



Spring 2002  
Volume 4, Number 1

# Custom Safari Chapter



*The POCI Convention is  
Coming....The POCI  
Convention is Coming!!!!*



Pontiac-Oakland Club International (POCI)

# Member Safari



*Above: Luke Miller's 1956 Safari outside his garage.*



*Left: Luke's Safari surrounded by Nomads and a Buick??*

*Right: But all eyes are on Luke's Safari!!*



# Safari at a Nomad Meet?? You Bet!!

Hello Fellow Members,

On the adjacent page you'll see three pictures of our 1956 Safari. The top one is a picture of our car sitting beside our garage here in Caledonia, WI. The other two were taken at the Chevrolet Nomad Nationals in Cedar Rapids, Iowa July 17, 2001. We took the Safari and our 1955 Nomad to this event with the hopes of having the Safari's liftgate aligned by Jerry Cabunoc of Jerry's Tailgate Service. But we didn't get it done though because he was overwhelmed with customers.

Several years ago Jerry redid our Nomad tailgate, and we were really pleased with his work. We were hoping he could do the Safari's as well, but it didn't work out this time. We arranged to have him send us a fresh rechromed and straightened liftgate instead, as ours has a rather severe crack by the right hand hinge. It is a bit pricey, but I know Jerry does excellent work. I also found a Nomad guy that had a new, in the box, Pontiac vacuum brake booster master cylinder for sale. So I bought it, as my vacuum booster sticks and has to be pulled back with my toes about every other time I apply the brakes. I had the booster repaired years ago, but it never has work right since, so I hope this new part will work better.

The Safari was a real hit with the Nomad folks. They even mentioned including it with the Nomads on the show field. I said no, so it ended up parked next to a chopped and channeled Buick Caballero wagon from Colorado. At the members meeting there was a discussion about inviting Safari owners to our Nomad meets. But again I told them I didn't think other Safari owners would be interested, especially because of all the Safaris that have had to give up their parts to the Nomads over the years.

So long for now,

**Luke Miller**



*Luke collects things like this at the left. To find out more about him and his car, turn to the next page.*

# Safari Member of the Quarter

**Your Name:** Luke Miller

**Spouse's name:** Kathy

**Child(ren)'s name(s) and age(s):** Jenni, 31; Luke, 26

**Safari(s) Owned:** 1956 Catalina blue and Nimbus grey, code KQ

**When/Where did you acquire your first Safari?** 1970 in Boyceville WI. I bought it for my brother who kept it until 1975.

**What was your first car?** 1955 Chevy Nomad and I still own it!! I had use of Mom's 1950 and 1953 Chevy, but the Nomad was the first car I actually had titled in my name.

**What was your first Pontiac?** We got our 1956 Safari and a 1956 860 Catalina 4 dr. for \$700, when my brother could no longer afford to keep them.

**Reason for "collecting" Safaris:** I like the the rare and interesting body style.

**Reason for joining the Custom Safari Chapter:** I wanted to be able to contact other Safari owners.

**Favorite Safari Accessory owned:** Factory Air-Conditioning

**Most wanted Safari Accessory:** Power Windows

**Do you have "other" Pontiacs? If so, list model and year:** 1997 Bonneville SE

**What are your favorite non-Pontiac hobbies?** Gardening and collecting Hot Wheel and Johnny Lightning models. (Nomads, Camaros), and any Safaris.

**Least favorite car task:** Under body car repairs, like suspension and exhaust work.

**Most favorite car task:** Keeping the Safari clean and shiny.

**Best thing about being a Pontiac Custom Safari Owner:** Being able to share it with other car fanatics.

**Favorite non-Safari car:** 1955 Chevy Nomad

**Favorite car-related web site:** Don't have one.

**Favorite parts vendor:** Kurt Kelsey

**Best car care tip to share:** Nothing beats a little heat from the acetylene torch to loosen rusty fasteners.

# Vintage Article

## From the September – October 1984 Safari News

### **FOOD FOR THOUGHT SECTION: CUSTOM SAFARI CHAPTER SHOULD EXPAND TO INCLUDE THE CARS PMD SAYS CUSTOM SAFARI'S**

Custom Safari Chapter, POCI, originally started to include only the '55-57 2 door Safari models. This was expanded to include the '57 Transcontinental sometime around the inception of the chapter, a truly worthy addition. It seems that in about 1980, we expanded again to include the '58 Custom Safari on the grounds that it was the only one to actually say "CUSTOM SAFARI" right on the car. Again, a worthy addition.

