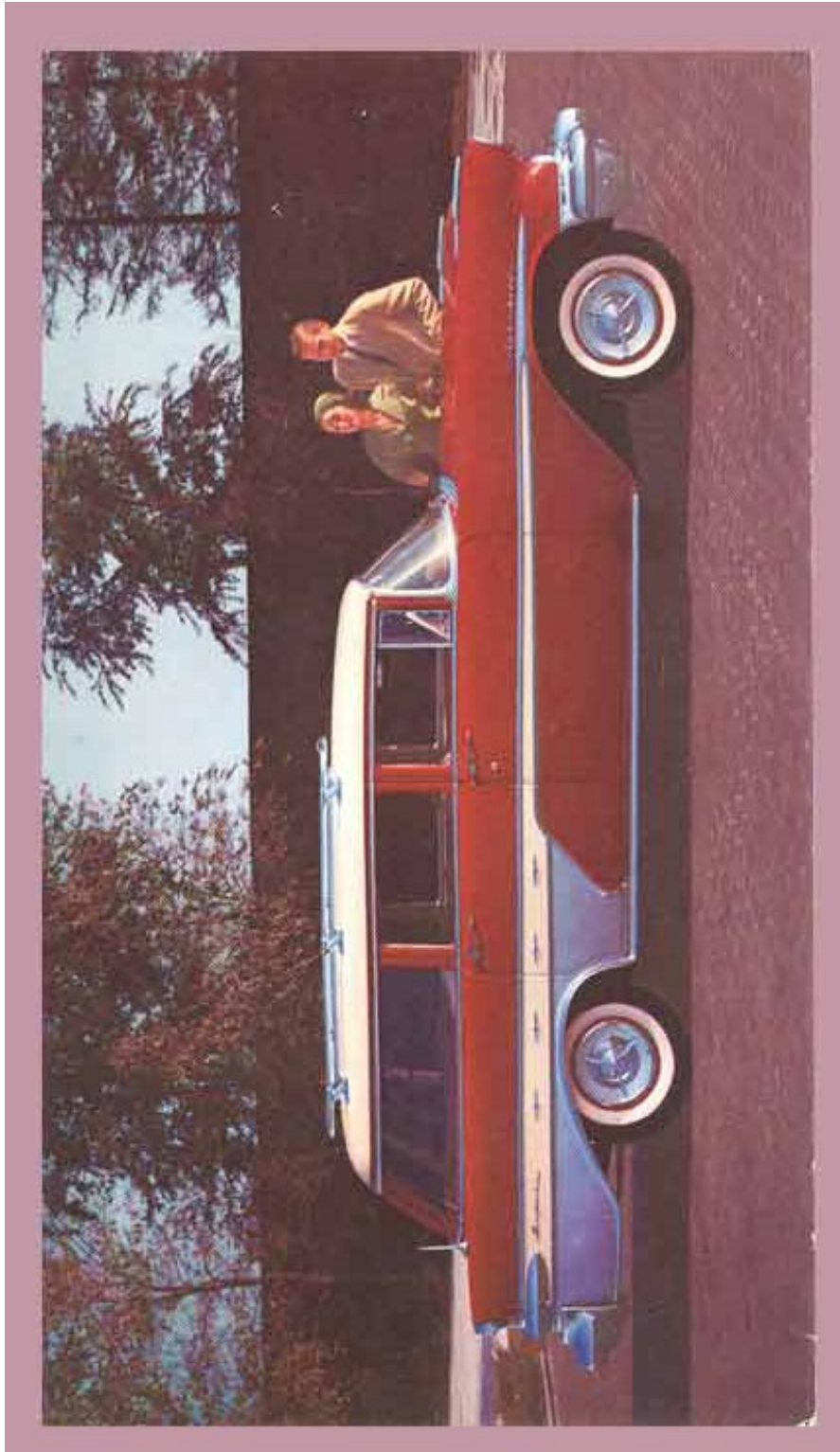
In conversation I discovered that the previous owner had been thrown in jail, I believe for drug pushing, and the car had been abandoned. Prior to the previous owner's incarceration, he must have actually been living in the Safari. Among all the junk that was thrown out the first day, there were clothes, shoes, and a blanket from in the back. In the glove box was a knife, fork, and spoon (all a matching set), a razor, a toothbrush and small tube of toothpaste, and the most damning evidence of all, a small tokin' pipe (as commonly used for smoking spent marijuana joints and other goodies).

