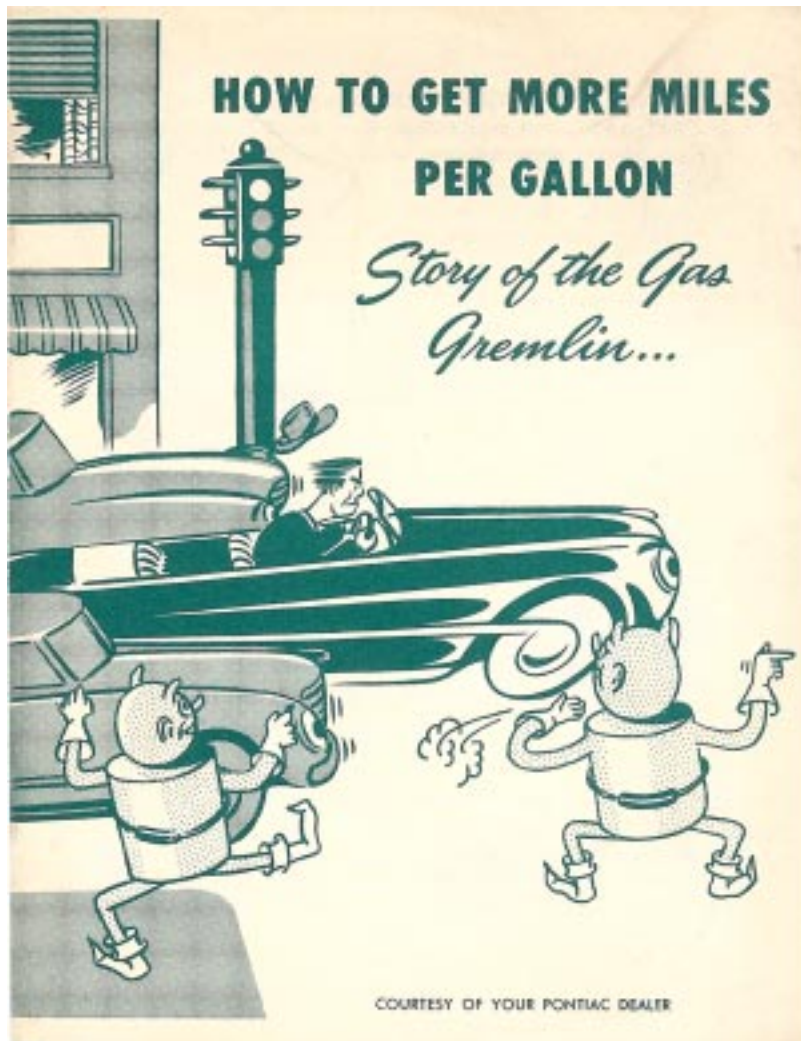




Winter 2003-2004  
Volume 5, Number 4

# Custom Safari Chapter

***With the Price of Gas, You Better Heed the Gremlins!***



*Pontiac Oakland Club International*

# From the President's Garage

By Mark Petry

*Greetings Fellow Safarians!*

*My name is Mark Petry and I am the newly elected president of the National Custom Safari Chapter of POCI. I want to thank you for electing me and giving me a chance to be of service to you. I'd like to start out my first newsletter president comments by sharing with you a little about myself, my family, and my interest in Pontiacs.*

*My family consists of my wife of 20 years, Robin, 18 year old son Drew, 14 year old son Mike and lastly our 110 lb lab-shepherd dog, Star Chief ("the old car dog"). Robin managed to talk me out of naming the boys after Pontiacs, but I insisted we name the dog after one. Of course, had we gotten a female dog we would have named her Bonneville. We live in Augusta, Georgia (home of the Masters Golf Tournament...no I cannot get you tickets).*



*Since there is no local chapter of POCI, Robin and I have been very active in the GaSCar Chapter of AACA. Over the years with GaSCar, I have served as its president twice and Robin has served as its secretary for 5 years.*