I propose that we again expand the scope of the Custom Safari Chapter, POCI, to include all adult Pontiac stationwagons and commercial vehicles. This would include the sedan deliveries of '49-53, and hearse and ambulances, as well as stationwagons that are 21 model years or more old.

In keeping with the scope of our chapter, all these are limited edition vehicles, so we would continue to be a relatively exclusive group of people. People who bought a Pontiac Stationwagon didn't buy stripper models, so they tend to be nice optioned cars. Within POCI, the owners of these cars really have no other place to go, where the club tries to address the needs and interests of a Pontiac "Squareback" owner.

The reason I propose this is that for the past year, all of the inquiries I have received about the Custom Safari Chapter have been from owners of newer cars. There is a limit to just how much can be said about any 3 particular years of 1 body style, and as past newsletter editor, I can tell you that a large percentage of it has already been said.

Custom Safari Chapter basically has their own judging class at POCI Conventions mainly because our '55-58 cars are show stoppers to begin with, then the quality of the cars is such that the "also rans" who owned cars that may have been as fine, but just didn't have the flash of a Safari, didn't have a prayer.

The commercial cars have had their own class for several years because they bring a few cars that are also exceptionally fine. Custom Safari Chapter is for those rare cars that need only be real nice to be fine. I feel that it is time to expand our interests, just as we have done in the past.

I don't have any car that would be included in an expanded chapter; my '57 2 door Safari is just as sick as it was when I became a charter member of this chapter. I just think it is time that we welcome additional people to the chapter with the neatest cars in POCI.

Submitted by John Harvey, Sec.- Treas.

Well folks, what do you think? I can think of several reasons, pro and con, for this. Send your thoughts to Harvey or myself and maybe we'll put it to a vote later on next year.

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**2002 Editorial Comments:** Not sure if this issue ever came up for a vote or not. Obviously part of the problem was solved with the addition of the Pontiac Commercial & Professional Vehicle Chapter. Those Pontiacs may have been neat to add to the chapter, but the Stationwagons are another story. Whenever anyone calls my '55 a stationwagon, I correct them with "It's a Custom Wagon".



# From the President's Garage

By Robin Clark

Greetings Safari people,

Well, if you haven't noticed, the cruise season is here. Down here in Southern California, we've had a real cool spring. While you all in the North East, you seem to have gotten our summer weather. It's been that kind of weather pattern all this year. We've only had about four inches or so of rain all this year. Our normal for this time is about 15 inches.

A big thank you goes to Gary Parker for his terrific article in the last Safari News. This is just the kind of stories that we are looking for. Several months ago, I was working on one of my Safaris. At that time I had it running pretty good. Unfortunately this came up and I couldn't get back to it for a month or two. When I did, I couldn't get it started. After trying everything under the sun to get started, I took the oil cap off the valve cover. I could see that the same thing happened to me that happened to Gary, the rocker arm nuts backed off. After reading Gary's story, it all made sense. Thank you Gary.

I talked to Bill Fortune recently, and he's doing just fine. He says the West Virginia convention is looking to be a record breaker. I thought I was going to be able to make it this year, but things at work have changed that. I've got to stay here and protect my interests. But the normal troops will be there to help run the show. The Breakfast cruise is still planned, watch for notices at the convention for the time and location of the annual chapter meeting. If you are lucky enough to take your Safari, be sure to take your camera along on your trip and take plenty of photos. We particularly enjoy seeing your smiling faces. And don't forget to bring your ideas on the chapter and the newsletter. We can use all the input that you have. And most of all have an enjoyable time, that's what it's all about.

Stay tuned for a story in an upcoming issue on our Madera meet of last year. Tom Young has put together an excellent write-up of the event and promises to have it for you soon. In it you'll see a picture of my patent pending cruise control. I'm letting you special Safari people in on this before the rest of the world, so don't let the cat out of the bag. If you think you might enjoy having one of these, let me know, and I'll send you the top secret design.

Have one terrific summer and may the Safari be with you,

**Robin**



# Behind the Wheel in the Editor's Seat

By Rich Pye

Well another 3 months has passed since I last sat down to put together the Safari News. Time has flown and a lot has happened in regards to the chapter.