Alas, after sitting out in the "auto dismantler's" yard for three years without the liftgate glass, California's rains (Ed. Note; that's Liquid Sunshine!) offered it no pity. The Safari was definitely in raunchy condition. The carpeting, with its little mushrooms of mold and fungus, was immediately torn out and thrown in a garbage can. The windows stayed down for about two weeks trying to get rid of the terrible odor. The Safari was originally Catalina Blue and Nimbus Grey, - but the cowl tag offered the only clue, you sure couldn't tell it by looking at the exterior. The seats have the optional latex foam rubber cushions, but unfortunately someone did a massive destructive J.O.B. to the upholstery. The power seat mechanism and underseat heater do work though!

A rebuilt '56 engine has been located and my future plans for a trip to San Leandro, California to pick it up are in the making. That will be the next major money outlay - getting the engine into the car and getting the car to run. Future plans include a new paint job back to the original colors and some upholstery work. Slowly, but surely, the Safari, which is my spare time "work" project, is coming along, and I'm enjoying every second of it!

Vintage Article

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Pontiac's sleek new four-door Custom Safari... called the "Transcontinental" made its first appearance at the 42nd National Automobile Show in New York on December 8th (see photo left). This six passenger Station Wagon features custom interiors of hand-buffed leather and a reclining four position front passenger seat...compete with a folding head-rest (see photo next page). In addition to its large luggage space the new Safari also features a luggage rack. The lower rear quarter panel is treated with a satin finished anodized aluminum panel that carries horizontal ribs, and special vaned wheel discs add still another touch of glamour to this most distinctive of all Safaris. (information taken from a Pontiac Sales Blueprint, P.S.B. 57-7, dated December 20, 1956.)

Vintage Article

December 1978, Vol. II No. 4



Stylish, brightly chromed Jeepage neck and beautiful new side-chrome and brushed-aluminum quarter paneling are distinctive features of all Star Chief Custom Four-Door Safaris.

The Spectacular Star Chief Custom Four-Door *Safari*

Here is a style-studded beauty that boasts a comfort and convenience you've never known before. This ultra-smart Safari is powered by a barrel-chested new Strato-Streak V-8 engine with 347 cubic inch displacement and 10 to 1 compression ratio. Shown here in Cordova Red with Kenya Ivory—one of nineteen available color combinations in this series.

The Custom Four-Door Safari features a new reclining lounge type seat with handy head rest for ideal travel comfort! Featured here is interior of matching Cordova Red and Kenya Ivory in genuine hand-buffed leathers.

(See model section—Star Chief series—for other interior choices.)



Vintage Article

December 1978, Vol. II No. 4



October 29, 1955

REPRINTED: READER SERVICE MANAGER
LEFT GATE AND TAIL GATE WATERLAMP CORRECTION
1955 Twelver 256427 "Safety"

Note: This News Flash reproduces information on the same subject appearing on page 48 and 49 of the May 1955 Service Craftsmen News.

Since the May "News" was issued, several changes in the LEFT gate sealing have been made in production. The following information has been prepared to inform the field of the new parts and of their use in the elimination of possible water leaks on bodies which ~~do not~~ have a LEFT gate weatherstrip body side) retained by a metal retainer.

In present production, the LEFT gate weatherstrip (body side) is retained by metal retainers across the top and down the sides of the back body opening. This New Flash provides a procedure for installing a retainer across the top of the back body opening only; the retainers down the sides of the back body opening are not required for this field installation.

