



Custom Safari Chapter



From the President's Garage

By Robin Clark

Hi There Safari People,

Greetings from soggy Southern California. As usual, February brought us half of our rain for the year. We seem to get our rain all at once, and then we pay for it in the flood department. You just think somebody would learn by now. Of course, you all back in the East have something else going on, a whole lot of snow. With spring finally here, hopefully we can put our rowboats and snow shovels away.

In the current issue of Smoke Signals, you'll find a small article on page 28, regarding specialty chapters, of which we are. POCI is starting to recognize the differences between the specialty chapters and the regional chapters and is appointing a board member to represent us. If you have any thoughts on the subject, here is your big chance to get them heard. If you want to provide me with some ideas that would help us specialty chapters, please forward them to me as soon as possible and I will pass them along.

Speaking of our newsletter, did someone mention our newsletter, oh yeah, it was me, if there is something you would like to see in our newsletter, send your ideas to Rich. I'm sure he would like to hear from you, and will try to accommodate your wishes. As you can see in the last issue we've had to make a few changes due to costs. So any ideas you have, would certainly be appreciated.

Speaking of the convention, are you headed that way? Looks like I'll be making an appearance this year. My father, who is 83, grew up in southern Illinois. It happens to be his high school reunion July 4th weekend. So, it looks like I'll be doing double duty. Hopefully, I'll be in one-piece by the time I get to the convention.

Time for board of directors elections again, be sure to take time to vote. These are the people that make the decisions that keep POCI running. There are also some cash prizes for chapter participation. Yes, we could use some bucks. Well, that's all for now, till next time.

Your, Grand Poo-Bah,

Robin



Behind the Wheel in the Editor's Seat

By Rich Pye

Hello Everyone!

I hope everyone survived this year's version of winter. While the folks on the west coast dealt with rain, those of us on the east coast dealt with one of the coldest and snowiest winters in a very long time. Where I live I think we put up with sub-freezing temperatures for more than a month straight. In addition it snowed every single day for almost 2 months. Towards the end of winter it almost became unbearable to deal with. I don't know of one person I've talked to at work that hasn't had enough. We're now actually excited about mid-40's and light rain!?!?

As you can see in the last two issues, we are trying to create a good balance of color and saving some money. Since I lost my "dirt-cheap" printing supplier, I have had to figure out a good way of getting things printed effectively and within budget. The plan is a professionally printed and assembled full-color issue for the convention coverage in the summer, when the issue is mainly pictures. The other three issues will have 4 pages of color and will be assembled by hand by me. As always the pdfs on the web-site, are in full color, which can be printed out if desired. The print quality of a pdf is a little less than you'll get from me, but will do if there is something you really want in color. For the most part, I am making sure the color pictures, etc., are in the 4 color pages.

In regards to the web-site, I promise to be adding new content to it in the next few weeks. Like everyone else, I have been swamped with projects and haven't got to it. By the way never buy a Ford. I have heard that from a lot of people, but never realized what a pain in the butt they are to work on until I got into a head gasket job on a 2.5 liter, 24-valve, 1996 Ford Contour I picked up from a friend? The flat rate is about 13 hours. That's right 13 hours and I have that much and more into it already, and the heads just came off today. Every stinkin' thing on that engine has to be removed to get the heads off. Unbelievable! If they could design something in the way, they did it. The engineers must have been laughing silly when someone mentioned serviceability. I could have rebuilt about five 287.2 cu in engines by this time!!

In this issue you'll find a car search feature story from Tom Young. Thanks again for your articles Tom, they are always appreciated. Stay tuned in the next issue for another interesting car club gathering in California by Tom. Also check out this issue's Safari Member of the Quarter, Barry Zalesky.

Finally this the last call for Dues for those of you that still have a 2002 highlighted on your mailing label and/or a red "X" on the envelope. Please send your payment to Starr Evans as soon as possible so you don't miss any future issues. We don't want to lose you as a member!



Now get out there and start dusting off your Safaris and send me a story about it!!