First, we finally put together a golf shirt with a chapter logo on it. Check the choices out on page 15. I have bought a couple of the shirts and I like them. Some feedback is that the logo is too small to really distinguish the detail on the 4 cars that are shown. Also it is a front view of the cars. I am telling you this so that if you order one, you'll know what to expect. All I know is that when I wear mine, people like it and always ask me about the chapter. I'll have an actual sample at the POCI convention next month. Ordering information is located on page 14. You order and pay directly to the supplier, who embroiders the shirt on order and ships directly back to you.

As you probably noticed the newsletter has taken on a little different look, a combination of both color and black/white. I lost my printing contact before the last issue went out, (which caused a tremendous delay in getting it printed and a bill of over \$400 for 60 copies). I found a replacement printer, who does excellent work, but the cost of printing 16 pages of color is way beyond what our dues can support. A compromise is to reorganize each issue and only print 4 pages of color, which in the printing industry is one 11"x17" double-sided page. Hence the outside and inside covers are in color and the rest is in black and white. This is much more cost effective, since black and white costs pennies vs. dollars for color. I have to get more creative to wisely use the space, but it should work. Besides searching for things to put into an issue, printing is my number one headache. Setting up the newsletter to print well and actually getting it printed are truly a pain in the tailgate! One option that has been brought up in the past is to go back to a full black and white issue and produce the color and creative stuff on the web site. I would be interested in your feedback on that. I could do so much more on the web site if that was the main focus. I know some of you don't have access to the web, but the issues would still be produced in black and white. I'm pretty sure we could reduce the yearly dues also as a result. By the way this issue automatically shows up in full color when I post it to the web.

Finally, the convention is right around the corner. We have the Custom Safari Chapter Breakfast Cruise setup for Thursday July 11<sup>th</sup>. For those going please line up with your Safari or your daily driver in front of the Civic Center on Civic Center Drive by 8:30am. We will depart from there and cruise to the Cracker Barrel on I-64, Exit 47. Each person(s) will order from the menu and be responsible for your own tab for you and/or your family. If the seating at the restaurant is conducive, we will try to have the Annual Chapter Meeting right there. If not, Plan B is to have the meeting at the car show in front of the Safari Class, probably around noon on Saturday. Either way don't forget to come and vote for the Best Safari. We'll have a sign posted at the convention in regards to the meeting place if it is different than the restaurant.

If you noticed, the chapter roster has shrunk a little. Dues renewals have been more sluggish this year, and we are only shipping this issue to up-to-date members. If you see friends' names missing, give them a call to see what's up.



Have a safe and enjoyable summer.

**Rich**

# Service Information

## SERVICE CRAFTSMAN NEWS

### **ZIPPER REPAIR KIT NOW AVAILABLE FOR SERVICE**

A new special tool, Zip kit J-6550, has been released to aid service men in performing convertible top zipper repairs. The use of this kit permits on the car repair of zippers in minutes compared to the lengthy repairs, expensive replacements and sub-lets now in practice.

Following is a list of some of the repair operations that can be easily done with this kit.

1. Opening jammed sliders.
2. Replacing defective sliders.
3. Replacing defective or missing zipper teeth.
4. Re-meshing open zipper.
5. Replacing zipper end stops.

The kit provides all tools and spare parts necessary for performing the above operations. Simple and complete illustrated instructions are included in each package. Additional supplies of parts are also available.

The kit should be ordered from Kent-Moore Organization.

### **HEAVY DUTY AIR CLEANER OIL VISCOSITY**

IF THE AVERAGE OUTSIDE AIR TEMPERATURES ARE ABOVE 32°F THE USE OF SAE 50 VISCOSITY OIL IS REQUIRED IN THE OIL BATH AIR CLEANER. Average temperatures of below 32°F require the use of SAE 20W oil.

The use of an oil "lighter" than specified will result in oil being drawn through the cleaner into the engine combustion chamber causing sparkplug fouling and poor performance. Improper oil will also contribute to exhaust smudging of the bumper face bar at the exhaust outlet. The same condition will be experienced if the oil level is too high in the air cleaner. The proper level is indicated on the inside of the reservoir.

These recommendations are covered on Page 38 of the Pontiac Owner's Guide and Page 0-5 of the 1956 Pontiac Shop Manual.

### **ELIMINATION OF FLUID LEAKS AT STRATO-FLIGHT FILLER TUBE**

A new "O" ring seal and a new filler tube sleeve have been released to minimize the possibility of leaks at this location. The new seal is thicker to provide more compression and the new sleeve has a .010" larger inside diameter to make sure the tube will compress the seal evenly all the way around. The new parts are serviced under package no. 8616956.

