TO SEND IN SOME ARTICLES OR STORIES
Hello Everybody,

It seems like yesterday when I was watching 2001 space Odyssey in a theater. And hear it is, 2001. Now, if I could just get Hal to come and help me with my computer, things would be much better. After a year of being on-line, you would think I’d have this thing down by now. Hal, come here. Help!

From Robert Desrochers, POCI Vice-President, “The GMC issue appears to be on the minds of more and more members again. This issue was presented to the membership for the first time several years ago. At that time the issue was not handled properly and the membership developed a bad taste for it even before it came up for a vote. I do not feel that GMC, even if it is included in POCI, would have that much of an impact on the membership. I am in favor of allowing light duty GMC into POCI. Even if POCI did include GMC, it would still be up to the individual chapters to decide if they want to allow GM seat at their car shows. Just because GMC is recognized by POCI, it doesn’t mean that it has to be recognized on a chapter level. This would simply allow that person who has a GMC vehicle to become a POCI member and register that vehicle with POCI. It is true that you do not need to own a vehicle to become a POCI member. So as you can see this would open the door to a very small group of people. The GMC issue should not have a great impact on POCI."

Let him know how you feel.

May the Safari and be with you,

Robin
Welcome to all new members!!! I hope you enjoy your membership and the information provided here.

I don’t know about the rest of you, but I would heed the warning of Uncle Sam and start sending in some information and soon. If not, the next issue will be about me taking the cover of my Safari, pouring gas down the carburetor, starting it and going to get it inspected. I’ll probably pass out on the keyboard writing that story. Seriously, please take a half hour and put something together that I can share with others. Thanks to Tom Young who sent in an electronic version of the June, 1978 Safari News for this issue.

LAST CALL FOR DUES. If you have a highlighted label or a red “X” on your envelope, this is your LAST newsletter. Please make your $18 payment to Starr Evans, if you wish to continue in the chapter. As of publishing time, we have 43 members paid up through 2001. Let’s hit that 50 mark.

Hopefully you’ll enjoy the calendar enclosed. I had hoped to get it out in the December issue, but it wasn’t ready until after the first of the year. That illusive “catch-up” issue didn’t happen in January either, so here it is. The chapter T-Shirt design that I was having done last year hasn’t materialized either. Someone was doing me a favor and it has turned into a nightmare. If others have connections on getting designs done, let’s move forward. I would really like to have something for the convention in Red Wing. We probably should have gone with the design from the Buffalo show. At least then we would have had something to wear around for the last 2 years. They would be worn out by now and we’d be right where we are now........in need of a new design!!

Speaking of the convention. I received my packet the other day for Red Wing and it looks like it is going to be fun. We are staying at the convention site in the RV area. Not a bad deal for $12.50 a night. The Custom Safari Chapter annual meeting is scheduled for Thursday July 19th from 8:45am to 9:30am in the Grenada Room. Unlike last year it doesn’t appear to conflict with any major seminars so it might be good to stick to that time. Last year we had the meeting the day of the car show, outside next to the highway. That was fun, but noisy. Since I am pulling a camper, I may be heading home the day of the show, so keeping the meeting on Thursday works for me!

Time to go dust off the Chief!!

Rich

P.S. I don’t know about the rest of you, but this had to be the longest, snowiest winter I can remember. It’s snowing again today. I am not even sure I’ll find Chief. It just better not rain all summer long!

NOTE: My new e-mail address is:

rpye@rochester.rr.com
From the chapter’s archives, here is another reproduction of the Safari News. Editor Bob Johnson is credited with the newsletter’s fancy hand drawn graphics. Membership rose to 66 people and everyone was getting ready for the first annual Safari Round Up at the POCI National Convention.
The Prez Sez!

Well, it’s just about that time! That’s right, June 21, 22 & 25th, 1978 are just around the corner, and they’ll go down in history along with the other great POCI National Shows. This year they have an even more special meaning. It is also the very first annual Safari Round-up for the Custom Safari Chapter!

I have just ordered the beautiful plaque which will be given to the owner of the best 1955-1957 SAFARI. This plaque will be presented to the winner on the morning of June 25, when the members of the Safari Chapter will gather their Safaris and we will have our own little meeting, before the whole club tours to SEA. WORLDS. Ballots will be given out to our members at this time and we plan on trying to take a group picture of our cars and members! This will be at 9:30 AM.