Rich

Safari Member of the Quarter

Your Name: Barry L. Zalesky

Safari(s) Owned: 1955 Custom Safari

When/Where did you acquire your first Safari? Purchased July 1984 from Al Hake a POCI member

What was your first car? 1955 Chevy Nomad Purchased 1973

What was your first Pontiac? The '55 Safari

Reason for "collecting" Safaris: It's great to go to a show and be the only one

Reason for joining the Custom Safari Chapter: I wanted to gain knowledge about the car

Do you have "other" Pontiacs? If so, list model and year: N/A

What are your favorite non-Pontiac hobbies? Flea Marketing

Least favorite car task: Washing and Waxing

Most favorite car task: Driving to car shows and cruise nights

Best thing about being a Pontiac Custom Safari Owner: I've made many friends all over the country

Favorite non-Safari car: My 1960 Corvette purchased November, 2000

Favorite car-related web site: Ebay Motors

Favorite parts vendor: Ames Performance and Kurt Kelsey

Best car care tip to share: When replacing a fuel pump on the '55 Safari, the pump is easily installed if the engine is rotated to the #6 cylinder on ignition.



Chapter Membership

First Name	Last Name	Address	City	State	Zip	Phone
William	Bean	3914 N. 650 W.	Ogden	UT	81414	801-737-1212
Jim & Sandra	Bowers	7924 S. State Rd 61	Monroe City	IN	47557	812-743-2949
Lou	Calasibetta	PO Box 1957	Stillwater	NJ	07875	973-383-2001
Harold & Carol	Cary	2315 19TH SW	Mason City	IA	50401	515-424-2663
Robin	Clark	668 E. 20th St	San Bernardino	CA	92404	909-886-8615
Nicholas	Coats	PO Box 2412	Santa Clarita	CA	91386	0
Javier	De La Pena	2032 Reynolds	Laredo	TX	78043	956-727-3710
Ralph & Edie	Denuzzio	8961 N Lake Dasha Dr	Plantation	FL	33324	954-969-5300
Noel & Starr	Evans	10 Church Hill Rd	Washington Depot	CT	06794	860-868-7723
Donn & Mary	Fallenbuechel	P.O.Box 2476	Lake Havasu City	AZ	86405	520-855-5494
Greg & Liana	Fisher	429 E. Queen Street	Pendleton	SC	29670	864-646-7372
Eric & Julie	Foehr	15 Standish Rd	New Milford	CT	06776	203-354-1871
Bill	Fortune	11 Lakeview Dr	Nitro	WV	25143	304-755-2429
Richard & Pamela	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
Larry & Julia	Gorden	12501 East Avenue H	Lancaster	CA	93535	661-946-1646
Michael	Green	11 Amber Sky Dr	Rancho Palos Verdes	CA	90275	310-377-6900
Lloyd & Shirley	Hahn	6468 Highway 83	Condon	MT	59826	406-754-2228
William & Oda	Hanners	15168 Sam Snead Lane	Ft. Myers	FL	33917	239-543-3510
John & Marilyn	Havens	45 48th Street SE	Kentwood	MI	49548	616-531-1381
Ron & Regina	Huddy	171 Mill Street	Newton	NJ	07860	201-383-8318
Jack & Liz	Johnson	1219 E. Luke Ave	Phoenix	AZ	85014	602-2639086
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
Bill & Patty	Kuster	147 Westgate Drive	Wheeling	WV	26003	304-243-9590
Ken & Kathy	Machowski	82 Union Turnpike	Branchville	NJ	07826	973-948-6556
Luke & Kathleen	Miller	11933 Highway G	Caledonia	WI	53108	414-835-4767
Mark & Lorene	Miller	1408 Mt. Tricia Ave	West Covina	CA	91791	626-917-7565
Marvin	Morton	622 Avenue C	Redondo Beach	CA	90277	414-835-4767
Jonny	Nilsson	Strandvagen 25	S-287 72 Traryd	Sweden		46-433-62669
Michael & Suzanne	Nible	PO Box 496	Black Diamond	WA	98010	360-886-2089
Hal & Dot	Pabst	1146 San Jose Forest Dr	St. Augustine	FL	32080	904-471-0341
Gary & DeeAnn	Parker	63 Sandstone Drive	Spencerport	NY	14559	585-352-1293
Mark & Robin	Petry	2806 Scarlett Dr	Augusta	GA	30909	706-736-3392
Ronn & Patricia	Pittman	1024 Raddant	Batavia	IL	60510	630-879-7393
Rich & Paige	Pye	436 LaDue Rd	Brockport	NY	14420	585-637-2720
Chris	Rogers	1393 Story Rd	San Jose	CA	95122	408-295-6318
John & Joanne	Snelgrove	408 San Bernardino Ave	Newport Beach	CA	92663	949-642-7089
Dick	Stampalia	905 S. 200th St.	Demoins	WA	98198	206-870-9676
Ed	Vassar	PO Box 171	Dunnigan	CA	95937	530-724-0154
Dennis & Sharen	Wagner	16 S. White Bear Ave	St. Paul	MN	55106	612-731-0061
David & Mary Jean	White	4 Wainwright Avenue	Plainville	CT	06062	860-747-5682
Jack & Jill	White	64 Castle Heights	Deep River	CT	06417	860-526-9748
Norm & Bird	White	PO Box 444	Minden	NV	89423	702-265-2257
Tom	Young	204 Acacia Lane	Newbury Park	CA	91320	805-375-1320
Barry	Zalesky	7535 Horrocks St.	Philadelphia	PA	19152	215-722-3717

