



Fall 2003
Volume 5, Number 3

Custom Safari Chapter



Presenting Rich Pye's New Christmas Present!



From the President's Garage

By Robin Clark

Greetings from Fire Central to Everyone,

Yes, if you have been on planet Earth the last few months, then you know about the major firestorm that we had here in Southern California. It all started right here in my town, San Bernardino. Although I came out unharmed, a few of my friends were not so lucky and lost everything. It was a rather busy time with the evacuating, moving people back in, and helping with the cleanup. There was so much fire that it actually snowed ashes for several days.

For many recent years, cities around the local area have been promoting fire sprinklers for houses. In the past, I have not been fond of the idea. Even after watching the past firestorm, with the intensity of the fire and winds, I'm not sure how well a system inside the house would have worked. There is a reason for me bringing this up. There was a gentleman in one of the outlining cities, who had a barn full of collector cars. Now I say barn, it was actually a large metal storage building. Now metal doesn't burn, but the fire was so hot, it actually melted the steel and the whole building collapsed on top of his cars. Six cars lost, one saved. Maybe water would have kept the steel cool enough to prevent it from melting. Something to think about.

Here are some final thoughts from the President's Garage. It's been a pure pleasure and joy to steer the Custom Safari Chapter down the highway. I've met some wonderful people, and hopefully made some lasting friendships. Not to mention seeing all of those marvelous Safaris with my own eyes. I want to thank you for all the support you have given me over the years. I'm sure you will give our new leader the same.

I would like to extend a special thanks to the other officers of the chapter, (without all of you, keeping the chapter on course would not have been possible), and a very special thanks to Tom Young. Ten plus years ago, he had a dream of bringing the Custom Safari Chapter back to life. His many months of hard work finally paid off, when the Custom Safari Chapter was reborn. For me, after ten plus years behind the wheel, I just felt it was time for another pretty face to take over!

I hope all of you have a joyous holiday season, and a super new year!!

May the Safari, always, be with you!

Robin



Behind the Wheel in the Editor's Seat

By Rich Pye

Hello Everyone,

Another year is ending and it's time to think about what you accomplished on your prized possession, your Custom Safari of course! Did you buy it any new accessories or a new paint or re-chrome job? Or did you just enjoy it and show it off to everyone in town? In any case, look back and smile because you own one, and that is enough to be thankful about! Thank you all who took the time to respond to the voting form in the last issue or used the on-line voting form. There were no write-in candidates, so your new officers are as follows:

President:	Mark Petry
Vice-President:	Rich Pye
Treasurer:	Starr Evans
Secretary:	Starr Evans
Director Eastern Region:	Lou Calasibetta
Director Central Region:	Ronn Pittman
Director Western Region:	Ed Vassar

Thank you also to our past officers who have recently stepped down. Particularly Robin Clark and Bill Fortune. We'll miss Robin's President's Garage in the newsletters, but we'll still allow him to write an article or two about his rusty '57 Safari on occasion!! We hope to see both of you at future conventions.

Another club task that occurs at the end of the year is the annual dues drive. As they say "Dues are Due". In this issue I have included a new renewal form. It's double-sided with the front requesting the usual information PLUS space to fill out the firewall data plate information on your Safari(s). The Custom Safari Chapter would like to update the information we have on all the Safaris in the membership. We'll then be able to share some interesting information on the cars that still are in existence and provide some good conversation items for members. Additionally, we are requesting that you send in an up-to-date or archived photo of your Safari(s). This will help us in our web-site improvement project. You'll also notice on the back are the questions to fill-out to be a "Safari Member of the Quarter". Some of you have already had this honor and others have sent in information and are in queue. If you haven't been honored yet, please take the time to update this information and again send some photos to go along with your information. If you prefer, you can email me the forms to me at rppe@rochester.rr.com.

Speaking of the website. I am slowly, but surely, making some progress to keep the information more current on the sight. Larry Gorden recently sent me links to information he has up on a personal web-site in regards to Custom Safaris in general and his '56 Safari. We really want to make the site a place you, as members, want to go to and to continuously provide content. One of the hardest parts of making a web-site migrate from a static site to a more dynamic one is getting enough content on a regular basis. Content can simply be photographs, links to other websites, articles, scans of sales brochures or dealer information, etc. Please inundate me with content and force me to stay on top of the site!! And don't forget to fill out the email address portion on the renewal form. We'll be doing more communication that way in the future and need your contact info.

