

A New 1957 Pontiac Safari Made by Brooklin Models

Pontiac-Oakland
Club International

Custom Safari Chapter

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Now available from the Brooklin Models collection is a highly detailed
1957 Pontiac Custom Safari 2 door wagon.

That's right folks! Another well done 1/43 scale model of a Pontiac Safari wagon is now available for us to own. This one may look a little familiar to you, especially if you attend POCI National Conventions in the heartland and eastern areas of our Country. You may have seen the same car on a US postage stamp too. That is right!..... Our very own Noel & Starr Evan's '57 Safari wagon was used by Brooklin Models to develop their product.

Although Brooklin Models is not known for building detailed interiors, this model has the factory air conditioning control unit on top of the dash board. It also has the correct color ivory steering wheels, lighted fender ornaments and spinner wheel covers. The only feature not offered by Brooklin Models are scale versions of Noel and Starr sitting inside their Safari wagon!

From the President's Garage

So here I am once again sending out ideas and thoughts to all of the members of our great POCI chapter. Its really a pleasure to do this a few times a year.

Hey! Before I forget..... sure hope all of you folks had a nice New Year and a safe one too. Many of us are in the age of aches and pains and things like that? This is why we need new members to help us lift our tail gate up!?

Looks like our new T- shirt order time is well under way. The design looks great! Did you order any yet? This has been an ongoing item for years at our chapter meetings so its nice to finally get it finished and move onto new topics. Contact Robin now to get your order in.

I heard that a '57 Safari model from Brooklin Models is being made. They used the Evan's beautiful blue wagon for their model. It should be a really nice item once for us to collect.

Did you guys see the latest POCI Smoke Signals? Another wonderful story from Dana and Sokol. Wonderful job guys thanks so much for sharing the research with all of us. I kind of like the original gate handle sort a custom touch! Also, the last '57 Safari produced project continues. It just goes that you never knows that for years we have been thought 1292 were made something has changed. I want to wish Rich all the best on this lost wagon.

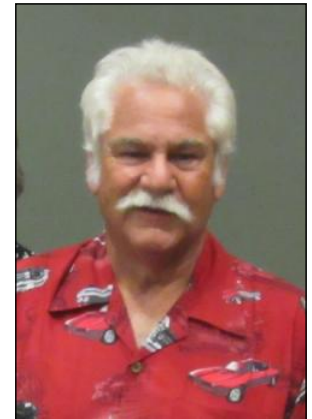
There has been mention of a cruise for the 2019 convention. So far I have not come up with any place yet. We will have to do a little more hunting for a spot. As usual we have to be able to do this with out other chapter conflicts. Remember the POCI convention has a busy menu. The latest we have heard is that our **Chapter Meeting** will be held on **Wednesday, July 17th**. This year, we are going to have an early morning meeting. From **8 to 9:30**. Robin got permission to extend our meeting time so that we can cover more items without being rushed. Thank you Robin!

Are you guys and girls getting the wagon ready for the convention? I have not even thought of getting ready for it! Too cold here in NJ and I suppose for many of your homes too. Lucky Tom in Calif he has the cars going 12 months a year while many of us get to enjoy the for just 6 months? Yes, he is busy as well as Robin and Rich. These members are the backbone of our club members so say hello to them in Gettysburg. I do hope we get a nice turn out this year in PA. Always remember it is you—the member—that counts so come on out and have some fun. We can talk about our '55-'58 Custom Safari wagons that we see in the parking lots and show field.

In signing off, I want to say thanks for joining the Custom Safari chapter and keep it going....

Have a good day.....

Lou Calasibetta



Member Reminders:

- ***Just a handful of you have not paid your Annual Chapter dues. We really don't want to loose you so please send your check to Robin Petry as soon as you can.***
- ***Don't forget to vote for your National POCI officials. The deadline is 03/31/19. Remember to list your membership with our chapter.***
- ***Register for the POCI National Convention. We have a chance of gathering a large number of Safari wagons. Please join us. The venue is one of the best in the POCI!***



Under the Hood in the Editor's Seat

Hello Everyone!

I want to sincerely thank our Vice President and former newsletter editor Rich Pye for his years of service that he provided us with great newsletters and a cool website. He stepped forward long ago at time when I was very much overburden with personal and job responsibilities. About 20 years later, we have come full circle and now its time for Rich to take a break from the newsletter. However, we will continue to depend on Rich for distributing our newsletter by mail and for posting our newsletters to our website. Hopefully, with any precious time that he can find, Rich will begin to update our website while we continue to slowly embrace current media formats such as Facebook, blogs and perhaps a podcast or two.

Over the last two years, I have been in the background providing some content for our newsletter. So you will continue to see a familiar format but with a few changes. For example, you can expect more member stories. All you have to do to participate in take a 20 to 30 min interview with me either in person or by phone. I prefer to do my interviews at car shows so if you see me, don't be surprise if I ask to take some of your time to talk about you and your Safari. I also working on getting our newsletters back to our seasonal cycle. Our FALL issue came to you late because we had to find a solution to a reoccurring problem with text and graphic formatting. Solutions were found and we have released our WINTER issue during the winter season. We are back on track! Remember that our newsletter is generally posted soon after the final draft is completed to our website. It may take a few weeks before the printed version reaches your mail box. Expect the SPRING issue to be posted by the middle of May on our website. It will contain important details about our next chapter meeting and National Convention activities.