## From the President's Garage *cont'd*

By Mark Petry

*My interest in Pontiacs is truly a family affair with my earliest automotive recollections being my Dad's 4 door 1946 Pontiac "8" followed by his 4 door 1955 Chieftain, 1968 Catalina wagon and 1975 Pontiac Grand-Safari Wagon. I became a member of the Pontiac tribe in 1975 when I bought a brand-new Lemans 2 door automatic with a 350 engine. It was a great car but being young and single at the time I found it a bit dull and boring, so in 1976, I traded it in on a new 455 4 speed transmission Trans-Am. That was more like it!*

*I moved from New Jersey in 1979 and met Robin in 1982. We married in 1983. We enjoyed using the Trans-Am as a "Sunday driver" and used it on car club events. All went fine until the boys came along. We quickly realized that the tiny back seat of a Trans-Am was no place for two very active young men. Discussions began about getting another collector car more suited to our family needs. Robin supported the idea as long as it wasn't a 1965-66 Mustang or 55-57 Chevy stating that "those seem to be everywhere we go and I want something a little more unique." Well, that was my opening!*



## From the President's Garage *cont'd*

By Mark Petry

*I went into my literature collection and came across a Popular Science Road Test of a 1955 Safari. "How about one of these", I asked. Robin said, "OK, now find one". That was in 1990 and the search began. Our search came to an end in 1992 when I found a 1956 Sun Beige/Sandlewood Safari listed in Hemmings Motor News. The ad stated that it was an original garage kept, rust free car, bought from the original owners with only 78,000 miles. It sounded to good too be true. The car was in New Hampshire. I arranged a trip up and found it to be exactly as advertised, bought it on the spot, and brought it home.*

*We've enjoyed the Safari for 12 years now gradually improving, restoring and upgrading it as we go. We love driving it and have driven it to many local, regional and national shows over the country from Colorado to New York. Our first POCI National convention was 1996 in Moline, Illinois. That is where we met and became friends with Noel and Starr Evans who were there with their 1957 Safari. They told us about the Custom Safari Chapter, we joined and have been members ever since.*

*About 4 years ago, Robin and I heard about a 1955 Star Chief convertible (Black and Bolero Red) available in our area. It was a former AACA Grand National winner. The elderly owner was ill and wanted to sell it without much fanfare. The opportunity was too good to pass up, a deal was struck and the Safari had a new garage mate! Alas, the 1976 Trans-Am had to go to make room for the convertible. Unfortunately, you can't keep them all. At least, that's what Robin keeps telling me.*

*Well, that's the history of my family and love of Pontiacs in a nutshell. Lastly, I want to thank Robin Clark for his years of service as our President. I hope I can fill his shoes. I hope to meet you all in the future and see as many of you as possible in July at POCI's 2004 convention in Joplin, Missouri.*

**Mark Petry**

### 2004 POCI Convention Update

*A room has been reserved at the host hotel for Wednesday, July 7th at 8am for the Chapter meeting. They will provide us with the specific room later. They recommended for our Safari Cruise Breakfast: Granny Shaffers on 707 Illinois Ave, Joplin, MO. The exact date and time will be determined once we have a more detailed schedule.*



# Starchief's Helpful Hints

Helpful hints from:



"Starchief"  
The Old Car Dog



Small arrows painted on axle hubs will remind you to turn the lug bolts in the proper direction when you're changing a tire. This is particularly handy on cars that have a left-hand thread on one side and a right-hand thread on the other.



Reaching into an engine compartment is tough when the car is jacked up. This stool comes to the rescue. It's made of 1"-thick plywood. The 10"-by-10" ends are fastened under the edges of the 30"-by-10" top by four 6"-by-8" steel shelf brackets.