When a leak is encountered at the point where the filler tube enters the sleeve, the new sleeve and seal should be installed as follows:

1. Drain fluid and remove filler tube from transmission.
2. Remove filler tube sleeve and seal from transmission case.
3. Install new "O" ring seal from package no. 8616956.
4. Install new sleeve from package no. 8616956 and tap into case until it touches "O" ring in case.
5. Insert filler tube into sleeve until flange on tube seats against sleeve.
6. Clamp filler tube securely to cylinder head and replace fluid.

### **CORRECTION OF COMPRESSOR NOISE ON AIR CONDITIONED CARS**

It has been reported that a low siren type noise appears to be coming from the compressor when the air conditioning system is cooling. This noise is only evident when the compressor operates.

Moving the doughnut type rubber spacer which is around the discharge hose (located just behind the radiator to fender upper brace) back towards the fire wall about 9" will prevent the discharge hose from vibrating against the fender skirt, thereby reducing this noise to where it is barely audible.

After repositioning this rubber spacer, make sure that the screws protruding through the fender skirt just behind the radiator to fender upper brace do not chafe the discharge hose. Wrap retaining screws as necessary to protect from chaffing discharge hose.

Corrections have been made in Production and, in the future, cars with air conditioning will have two spacers: one as indicated above and one just behind the radiator to fender upper brace.

### **DELCO BATTERY WARRANTY AND ADJUSTMENT**

The following information (Pages 39, 40, 41) on Delco Battery Warranty and Adjustments is printed for information and aid on matters pertaining to battery adjustments.

The information is as correct as possible at time of publication but is subject to change without notice.

For complete information see the battery section of the parts price schedule.



# Service Information

## SERVICE CRAFTSMAN NEWS

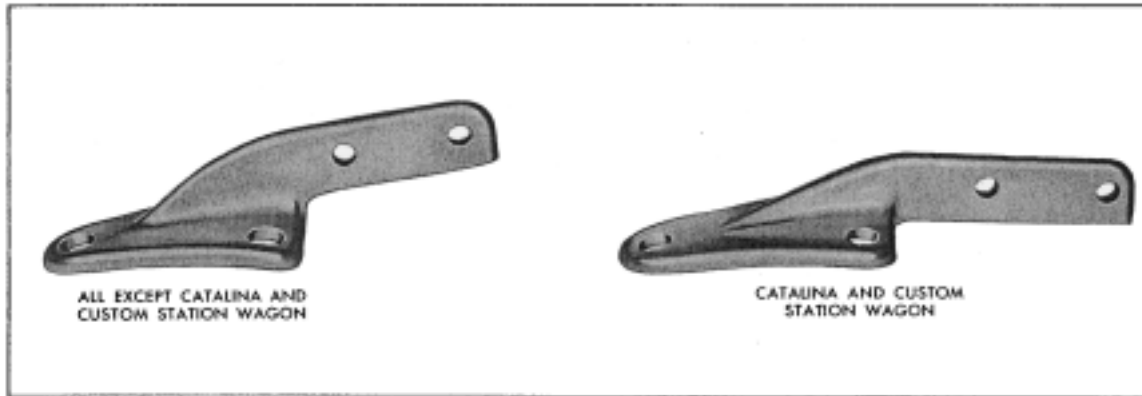


Fig. 8 Sun Visor Center Bracket Comparison

### SUN VISOR NOISE CORRECTION

Reports of noisy outside sun visors have been received. Our investigation of these reports show that visor location is very critical with respect to wind noise and that noise will be eliminated if the visor is installed to the correct dimensions. Another cause of dissatisfaction can be eliminated if care is taken that the correct sun visor center bracket is used. Two brackets are available -- one for Catalina and Custom Station Wagon Models and one for all other models (Fig. 8). It is impossible to get a quiet satisfactory installation if the wrong bracket is used.

To aid in correct installation, it is necessary that a wooden gauge, as shown in Fig. 9, be used. Quiet visor installation cannot be made without this gauge. The gauge can also be used to check existing installations for correct dimensioning. Note that the gauge is so designed that it can be used on all models by merely changing sides. Fig. 10 shows the gauge position for measuring the height of leading edge of the visor on a four-door sedan. On a Catalina or Custom Station Wagon the other notch would be used.