Safari Search

Cars for Sale

None in this issue.

Parts for Sale

See Donn Fallenbuchel's list of '57 Safari Parts on the back inside cover

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.

It's Not A Safari!



By Tom Young

Have you ever looked for one kind of car and end up buying another? Well, it happen to me!

This story is about a heroic action to save one of America's classic cars of the 50s, a 1957 Pontiac Star Chief Catalina 4 door hardtop. I think most everyone would agree that they would prefer to own a convertible, Safari wagon or 2 dr hardtop but a 4 dr hardtop can also be a very pleasurable car to restore and drive. Granted that the pay off in terms of cash value is less. But folks who have a large family will testify to the great advantages of using a large trunk and 4 doors to move passengers and packages.

My story begins back in January, 2000, when I decided that I would start scanning local newspapers and web sites for a restorable '55-57 Pontiac. I was hoping to come across a Custom 2 dr Safari wagon. Eventually, I located a few Safari wagons but none appealed me. They were either over- priced or in very poor condition. After a few months of searching, I came across an ad for a '57 Pontiac 4 dr hdt. It had an extraordinary amount of accessories including air conditioning, continental kit, spotlight, power seats, etc. At first, I hesitated to call. After all, it wasn't a Safari wagon but then again, it's always been fun to see another '57. I called and left a message. Soon thereafter, the owner returned my call. He explained that he had purchased the car from a man who lived near by along the beach in (continued next page)



Above: Years of exposure to sun, sand and salty ocean air have reduced this once pristine top-of-the-line car into a restoration challenge.

Fortunately, the original owners had the car undercoated so the only rust-out found is on the roof, trunk lid and lower trunk lip.

Right: If you look closely, you'll notice that the continental kit is not an authentic Pontiac accessory. Rather, it is a vintage "after-market" kit which still has a lot of character.



San Clemente, California. The original owner ordered the car with lots of options and drove the car up until the early 70s. Sometime later, the car was given to a son who apparently let it sit near the ocean for about 15 years. About two years ago, the car was sold to a fellow who also lived near the ocean. Having owned other old cars, he thought that he could get the Star Chief running before selling it. He spent many hours working on the mechanical needs of the car. He replaced the timing chain, water pump, fuel pump and carburetor. But despite his efforts, he could not get the engine to run. Now motivated to sell, he placed the car for sale in a local Southern California advertiser. It wasn't long before Pontiac enthusiasts started calling about the car.

Probably one week had passed before I decided to contact the seller. Soon thereafter, I drove down and saw the Star Chief sitting in a driveway almost within site of Hwy 101. My first impression was that it was just another plain 4 dr but when I got close to the car, I saw that it really was loaded with accessories. I also saw that it had severe rust on the trunk lid. Since the owner was not home, I left him a few old copies of the Custom Safari Chapter's newsletter "the Safari News". I also left him a brief note saying that he had a great car



Top: Pontiac spotlight still works.