# Behind the Wheel in the Editor's Seat

By Rich Pye

*Hello Everyone,*

*Hope the new year is treating you all well. Welcome aboard our new president Mark Petry and thank you to our outgoing officers, Robin Clark and Bill Fortune. You're still allowed to send in articles and keep us posted on your Safaris. Where else can we learn about custom cruise control devices and Robin's adventures with his old rust bucket!*

*This year is just getting going for me. After I put together the last issue of the Safari News, I learned I had to have hernia surgery. While it was a relief to finally know why I felt so bad for the preceeding months, the recovery has been alot slower than I anticipated. Not to mention the slight hernia I self-induced on the other side that wasn't operated on. I had my surgery the first week of January, and it hasn't been until recently that I actually can get out and bend over the car or lay down under the dash. Other basic tasks have also been difficult. I did however enjoy not having to bend over and pick stuff up off of the floor. My wife hasn't been as excited since things like putting away the Christmas tree didn't get done until last weekend! So even though it has snowed about 12 inches today as I wrote this article, I am raring to go. I might even get excited about rubbing out that '57 Safari I picked up at the end of last year!*

*By the way I still haven't gotten all the parts that were promised me for that car, but the important ones showed up. I also hooked up with a real nice member of our chapter, Donn Fallenbuchel, and purchased his tri-power setup for the '57. I have to say that Donn is a pleasure to talk with and his parts are as advertised. So check out his parts list in the back of this issue and spend some money!! I also found a Delco ignition switch on eBay and installed that last week. As soon as the weather breaks, I'm going to fix the brakes on it, install the tri-power, and rub it out. It should look good from about 20 to 30 feet.*

*Check out the mailing label to see if you still owe dues for 2004. If you're mailing label says 2003 and/or you have a red "X" on the envelope, this is your last issue of the Safari News. So please take the time to renew your membership. We don't want to lose you. Also if you didn't return your two-sided form that asks for your data plate information from your Safari and the Safari Member of the Quarter information on the back, I will be sending you a form in each issue going forward until I receive a reply from you! I really want to get everyone's car information in a database and then share information of how many cars were what color, what options came on them, etc. So for those of you that haven't filled them out yet, please do so and send them back to me.*

*It's not too early to start thinking about the POCI convention in Joplin, Missouri this summer. I don't think I will be to make it this year for a couple of reasons. Therefore I will need some volunteers to make sure they take plenty of pictures. Both digital and film pictures are great. If shooting digital, please try to take as high a resolution picture you can for the print quality. If anyone is interested in doing that for me, please contact via phone or email. I usually like to get shots of our meetings, breakfast cruises, the swap meet, Safari show cars, modifieds, points Safaris, and any other unusual concept vehicles.*

*I also need more pictures of your Safaris. A few people sent in recent photos with their renewals, but we need much more. I want to get the photo gallery up to date for both the convention display and the web site. So now that Spring is upon us, dust off your baby and shoot a couple of pictures to share with us.*



*Gotta go shovel. Keep in touch.*

**Rich**

# Safari Member of the Quarter

**Your Name:** Virginia "Bird" White

**Spouse's name:** Norm

**Child(ren)'s name(s) and age(s):** Sam (46), Maurie (45), Dennis (42), Hank (35), 3 Daughters-in-law, 7 Grandsons, 1 Granddaughter, and 5 Great Grandkids