Our chapter t-shirts are now available for you to order. But please order ASAP. Robin already has her hands full with family & work commitments. Her time is precious so it would be immensely helpful if you could send your orders to her just as soon as you are done reading this newsletter. They are a great looking shirt that we hope you will wear proudly to car shows including this years' National Convention.

Our chapter membership is now above 90 members and we continue to add folks every month! Welcome to our latest Safarians: **James & Ruth Cain** ('55 Safari), **Steve & Cindy Blythe** ('56 Safari), and **Rich Grob** who owned a bunch of Safari wagons in the '80s & '90s. Thank you for joining us Safarians in the Custom Safari Chapter!

The spring season is almost upon us so its prime time for me to set-up our Chapter booth at local POCI chapter shows in CA. I will be seeking new member prospects and visiting with old chapter friends. I will also be looking for restoration and repair stories and as always, I will be prowling the shows and internet for private and public sales of Safari wagons. The results of my efforts hopefully will be that we see more technical information and an expanded classified section in our future newsletters.

One last note..... If you have any wagons to sell or simply just want to let everyone know that you may have parts available for those in real need, please consider placing an ad in our classified section. If you don't want to write one, just call or email me and I will do the work for you. Also, if you have a tip on parts or cars for sale, let me know and I get the news into our newsletter. There is no better way to help each other out than by providing information about our Safari wagons and making parts available.

Thanks everyone!

Tom



Using todays terminology, some may call this Pontiac a "barn find". Others may say it's a "yard find". Call it what you may, this rare Pontiac professional vehicle was found by long-time chapter member Richard Grob of North Highlands, CA. Back in the early 80s, Pontiacs Safari wagons and professional vehicles could be found in wrecking yards, in driveways or backyards, in shops or barns.

Left: An original 1957 Superior Coach Company combo ambulance/hurst. It was equipped with a factory 3 speed transmission. The last known possible location was in the San Francisco Bay Area nearly 30 years ago. Where is this professional vehicle now?

Order Your T-Shirt !

From Robin Petry: This is our last call to pre-order your chapter t-shirt.....

There is still time for your to pre-order but you must do so IMMEDIATELY. You can order unisex or women's style and can choose 50/50 Blend or 100% cotton. The base shirt color will be ash gray. I will be ordering extra shirts but to be more exact on how many to order and to make sure you get the size you want and to avoid wastage, I need to know what current members want.

You can order your shirts with the information provided at the bottom of this page. Please send money as soon as you can but **the most important task is to email me size and shirt choices so the initial order is more exact.**

Please do so immediately or your may miss the initial order.

Once the company receives our initial order, screen printing will take about 2 weeks. They will ship them to me and I will then send it out you.

Club shirts cost is based on the size and includes all taxes and shipping cost to you.

Again, email me immediately to reserve your shirt on our first bulk order.

Robin Petry:
petrymail@yahoo.com



\$18: Small, Medium, Large and X-Large
\$19: XX-Large
\$20: XXX-Large

Please indicate the following:

1. Size
2. Unisex Style or Women's Style
3. 50/50 Blend or 100% Cotton

Once you email me your order then send your check payable to the **Custom Safari Chapter.**

For questions, you can email or call me. Thank you.

Robin Petry
2806 Scarlett Drive
Augusta, GA 30909 **706 836-3027**

Another Safari has surfaced! Bern Middleton and his '57 TC wagon. Body #790.

According to Bern, he rescued this rare Safari from a lumber mill in Wyoming where it had been sitting since about 1966. It was used by the mill as a work wagon until the transmission stopped working. Over the years, parts were removed from the wagon but it remains worthy of rejuvenation. It now sports a Pontiac 400 engine & turbo transmission. Bern has been working on installing a modern AC system. He is currently seeking the missing parts that he needs to complete his restoration. Anybody have a roof rack?



Dennis Dana's last in a series of three articles has appeared in the February issue of the POCI Smoke Signals magazine. As always, Dennis knock it out of the park with his extensive research supported by a team of dedicated Pontiac enthusiasts. A close look at some seldom seen factory preproduction photos were analyzed and a new story can now be told about the evolution of the development of the Safari wagon. Congratulations to all for capturing and documenting history that is important to Safari wagon owners. Our chapter has received some great club exposure that will hopefully draw more members to our organization.

Are you ready for more photo analysis? Look at the pre-production '55 Safari interior (on left). What is missing when compared to the production Safari wagons? At least two production features are missing.

The answers can be found in our expanded classified ads section!

Spotted at the Southern California Chapter of the POCI annual Pontiac-Buick-Cadillac & Oldsmobile meet in late January of this year was Mike Gomez's very original '57 Safari 2 dr wagon. Mike did not enter the show but he enjoyed the variety of GM cars including a nice '57 Chieftain 2 dr hardtop. A resto rod '58 Bonneville hardtop attracted a lot of attention too. The POCI show is traditionally set on the same week end of the nearby world famous Grand National Roadster show in Pomona CA which attracts tens of thousands of spectators.



A New '57 Safari Model is Here!