Other interesting stuff in the issue of the Safari News is some vintage information that Bill Hanners dug-up regarding facts about '55 and '57 Safaris. As I was re-keying the information in, it was really neat to be able to see how many Safaris were built in which plants and how many came with which tranny and accessories. For his effort Bill received the Safari Member of the Quarter honor. Check out his car in this issue. If anyone has more information like that, please pass it along to me. That sort of info is great for us to archive on the website, so it's there for us and future safari collectors.

Finally look inside this issue to learn more about my latest adventure in procuring another Safari for my collection, like I needed another car! Ever since I read Noel and Starr Evans list of cars when they were Member of the Quarter, I've been on a mission! Just kidding!



Keep warm this winter!

Rich

Safari Member of the Quarter

Your Name: Bill Hanners

Spouse's name: Oda Lee

Child(ren)'s name(s) and age(s): William (34), Elizabeth (32)

Safari(s) Owned: 1957 Custom Safari

When/Where did you acquire your first Safari? 35 years ago in Allentown, PA. April 1968

What was your first car? 1950 Mercury Sedan

What was your first Pontiac? Editor assumes the '57 Safari

Reason for "collecting" Safaris: I felt they were a rare vehicle and worth collecting plus I needed a tow vehicle for my 1940 Willy's Drag Car.

Reason for joining the Custom Safari Chapter: I originally joined the chapter in 1972 when it was first formed.

Favorite Safari Accessory owned: The 1958 Pontiac Fuel Injection Unit

Most wanted Safari Accessory: A/C

Do you have "other" Pontiacs? If so, list model and year: Yes, 1996 Bonneville

What are your favorite non-Pontiac hobbies? Boating

Least favorite car task: Waxing car

Most favorite car task: Washing car

Best thing about being a Pontiac Custom Safari Owner: Answering questions about the car

Favorite non-Safari car: Unknown

Favorite car-related web site: GMPartsDirect.com

Favorite parts vendor: Ames Performance

Best car care tip to share: Enjoy them while you can

Safari Member of the Quarter

By Bill Hanners

Here's some interesting information on my 1957 Custom Safari. The engine compartment picture below shows some of the options I added over the years. Note the Dual Brake Master cylinder with the power booster on the firewall. Additionally I added the 1958 Fuel Injection system and an alternator to replace the stock generator.

The engine is a 1960 Pontiac 389 cu. in. with 318 horsepower. I modified the clutch and brake pedals inside by using an early 1960's Chevy unit. I also added a Muncie 4 speed with a Hurst shifter. One of the items that I had a heck of a time finding was a standard shift bell housing for the Pontiac engines, only the 1958 - 1960 housing would fit. Also putting the Fuel Injection unit on was a major job. Unlike the Chevy units which have a manifold and Fuel Injection bolts to that, the Pontiac Fuel Injection unit bolts directly to the heads without a manifold. I probably have the only 1957 Fuel Injected Custom Safari in captivity. Notice the Fuel Injection plaques on the fender in the picture on the next page. They're on both sides. I wonder if anyone has owned a Safari longer than I have, (since 1968). If you have, let us know!



Bill Hanners' 1957 Safari with a '58 Fuel Injection. Nice Setup!!

Safari Member of the Quarter



Bill Hanners' 1957 Safari painted with '69 Chevy Hugger Orange a.k.a. '69 Pontiac Carousel Red.

Buying a Safari is Difficult!!

By Rich Pye

So you're wondering where did Rich get that car on the front cover. Was it an early Christmas present from Santa or is he making it up? Did he get it from a member in the chapter or on Ebay? Well let's hear the entire story on how he came to own a 1957 Fountaine Blue and Kenya Ivory Custom Safari.

It started on a September day when I received an email from a guy in California who said he got my name from the website and had a car that he would like to sell. His write-up was: 1957 Pontiac Star Chief 2-dr. Custom Safari: Factory air conditioning. Power steering, brakes, and antenna. Very new expert old mechanic rebuild of the Strato-Flight Hydra-Matic transmission. Low miles on 1992 frame-on restoration. Includes both the original wheel, spinner hubcap and radial tire set, and an American Racing Torque Thrust-D mag wheel and wide radial tire set. The car also included a 1957 Pontiac dealer Trim and Color album and some magazine ads. He included the pictures on the front cover plus the ones on the next page with his email. The asking price looked like a good deal or at least it appeared to be fair.

continued on the next page...