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

**When/Where did you acquire your first Safari?** Carson City, Nevada in 1990

**What was your first car?** 1949 Chevrolet Convertible

**What was your first Pontiac?** 1955 Chieftain 860, 2 door, we still have it!

**Reason for "collecting" Safaris:** '55 Pontiacs are best

**Reason for joining the Custom Safari Chapter:** Learn more, meet nice people

**Favorite Safari Accessory owned:** Swing out tissue box dispenser

**Most wanted Safari Accessory:** none

**Do you have "other" Pontiacs? If so, list model and year:** '55 Chieftain 860 and 4 parts-cars

**What are your favorite non-Pontiac hobbies?** Grandkids, knitting, traveling

**Least favorite car task:** Washing it

**Most favorite car task:** Polishing it

**Best thing about being a Pontiac Custom Safari Owner:** Showing off!

**Favorite non-Safari car:** 1990 Cadillac Brougham

**Favorite car-related web site:** none

**Favorite parts vendor:** Bill Fortune

**Best car care tip to share:** Use Meguiars Polish

# Safari Member of the Quarter

By Bird White

*In 1991 Norm and I had been discussing finding a Safari, and one just fell in our laps. It was owned by a woman named Cindy, the granddaughter of the first owner, Dorothy, who lived in Carson City, Nevada. Dorothy and her husband had purchased the Safari new from Andy Gotelli Motors in Carson City in June of 1955. We purchased our first car, together, from Gotelli, in January 1957. It was a 1955 Pontiac Chieftain 860, 2 door, and we still have it.*

*Cindy didn't know what to do with a classic car and really had no interest in it, so she sold it to us. It had 64,000 original miles on the odometer, and foglights that were dealer installed, because they drove to San Diego, CA twice. They also had a Mark IV air conditioning unit dealer installed. It has a windshield washer that doesn't work, and a reel out underhood troublelight that does work. The back tailgate window warped and leaked badly, so we had it fixed. The carpets were ruined, so we had them replaced also. The original leather seats are still in reasonable shape.*

*The Safari has a dent in the front bumper where Dorothy hit the cement post in a service station when she was 85. She was so short that she sat on a pillow and looked through the horn ring to see out the front window. It has never been re-painted, except for the right front fender, which appears to have been wrecked. The engine has never been repaired or replaced. It doesn't burn oil and gets about 17 miles per gallon. The transmission is what Gotelli calls a "Jerk-a-Matic", but it shifts fine.*

*We drive the car. We don't tow it! I drove it to Colorado in 1997 to the POCI Convention, and Norm drove the Chieftain. We entered the Survivor Class and the Safari took a Silver Medal. The Chieftain missed by about 5 points. We've been to Portland, OR., the Western Regionals in Santa Clara, CA., Lake Havasu, AZ., and last year in Ventura, CA. Norm has threatened to turn his taillights off, so I can't find my way home! We're*

*planning to go to Joplin, MO. this summer, towing a 1957 Serro Scotty tear drop trailer. Hope to see you there.*



*If you're wondering what happened to Dorothy, she passed away the day after we bought the Safari from Cindy. She was 95 and had been in a coma for awhile. She rides with me when I go on a trip, and we send postcards home to Cindy.*