Our very own Noel and Starr Evans has made history again with their Fountaine Blue & Kenya Ivory 1957 Pontiac Custom Safari two door wagon. This time, their Safari has been used as the specification car for Brooklin Models latest release , a 1957 Safari 2 dr wagon. Needless to say, the Evans are very happy to play a significant role in the development of the model. They are now proud owners of a pre production model and they think it's a beauty! The Evans have shared their experience with a great story that you can read in the following pages.



For those who might be interested in owning another Safari, go to Brooklin's website at www.brooklinmodels.com The model is now available for purchase. Just click the '57 Safari image that indicates model **BRK227**. You should be able to find the latest information regarding availability and cost. You can also check their Blog for information regarding the development of the model.

Other retailer sources are also available. You can order the model from a variety of on-line retailers including www.diecastdirect.com. They have posted a preorder price of 209.95 plus shipping/handling. eBay, Craig's List and Facebook Market Place are also potential resources. Like all limited production models, the Brooklin Safari is likely to become scarce very soon so get yours now!

Brooklin Models Releases 1:43 Scale Model of 1957 Pontiac Custom Safari

Brooklin Models Ltd in Bath, England has announced the release of a 1:43 scale model of a 1957 Pontiac Custom Safari. That announcement in late 2018 was the conclusion to a story that began for Noel and I in 2017. Well, actually I guess you could say it goes all the way back to Fall Carlisle 1978. That's the year we met Bob Brown, from Michigan (if I remember correctly) who told us about this Pontiac club that would be very helpful if we were into Pontiacs. He was so persuasive that we joined the Pontiac-Oakland Club, International, Inc. the following January. Since joining POCI those 40 years ago, we have met many good people, made lasting friendships and been the recipient of several rare opportunities.



Back to the story and 2017 Graham Weber of Upper Sundon, England, who happens to be a POCI International Director contacted Larry Kummer (of Pontiac Registry and co-founder of The Pontiac Celebration) to see if Larry could help him find a 1957 Pontiac Custom Safari for a project his friend Nigel Parker, a director of Brooklin Models was thinking of doing. Larry forwarded our name to Graham who sent it to Nigel.

Noel and I exchanged emails with Nigel in June trying to set up a date and time Nigel would be in the U.S. and able to come to Connecticut to photograph and take measurements of our Safari. We settled on 10 August, which turned out to be a picture perfect day. Nigel took a myriad of pictures of our Safari from every possible angle which of course meant that I took a multitude of pictures of Nigel doing his work. It was a wonderful day. We ate pizza on the porch and then Nigel finished his measurements and told us that he hoped the model would be a 2018 release. He could not promise it would be our Fountaine Blue and Kenya Ivory color combination, but he thought



the chances were good. We said our good-byes and decided we would not say a word about the project until it became a reality.

Reality came in an email from Nigel over a year later on December 5, 2018 to be exact. We were so excited. It read "Dear Noel & Starr, I have a model of the 57 Safari for you, please confirm to me the delivery address to which I will ship the model. Kind Regards Nigel". In a few days our Brooklin model arrived. We think it is beautiful! And so, as the late American radio broadcaster Paul Harvey would say, "Now you know the rest of the story."



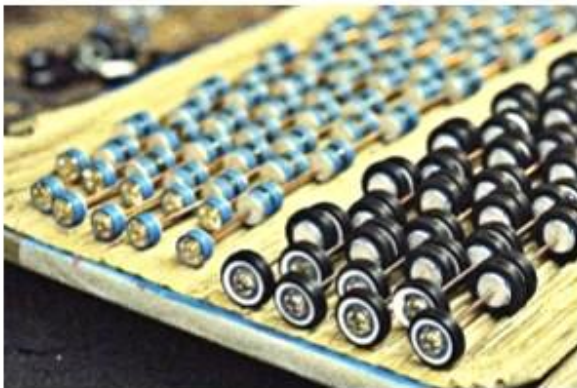
[More pictures inside ...](#)

IT'S NOT JUST WHITE METAL. IT'S A BROOKLIN.

Brooklin Models are hand-built using a process that has been developed over 40 years of work and dedication. Our models are not diecast or made from resin. We hand craft car history to tell the story of the automobile industry, its successes and failures, its icons and disasters, the luxurious and mundane.



These pictures from the Brooklin Models website show some of the steps in building the Brooklin models of the 1957 Pontiac Custom Safari.



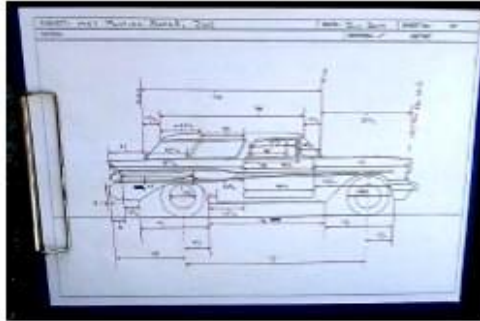
← The axle assemblies with and without tires.



← Almost finished, just waiting for the rear quarter trim and some Kenya Ivory paint. Then fill her up and she's ready to go. →



The Work Behind the Model



First Nigel took measurements of everything on the Safari. Then he'd take pictures. Then he'd climb the ladder and snap more pictures. Then we drove the Safari to our hilltop garage and Nigel took more pictures.