Buying a Safari is Difficult!!



Well, I was obviously interested, if not for myself, at least to get the car back into the club. The car was in Oakland and I have a friend who lives within an hour of there. I replied back that I wanted to hook the two of them up so I could get a first hand look from someone I knew. I left contact info for my buddy and waited a couple of weeks with no reply. There have been a few times since I have owned a Safari that a “good deal” has been brought to me, only to find that it never materializes. So I wrote this one off and didn’t think about it. Toward the end of October I got a call from my buddy who made contact with the safari guy and was going to see it in a couple of days.

At this point I still was apprehensive, but wanted to get the report. It came a week later. The car was being stored outside, looked really dirty, wouldn’t start, but seemed to be all there and in some need of TLC. The interior apparently had been recently restored and most of the parts to the car that weren’t on it were in the guy’s garage for safekeeping. The report on the air conditioning was that it was missing things like the compressor, etc., but it was factory with the dash vents and controls in place. Additionally the guy drove over a curb and crushed the bottom of the left side fender, so the door wouldn’t open. He did have an NOS fender to replace it. I thought about it and figured it was still worth it to pursue. Now the fun began.

I talked with the guy directly for the first time at the end of October and agreed on the price and what came with it. He said he got it running and that we needed to get it out of there before December since he was moving to Illinois. The car was actually titled in Illinois because of the fines he owed on the California tags for a lapsed registration, whatever! I talked it over with my buddy and he was going to go and trailer it back to his house in Placerville. From there I could figure out what to do with it. After multiple calls back and forth and messing around with schedules, and with options of just driving it out of there from the owner, to trailering it by my buddy, to just transporting it through a trucking company, I chose to hire a car transporter.

I researched several on the web and settled on Thomas C. Sunday, Inc. Fully Enclosed Automobile Transportation. The cost difference between the fully enclosed and open trailering was about \$350. But with the enclosed transport I could load the car to the ceiling with parts and I had the tires and fender to worry about, so it was a wash to me. I called the company and made arrangements to have the car picked up on November 15th. Everything was going well. I would have it before Thanksgiving and maybe have a chance to drive it around before the snow fell. I had paid a down payment on it and agreed to wire the balance the day the transporter got there. The safari owner called on the 15th and said the money arrived and the transporter would be there in 3 hours. I was relieved. All along I had an uneasy feeling about the deal since the owner was pretty vague about things, plus having money sitting out there.

I waited for a call that said the car was on its way. It didn’t come. I called the owner back later that Saturday...the phone number was “temporarily” disconnected. Panic set in. I tried again on Sunday...same result. I tried to figure out how to explain this one to my wife. Finally, late Sunday night, I got a call from the owner saying he couldn’t get the car started, so the transporter left without it. He hadn’t paid his phone bill on time, so the phone wasn’t working for a couple of day, etc., etc. He said he thought he could get the car to his mechanic, so I was to call the transporter again to arrange another pickup. I asked him to Fedex the title to me, so I had some proof of ownership and he agreed.



continued on next page...

Buying a Safari is Difficult!!



After talking with the transport company, they had another truck in the area for a Tuesday pickup. I confirmed that they could take it if it didn't start, they said yes. Well Tuesday came and went, the car wouldn't start, the transporter wouldn't take it, I still didn't have the title. I was furious, stressed, etc., etc. The next transporter wasn't in the area until after Thanksgiving, the car finally was going to the mechanics, and I finally convinced the owner that he had to send the title since I didn't have any proof that I now owned it. If he got hit by a bus, I was screwed. I called the owner on a daily basis

for status updates. Is the car running yet? Did you Fedex the title? Everyone at work who knew about the situation kept asking "Dude, Where's my Car?" from that stupid movie!?!

A week passed. The car was back from the mechanics, and the title finally showed even after Fedex lost it for a day. But there were still issues with the car. The ignition switch was dead so the car needed to be hot-wired to start. It also ran like crap with suspected contaminated gas and the brakes weren't working right. Finally I got a call on the Saturday after Thanksgiving that the third transporter wanted to pick up the car on

December 1st, but the car was having trouble starting again. I tried hooking up with a different transport company that would take dead cars, but that was unnecessary. On Sunday the 30th I received a call from Colin from Thomas C. Sunday. He said he was in the area ready to pick up the car on Monday, but couldn't reach the owner on his cell phone. I explained the fiasco I had been through and that I really wanted the car out of there ASAP. I sheepishly asked if he could take the car if it didn't start and he said....."Yeah no big deal, I have a power winch and a hoist, etc., etc." What a relief, now all we had to do was find the owner!!