# Member Roster

First Name	Last Name	Address	City	State	Zip	Phone
William	Bean	3914 N. 650 W.	Ogden	UT	81414	801-737-1212
Jim & Sandra	Bowers	7924 S. State Rd 61	Monroe City	IN	47557	812-743-2949
Lou	Calasibetta	PO Box 1957	Stillwater	NJ	07875	973-383-2001
Harold & Carol	Cary	2315 19TH SW	Mason City	IA	50401	515-424-2663
Robin	Clark	668 E. 20th St	San Bernardino	CA	92404	909-886-8615
Dennis	Dana	10576 Valinda Ct	Alta Loma	CA	91701	909-481-1942
Javier	De La Pena	2032 Reynolds	Laredo	TX	78043	956-727-3710
Ralph & Edie	Denuzzio	8961 North Lake Dasha Dr	Plantation	FL	33324	954-969-5300
Sally	Dubravetz	2176 Mingo Trail	Akron	OH	44312	330-784-7319
Noel & Starr	Evans	10 Church Hill Rd	Washington Depot	CT	06794	860-868-7723
Donn & Mary	Fallenbuchel	P.O.Box 2476	Lake Havasu City	AZ	86405	928-855-5494
Greg & Liana	Fisher	2416 Pope Dr.	Anderson	SC	29625	864-231-2897
Eric & Julie	Foehr	15 Standish Rd	New Milford	CT	06776	203-354-1871
Bill	Fortune	11 Lakeview Dr	Nitro	WV	25143	304-755-2429
Richard & Pamela	Gabrielson	5762 Bellflower	Newark	CA	94560	510-794-4334
Susan & Jim	Gestwicki	855 Blackbird Landing Rd	Townsend	DE	19734	302-653-8010
Ron & Frances	Goodhue	PO Box 13078	South Lake Tahoe	CA	96151	530-577-5522
Larry & Julia	Gorden	12501 East Avenue H	Lancaster	CA	93535	661-946-1646
Michael	Green	11 Amber Sky Dr	Rancho Palos Verdes	CA	90275	310-377-6900
Al	Grider	1605 Starnes Loop Rd	Grant	AL	35747	256-728-2703
Lloyd & Shirley	Hahn	6468 Highway 83	Condon	MT	59826	406-754-2228
William & Oda	Hanners	15168 Sam Snead Lane	Ft. Myers	FL	33917	239-543-3510
John & Marilyn	Havens	3785 100th St. SE	Caledonia	MI	49316	616-531-1381
Ron & Regina	Huddy	171 Mill Street	Newton	NJ	07860	201-383-8318
John & Gene	Johnson	2000 North Rice Rd	Ojai	CA	93023	805-646-7354
Randy & Robin	Kerdoon	22287 Mulholland Hwy #383	Calabasas	CA	91302	818-225-1116
Ken & Kathy	Makowski	82 Union Turnpike	Branchville	NJ	07826	973-948-6556
Brian	Mertens	50 Cramer St	N. Tonawanda	NY	14120	716-692-1564
Mark & Lorene	Miller	1408 Mt. Tricia Ave	West Covina	CA	91791	626-917-7565
Luke & Kathleen	Miller	11933 Highway G	Caledonia	WI	53108	414-835-4767
Marvin	Morton	622 Avenue C	Redondo Beach	CA	90277	414-835-4767
Michael & Suzanne	Nible	PO Box 496	Black Diamond	WA	98010	360-886-2089
Jonny	Nilsson	Strandvagen 25	S-287 72 Traryd	Sweden	00000	46-433-62669
Thom	Outen	PO Box 245	Rockville	TN	37153	615-907-1564
Gary & DeeAnn	Parker	63 Sandstone Drive	Spencerport	NY	14559	585-352-1293
Mark & Robin	Petry	2806 Scarlett Dr	Augusta	GA	30909	706-736-3392
Ronn & Patricia	Pittman	1024 Raddant	Batavia	IL	60510	630-879-7393
Zach	Platt	6158 2nd Ave. South	St. Petersburg	FL	33707	727-344-2992
Ray	Pose	54 Harrison St.	Staten Island	NY	10304	718-981-7801
Rich & Paige	Pye	436 LaDue Rd	Brockport	NY	14420	585-637-2720
Chris	Rogers	1393 Story Rd	San Jose	CA	95122	408-295-6318
John & Joanne	Snelgrove	408 San Bernardino Ave	Newport Beach	CA	92663	949-642-7089
Dick	Stampalia	905 S. 200th St	Demoinis	WA	98198	206-870-9676
Larry & Debbie	Strain	775 Palm Ave	Penngrove	CA	94951	707-795-5283
Ed	Vassar	PO Box 171	Dunnigan	CA	95937	530-724-0154
Dennis & Sharen	Wagner	16 S. White Bear Ave	St. Paul	MN	55106	612-731-0061
David & Mary Jean	White	4 Wainwright Avenue	Plainville	CT	06062	860-747-5682
Jack & Jill	White	64 Castle Heights	Deep River	CT	06417	860-526-9748
Norm & Bird	White	PO Box 444	Minden	NV	89423	702-265-2257
Tom	Young	204 Acacia Lane	Newbury Park	CA	91320	805-375-1320
Barry	Zalesky	7535 Horrocks St.	Philadelphia	PA	19152	215-722-3717

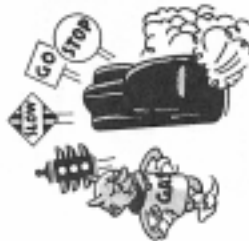
# Pontiac Literature



**GAS GREMLINS** like to eat up precious gasoline and rob you of miles of motoring. But wise driving will help keep them from wasting your gas.