We were delighted to have Nigel come to our home for the preliminary work for the Brooklin Model's planned 1957 Safari.

We want to thank Larry and Graham for the parts they played in this story. Without their input, it would not have happened, and we are very happy it did.



Other Safari Models are Available!

Brooklin Models is not the first company to have produced a 1957 Pontiac Custom Safari 2 dr wagon. **Western Models** of England produced a limited 1:43 scale '57 Safari in a variety of colors including blue, red and silver as shown on this page. At first glance, the Brooklin & Western Models may look the same but the Western Model has a detailed interior. They were available about 3 years ago. Some can still be found for sale on eBay.

Motor City U.S.A. is a San Fernando Valley, CA based company who also produces 1/43 scale models including a 1955 Pontiac Safari in two colors. Their models are also highly detailed and are limited in production. They are occasionally found on-line.

Don't forget the **Road Champs** 1/43 scale '55 Safari wagon that was mass produced in the late 90s. Made in at least three colors, they are easily found on eBay and in some swap meets.

If you want a larger 1:25 scale model, you have to build one yourself. Several resin kits were offered over the last 10 years or so. One such kit can be seen on www.scalemates.com which shows a '57 Safari resin kit in their data base. Variations of the kit can be found on eBay. A '55 Safari resin kit and finished models also occasionally found on eBay.

Modelers can create fantastic cars. Just take a look at the dark blue and orange Safari done in about 1:24 scale. (shown on the right) This is a true custom Safari. The builder use several **Franklyn Mint** models to create his '57 Pontiac Custom 2 dr wagon. Wow!

There are a few 1956 & 1958 Custom Safari wagons on the market too. None in the 1/43 scale yet. The bottom left photo shows a '58 Safari made from a resin kit by a professional modeler. Above the '58 is a photo of **Memory Lane Model's** 1955 Safari wagon. Sorry, the model is no longer in production.

A limited edition model can be good investment. Buy one before its gone.



Western Model 1:43 1957 Pontiac Star Chief Safari Wagon



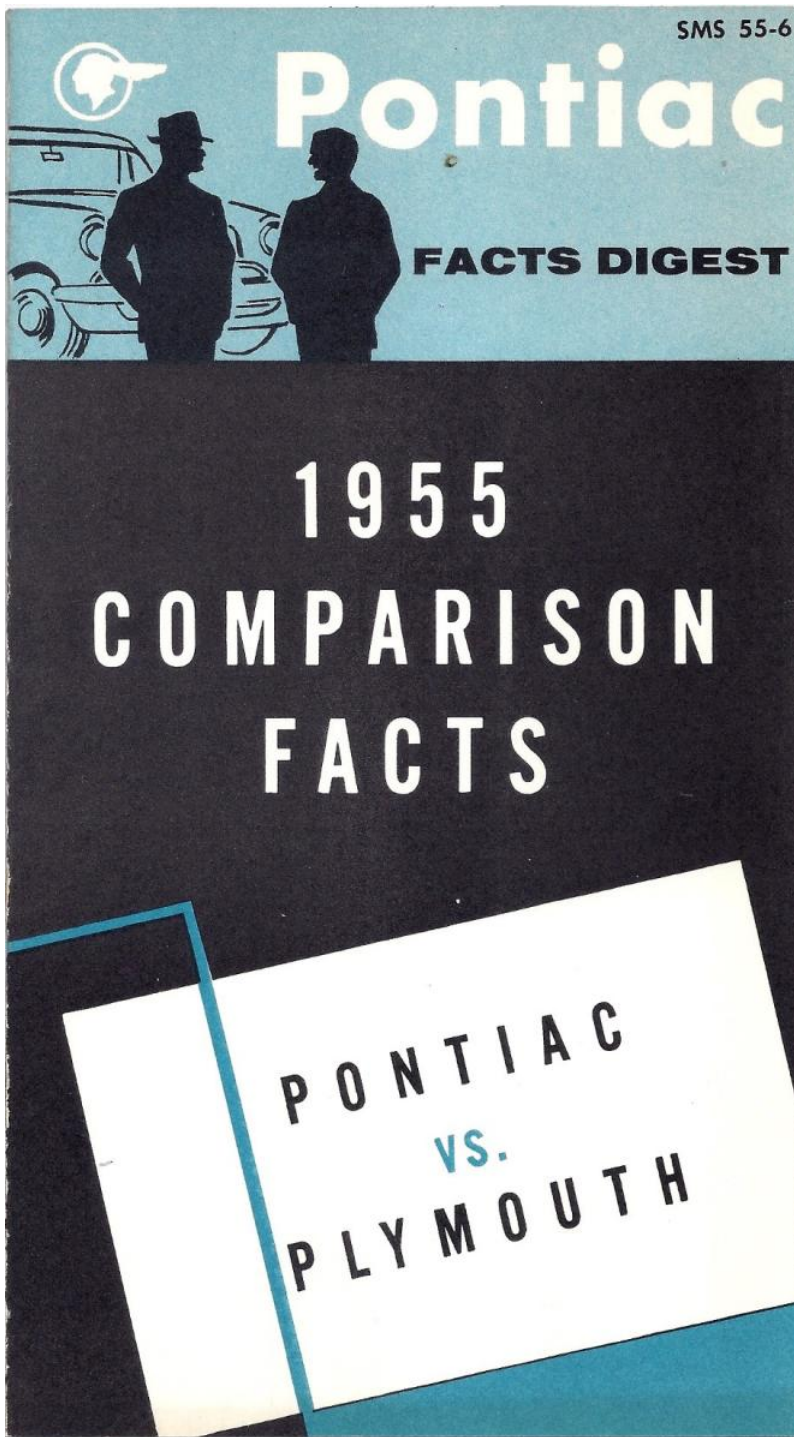
Western Models 1/43 scale in Tartan Red/Kenya Ivory (left) & Silver Beige/Kenya Ivory (above right).