This year a space has been provided in the indoor air-conditioned flea market area for CHAPTER ACTIVITY BOARDS. Our board will have a list of members, a geographical breakdown of our membership, pictures of our members cars and all six issues of the SAFARI NEWS from the past year. Custom Safari Chapter Applications will also be available at this display board. Make sure you stop and see the board while you are buying all those NOS parts that you need!

I want to try and make a point of meeting all of our members at the show and this can only be accomplished if you wear a name tag. I’ll have mine on, so if you see me, be sure and say hello. I guess I’ve taken up enough of Bob’s newsletter for this month.

Please believe me when I say, I’LL BE LOOKING FORWARD TO SEEING YOU, PLEASE COME AND DON’T BE LATE, TO OUR FIRST SAFARI ROUND-UP, IN ORLANDO, ’78!

Pretty Corny huh?

Until later,

STEVE

the parts’ counter

FOR SALE: 1957 CONTINENTAL 4DR wagon.
Yellow & white, body good, automatic, chrome OK except for light rust. Runs good, interior fair. Asking $750. Bill Morton, 58 Iroquois Road, Massapequa, New Jersey 11766. Ph: (212) 223-1925

(Totally a CSC member, but thought someone might be interested.)

TECH TIPS

As the very first item for this column I’d like to pass along some very good advice given to me by POCI member Bude Donato. As Bude pointed out at our last SoCal. Chapter meeting, even the newest of our Safaris are now over 21 years old. If your car is like mine (as yet unrestored) it’s probably still got the same set of flexible hydraulic brake lines on it that came from the factory. Please, Please, Please, spend the small amount of money and time necessary to replace these old brake hoses; it’s cheap insurance!

I’m sure POCI member Valerie Ryan will never forget coming home from the San Diego ’77 Nats meet in her beautifully restored ’55 Star Chief only to drive right through the closed garage door when her brake line broke in the driveway. Biff said.
Eaglerock was burning,
or, How I Found and then Nearly Lost My Safari’’ By Bob Johnson

Sunday, November 23, 1975. It was late in the evening. My wife Teri, weary from a long day with the baby, was luxuriating in a hot tub of bubble bath while I read the Sunday paper in front of the fireplace. It had been nearly a year since I'd sold my '56 Starchief Hardtop and I'd regretted it everyday since. I had been hoping to find another '56 for some time. When I came across an ad for a '56 Safari for $375, I simply couldn't believe it. In spite of the late hour, I had to call the number right away. The fellow at the other end of the line described a car whose condition was far better than I'd even hoped.

When I burst into the bathroom excitedly babbling about a $375 station wagon clear the other side of Los Angeles that we simply had to go see tonight. Teri couldn't believe it either! When I told her she'd have to come too so I could drive it home, she was convinced I'd gone insane. A little cajoling and a lot of promises soon persuaded her, and 15 minutes later we were all three bundled up in the VW and on our way.

Thirty-five miles and 45 minutes later, we came rolling into Eaglerock, California. The air was heavy with the smell of smoke, and the horizon was a red glow from a brush fire burning in the foothills (not to worry, these fires were normal for this time of year and were never too serious, I thought). Teri was just a bit edgy.

The Safari, it turned out, was not quite as promised. A short test drive revealed bad "U" joints, an off-again on-again transmission, shot exhaust system, broken rear springs, bald tires, gorted doors, and bad shocks, not to mention a caved in lower end gate and Plymouth hubcaps. In its condition it appeared doubtful the car would make the trip home. I was hesitant to trust to luck so late at night, and we were both greatly disappointed by the extent that we’d been misled. I thanked the seller for letting us see the car, and we climbed back into the VW and drove home.

The next day all I could think and talk about was that Safari. It was’n’t in all that bad a shape, I rationalized. It was equipped with all the deluxe options including air conditioning, wonderbar radio, power windows, P.S., P.B., etc.; and besides, I’d talked about doing a total restoration on my next Pontiac anyway! So...