Above: Factory air conditioning is nice to have in Southern California.

Below-Left: Door panels are in very good condition but the leather seats have seen better days. Note the early production seat star ornament.



with a lot of potential. I did not say directly that I was interested in the car but I did offer to help him find a buyer. He called back later in the day to thank me for the newsletters and he asked my opinion about the value of the car. I gave him an honest answer for which he thanked me and then said....."the car is yours!" Although I was taken by surprise by his response, I quickly agreed to purchase the car and we made arrangements to have it towed to my home.

The Star Chief arrived about a week after the deal was closed. I immediately went to work on engine and soon found that it had no usable compression. I took the top of the engine apart and discovered that it had been badly overheated. Rather than attempting to rebuild it, I found a good '57 Pontiac engine & transmission with low miles. They will be installed in the Star Chief sometime soon.

Meanwhile, I have devoted some attention to other areas of the car including the operation of the accessories. To my surprise, I found that most everything worked including the clock, windows, fender ornaments, spotlight, and power seat!

Since the rear end of the car was pointed towards the ocean, the salty air started to corrode the trunk lid and roof. The roof will require some minor metal work but the trunk lid was too far gone to be repaired. I have recently replaced it with a rust-free lid that I had placed in storage way back in the early 80s.

Once I have a good working engine & transmission installed, I'll continue to make the car fully road worthy. With most of the hard work done, I hope to find a new owner who doesn't mind finishing the body. But if I can't find a new owner, I'll continue with the chrome plating, interior work and painting. Although the original colors of the car are Silver Beige and Kenya Ivory, I am very tempted to repaint it "Fountain Blue" with a "Kenya Ivory" roof as shown on the advertiser below.

I know that this car is not a Safari wagon but this Star Chief hardtop is rather unique. When you add up the cost of the accessories placed on the car, the total was just over \$1,100. Back in '57, that was a lot of money so you can bet that not many cars came from the factory so fully loaded.



Original Accessories

DeLux Basic Group (Electramatic Radio & Electric Antenna, Hi-Fi Dual Rear Seat Speakers)
Mirror Group
Lamp Group (inc. luggage compartment lamp)

Individual Accessories

Air Conditioning,
Electric Windshield Wipers,
Illuminated Fender Ornaments,
8-way Power Comfort Control Seat, Power Steering,
Power Brakes, Power Window Lifts, Spotlight, Tinted Windows, Tissue Dispenser, Windshield Washer, Wheel Covers (Spinner Type)

1957 Star Chief Custom Catalina

4 dr hdt

Production Figure & Base Price:

44,283 made --- \$2,975 retail



Vintage Article

Announcing KENT-MOORE'S Newest Addition to the Exhaust Eliminating Equipment Line!



ECONOMY

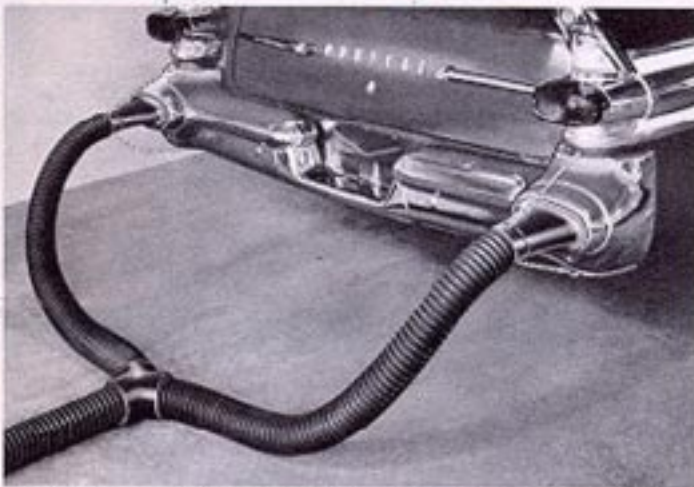
EFFICIENCY

DURABILITY

CONVENIENCE

Monoxo-FLEX

New Flexible Non-Crush
Neoprene Exhaust Hose
and Tail Pipe Adapters For
1957 Model Passenger Cars