Motor City U.S.A. produces a series of 1/43 scale '55 Pontiacs include a Safari wagon.



1955 Pontiac FACTS DIGEST



Facts Digest issue SMS 55-6 is a multi-color fold-out pamphlet shown in approximate actual size above. It was just one of many media formats included in the Pontiac Sales Meeting Service training kit. Dealers could provide their sales staff with training sessions on a variety of subjects including the introduction of new model features, performance highlights, sales techniques and performance comparisons. Some kits came with spot quizzes, pocket information and occasionally wall size training or advertising posters.

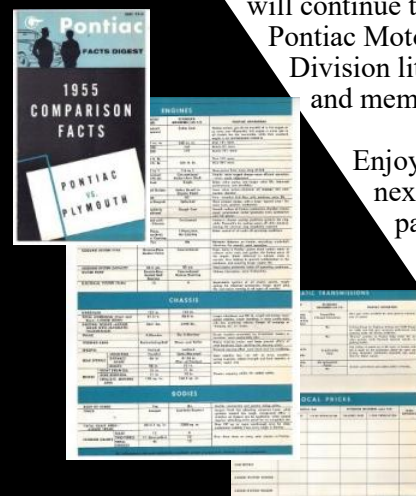
Back in the days long before cell phones, computers, social media, satellite TV and emails, information was often produced by letters and publications. Sales managers were constantly tasked with training new staff and for providing updates to well seasoned staff. During the days when styling and power trains changed yearly, sales managers had to provide the best information or face losing customers and possibly a job too.

The Pontiac FACTS DIGEST was just one of many tools that was used to keep everyone updated while enhancing skills for closing a sale. In this example, important sales information is provided in comparing the performance, features and value of the all-new 1955 Pontiac vs the newly designed 1955 Plymouth. It likely came to a dealership in a box from Pontiac Sales Management Service, Detroit, MI. The box usually contained a film roll, a record synchronized to the film, copies of the FACTS DIGEST, a sales managers training guide and other related documents used to enhance training. Together, this media proved helpful to many sales managers in making their sales meetings meaningful and productive.

The Pontiac FACTS DIGEST graphic design was emblematic of mid-century illustrative creativity. A unique blend of colors, type set and colors found in 1950s literature still creates a sense of interest to present day readers.

In future newsletters, we will continue to visit Pontiac Motor Division literature and memorabilia.

Enjoy the next few pages.



ENGINES

FEATURE	PONTIAC 860	PLYMOUTH BELVEDERE (with V-8)	PONTIAC ADVANTAGE
AVAILABILITY OF V-8 ENGINE	Standard Equipment	Extra Cost	Pontiac owners get all the benefits of a V-8 engine at no extra cost—Plymouth's V-8 engine is extra cost in all models but the convertible, while their standard engine is an old-fashioned L-head 6.
PISTON DISPLACEMENT	287.2 cu. in.	260 cu. in.	Over 10% more.
MAXIMUM HORSEPOWER	180	167	Nearly 8% more.
MAXIMUM HORSEPOWER WITH OPTIONAL POWER PACKAGE	200	177	Nearly 13% more.
MAXIMUM DELIVERED TORQUE	264 ft. lb.	231 ft. lb.	Over 14% more.
MAXIMUM DELIVERED TORQUE WITH POWER PACKAGE	278 ft. lb.		Over 20% more.
COMPRESSION RATIO	8.0 to 1	7.6 to 1	More power from every drop of fuel.
ROCKER-ARM MOUNTING	Individual Ball Pivots	Conventional Rocker-Arm Shaft	Simpler, more rugged design—more efficient operation—never needs adjustment.
VALVE SPRINGS	Dual	Single	Better valve motion and longer valve life, improved performance, and durability.
VALVE GUIDES	Tapered Guides	Holes Bored in Engine Head	Freer valve action—minimum oil seepage into combustion chamber.
INTAKE VALVE SEATS	30°	45°	Freer, smoother fuel flow with minimum valve lift.
COMBUSTION CHAMBER DESIGN	Wedge-Shaped	Spherical	More compact design, with a large "quench area," for more even, positive combustion.
COMBUSTION CHAMBER SURFACE	Completely Machined	Rough Cast	Smooth surface of Pontiac combustion chamber insures equal compression ratios—promotes even combustion and full power.
TOP COMPRESSION RING	Coated with Thick Chrome	Tin-Coated	Pontiac's chrome coating positively protects the ring, while Plymouth's tin coating wears off after break-in, leaving the cast-iron ring completely exposed.
OIL RING	4-Piece, Spring-Steel, Chrome Coating	1-Piece, Iron, No Coating	Better control of oil under all operating conditions.
HARMONIC BALANCER	Yes	No	Harmonic Balancer on Pontiac neutralizes crankshaft vibrations for smooth, quiet operation.
COOLING SYSTEM TYPE	Reverse-Flow Gusher-Valve	Conventional	Brass tubes in Pontiac system direct coolest water to exhaust valve seats and guides, the hottest parts of the engine. Water delivered to cylinder walls is warmer, thus helping to prevent condensation in the crankcase, and assuring longer engine life.
COOLING SYSTEM CAPACITY	24.6 qts.	20 qts.	Ideal engine protection under all operating conditions.
WATER PUMP	Double-Row Sealed Ball Bearing	Conventional Bronze Bushing	Lifetime lubrication; more friction-free.
ELECTRICAL SYSTEM (Volts)	12	6	Dependable ignition at all engine speeds, ample energy for electrical accessories, longer spark plug life and easier starting in all types of weather.