That evening I was about to call the fellow back when the TV newscaster announced that Eaglerock was burning. For the next three days phone communications were out and no traffic was allowed into the area. I just knew the Safari had burned. The fourth day after our midnight ride, I was finally able to get thru. Anxiously asked if the car was alright and if it had been sold yet. He hesitated at first, then said no it hadn’t been sold or damaged (although the fire had come within a block of the garage). So I quickly offered him an extra $25 if he'd bring the car down. Later Teri confessed that she’d called the previous owner the Monday morning after we'd first seen the car and had bought the car for me then, making the owner the same $25 offer to bring it down. She’d wanted to surprise me and have it in the garage that evening when I came home but the brush fire had closed in before the owner could bring it down. She’d sworn him to secrecy anticipating my change in heart and was upset that he’d kept his word when I called.

Anyway, one more long anxious day past before the car arrived the afternoon of November 27th. To be seen for the first time in the full light of day! What a pathetic site. The interior was carpeted with tree leaves due to the missing door glass and the dirt inside and out was unbelievable. With the fenders rocking to the deep throbbed grumbling of the perforated exhaust system, the car looked and sounded like a muddy pig crawled out of her watering hole, but she looked good to me. The "Pig-Wagon" was home.

(Ed., and Steve thought his line was corny!)}
Awhile back fellow CSC member Len Sokol helped me out on some trim removal that we all find necessary to fully restore our Safaris. Many times the disassembly work is done by the seat of the pants unless we’re fortunate enough to know someone who has done it before; which brings us to Len’s tips: REMOVAL OF TAILGATE RIBS

The tailgate ribs are held on by retainer clips that come out very easily. Occasionally one may be a little snug, so its best to start from the bottom of the rib in the very unlikely event that you do cause a slight ding in the outer shell (I’ve never done any damage yet). Take a thin bladed screwdriver and wiggle it under the bottom of the rib and pry up. It should go about 1/16” and then stop. Move up to the next clip, as this is what stopped the rib from coming out more. You should be able to get the tip of the screwdriver completely under the rib right next to the clip, so that any damage occur, it will be hidden. The center rib, of course, must have the two handle screws removed first (Ed., reached thru the access hole on the inside of the gate), but the lock remains unless you want to remove it too. One last thing about the clips. Don’t break or lose any. They’re impossible to replace...even the Nomad guys don’t have any! Once your past the second clip, the rest is a piece of cake!

Thanks for the tips, Len!

The Official Newsletter of the Custom Safari Chapter, POCI
c/o Bob Johnson, 2028 Sbroox, Orange, Ca, 92668

EDWARD VASSAR
PSC Box 4687
Grand Forks AFB, ND.
58205
Member’s Safari

Member Herschel Beahm’s 1956 Safari! Now let’s get a story of how this car was restored. It’s a beauty!!
I found these pictures up on the Internet. The only I could identify with a chapter member was the ‘55 on top, belonging to Ronn Pittman. I thought that one was turquoise? The ‘56 is from Provo, Utah. Anybody claim that one? The ‘57 Transcontinental was from Hemmings Online. Anybody’s??
SERVICE CRAFTSMAN NEWS

IDENTIFICATION OF CHANNEL PLATE SPACER
(See Fig. 2)

First Type - Part No. 8617954; Square Notch in Front Corner Adjacent to Front Pump Intake Pipe
Second Type - Part No. 8618190; Saw Tooth Notch in Front Corner Adjacent to Front Pump Intake Pipe

Shift valve body and spacer must both be either first type or second type. Second type channel plate can be used in place of first type by discarding 1/4" ball and spring, but do not use a first type channel plate with a second type shift valve body and spacer.

IMPROVED FUEL FILTER RELEASED

Field service investigations show that a thorough cleaning of the carburetor and installation of the new improved quality AC fuel filter element, part number 854347, eliminate most cases of carburetor flooding.

This new element package can be identified by a heavy blue line between the letters GF-124 and the part number 854347 on the package. The blue star now printed behind these numbers will be eliminated to give positive identification.

In all cases when a carburetor is cleaned because of flooding, also make certain that the fuel passage between the primary and secondary float needles in the Rochester 4GC carburetor is cleaned.

This new element listed under the above part number will be available in all GMPD warehouses.

USE ADDITIONAL PROCEDURES FOR RECLINING SEAT BACK SERVICE

Pages 34 and 35 of the April Service Craftsman News carry a story on instructions for servicing the front seat reclining back assembly. Step 8 in the "Reclining Back Assembly - Removal" portion of the article states the removal procedures should be reversed for installing the seat. Some difficulty could be experienced if the seat were installed in this manner because of interference of the torsion bar. The following additional instructions should prevent this problem in installation.