J 6780 Neoprene "Y" Connector Shown With Adapters And J 6781 Hose
Cut For Dual Exhaust Adaptation



EXAMPLES
OF
ADAPTER
HOOK-UP

- CANNOT BE DAMAGED BY CRUSHING
- ALL NEOPRENE - NO WIRES OR COILS
- MAKES FULL BEND WITHOUT KINKING
- RESISTS TEMPERATURES UP TO 325° FAHRENHEIT
- WILL NOT RUST OR CORRODE
- NO METAL CONTACTS TO CAR
- IMPERVIOUS TO FUMES, WATER, GREASE AND OIL

Kent-Moore now offers, as a revolutionary new addition to the Exhaust Eliminating Equipment line, a complete array of tailored neoprene accessories along with neoprene connections and adapters for all 1957 Model Cars.

This highly flexible material can be driven over by cars without damage. Further, it can be rolled up after use for convenient storage by the mechanic.

All special twin tail pipe adapters may be used with Kent-Moore galvanized or stainless steel hose and J 5202-B Dual Exhaust Adapter. Details of the additional application can be found on the reverse side of this form.

Adapters and Tubing, along with their adaptation to vehicle models, are illustrated on the reverse side.

Whether you're bringing present Monoxivent Equipment up-to-date to work on 1957 Models, adding to existing service facilities or building an entirely new service department, you'll find Monox-O-Flex a valuable addition.

See Adapter Application Data On Reverse Side.

Service Information

PONTIAC

Service Craftsman News



No. 8 S-297

August, 1957

MODIFY ROCHESTER 4-JET CARB IF FLOODING CONDITION EXISTS

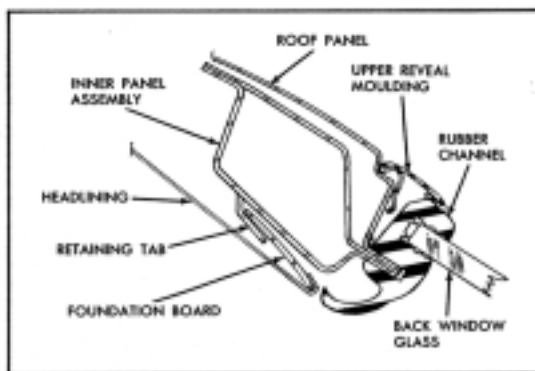


Fig. 1 Unconcealed Headlining

USE OF SHIM PROVES VALUABLE IN CONCEALING HEADLINING EDGE

If a condition is encountered on 2711 and 2719 styles where the rear edge of the headlining is not concealed by the forward lip of the back window glass rubber channel, the condition may be corrected using the following procedure:

1. At affected area, as indicated in Figure 1, gently press rubber channel out of the way. Carefully grasp the rear edge of the headlining and pull the headlining down and rearward until the foundation board disengages from the retaining tabs in the rear roof bow. The retaining tabs may bend slightly during this operation.

NOTE: When making repairs at the outer ends of the headlining on two-door styles, the removal operation can be made easier by removing the rear quarter window garnish moldings.

2. Obtain a piece of 1/16 inch panel board stock which has not been treated with asphalt or other bleeding-type materials. Cut the panel board

(See Headlining, page 68)

Install New Needle and Seat, Filter Element

The following carburetor modifications have been released to aid in eliminating flooding and stalling conditions on the Rochester 4-Jet carburetor.

1. Installation of a new type filter element package, part number 854467. This is a new fuel filter element of improved quality.
2. Installation of needle, seat and gasket package number 7012295. This package consists of a new type needle and seat assembly for both the primary and secondary side of the carburetor. The needle seat is of a new type with a narrower seating area. Also included in the package are fuel inlet screens and the necessary gaskets to perform the complete modification procedure.
3. Drilling of fuel balance ports to a larger size. This will aid in fuel flow between float bowl areas and minimize the effect of uneven fuel levels.
4. Resetting idle speed to 500 RPM in drive range.

The parts listed above are available from the zone warehouses. All of these items are important and repairs should be carefully performed in each case of flooding and/or stalling. The following step by step procedure should be followed and extreme care used in making adjustments. All parts are to be thoroughly cleaned before reassembly.