Fig. 11 shows the gauge being used to measure the clearance between the roof panel and the visor

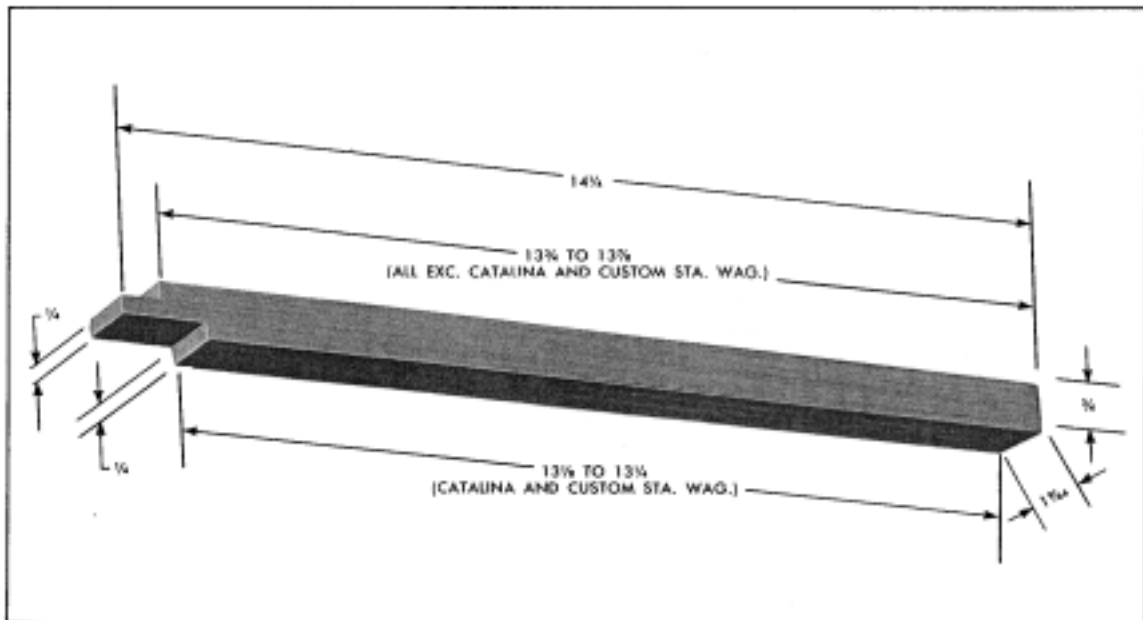


Fig. 9 Visor Installation Gauge

# Service Information

SERVICE CRAFTSMAN NEWS

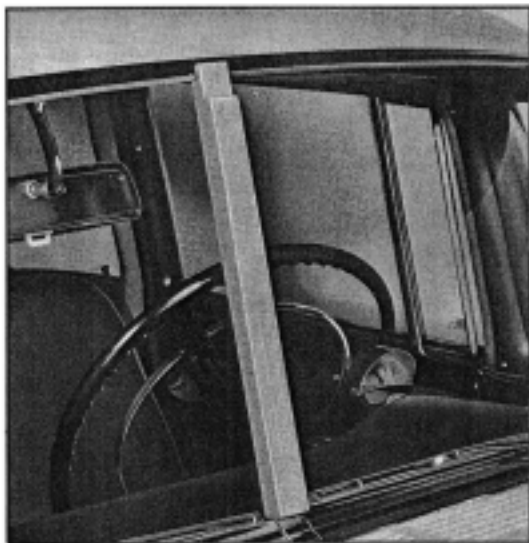


Fig. 10 Gauge Position on 4 Door Sedan

at the rear center. In this instance the gauge should not enter between the roof and visor.

Proper use of this gauge will eliminate visor noise complaints. Visor installation instructions are being re-written to include the use of this gauge.

## TRANSITION VALVE BALL CHECK VALVE

The 1/8" check ball used in the 2-3 oil passage at the transition valve has been replaced in production with a 5/32" ball. This change was made to simplify production handling and does not affect the operation of the transmission. The 1/8" ball listed in group 8.899 of the Master Parts Catalog should continue to be used for service.