When installing the seat back it will be necessary to hold the torsion bar forward. This can be done by inserting a pipe over the end of the torsion bar, then springing torsion bar away from hinge arm. DO NOT OVER-SPRING TORSION BAR. NOTE: Do not pull or force torsion bar outward with respect to seat cushion assembly. This may cause torsion bar to become disengaged at center of seat cushion assembly necessitating detachment of cushion trim to reengage the bar.

New Channel Plate Spacer Used

A new shift valve body is now being used on Strato-Flight transmissions. In conjunction with the new shift valve body a new channel plate to valve body spacer (see Fig. 2) is also required. In the new assembly 3-4 oil is routed to the governor boost valve to reduce the possibility of sticking or sluggish operation.

When a second type shift valve body assembly is installed on a first type control valve assembly, it is necessary:

1. That the second type channel plate to valve body spacer be used.
2. That the channel plate without the 1/4" line drop ball check and spring be used (See December 1956 Service Craftsman News). NOTE: The new channel plate which does not have provision for the line drop check ball can be used to replace the first type channel plate without other change.

IDENTIFICATION OF SHIFT VALVE BODY

First Type - Casting No. 8617908, Service No. 8618902
Second Type - Casting No. 8618187, Service No. 8618928

IDENTIFICATION OF CHANNEL PLATE

First Type - Casting and Service No. 8617868
Second Type - Casting and Service No. 8618224
Service Information

Removal of Steering Column From Cars With Power Steering & Brakes

The following procedure should be used when removing the steering column from cars equipped with power steering and power brakes. NOTE: If steering jacket, adapter shift tube bearing, or steering shaft lower bearing is to be replaced on cars equipped with Hydra-Matic transmission, the suggested time for performing the operation is 2.8 hours, while on cars equipped with Synchro-Mesh transmission the suggested time is 2.5 hours.

1. Disconnect battery.
2. Make scribe mark on steering shaft and worm shaft flanges.
3. Disconnect power steering gear (flexible coupling) from steering shaft flange.
4. Disconnect neutralizer switch and shift linkage at lower end of steering column.
5. Remove horn ring and steering wheel.
6. Remove direction signal lever and sector lever.
7. Disconnect wires under instrument panel that relate to direction signal and horn.
8. Remove power brake pedal and bracket from steering column.
9. Turn back front floor mat on left side.
10. Remove steering column toe plate at dash.
11. Disconnect steering column to instrument panel bracket.
12. Rotate steering column assembly to gain access to gear shift selector lever at bottom housing and remove cover and lever.
13. Remove steering column housing as an assembly.

CAUTION: Be sure to align steering column and shaft assembly so the head of lower (flexible coupling) bolt has approximately 1/4 in. clearance from steering shaft flange. Also see that the clearance between the steering wheel hub and upper edge of turn signal housing is between 3/32 in. and 1/8 in.

CHANGE IN LUGGAGE CARRIER RAILS RELIEVES WHISTLING

Reports have been received that whistling and/or thumping noises are apparent in the roof area of Safaris equipped with luggage carriers, part number 988767.

To correct the thumping condition, first see that all gaskets are in place under the cross bars of the rack assembly, and the rail and support assembly. Tighten the screws which hold these assemblies in place. Next, check the rigidity of the front and rear rail supports to eliminate any looseness.

The whistling can be corrected by replacing the front and rear rails. New rails have been designed to reduce air noise. These rails are tapered at the front edge instead of round. The part numbers for the new rails are: front rail - 528396, rear rail - 528398.

A cross section of the new and old rails appears in Fig. 3. No other parts are necessary to make this modification. The suggested time allowance to replace these rails is .8 hr. straight time.

Procedure for removing and replacing the front rail is as follows:
1. Remove 1/8 in. set screws from right and left corner rail supports.
2. Remove the four screws securing these rail supports to the roof panel.
3. Slide supports back away from junction of front and side rails.
4. Place a rag under each support to prevent scratching of roof.
5. Remove two pins connecting front rails and two side rails.
6. Force front rails out of side rails with plastic hammer.
7. Exchange original rail with new front rail.
8. Insert pins between each side of front rail and two side rails.
10. Install and tighten set screws in supports.