**"LEAD-FOOT"** GREMLINS haunt drivers who tromp down on the accelerator. To save gas, keep top speeds down, accelerate gently in traffic and when passing on the highway.



**STOP SIGNS AND TRAFFIC SIGNALS** are friends of the gas gremlins! You use enough gas to drive as much as a mile every time you stop for a red light. If you want to stretch your gas, slow down when approaching a halt and choose the road with the least number of stops.



**"SEE-SAW"** GREMLINS love to see motorists drive a couple of miles at 30—then drop to 20 for no good reason—then speed up to 35. Failing to drive at even speeds wastes gas ... and that's what the gremlins like!

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**"RACE-TRACK"** GREMLINS thrive in cars whose owners race the engine after starting. Racing a cold engine causes excessive wear and wastes lots of gas without getting you anywhere.

Nothing pleases an **"IDLE"** GREMLIN more than an owner having his car idling while doing business errands or shopping. Burning gasoline without moving lets the gas gremlins really drain off gasoline and steal your hard-earned dollars.



**"ANCHOR-MAN"** GREMLINS go on a gas-eating spree whenever brakes drag, tires are soft, or the engine is operating at less than peak efficiency as when **PROPER** tune-up is neglected.

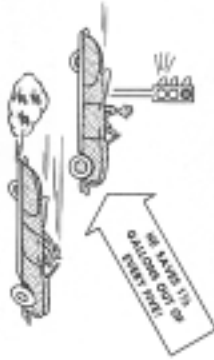
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# Pontiac Literature

## DRIVING HABITS

### STARTING AND STOP.

**PING**—The driver who beats everyone away from traffic lights and stops by jamming on the brakes at the last minute has to pay for his fun. Rapid starts and stops waste gas and oil and place undue wear on even the best engine parts, brakes and tires.



### USE OF LOW GEARS

At one time or another you've ridden with drivers who took a couple of blocks to get their cars into high after starting. Low and second gears use far more gas than high gear. The owner who drives in first only long enough to get started and shifts into high at 20 to 25 MPH, saves on both gasoline and service expense.



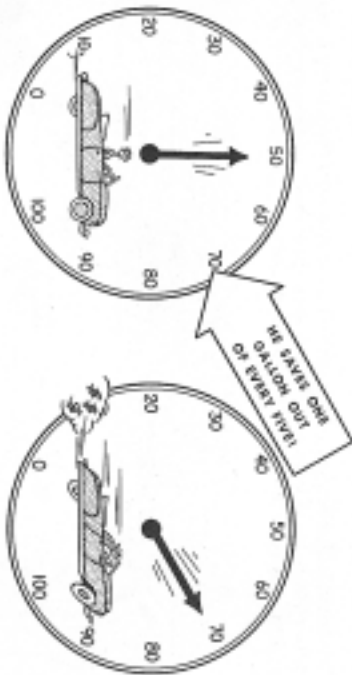
Owners of Hydra-Matic equipped cars find that manual gear-shifting is eliminated. Gear changing is accomplished automatically by the transmission in accordance with the performance demands of the road conditions encountered and the wish of the driver. The driver who consistently uses  $\frac{1}{4}$  throttle or

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more when starting from a stop, automatically keeps the transmission in the lower gears longer and uses more gasoline. Light pressure on the accelerator when starting will allow the transmission to shift through the gears to high gear (direct drive) at lower speeds and result in greater fuel economy.