I tried all day to call his cell phone with no luck. Finally Sunday night I received a call from the owner saying the car started and was being strapped in the transporter as we spoke. Relief. The saga was over. I talked to Colin later that night and he said when the guy finally called him, Colin told him he would be over in 45 minutes to get the car. After talking to me, he didn't want to wait until Monday. What a guy! The car showed up 8 days later at 7:00am. Colin didn't want me to be late for work, so he came early. He showed me how he hot-wired the car and messed with the brakes to get the car on and off. Needless to say Colin received a nice tip for his extra effort!! If only he was the first driver!!!

So the condition of the car you ask??. Well I've only had it for a week and have discovered the following things: The master cylinder spring doesn't work, so the pedal doesn't return. The ignition switch was indeed smoked; I need a new one. The paint is under the oxidation somewhere. I think it will look good from 50 feet anyway. There isn't a piece of chrome that doesn't have a dink or doink in it. The lights don't work, except for one headlight. But all in all it's pretty solid with a new interior, although the headliner is moldy and probably would be easier to replace than clean.



So more adventures, hopefully less stressful, are ahead and I'll be sure to keep you posted!

Vintage Safari News Article



Bob Brown
55-57 TA
16800 Country Club Dr.
Livonia, MI 48154

PONTIAC-OAKLAND CLUB
INTERNATIONAL, INC.
PO BOX 4798 Culver City, CA 90230

Safari News
9527 Ives St.
Bellflower, CA 90706

December 20, 1984

Dear Safari News,

You had a question in the Vol. 7 No. 6 Safari News about the 1955 Canadian Safaris. I am not an expert on Canadian Pontiacs, but I thought they were built on a Chevrolet frame and came standard with the Chevy six cylinder.

They sold a 2764DF deluxe station wagon in Canada in 1955. The '55 Canadian 20 & 22 series came with either a Chevy 6 or V-8. The 27 & 28 series came with a Pontiac V-8. The 20 & 22 series all had 115" wheelbase (Chevy). The 27 & 28 series were 122" & 124" wheelbase, or the same as U.S. built. I think the 27 & 28 series, (sold in Canada), were built in the states.

I am enclosing a little more '55 Safari information. '55 domestic and export schedule for Starchief Custom Safari was as follows:

Arlington	159	Linden	465
Atlanta	208	South Gate	501
Framingham	236	Wilmington	316
Kansas City	267	Pontiac	1606 (includes 15 LHD for export)
		Total	3760

3707 of those left the factory with back-up lights. 145 had safety light with convenience group. 96 had adjustable outside mirror with convenience group. 173 had Firegold brown padded dash. 127 had Turquoise blue padded dash. 811 station wagons had air conditioning, (that includes all station wagons). 497 Safaris had comfort control front seats. 196 had power windows. 41.2 % of all '55s came with lighted hood ornament. I have numbers of other accessories, but they are not broke down to Safari. I know how many '55s had Hydramatic, etc., but it is not given by models.

Maybe you can use a little bit of this in a future newsletter. I'll try to send a copy of this off to our Canadian Technical Advisor. Maybe he can straighten things out.

Sincerely,
Bob Brown

c.c. Walter Campbell

Thanks to the "Pontiac Nut" for this detailed information. If one our members has one of these Canadian Safaris, maybe they could give us all some insight into what they have found to be the same or different as the other Safaris.

Vintage Safari News Article



Bob Brown
55-57 TA
16800 Country Club Dr.
Livonia, MI 48154

PONTIAC-OAKLAND CLUB
INTERNATIONAL, INC.
PO BOX 5108, SALEM, OR 97304

John Harvey – Editor
Custom Safari Chapter
Box 99
Illioopolis, IL 62539

February 4, 1983

Dear John,

I just read the January Safari News. I haven't had a TA question in almost a week, so I thought I would comment about the Hahn's standard transmission 2dr Safari. Pontiac made a total of 3186 Custom Safaris in 1957. 3182 of them had Hydra-Matics. The way I figure that, it means they only made 4 standard shifts, (2dr & 4dr combined). They may have been all 2drs.