The rear rail is removed and replaced in the same manner.
1957 ROCHESTER CARBURETOR FLOAT
ADJUSTMENT SPECS CHANGED

Since the start of production, several changes have been made in float adjustment specifications and procedure to correct out of line conditions. Investigation of carburetor complaints shows that in many instances improper float adjustments are a contributing factor. The following is a summary of the current float adjustment procedures and specifications. This supersedes the information listed in the 1957 Shop Manual.

FLOAT LEVEL

1. With air horn gasket in place and air horn inverted, position float level gauge J-5628 over floats so that gauge is located against the curvature in base of carburetor air horn.

2. Bend float arms vertically at center so floats just contact gauge. The vertical height is 3/8” ± 1/32”.

3. If necessary bend float arms horizontally until each float pontoon is centered between gauge legs.

4. Repeat same adjustment on opposite float assembly.

5. With air horn inverted lower tip of float should clear air horn casting by 1/8” ± 1/16”. (With gauge in position the scribe marks on face of gauge show required height of float toe necessary to ensure this clearance; see Fig. 4).

FLOAT DROP

1. Check distance between air horn with gasket in place and the bottom of float at the toe with air horn held in upright position. Float drop is correct when this distance is 3/16” ± 1/32”.

2. If adjustment is necessary, bent float tang toward float needle seat to lessen drop and away from seat to increase drop.

TIME A/C CARS AT 6°

Factory installed Air Conditioned cars built in the early part of the 1957 production year have a harmonic balancer which is also used on the extra horsepower engine. The balancer has three marks for setting ignition timing. When using a timing light the first to be seen when the engine is running is TDC (Top Dead Center). The second is 60° before TDC and the third is TDC.

On all cars having Air Conditioning and the Standard engine, timing must be set at the 60° mark to eliminate the possibility of detonation and/or engine damage as a result of detonation.
News About Your
TRAINING CENTER

DETOUR-A school for automotive body repairmen-the first of its kind in the industry-has been announced by Mr. Myrel St. Aubin, director of the General Motors Service Section. The training will be conducted in the 30 GM Training Centers around the country, and will be under the direction of the Fisher Body Division. Eligible are employees of General Motors' 18,500 car and truck dealers.

"There has been a growing shortage of competent body repairmen for many years," Mr. St. Aubin said. "with only a few formal schools where men could learn the trade. Modern car styling with its complicated paneling has aggravated this shortage even more," he continued. "Repair of damaged bodies requires considerably more skill than even a few years ago."

NEW THROTTLE ROD BALL JOINT STUD RETAINER AVAILABLE FOR SERVICE

On some early 1957 models, failure of the accelerator pedal rod assembly was experienced. This was caused by a faulty Hydra-Matic throttle rod ball joint stud retainer which would not hold up under normal usage. At that time it was necessary to replace the entire rod assembly because the retainer was not available for service.

The ball retainer has now been released as a service part under number 528475 (see Fig. 7) and should be installed if this condition occurs. It can be ordered in the usual manner.

SERVICE MANAGER—IMPORTANT

This News contains important service information on Pontiac cars. Each subject should be cross-referenced in the space provided at the end of each section in the Shop Manual or its Supplement. Be sure and cover every point with your entire organization. Each service man should sign in the space below after he has read and understands the information in this issue.
## Chapter Membership