### CRUISING SPEED

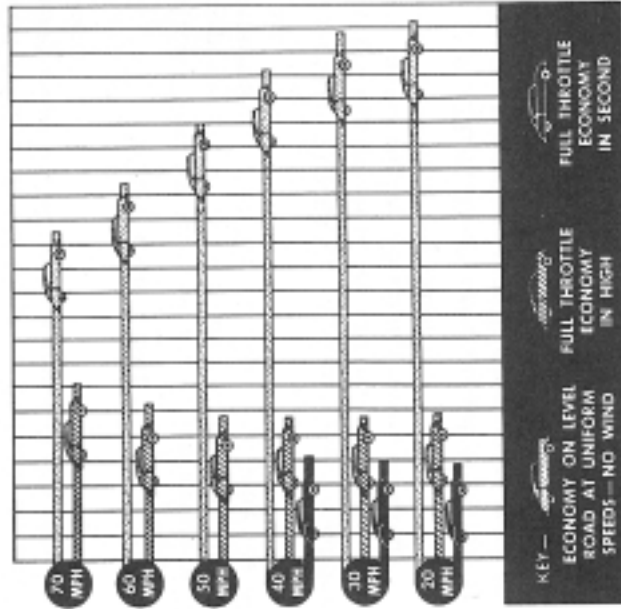
Fuel economy and services needed by your car will also depend to some extent on the speeds at which you drive. The motorist who habitually drives over 60 to 70 miles per hour on the open road will use more gas and will need different service than one who cruises at 45 or 50. Increases in speed multiply both the horsepower required to drive the car and gasoline consumption. It requires three (3) times more horsepower to drive a car at 55 MPH than at 30 MPH, and over nine (9) times more at 80 MPH.



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# Pontiac Literature

## RELATIVE FUEL ECONOMY



### DEMAND FOR SPEED

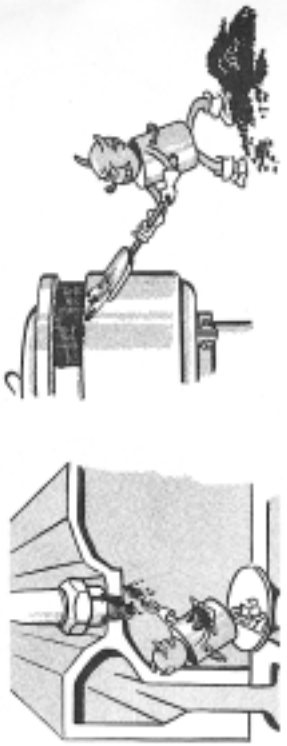
The graph is based on constant speed economy tests that were made under carefully controlled conditions. This graph will help you to see why a demand for speed is bound to result in less fuel economy.

## "ESSENTIAL" MOTOR TUNE-UP

How often? In the Spring and Fall.  
 Why? Gas Gremlins aren't the only things that waste gasoline! After several months' driving, engine parts become dirty and lose some of their delicate adjustments, thus robbing you of good gas mileage and easy starting. For this reason, Pontiac Engineers recommend an "Essential" Tune-up for your car in the Spring and Fall.

The "Essential" Tune-up is an inexpensive job in that it assists you in getting only the services you need. "Essential" Tune-up includes: the few minor adjustments to the ignition system and carburetor needed at regular intervals; a group of frequently missed minor lubrication and maintenance jobs on the electrical system needed twice yearly or every 10,000 miles; a thorough cleaning of the carburetor air cleaner and a complete test and diagnosis to tell you the condition of the entire ignition and carburetion systems.

"Essential" Tune-up is not intended as a cure-all. However, it will help eliminate guesswork in locating potential causes of engine trouble, prevent future difficulties and assist in greater economy of operation.





# Pontiac Literature

## MORE MILES PER GALLON

Mechanical features should be given periodic attention. Your fuel economy will depend on how well you take care of your car.