1. Remove carburetor and filter assembly from engine.
2. Remove air horn from carburetor.

(See Rochester 4-Jet Page 67)

IMPORTANT

Read the important air conditioning information beginning on page 2 of this issue.

Service Information

SERVICE CRAFTSMAN NEWS

ROCHESTER 4-JET

(Continued from Page 1)

3. Remove fuel filter and inlet nut from carburetor air horn as a unit.
4. Using a 3/16" drill, drill out the balance passage holes (Fig. 5). Note: These holes are drilled at an angle and care should be used to see that drill does not contact other areas of carburetor while drilling. Position drill as shown. Remove all burrs and chips after drilling.
5. Remove cluster assemblies from bowl.
6. Remove bowl from throttle flange.
7. Using air pressure only, carefully clean all cluster and bowl passages.
8. Remove floats, needles, seats and inlet screens from air horn.
9. Clean fuel passage in air horn by repeated blowing of air pressure from both needle seat holes.
10. Check for gum or carbon deposits in throttle bores, remove throttle body and clean in solvent if present.
11. Check to see that all passages in throttle flange are clean and open. Note: This is important. Remove idle mixture screws and by use of a light or a tag wire make sure passages are clean.
12. Install new inlet screens and needle and seat assemblies in carburetor air horn. Caution: Do not seat needles by tapping or lapping into position. This will damage narrow seating area.
13. Install new air horn gasket and set floats as follows:

A. Float Level

- (1) With air horn gasket in place and air horn inverted, position float level gauge J-6628 over floats as shown in Fig. 6 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 $1\text{-}3/8" \pm 1/32"$.
- (3) If necessary bend float arms horizontally until each float poston is centered between gauge legs.
- (4) Repeat same adjustment on opposite float assembly.
- (5) With air horn inverted, lower edge of toe of float should be flush to $+1/16"$ from gasket surface. With gauge in position shown in Fig. 7, the two scribe marks on the gauge show required height of float toe necessary to ensure this clearance. If adjustment is necessary, hold float

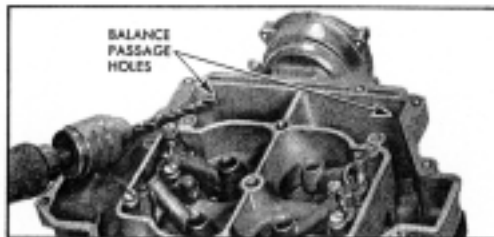


Fig. 5 Drilling Balance Passage

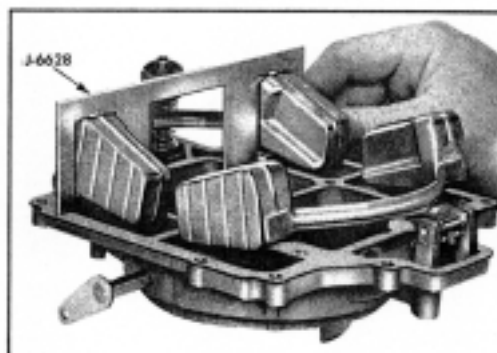


Fig. 6 Checking Float Level

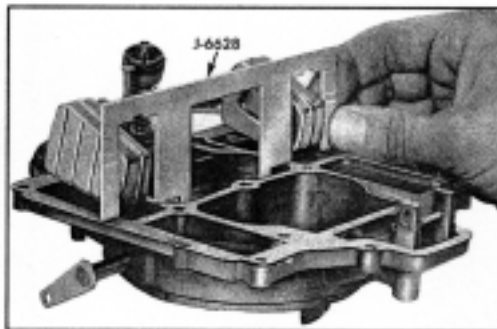


Fig. 7 Checking Float Toe Clearance

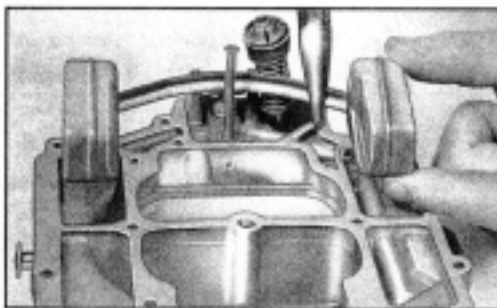


Fig. 8 Adjusting Float Toe Height

Service Information

SERVICE CRAFTSMAN NEWS

hanger adjacent to float pontoon, and with fingers bend toe of float up or down as required. (See Fig. 8).