LEFT GATE

To install a metal retainer and the latest type LEFT gate weatherstrips, the following parts are required:

Part No.	Description
842410	Screw - Holding to Back Body Opening Side Facing Retainer - Back Body Opening Upper Weatherstrip
842480	Screw - Flat Head 8-32 x 1/4 84 Head Cross Recess Tapping
842490	Weatherstrip - LEFT GATE - Body Side
842500	Weatherstrip - LEFT GATE - Gate Side
842510	Weatherstrip - LEFT Gate Lower Corner - Right
842520	Weatherstrip - LEFT Gate Lower Corner - Left
842530	Retainer - Plastic

- Remove LEFT gate from body opening (detach 114 from hinge stamp).
- Remove all LEFT gate weatherstrips (LEFT gate side and body side) and clean off connecting surfaces.
- If the rear quarter window lower rear reveal welding has a tab as shown in View "A", remove tab from molding. Install screw in original hole in lower end of rear quarter window REAR reveal molding. If no screw is present, drill hole, seal and install screw (Part 842510) to rear quarter window lower rear reveal molding to back body pillar sublet side facing. View "A", Item 3.
- If the rear quarter window REAR reveal does not have a tab or screw at the lower end as shown in View "B", install screw to obtain a better fit.
- Correct any irregularities in the rear panel-to-body opening motor rail pinchweld flange and then locate upper weatherstrip sealant along pinchweld flange. See section "Gap".
- Mark thirteen (13) hole locations on weatherstrip retainer - two (2) holes 1/2 inch from rear of retainer and eleven (11) holes spaced evenly for the remaining length.
- Drill a 1/8 inch diameter hole through retainer and pinchweld flange at each hole location. See section "Gap" for location of retainer. Remove retainer and gate weatherstrip with primer.
- Apply a wide bead of millium-bonded sealant along pinchweld flange at retainer location.
- Install retainer with screws (Part 842490). File off ends of screws which protrude through pinchweld flange.
- Connect LEFT gate weatherstrip (body side) to position and clamp upper flange of retainer over weatherstrip as shown in Section "Gap".

IMPORTANT: When using weatherstrip cement, carefully follow the directions of the manufacturer to insure a proper bond. Use care when performing crimping operations to avoid distorting retainer or weatherstrip.

- In addition to connecting LEFT gate weatherstrip (body side), fasten weatherstrip at joint 1/2 inch from each lower end (at tail line) with screws (Part 842510) and washers (Part 842520).
- Touch up exposed section of retainer with body color paint.
- Indicate contact area of weatherstrip with file of all-purpose rubber lubricant.
- Install new LEFT gate upper weatherstrip (gate side) to obtain the required weatherstrip contact as shown in Section "Gap".
- Install new LEFT gate lower corner weatherstrip flange with edge of LEFT gate as shown in View "C".
- Install and align LEFT gate to obtain proper spacing and weatherstrip contact at all joints. If required contact between LEFT gate weatherstrip (body side) and LEFT gate weatherstrip (gate side) is not obtained with LEFT gate properly aligned, relocate the LEFT gate weatherstrip (gate side) to obtain required weatherstrip contact. See Section "Gap".
- Retest.

TAIL GATE

- Check and correct weatherstrip which may be loose, damaged or misaligned.
- Check and correct any tail gate misalignment.



Vintage Article

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REMOVAL OF REAR CURVED QUARTER GLASS

By Dennis Vaughan

Removal of the curved quarter glass can begin by removing all chrome and painted garnish molding surrounding the sliding and rear curved glass areas. All retaining clips for both pieces of glass will then be exposed. It is necessary to remove the sliding glass prior to the removal of the curved glass. If your Safari has the original felt channel, it will be held in place by built in clips in the channel. With a wide flat bladed tool, such as a stiff scraper, carefully pry downward on the upper felt channel to pop the clips loose. There should be enough playing up and down in the sliding glass to allow this to be done. Then tilt the top of the sliding glass inward (with the felt channel still on it) until it is free enough to lift out of the bottom channel. Store the glass in a safe place, then proceed to pop off the lower curved felt channel in the same manner as the upper. **Editor's note:** *I recently did this procedure and have included pictures on the next page to help illustrate this process. The key is to get the clips out of the body by prying them done one at a time. Once they are all free, the channel felt and window tilt out.*