I have a couple of other figures that might interest someone. 2drs – 321 with E-Z-Eye glass. 251 with E-Z-Eye windshields. 79 with power windows. 62 with 8 way power seat, (this includes Chieftain 2dr). I would bet that most of the 62 were in Starchiefs. 4drs – 192 with power windows. 2dr & 4dr combined – 283 with air conditioning. Cushioned instrument panel – silver beige 92, fontaine blue 61, limefire green 96, cordova red 92.

Ever wonder how many were made in the same plant that yours was built in. NO!! I'll tell you anyway.

PLANT	2drs.	4drs.	
Arlington	8	78	
Atlanta	22	90	
Framingham	19	109	NOTE: All LHD export cars
Kansas City	34	164	were Hydra-Matic.
Linden	23	185	
Southgate	154	301	
Wilmington	12	139	
Pontiac	1011 + 9 LHD export	826 + 2 LHD export	
	1283 + 9 = 1292	1892 + 2 = 1894	

Maybe you can use some of this in a future newsletter.

Sincerely,
Bob Brown

c.c. Bill & Marguerite Hahn
Jim Donnelly

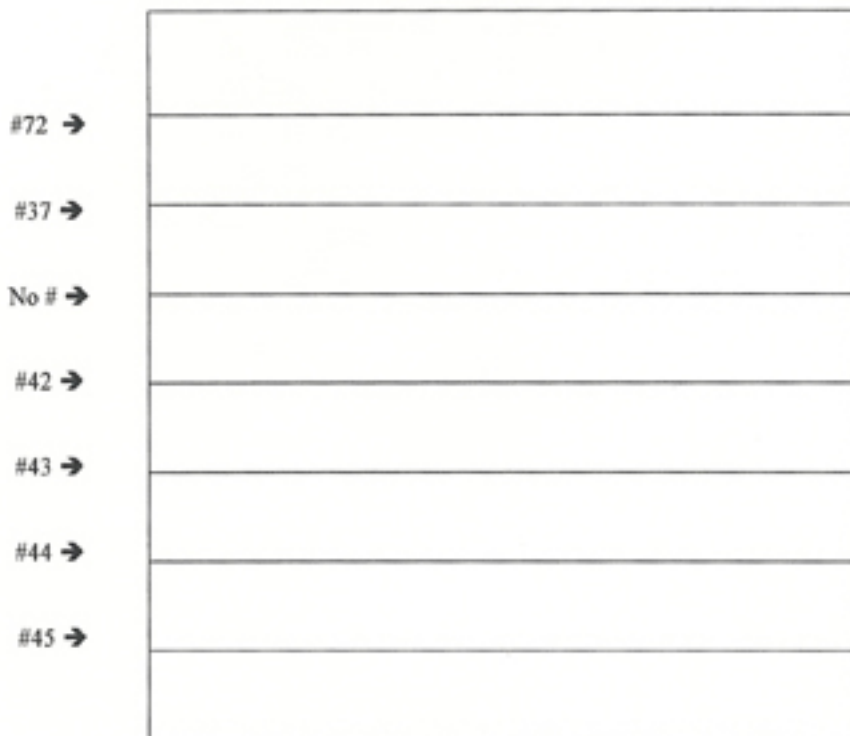
Vintage Safari News Article

Additional Detail to Identify Interior Roof Bows for Safari Restorers

By Ron Huddy

The diagram below shows the exact position of the headliner chrome strips, and the order in which they appear. Every strip, except one, has an identification number stamped on each end. The strip that is without a number can be distinguished from all the others by the distinctive shape of the ends. All of the numbered strips have straight ends, while the one without a number is angled toward the rear of the car. Hope this is clear and helpful.

Front of Car



Pontiac Literature



SERVICE BULLETIN

No. 26

Merchandising Dept.



1955 PONTIAC

The new Pontiac now incorporates the General Motors wrap-around windshield body (very similar to the Chevrolet) together with an entirely new overhead valve V-8 engine.

The engine produces 180 hp. at 4600 rpm. Of special interest, in the engine, is a valve rocker arm system in which each rocker arm attaching bolt also acts as the pivot for its own rocker arm. A reverse flow water cooling system forces the cooler water from the radiator directly into each of the two cylinder heads thereby keeping head temperature as low as possible. This minimizes fuel octane requirement.

Tubeless tires are standard equipment on all models. A 12-volt electrical system is also used. The front suspension continues with lubrication fittings at each of the front suspension pivot points.

Hood Release: As viewed from front of car, release lever is located under lower edge of hood approximately three inches to right of center. Pull forward on lever to release.