CHASSIS

WHEELBASE	122 in.	115 in.	Longer wheelbase and 281-lb. weight advantage mean added stability, easier handling, a more comfortable ride—less overhang reduces danger of scraping or "hanging up" on ramps.
TOTAL OVERHANG (Front and Rear)—4-DOOR SEDAN	81.2 in.	88.8 in.	
SHIPPING WEIGHT—4-DOOR SEDAN WITH AUTOMATIC TRANSMISSION	3621 lbs.	3340 lbs.	Great rigidity provided by X-member means a smoother, more comfortable ride.
FRAME	X-Member	No X-Member	
STEERING GEAR	Recirculating-Ball	Worm and Roller	Makes steering easier, and helps prevent effects of road harshness from reaching the steering wheel.
KINGPIN	Vertical	Inclined	Reduced steering effort, road shock and tire scrubbing.
REAR SPRINGS	MOUNTING	Parallel	More stability, less "car roll" on turns, smoother spring response, added strength and load capacity, a softer, easier ride.
	DISTANCE APART	46 in.	
	LENGTH	58 in.	
BRAKES	FRONT DRUM DIA.	12 in.	Greater stopping ability for added safety.
	REAR DRUM DIA.	11 in.	
	EFFECTIVE BRAKING AREA	178 sq. in.	

BODIES

BODY BY FISHER FINISH	Yes Lacquer	No Synthetic Enamel	Sturdier construction and greater riding safety. Lacquer finish has gleaming, attractive luster, while synthetic enamel has rough, orange-peel effect—scratches on lacquer can be spotted-in, while enamel requires refinishing entire panel for an acceptable job.
TOTAL GLASS AREA—4-DOOR SEDAN	3515.1 sq. in.	3388 sq. in.	Over 127 sq. in. more see-through area for clear, undistorted visibility from every angle in Pontiac.
EXTERIOR COLORS	SOLID	12	Over three times as many color choices in Pontiac.
	TWO-TONES	17 (Reversible)	
	TOTAL CHOICES	46	

This information is the most authoritative available at time of preparation. However, it is not guaranteed.

AUTOMATIC TRANSMISSIONS

FEATURE	PONTIAC 860	PLYMOUTH BELVEDERE (with V-8)	PONTIAC ADVANTAGE
TYPE	Dual-Range Hydra-Matic (Fluid Coupling with Gears)	PowerFlite (Torque Converter)	More gear ratios available for more positive transmission of power.
DUAL-RANGE FEATURE	Yes	No	Cruising Range for highway driving and Traffic Range for traffic and hills give maximum performance and economy under all driving conditions.
TRANSMISSION LOCKING FOR PARKING	Yes	No	"Reverse" position on Pontiac helps brake the car when parked, while Plymouth depends entirely on parking brakes.
AUTOMATIC DOWNSHIFT	Quick-Throttle and Full-Throttle	Full-Throttle Only	Fast pickup at speeds up to 28 m.p.h. in Pontiac with just a touch on the accelerator pedal—for safer city driving. Automatic full-throttle downshift also available for higher speeds.
SELECTOR LEVER LOCATION	On Steering Column	On Instrument Panel	Greater convenience and added safety in Pontiac.
SELECTOR QUADRANT ILLUMINATED	Yes	No	

LOCAL PRICES

BODY STYLE	PONTIAC 860		PLYMOUTH BELVEDERE (with V-8)		TOTAL DIFFERENCE
	DELIVERED PRICE	1-YEAR DEPRECIATION	DELIVERED PRICE	1-YEAR DEPRECIATION	
2-DOOR SEDAN					
4-DOOR SEDAN					
HARDTOP					
CONVERTIBLE					
2-DOOR STATION WAGON					
4-DOOR STATION WAGON					

After reading the comparison facts, which car would you buy?

In a future issue, we will take a look at another Pontiac FACTS DIGEST and Sales Manager's training kits to learn more about how dealers prepared the staff for the sale of your Safari wagon.