<table>
<thead>
<tr>
<th>First Name</th>
<th>Last Name</th>
<th>Address</th>
<th>City</th>
<th>State</th>
<th>Zip</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hershel</td>
<td>Beahm</td>
<td>1217 Spencer Ave</td>
<td>San Jose</td>
<td>CA</td>
<td>95125</td>
<td>408-297-9300</td>
</tr>
<tr>
<td>William</td>
<td>Bean</td>
<td>3914 N. 650 W.</td>
<td>Ogden</td>
<td>UT</td>
<td>81414</td>
<td>801-737-1212</td>
</tr>
<tr>
<td>Wheeler &amp; Kathleen</td>
<td>Bradley</td>
<td>4 Barton Lane</td>
<td>Middletown</td>
<td>RI</td>
<td>02842</td>
<td>401-847-9053</td>
</tr>
<tr>
<td>Lou</td>
<td>Calisibetta</td>
<td>PO Box 1957</td>
<td>Stillwater</td>
<td>NJ</td>
<td>07875</td>
<td>973-383-2001</td>
</tr>
<tr>
<td>Harold &amp; Carol</td>
<td>Cary</td>
<td>2315 19TH SW</td>
<td>Mason City</td>
<td>IA</td>
<td>50401</td>
<td>515-424-2663</td>
</tr>
<tr>
<td>Robin</td>
<td>Clark</td>
<td>668 E. 20th St</td>
<td>San Bernardino</td>
<td>CA</td>
<td>92404</td>
<td>909-886-8615</td>
</tr>
<tr>
<td>Nicholas</td>
<td>Coats</td>
<td>26821 Ruther St. Unit I</td>
<td>Santa Clarita</td>
<td>CA</td>
<td>91351</td>
<td></td>
</tr>
<tr>
<td>Javier</td>
<td>De La Pena</td>
<td>2032 Reynolds</td>
<td>Laredo</td>
<td>TX</td>
<td>78043</td>
<td>956-727-3710</td>
</tr>
<tr>
<td>Ralph &amp; Edie</td>
<td>DeNuzzio</td>
<td>8961 N Lake Dasha Dr</td>
<td>Plantation</td>
<td>FL</td>
<td>33324</td>
<td>954-969-5300</td>
</tr>
<tr>
<td>Dennis &amp; Sonja</td>
<td>Doyle</td>
<td>6871 Colorado Ave</td>
<td>La Mesa</td>
<td>CA</td>
<td>91942</td>
<td>619-464-0438</td>
</tr>
<tr>
<td>Noel &amp; Starr</td>
<td>Doyle</td>
<td>10 Church Hill Rd</td>
<td>Washington Depot</td>
<td>CT</td>
<td>06794</td>
<td>860-868-7723</td>
</tr>
<tr>
<td>Donn &amp; Mary</td>
<td>Fallenbichel</td>
<td>P.O.Box 2476</td>
<td>Lake Havasu City</td>
<td>AZ</td>
<td>86405</td>
<td>520-855-5494</td>
</tr>
<tr>
<td>Eric &amp; Julie</td>
<td>Foehr</td>
<td>15 Standish Rd</td>
<td>New Milford</td>
<td>CT</td>
<td>06776</td>
<td>800-295-9212</td>
</tr>
<tr>
<td>Bill</td>
<td>Fortune</td>
<td>11 Lakeview Dr</td>
<td>Nitro</td>
<td>WV</td>
<td>25143</td>
<td>304-756-2429</td>
</tr>
<tr>
<td>Richard &amp; Pamela</td>
<td>Gabrielson</td>
<td>5762 Bellflower</td>
<td>Newark</td>
<td>CA</td>
<td>95460</td>
<td>510-794-4334</td>
</tr>
<tr>
<td>Butch &amp; Karen</td>
<td>Garen</td>
<td>581 Huntington Rd</td>
<td>Russell</td>
<td>MA</td>
<td>01071</td>
<td>413-862-4480</td>
</tr>
<tr>
<td>Susan &amp; Jim</td>
<td>Gestecki</td>
<td>855 Blackbird Landing Rd</td>
<td>Townsend</td>
<td>DE</td>
<td>19734</td>
<td>302-653-8010</td>
</tr>
<tr>
<td>Ron &amp; Frances</td>
<td>Goodhue</td>
<td>PO Box 13078</td>
<td>South Lake Tahoe</td>
<td>CA</td>
<td>96151</td>
<td>530-577-5522</td>
</tr>
<tr>
<td>Fred</td>
<td>Gordon</td>
<td>673 Silver Ck Dr</td>
<td>Winter Springs</td>
<td>FL</td>
<td>32708</td>
<td>407-327-3787</td>
</tr>
<tr>
<td>Michael</td>
<td>Green</td>
<td>11 Amber Sky Dr</td>
<td>Rancho Palos Verdes</td>
<td>CA</td>
<td>90275</td>
<td></td>
</tr>
<tr>
<td>John &amp; Marilyn</td>
<td>Havens</td>
<td>45 48th Street SE</td>
<td>Kentwood</td>
<td>MI</td>
<td>49548</td>
<td>616-531-1381</td>
</tr>
<tr>
<td>Ron &amp; Regina</td>
<td>Hudy</td>
<td>10 Church Hill Rd</td>
<td>Newton</td>
<td>NJ</td>
<td>07860</td>
<td>201-383-8318</td>
</tr>
<tr>
<td>Dale &amp; Debbie</td>
<td>Johannaber</td>
<td>9701 Dino Dr</td>
<td>Elk Grove</td>
<td>CA</td>
<td>95624</td>
<td>916-686-2571</td>
</tr>
<tr>
<td>John &amp; Gene</td>
<td>Johnson</td>
<td>2000 North Rice Rd</td>
<td>Ojai</td>
<td>CA</td>
<td>93023</td>
<td>805-646-7354</td>
</tr>
<tr>