Safety Catch: Continuous pulling lever as both releases are integral.

Engine Crankcase: Dipstick Location: Located on right side of engine forward.

Fill Pipe Location: Service from either side of engine, through caps on rocker arm covers.

Radiator Cap: Pressure type radiator cap rated at 7 lb. release pressure is used on all models.

Radiator Drain: Petcock on front of lower radiator tank to right of center.

Cylinder Block Drain: Petcocks on each side of engine near center.

MISCELLANEOUS SERVICES:

Air Cleaner: Oil bath type, SAE 50 Motor Oil is recommended above +32° and SAE 20W is specified below 32°. Wire gauze cleaners should be cleaned and re-oiled with SAE 20, 20W Motor Oil.

Battery: Mounted on left side of engine at front and is a 12-volt with negative terminal grounded.

Differential: Check level during each lube job. No drain is provided.

Oil Filter: Located on bottom of engine, right rear corner. Replace oil filter every 10,000 miles or once a year. Use **Fram CH106PL Filter**.

Fill Cap Location: Fill cap is located under cover on left rear fender on all models.

Capacity: Gas tank capacity is 20 gals. (Station Wagon, 18 gals.)

Power Steering Reservoir: Reservoir located left side of engine at front. Check level every 2,000 miles. Keep level to "OIL LEVEL" mark with **Transmatic Fluid**.

