

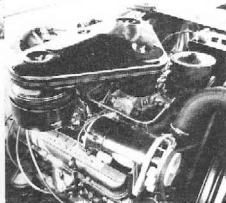
1956—MOVING RIGHT ALONG!

A dual-quad high-performance engine option signals Pontiac's direction for the future.



POCI's Len Sokol owns this immaculate '56 Safari. Pontiac built 4,042 Safari models including ten which were equipped with stick transmissions. Trim and paint scheme set this year off from its predecessor. Power change was the big news.

You couldn't get air conditioning when you ordered the 10.0 to 1 compression dual-quad engine. Even though engine package was designed for private parties who wanted to go racing, it offered excellent street performance.



FOR 1956 engine blocks were recored for a 3/16 inch larger bore to get 317 cubic inches. A mild street Power Pack was developed with 8.9-to-1 pistons, four-barrel carb, and a high-lift hydraulic cam with longer duration. It was rated 227 hp at 4,800 rpm and was available only with Hydra-Matic transmission. Also a special engine was developed for high-performance applications. It had dual four-barrel carbs on a new cast-iron manifold, 10-to-1 pistons and a hotter solid-lifter cam with slightly more lift. Pontiac rated the engine at 285 hp at 5,100 rpm. This engine proved to be quite potent on Daytona in the hands of professional racers, but it wasn't seen much on the drag strips.

Displacement went up to 317 cubic inches and with new power-package the rating soared to 285 hp. That was with dual-quads and solid-lifter camshaft and kit. Total production of 1956 Pontiacs hit 405,730 units.



Safari models like Len Sokol's are rare due to options, condition and because of low production and initial high price for the period. This is one of the finest in the country.



Safari was loaded with chrome trim and goodies, yet overall appearance is tasteful and attractive. License plate is to make sure no one confuses it with a Chevy Nomad!