<td>Dave &amp; Cindy</td>
<td>Keetch</td>
<td>154 El Camino</td>
<td>Pequeno</td>
<td>CA</td>
<td>92019</td>
<td>609-442-4182</td>
</tr>
<tr>
<td>Jack &amp; Sandy</td>
<td>Lander</td>
<td>2405 Calle Andalucia</td>
<td>Santa Barbara</td>
<td>CA</td>
<td>93109</td>
<td>805-962-5766</td>
</tr>
<tr>
<td>Mark &amp; Lorene</td>
<td>Miller</td>
<td>1538 Starburst Dr</td>
<td>West Covina</td>
<td>CA</td>
<td>91790</td>
<td></td>
</tr>
<tr>
<td>Luke &amp; Kathleen</td>
<td>Miller</td>
<td>11933 Highway G</td>
<td>Caledonia</td>
<td>WI</td>
<td>53108</td>
<td>414-835-4767</td>
</tr>
<tr>
<td>Marvin</td>
<td>Morton</td>
<td>622 Avenue C</td>
<td>Redondo Beach</td>
<td>CA</td>
<td>90277</td>
<td>414-835-4767</td>
</tr>
<tr>
<td>Jonny</td>
<td>Nilsson</td>
<td>Strandvagen 25</td>
<td>S-287 72 Traryd</td>
<td>Sweden</td>
<td>46-433-62669</td>
<td></td>
</tr>
<tr>
<td>Gary &amp; DeeAnn</td>
<td>Parker</td>
<td>63 Sandstone Drive</td>
<td>Spencerport</td>
<td>NY</td>
<td>14559</td>
<td>716-352-1293</td>
</tr>
<tr>
<td>Mark &amp; Robin</td>
<td>Petry</td>
<td>2806 Scarlett Dr</td>
<td>Augusta</td>
<td>GA</td>
<td>30909</td>
<td>706-736-3392</td>
</tr>
<tr>
<td>Greg &amp; Marjorie</td>
<td>Pettit</td>
<td>4654 Calle Norte</td>
<td>Newbury Park</td>
<td>CA</td>
<td>91320</td>
<td>805-480-0830</td>
</tr>
<tr>
<td>Ronn &amp; Patricia</td>
<td>Pittman</td>
<td>1024 Raddant</td>
<td>Batavia</td>
<td>IL</td>
<td>60510</td>
<td>630-879-7393</td>
</tr>
<tr>
<td>Richard</td>
<td>Plastino</td>
<td>431 S. Sierra</td>
<td>San Bernardino</td>
<td>CA</td>
<td>92408</td>
<td>909-884-6980</td>
</tr>
<tr>
<td>Rich &amp; Paige</td>
<td>Pye</td>
<td>436 LaDue Rd</td>
<td>Brockport</td>
<td>NY</td>
<td>14420</td>
<td>716-637-2720</td>
</tr>
<tr>
<td>Ron &amp; Veronica</td>
<td>Revisky</td>
<td>3205 Sherrill Road</td>
<td>Minooka</td>
<td>IL</td>
<td>60447</td>
<td>815-467-2877</td>
</tr>
<tr>
<td>Chris</td>
<td>Rogers</td>
<td>1393 Story Rd</td>
<td>San Jose</td>
<td>CA</td>
<td>95122</td>
<td>408-295-6318</td>
</tr>
<tr>
<td>Ricky &amp; Leanne</td>
<td>Smith</td>
<td>PO Box 123</td>
<td>Holcomb</td>
<td>IL</td>
<td>61043</td>
<td>815-393-3606</td>
</tr>
<tr>
<td>John &amp; Joanne</td>
<td>Snelgrove</td>
<td>408 San Bernandino Ave</td>
<td>Newport Beach</td>
<td>CA</td>
<td>92663</td>
<td>949-642-7089</td>
</tr>
<tr>
<td>Dick</td>
<td>Stampalia</td>
<td>905 S. 200th St.</td>
<td>Diamois</td>
<td>WA</td>
<td>98198</td>
<td>206-870-9676</td>
</tr>
<tr>
<td>Les &amp; Denise</td>
<td>Stinson</td>
<td>PO Box 2183</td>
<td>Gulf Shores</td>
<td>AL</td>
<td>36547</td>
<td>334-968-7089</td>
</tr>
<tr>
<td>Ed</td>
<td>Vassar</td>
<td>One Laurel St. #104</td>
<td>San Carlos</td>
<td>CA</td>
<td>94070</td>
<td>650-591-2204</td>
</tr>
<tr>
<td>Dennis</td>
<td>Vaughan</td>
<td>1155 NW 133rd St</td>
<td>North Miami</td>
<td>FL</td>
<td>33168</td>
<td>305-685-3139</td>
</tr>
<tr>
<td>Dennis &amp; Sharen</td>
<td>Wagner</td>
<td>16 S. White Bear Ave</td>
<td>St. Paul</td>
<td>MN</td>
<td>55106</td>
<td>612-731-0061</td>
</tr>
<tr>
<td>Jack &amp; Jill</td>
<td>White</td>
<td>64 Castle Heights</td>
<td>Deep River</td>
<td>CT</td>
<td>06417</td>
<td>860-526-9748</td>
</tr>
<tr>
<td>Norm &amp; Bird</td>
<td>White</td>
<td>PO Box 444</td>
<td>Minden</td>
<td>NV</td>
<td>89423</td>
<td>702-265-2257</td>
</tr>
<tr>
<td>Tom</td>
<td>Young</td>
<td>204 Acacia Lane</td>
<td>Newport Park</td>
<td>CA</td>
<td>91320</td>
<td>805-375-1320</td>
</tr>
<tr>
<td>Barry</td>
<td>Zalesky</td>
<td>7535 Horrocks St.</td>
<td>Philadelphia</td>
<td>PA</td>
<td>19152</td>
<td>215-722-3717</td>
</tr>
</tbody>
</table>
**Safari Search**