### YOUR CAR CARE

1. **LUBRICATION.** Chassis and engine lubrication will reduce power needed to overcome friction and will add to performance, reliability, economy and long life of your car.
2. **"ESSENTIAL" TUNE-UPS.** Maintain good condition and proper adjustment of the ignition and carburetion systems on your engine. This is of primary importance if you want "more miles per gallon".
3. **TIRE INFLATION.** Don't drive on soft tires. Under-inflated tires mean more road friction, more work for the engine to do, and more gas consumed.
4. **BRAKE ADJUSTMENT.** Keep brakes properly adjusted. Dragging brakes require more power to overcome the resistance, and performance and economy is reduced.
5. **EXHAUST SYSTEM.** The manifold heat valve should always be free. Check the exhaust system for plugged, bent or kinked tail pipe. An obstructed exhaust system reduces power and engine performance.

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## MORE MILES PER GALLON

YOU are the only one that can give YOU "more miles per gallon". Your fuel economy will depend on your driving habits.

### YOUR DRIVING HABITS

1. **STARTING AND STOPPING.** "Show-off" acceleration and fast stops waste gas and oil and wear brakes, tires and engine parts. Time your driving to avoid unnecessary stops and starts at traffic lights.
2. **USE OF LOW GEARS.** Holding the car in low gears until you get up to high speeds may easily double the gas you use in getting under way. Low gear driving means more engine revolutions per mile and less miles per gallon.
3. **CRUISING SPEEDS.** It takes three times as much power to drive at 55 MPH than at 30 MPH, and over nine times as much at 80 MPH. You can save one gallon of gas out of every five if you drive at 50 MPH rather than 70 MPH.
4. **"PUMPING"** the accelerator pedal wastes gas and causes undue wear on engine parts. In addition gas is wasted when a "nervous foot" does not hold a reasonably constant speed when on the highways.
5. **EXCESSIVE IDLING.** Idling wastes gas and doesn't permit you to get those "more miles per gallon".

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# Pontiac Literature

TO  
MAKE ACCURATE  
MILEAGE TESTS  
CAR MUST BE  
ABSOLUTELY LEVEL  
WHEN TANK  
IS FILLED!

<p><b>CAR LEVEL</b></p> <p>GASOLINE IN TANK —TANK COMPLETELY FULL</p>	<p><b>CAR NOT LEVEL</b></p> <p>GASOLINE IN TANK—BUT TANK NOT FULL</p>
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Due to the differences in driving habits of each driver the only method to secure an accurate mileage check is to obtain this test under your own driving conditions.

Keep the following points in mind when making mileage checks:

1. Keep tires at rated pressure throughout the entire test.
2. Fill your gasoline tank as shown above.
3. Record the exact mileage reading (number of miles you have on your car) when the gas tank is full.
4. Keep a record of all gas purchased after recording mileage at start of test.
5. Make your check over several hundred miles to give a good average. Short tests are influenced by temporary driving conditions.
6. After driving several hundred miles, refill your gas tank.
7. Record exact mileage.
8. Determine exact miles traveled and divide by the total amount of gas purchased.

Winter or cold weather tests are always bound to give lower average gas mileages than warm weather tests due to more frequent and longer warm-up periods.

# Safari Search

## Cars for Sale

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



## Parts for Sale

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

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

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

## Wanted

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

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

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

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

## POCI Chapter #10

[www.customsafari.org](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: 2017 Manatee Avenue, West, Bradenton, Florida 34205

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

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

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Editor: Rich Pye, 436 LaDue Rd, Brockport, NY 14420

Directors:  
Eastern Region: Lou Calasibetta, Box 1957, Stillwater, NJ 078775  
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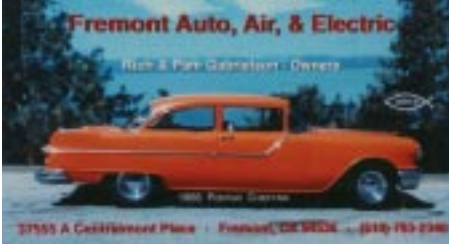


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