1955 PONTIAC

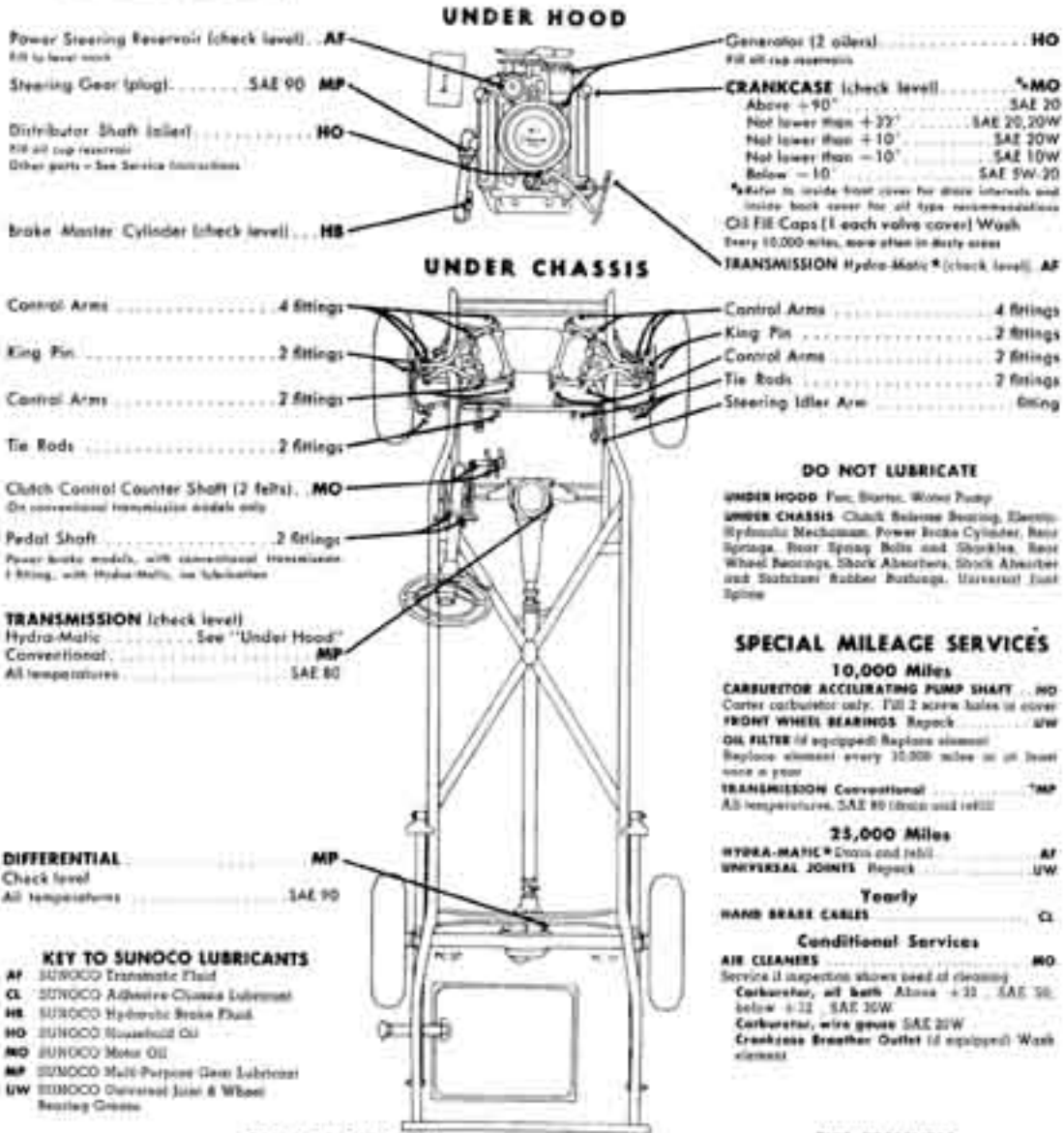
Pontiac Literature

This is a Preview Chart for your use until such time as your 1955 Lubrication Guide is available.

Lubrication Chart



LUBRICATE AT EACH ARROW POINT EVERY 1,000 MILES — except as noted
USE SUNOCO ADHESIVE CHASSIS LUBRICANT unless otherwise specified



KEY TO SUNOCO LUBRICANTS

- AF** SUNOCO Transmatic Fluid
- CL** SUNOCO Adhesive Chassis Lubricant
- HB** SUNOCO Hydraulic Brake Fluid
- HO** SUNOCO Household Oil
- MO** SUNOCO Motor Oil
- MP** SUNOCO Multi-Purpose Gear Lubricant
- UW** SUNOCO Universal Joint & Wheel Bearing Grease

TABLE OF CAPACITIES

MODEL	CRANK CASE Quarts	TRANSMISSION		DIFFERENTIAL Pints	COOLING SYSTEM With Heater Quarts		GAS TANK Gallons
		Hydro-Matic Quarts	Conventional Pints		Without Quarts	With Quarts	
All	3	9 1/2	1 1/2	3 1/2	26*	24*	20*

* With air conditioning, add 1/2 quart. * Oil and water, 10 gallons

TIRE PRESSURES

SIZE	Front	Rear
7-10-15	24	24
7-60-15	22*	20*

* With air conditioning, 26 front, 20 rear; otherwise, 24 front and rear

*FOR DETAILED PROCEDURES, REFER TO "SERVICE INSTRUCTIONS" SECTION PRECEDING THE LUBRICATION CHARTS

PONTIAC - 1955 ALL MODELS

Chart No. PC-37

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Donn Fallenbuchel's Parts Page

All Parts for 1957 Pontiac Safari

*Donn has been encouraged to make room in the garage, so he has some parts for sale. No prices are listed, but he is selling them for fair offers plus shipping. Please contact Donn at (928)855-5494 any time after 12:00pm, if you have questions. <=== **New Number***

*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)
(1) – 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

*Wanted: Stainless Spear, front of gas door
 Trim under the tail lights*



Donn's Safari in progress. Not for Sale!!

Safari Search

Cars for Sale

FOR SALE: 1958 SAFARI project car or parts. \$500 OBO. Previous owner says was originally a tri powered car (long gone). Located in So. Lake Tahoe, Calif. Email Ron Goodhue for questions or call, Phone number: (530) 577-5522, Email: Rong327@sbcglobal.net.

Parts for Sale

See Donn Fallenbuchel's list of '57 Safari Parts on previous page.

Wanted

1957 - 58 Ignition Switch. Looking for good used or NOS Delco Ignition switch. Contact Rich Pye, 585-637-2720 or rpye@rochester.rr.com.

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, JackLande@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

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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Vice President: Rich Pye, 436 LaDue Rd, Brockport, NY 14420
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For chapter information: Write: 436 LaDue Rd, Brockport, NY 14420, Phone: (585) 637-2720, e-mail: rpye@rochester.rr.com



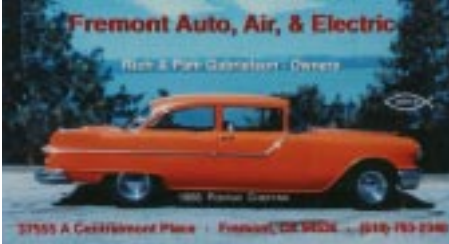
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PONTIAC ENTRUSTED
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