**Cars for Sale**

1958 Safari, factory air, Tri-power, power steering, Air Ride suspension, good body, glass, needs restoration, parts car included, Brown and White. 370 auto, very, very rare car, good frame. $6500. Call Ralph at 307-232-9595

**Parts for Sale**

1956 Safari Rear Quarter Sections very good condition. $350/side plus shipping and handling or $600/pair. Located in California. Rich or Jerry, (909) 884-6980.

1955 Rear Wheel Well Stainless. This pair of stainless steel wheel well trim came off a ‘55 Safari wagon. Both are in good fair to good condition. They have the typical small dents in a few places but no major folds, tears or deep scratches. Nearly all of the original brackets are on the back side. I’m selling them as a pair only at $110 plus shipping. If you have an email address, I can send you photos showing details of the trim. Tom Young, 204 Acacia Ln, Newbury Park, CA 91320 805 375-1320 or email at tbyoung9@ix.netcom.com

**Wanted**

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.

1956 Safari, painted metal trim (3 pieces) on the floor in the cargo area, next to the wheel wells, and both stainless trim pieces, near the rear fold down door for same. Jack Lander, 2405 Calle Andalucia, Santa Barbara, Ca. 93109, 805-962-5766, Jack Lander @ aol.com

Stainless steel trim from a 1955 Pontiac Safari 2dr I need both sides [4 pieces] any help as to condition and price either contact Janice Rinaldi 117 Walnut Street Johnston, R.I. 02919 or e-mail Captcharisma1950@aol.com

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

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.

President: Robin Clark, 668 E20th, San Bernardino, CA 92404
Vice President: Bill Fortune, 11 Lakeview Drive, Nitro, WV 25143
Secretary/Treasurer: Starr Evans, 10 Church Hill Rd, Washington Depot, CT 06794
Editor: Rich Pye, 436 LaDue Rd, Brockport, NY 14420

Directors:
Eastern Region: Lou Calasibetta, Box 1957, Stillwater, NJ 078775
Central Region: Ronn Pittman, 1024 Raddant, Batavia, IL 60510
Western Region: Ed Vassar, 705 B Broadway, Fairfield, CA 94533

For chapter information: Write: 436 LaDue Rd, Brockport, NY 14420, Phone: (716) 637-2720, e-mail: rpye@rochester.rr.com