Technical Tip #5



Above image taken from the November, 1956 issue of the Pontiac Service Craftsman News

So you are driving down the road to get gas or perhaps you are heading out to a car shown when you encounter the inevitable large pothole. You drive over it and your Safari shutters, windows vibrate and your lift gate rattles as if its going to fall off. When new, our Safari wagons were solid riding but they all seemed to rattled a bit. Fast forward more than 60 years and those old springs, suspension components and shocks have likely seen better days. Unless you are fortunate enough to be driving a freshly restored or low mileage Safari, your suspension is very likely in need some attention. A fresh set of shock absorbers can help make-up for some of the effects of old age.

The bottom line..... **Inspect your shocks at least once a year for leaks and insulator wear. Take a road test if you can. After you hit a bump or brake hard, watch for nose dive, roll and shutter.**

Look for obvious signs of excessive wear & aging including: accumulations of dirt, dust and oil near the piston areas, rusty surfaces, cracks in rubber insulators and in some cases, the shocks may generate noise when compressed. Once the shock is removed, compare it to the new shock. Gas shocks will produce a strong rebound.

If going down the road feels unsteady, its likely time to consider shock replacement. New shocks may not resolve worn suspension conditions but you should notice some improvement.

Air shocks & spring loader shocks are available for rear applications. They are generally appropriate if you plan to carry heavy loads in your wagon or they can be used as a cheap way to help lift the rear height due to old sagging leaf springs. Just remember that if you use air shocks, air leaks can create low pressure and a rough ride.

Remember that a stable Safari is a safe Safari. Don't be complacent when it comes to your safety when driving a Safari wagon. Do the annual inspections and you will be able to enjoy many more safe & trouble free miles of travel.



Delco Factory Shocks—Spiral De-



Modern Air Shocks & Spring Load Adjuster Shocks



Modern Gas Charged Shocks—By Monroe

Quick Reference:

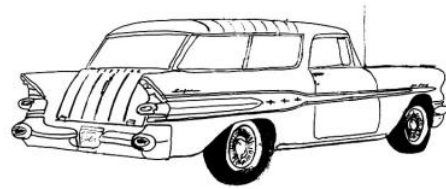
SHOCK SUPPLIERS & ESTIMATED COSTS

Where to buy: Modern shocks: Ames, CPR, eBay, AutoZone & RockAuto.com Original Delco shocks: eBay, swap meets and collectors.

Estimate Cost: From about \$15 to \$25.00 ea for new gas shocks at Autozone & RockAuto websites. Original NOS Delco spiral shocks will range from \$50 to \$150 each. You will have to work hard to find the correct date code or correct parts number.

How to apply: Refer to your factory shop manual for the procedures to remove & install front & rear shocks.

Safari Search



Safari wagons listed come from various media resources.
Owners may not be POCI members.
The vehicles may have already been sold.

1955 Pontiac Safari 2 door Station Wagon . \$34,500 (Harrisonville, MO) Original Numbers Matching 4 Barrel Motor & Automatic Trans. Oklahoma Car (Rust free). All new interior. New re-chromed bumpers. Nice driving Original Survivor car. Call Gary @816-258-1932 or Bill @816-365-5535 Please no calls after 8:00pm May consider classic trades.
(from Craig's List—Kansas City, MO)

1955 Pontiac Safari 2 dr Wagon. \$1,200 (Pittsburg, KS) Doors and tailgate long gone, and part of the roof cut out for street rod. other than that it is pretty much complete. chrome and trim pretty nice. car has been sitting for about 50 years. This car came with a padded dash. The dash pad hold-down brackets are still there. Kansas City built Safari. Solid roof edges. Original block. Rusty frame. title is coming. no texts, phone only (417) 291-6926
(from Craig List—Joplin MO)

1955 Pontiac Safari. \$75,000 (Beverly, MA) This Pontiac Safari Wagon is an excellent example of what was available to the consumer in 1955. This Safari Wagon is completely loaded with most if not all the available options for this vehicle. The options include the 287 cubic inch motor with 4 barrel carburetor, power steering and brakes, power windows, air conditioning, 6-way seat, under hood light, sun visor, leather interior, traffic light finder, Convenience Group and the Appearance Group option packages. This is a numbers correct motor, the exterior is finished in the factory correct turquoise blue and white mist with a coordinating leather interior of ivory and dark blue. This car underwent a full cosmetic and mechanical restoration approximately 20 years ago and has had approximately 5000 miles put on it since completion. VIN T755H3794, Miles: 8,693 Legendary Motors LLC, Beverly, Massachusetts, 01915. 978 852-3988 (from Hemmings Motor News-website)

1957 Pontiac Safari. \$20,000 (Nampa, ID) Has rust issues: driver's front floorboard (have both sides replacements), rear floorboard beside seat cushion on both sides, R front fender at the grille, bottom of tailgate & cargo area beside spare tire well. Rockers & quarters good. 1976 400/400 turbo not running. Front disc brakes, firewall mounted master and booster, brake lines plumbed, chassis completely rebuilt front & rear except front shocks & rear brakes, painted with Por-15. Needs all glass & rubber. Newport electric wipers. Have both bumpers and hard to find Safari specific trim in cargo area. Might trade, no 4x4s, motorcycles, family cars, or projects. Can help with loading, but CASH will be in my hand before the car leaves. Clear title in my name. Phone calls ONLY. TEXTS WILL BE IGNORED. 208-8ate0-3too3eight. Ask for Joe. (from Craig's List—Bose, MT)