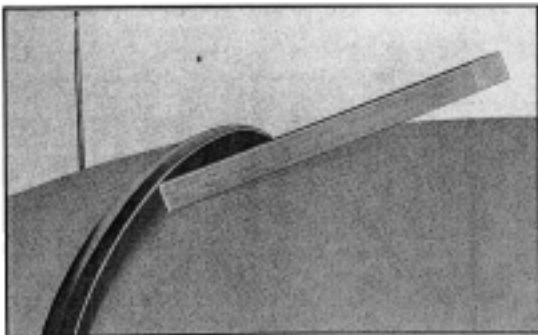


Fig. 11 Measuring Clearance Between Roof Panel and Visor

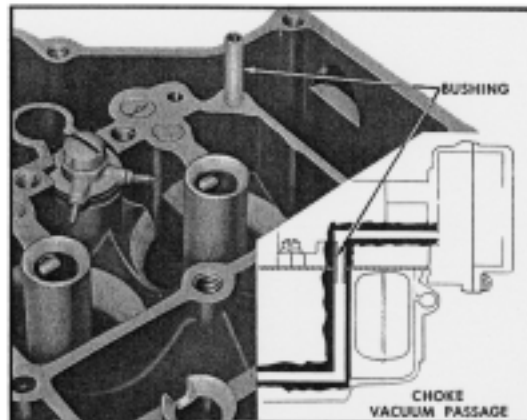


Fig. 12 Bushing Installed in Carter 4-Barrel Carburetor

## CORRECTION OF CARTER FOUR-BARREL LEFT TURN "CUT-OUT"

Product Information Reports have been received stating that some Carter four-barrel carburetors have a tendency to "cut-out" on sharp left turns. Investigation of this condition showed the primary cause to be a leakage of fuel from the carburetor bowl to the choke vacuum passage shown in Fig. 12.

In some instances it is only necessary to tighten the bowl cover attaching screws to eliminate this condition. If this does not correct the complaint, it may be necessary to install a bushing (or standpipe), as shown in Fig. 12. Installation of this bushing assures a more positive seal and prevents fuel leaking into the vacuum passage on left turns. This bushing is released for service under part no. 3732788, and should be ordered through regular channels.

To install the bushing, remove the bowl cover and lightly tap bushing into place in the vacuum passage shown in Fig. 12. Inspect sealing surfaces of bowl cover and bowl for nicked or dented gasket surfaces and in all instances use a new bowl cover gasket. Reinstall bowl cover, tightening the inner attaching screws alternately and securely before tightening the outer screws.

## 1956 SHOCK ABSORBER NOISE

When rear shock absorber noise is encountered, remove the self locking nut from the upper anchor bolt. In its place use a plain washer and nut and tighten to 50-55 lb. ft. torque. This will ensure proper compression of the upper grommets, eliminating metal to metal contact at the shock absorber eye.

To test for internal noise, remove the lower anchor bolt and operate the shock absorber several

# Service Information

## SERVICE CRAFTSMAN NEWS

times manually. Noise or improper valve action either on compression or rebound can be found in this manner.

The lower shock absorber attaching bolts must also be tightened to 50-55 lb. torque to properly compress the grommets.

### CLUTCH PRESSURE PLATE PACKAGE

A new clutch pressure plate package, part number 988650, has been released for 1956 cars equipped with extra horsepower engines. The new pressure plate has coil thrust springs which provide greater pressure against the driven plate. It is designed to be used with the standard flywheel and clutch driven plate when extra clutch holding power is necessary as in racing.

The new pressure plate is not used in production. The cost of the new pressure plate package is to be charged to the owner since it is only necessary for extreme service.

### USE OF LEATHER SEALER ON GENUINE LEATHER TRIM

On May 2, 1956 a letter, over the signature of J. H. Otis the Accessory Sales Manager, was sent to all Dealers concerning the use of Leather Touch Up Paint, Part Number 988639, Leather Cleaner, Part Number 4259128 and Leather Sealer Part Number 4259129.

These products are highly recommended for use on genuine leather trim as a means of maintaining and/or restoring appearance.

The letter stated that the Leather Sealer could only be used on genuine leather with a vinyl finish and stated that before applying sealer to trim "apply a drop or two in an inconspicuous spot and rub with finger tips". If the material is pyroxylin and not vinyl it will feel sticky and the color will come off.

It was incorrectly stated that all Pontiac genuine leather was vinyl coated.

This is to advise that under no circumstances should the Leather Sealer be used on 1952 or earlier Pontiac leather trim as this was coated with a pyroxylin finish. 1953 genuine leather was both vinyl and pyroxylin coated in mixed production and should therefore be carefully tested before the sealer is used. 1954, 1955 and 1956 genuine leather trim was vinyl coated and the sealer can be used on these models.

### 1956 POWER STEERING GEAR BALL NUT RETAINING SCREW

When disassembling the rack-piston and worm assembly, the ball nut retaining screw should be discarded.

Before reassembling the rack-piston and worm assembly, use a 5/8-18 UNF tap and run through the tapped hole in the piston to purge the threads of foreign material and straighten out the threads that were burred from staking.