Unless yours has rusted away, you will see a support for the sliding glass towards the rear. It is approximately 9 inches long with a rubber support in the middle. Take out the two screws and remove the support. All clips and screws holding the curved glass should now be removed. They will be located at the top and the bottom of the glass. After these clips and screws are removed, all that remains holding the glass in place is the caulking and age.

Now take your thumb and with care begin working the glass loose by pushing inward on the outer edges next to the rubber molding. I put my thumb half on the glass and half on the rubber molding starting at the front bottom until I see slight movement of the glass. Work your way back using your thumb and palm, being careful not to put too much pressure in any one area. Soon, the caulking should begin to give way. Never at any time should you use any meal instrument such as a screwdriver or knife to pry with, as I broke the first (and only) curved quarter glass I tried this on. Use your bare hands only and more safely than you can pry with a metal tool.

After the glass is loose, it must be carefully worked in and forward at the same time until it can be removed towards the inside of the car. Keep in mind that the rubber molding in being removed with the glass as one unit. To reinstall, the procedure is basically the reverse with the exception of possibly caulking the area of contact between the rubber molding and the body beforehand. There may be minor differences on your Safari that preclude using the above procedures, so if anyone runs into a snag, don't hesitate to call or write me; I will assist you in any way I can.

WAGON TRAILS: An anonymous chapter member reports spotting a field full of Safaris and Nomads (30 assorted cars) from the air. The field is located across the street from the county/city airport in Claburn, Texas. The property is said to be owned by a gentleman named FORD. Hey, one of you Texas members, how about checking this out for us?

In a similar vein, chapter member Joe Boyd writes that: "many years ago (1965?) I was in Pokemoke City, Maryland and stumbled onto a bunch of NOS GM parts. The old gentleman who owned them just spent his days sitting around in his then empty G.M. showroom – didn't have any cars and obviously didn't care to order any. But, I got to yakking with him about old cars and he took me across the street, unlocked a door to a smaller wooden building that looked like it had been a gas station once, took me upstairs – and my teeth nearly fell out! It was loaded with body parts, engine parts, etc., etc., - Chevy, Buick, Olds (don't remember if there were any Pontiac parts or not). Anyway, I bought a brand new '35 Std. Chevy front bumper I then needed – for \$2! He even had a '32 Chevy radiator shell. If you have any contacts in that area, its worth a check out, although I'm sure its way too late now." Thanks for the tip, Joe; you never know....

Vintage Article

December 1978, Vol. II No. 4

REMOVAL OF REAR CURVED QUARTER GLASS



The above pictures show the trick to getting the sliding window out. Remove all the mouldings, pry the clips down to release them from the body, tilt the window with the channel, and remove. Note: in my case there was a Phillips head screw up through the last clip. I believe it was there to spread the metal extrusion in the clip. One mystery for me is that I have two different types of felt channels. The upper was beaded, but the lower one was not. Does anyone know the correct configuration? Also, any ideas on where to buy these? If anyone knows, please contact me. chiefpontiac@customsafari.org

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

1956: Pair of lower quarter molding for 1956 Safari nice condition. \$400. Pair of hood strips for a 1956 \$25. Plus shipping. Please contact Harold Cary, (641) 424-2663 or buzz@netconx.net

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

1955 Safari: Left molding rear quarter lower (drivers side) part #520522. Rear light switch, both NOS or excellent used. Please contact Harold Cary (641) 424-2663 or email at buzz@netconx.net.



To place a free ad to sell a car or parts or to place a want ad, send your request to Rich Pye, chiefpontiac@customsafari.org. 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.customsafari.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 pro-rated 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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