1957 Pontiac Safari. \$89,000 obo (San Fernando, CA) Ready to drive or show. Restored to factory original condition. Power steering, power brakes, wonder bar radio, electric antenna, lighted fender ornaments, under hood light, deluxe windshield washer, spinner wheel covers, fender skirts, accessory floor mats. Early production seat stars added during restoration of the seats. Original door panels and dash in very good condition. Interior & exterior chrome replated or replaced with NOS. Restored steering wheel. Engine & transmission rebuilt along with all components including fuel, cooling and electrical systems. Brake and exhaust systems fully restored. Exterior painted to factory Cordova Red & Kenya Ivory after some professional rust repair to the rockers and quarters. Body # 943. This is a local show winner that is driven to events in Southern California year-round. Some known history, photos and restoration documentation are available. For more information, contact Aspen Pittman, (818) 512-4500 (PST) or aspen@aspenandassoc.com

TO PLACE AN AD: Looking to sell parts or a car? Send your request to Tom Young at pontiacom@ix.netcom.com. Your ad should be related to '55 to '58 Pontiacs and include photos when possible.

Safari Search

PARTS FOR SALE

1955 Pontiac: Parting out a 2 door Chieftain. Plenty of good parts. Email Rich Pye at rpye@rochester.rr.com.

1955-57 Pontiac: Custom Safari new gas tanks, \$399.00 plus shipping. New lower tailgate assembly, \$850.00 plus shipping. NOS 1956 Pontiac lit hood ornament, original box, \$600. Jay Hammond. 302 322-1833 jhchevyparts@aol.com.

1957 Pontiac: Front brake drums complete with backing plates, shoes, wheel cylinders & wheel bearings, \$100 ea. 2 radios & speaker housings, maroon & green, \$150 ea. Complete rear differential, 3.23 gears, \$100. 5 hub caps, good cond., \$100. Call Bill Hanners at 239 543-3510 FL



1956 Pontiac: 1/4 panel wheel well trim moldings. Driver side. (A) '56 Safari, NOS, \$375. (B) 56 hdtp & conv, good used, \$325. Ed Vassar, Dunnigan, CA 707 246-4426

1957 Pontiac Deluxe steering wheel ring. Replated. Average quality plating job. Great for a driver; not so much for a perfect show car. Priced accordingly. \$85.00 plus shipping. Selling this for a friend. Tom Young pontiactom@ix.netcom.com

1955-57 tailgate letters "O", "I", "N", "T": Good used condition. Each letter has both studs. Good replacements for a nice driver quality car. \$12.00 each includes shipping. Tom Young, 204 Acacia, Newbury Park, CA 91320 805 375-1320 pontiactom@ix.netcom.com.



ANSWERS: 1955 Pre Production Safari Photo
Missing production features:

Ash trays (back side of front seats)

Dome light switch (on roof pillar)

Back seat lower seat cushion vent holes

BEST RETAILER BUYS

1955—1957 Pontiac Custom 2dr Safari wagon tail-gate letters. Reproduction set. \$79 per set. 1957 "Safari" 1/4 panel script, repro. \$59 ea. All parts plus shipping. **AMES Performance Parts**, 10 Pontiac Drive, Spofford, NH 03462 1-800 421-2637 www.amesperf.com

1955-57 Pontiac Fuel Tank. New reproduction, 1955 style Will fit 57s. Comes with rubber hose & clamps to help facilitate easy installation of the tank filler tube for 57s. \$419 plus \$35 shipping CPR, 1520 E Edinger Ave B, Santa Ana, CA 92705 (714) 245-9800 www.cpr@dcninet.net

1955-58 Pontiac gas shocks. Fronts from \$16 each, rears from approx. \$21 each. The Rock Auto store on the internet. www.rockauto.com

Please note that prices and availability are subject to change. Verify prices prior to ordering.

WANTED

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

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

1957 Pontiac: AC components that mount to engine, brackets, compressor, condenser, etc. Rich Pye. rpye@rochester.rr.com

1957 Pontiac National Coach 9 passenger sedan. Really! Tom Young, pontiactom@ix.netcom.com 805 375-1320

1957 Custom Safari 2 dr wagon. Prefer decent driver but will consider builders. Not looking for a 400 point show car but something that I can drive or fix without a lot of heart-ache. Leads also appreciated. Contact Jan at mini55@zoominternet.net or call at 724-295-3785. EST

1962 Pontiac Safari Wagon: Looking for American or Canadian models (see example below) Leads appreciated. Contact Daral Travis at meteorman56@icloud.com



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POCI Chapter #10

www.customsafari.org

Dedicated to the limited production 1955 through 1958 Pontiac Custom Safari wagons. The Custom Safari Chapter is an official international specialty chapter of the Pontiac Oakland Club, International, Incorporated. The POCI headquarters address is P.O. Box 421, Long Lake, MN 55356, USA. Website: www.poci.org

Annual Dues are \$21.00. Renewals are due January 1st of each year. New member dues are pro-rated quarterly from January 1st. Applicants are encouraged to maintain membership in the POCI. Send payment to the Secretary/Treasurer, Robin Petry.

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In the next issue of *SAFARI NEWS*...

Our SPRING season issue will feature:

Details on the National Convention meet, technical repair articles, literature reproductions and more expanded Classifieds Ads section.