B. Float Drop

- (1) With float held in an upright position, check distance between air horn with gasket in place and the toe of float at end of radius as shown in Fig. 9. Float drop is correct when this distance is $1\text{-}13/16'' + 1/32''$. Note that this gauging is done at the toe of the float and NOT at the heel as shown in the 1957 Shop Manual.
 - (2) If adjustment is necessary, bend float tang toward float needle seat to lessen drop and away from seat to increase drop.
14. Remove old fuel filter element and gaskets and discard.
 15. Clean fuel filter passages and install fuel filter and gaskets from package number 854467.
 16. Reassemble carburetor completely.
 17. Reinstall carburetor on car using new manifold gasket and warm up engine.
 18. Perform idle speed and mixture adjustment setting idle speed to 500 RPM in drive range, using tachometer.

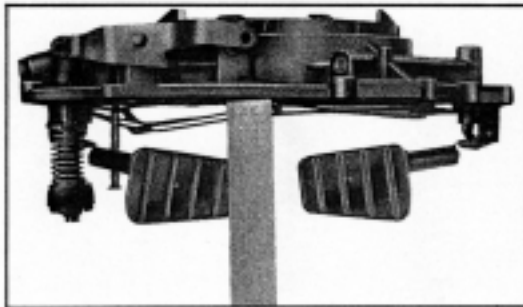


Fig. 9 Checking Float Drop

HEADLINING

(Continued from Page 1)

- into a shim approximately four to six inches longer than the affected area. Trim the width of the shim so that it will be equal to the width of the foundation board plus the width necessary to obtain approximately $1/4$ to $3/8$ inch overlap, between the lip of the glass rubber channel and the headlining.
3. Rebend retaining tabs back into their original shape. Allow enough of an opening for shim to slide in readily.
 4. Place shim between headlining and foundation board as shown in Figure 10.
 5. Engage foundation board and shim into retaining tabs. Always work toward the center of a repaired area when re-installing headlining.
 6. Using a flat-bladed tool, carefully pry lip of rubber channel over edge of headlining.
 7. Reinstall rear quarter window garnish moldings on two-door styles.

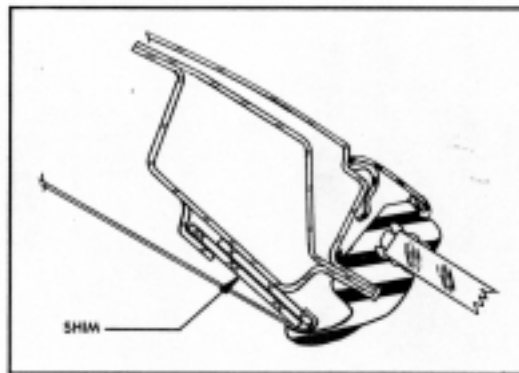


Fig. 10 Shim Installed

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.

Service Information

SERVICE CRAFTSMAN NEWS

1957 POWER STEERING FLAT RATE

9-52 Power Steering Gear Assembly - Replace

Includes: R & R 4 barrel carburetor air cleaner, and left engine side apron.

1957 - (1.2)

CHECKING ENGINE COOLANT

The cooling system for 1957 uses a 13 lb. pressure cap and 170° thermostat (Air Conditioning, 15 lb. pressure cap). If Anti-Freeze is added to cooling system or cooling system anti-freeze solution is to be checked, the following procedure should be followed:

1. Allow engine to idle until cooling system is up to operating temperature with pressure cap on.
2. Shut off engine and allow to cool for about 20 minutes or until careful opening of radiator cap shows pressure in system has been completely dissipated.
3. Check coolant and add Anti-Freeze as necessary.

FIELD INSTALLATION OF ELECTRIC CLOCK

It has been reported that a number of Instrument Panel Trim Plates have been damaged when field installation of an Electric Clock has been attempted.