Install a new ball nut retaining screw, part no. 5683582, and tighten to 35 lb. ft. torque. Stake screw securely in two places.

### CONVERTIBLE TOP BACK WINDOW CURTAIN

Many dealers are replacing the complete convertible back curtain assembly when only the window or the zipper is damaged. The rear window and the zipper are serviced separately and only the damaged part should be replaced. The required sewing operations can be sublet if facilities are not available in the dealership.

The convertible rear window is listed under group 11.204 in the Master Parts Catalog while the zipper is listed under group 13.392.

Also see article on zipper repair kit elsewhere in this issue.

## 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.


# Safari Search

## Cars for Sale

None in this issue.

## Parts for Sale

None in this issue

## Wanted



### Restoration Project **HELP WANTED**

*Recently disabled Southern California  
(Ventura County) club member/enthusiast  
is seeking assembly help on my*

**1957 CUSTOM SAFARI**

### **Need a part-time hobby related job?**

*I can pay flat rate per task or hourly is OK too.  
I need someone with experience on 1957 details.*

**CALL OR E-MAIL FOR SPECIFIC INFORMATION**

**John @ (805) 646-7354**

*email: tvdesign@prodigy.net*

**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 Lande @ aol.com

**1957 Pontiac Custom Safair 2-door,** #3 condition or better, must have P/S and prefer full power options. Have cash, will travel. Joe, email - 747400pilot@compuserve.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](http://www.customsafari.org)

The Custom Safari Chapter is an official international chapter of the Pontiac Oakland Club, International, Incorporated. The POCI headquarters address is: 2017 Manatee Avenue, West, Bradenton, Florida 34205

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

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

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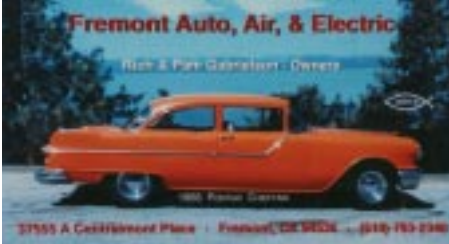


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(630) 202-1956 cell



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Harold & Carol Cary	2315 19TH SW	Mason City IA	50401 515-424-2663
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Javier De La Pena	2032 Reynolds	Laredo TX	78043 956-727-3710
Noel & Starr Evans	10 Church Hill Rd	Washington Depot CT	6794 860-868-7723
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Greg & Liana Fisher	429 E. Queen Street	Pendleton SC	29670 864-646-7372
Eric & Julie Foehr	15 Standish Rd	New Milford CT	6776 203-354-1871
Bill Fortune	11 Lakeview Dr	Nitro WV	25143 304-755-2429
Rich & Pam Gabrielson	5762 Bellflower	Newark CA	94560 510-794-4334
Susan & Jim Gestwicki	855 Blackbird Landing Rd	Townsend DE	19734 302-653-8010
Ron & Frances Goodhue	PO Box 13078	South Lake Tahoe CA	96151 530-577-5522
Michael Green	11 Amber Sky Dr	Rancho Palos Vrdos CA	90275 310-377-6900
Lloyd & Shirley Hahn	6468 Highway 83	Condon MT	59826 406-754-2228
John & Marilyn Havens	45 48th Street SE	Kentwood MI	49548 616-531-1381
Ron & Regina Huddy	171 Mill Street	Newton NJ	7860 201-383-8318
Dale & Debbie Johannaber	9701 Dino Dr	Elk Grove CA	95624 916-686-2571
John & Gene Johnson	2000 North Rice Rd	Ojai CA	93023 805-646-7354
Dave & Cindy Keetch	154 El Camino Pequeno	El Cajon CA	92019 619-442-4182
Randy & Robin Kerdoon	22287 Mulholland Hwy #383	Calabasas CA	91302 818-225-1116
Luke & Kathleen Miller	11933 Highway G	Caledonia WI	53108 414-835-4767
Marvin Morton	622 Avenue C	Redondo Beach CA	90277 414-835-4767
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Ed Vassar	705 B. Broadway	Fairfield CA	94533 707-421-1635
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Jack & Jill White	64 Castle Heights	Deep River CT	6417 860-526-9748
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**The Golf shirts are available in three styles and multiple sizes. If you are interested, please send order sheet and checks payable to:**

**SJ Designs  
8052 Gleason Rd  
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**Anvil #20492 Men's w/o pocket and w/ black collar and sleeve ends, M-Xlg \$32.00 + Tax and shipping**

**Anvil #20486 Men's w/ pocket, M-XLG \$25.00 + Tax and shipping**

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# Custom Safari Golf Shirts are Available



*Above: Men's golf shirt without pocket with logo and designed collar and sleeves. #20492*



*Above left: Women's golf shirt with logo. #20799*

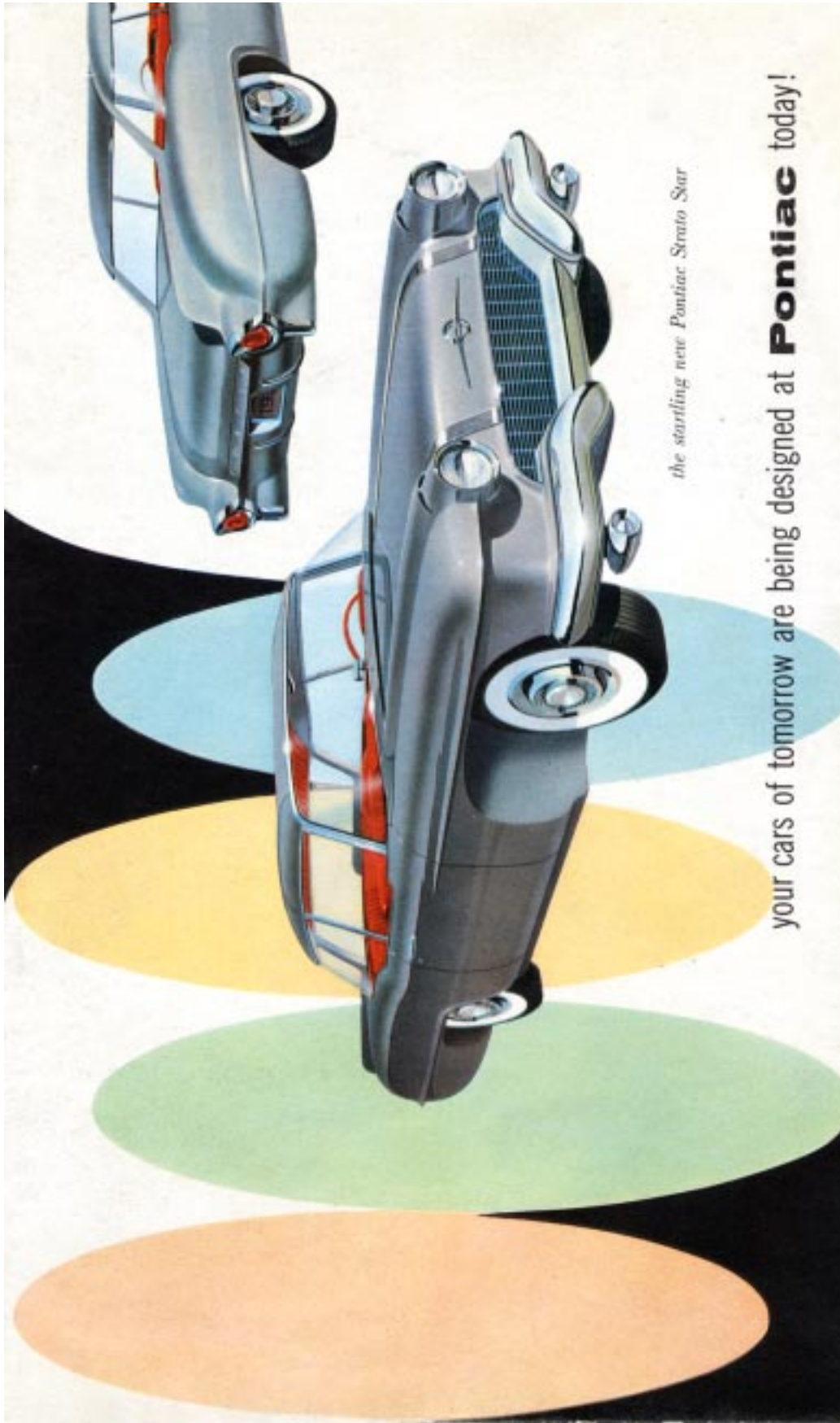
*Above right: Men's golf shirt with pocket with logo. #20486*



Custom Safari Chapter

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*Left: Actual logo used on golf shirt. PLEASE NOTE: Due to size of image, embroidery is not as detailed as image.*



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