The following procedure is suggested for field installation. These instructions should be used in conjunction with the Installation Drawing enclosed in each Electric Clock Package.

1. Drill a clean 1/4 inch diameter hole at center of patterned surface at clock location.
2. Using a standard 2-5/8 inch diameter fine tooth hole saw*, cut out patterned area as shown in Installation Drawing. A piece of 1/4 inch DRILL ROD should be used as a pilot for the hole saw.

CAUTION: A 1/4 inch drill should not be used in place of drill rod as a pilot. This usage will damage a drill.

3. Finish file hole to fit clock and file out notch at bottom to fit locator key. (Shown in Installation Drawing.)
4. Install clock with bracket and attaching parts.

*A fine tooth hole saw should be used to prevent damaging the instrument panel trim plate. One manufacturer of this saw blade is Elack and Decker. It is listed in their catalog under number 16898.

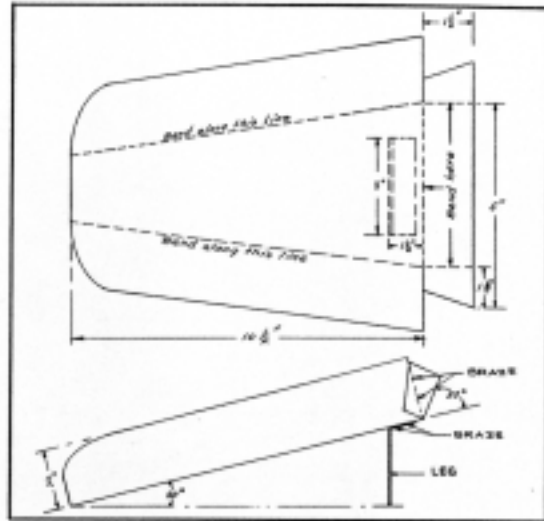


Fig. 31 Radiator Drain trough

TROUGH AIDS IN DRAINING RADIATORS

Product Information reports have been received stating that it is difficult to drain the radiators on 1957 cars without losing some of the coolant. Figure 31 is the drawing of a simple drain trough which has been designed to aid in the draining of radiators, for servicing cooling systems. This trough can be made from galvanized tin or copper sheeting.

The trough is installed for draining as shown in Fig. 32. The use of a large drain pan is recommended because a slight amount of coolant may splash on the bumper face bar. If the coolant is hot, allow the engine to cool down until the pressure in the system has been dissipated before removing radiator cap. Adjust the drain cock so that coolant flows in a steady even stream.

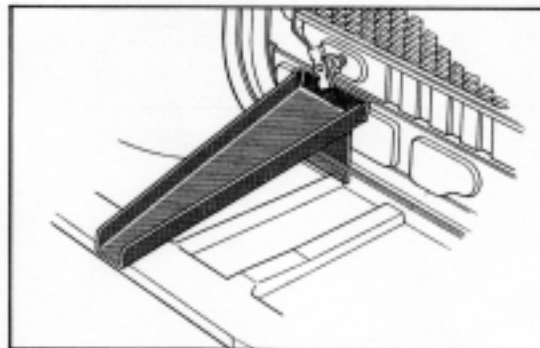


Fig. 32 Radiator Drain Trough Installed

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 520-855-5494 any time after 12:00pm, if you have questions.

*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
58-60 Tri-Power Complete
Radio Delete Dash Fascia
Power Brake Booster and Pedal
Dual Exhaust Manifolds and Elbows
347 Chrome Valve Covers – Used*

plus other parts.....just ask.

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



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

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 pro-rated quarterly from January 1st. Applicants must be a current member of POCI prior to joining the chapter. Send payment to Starr Evans.

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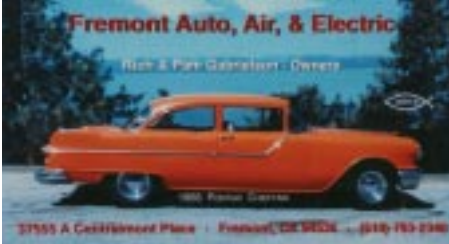
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