



Pontiac-Oakland
Club International
Incorporated (POCI)

Custom Safari Chapter

In This Issue.....

President's Garage.....

Editor's Notes.....

Vintage Articles.....

Member's Safari.....

Safari's On-Line.....

Service Information.....

Chapter Membership.....

Safari Search.....



I WANT YOU

*TO SEND IN SOME
ARTICLES OR STORIES*

From the President's Garage

By Robin Clark

Hello Everybody,

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

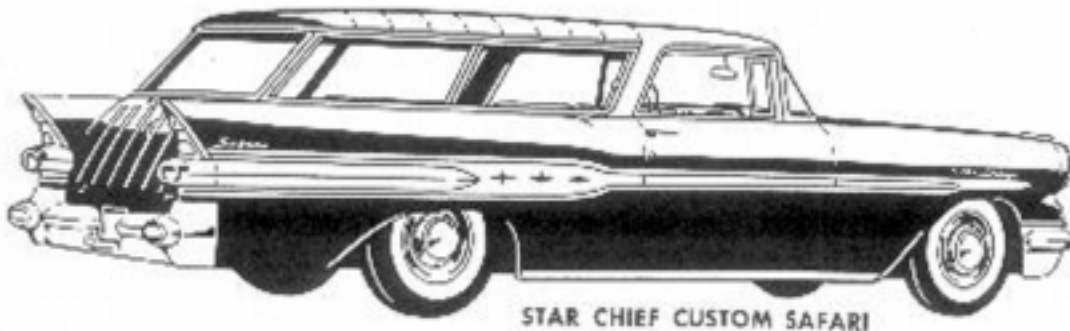
From Robert Desrochers, POCI Vice- President, "The GMC issue appears to be on the minds of more and more members again. This issue was presented to the membership for the first time several years ago. At that time the issue was not handled properly and the membership developed a bad taste for it even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

Let him know how you feel.

May the Safari and be with you,



Robin



Behind the Wheel in the Editor's Seat

By Rich Pye

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

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

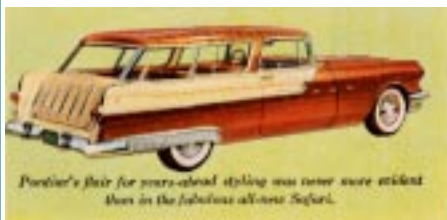
LAST CALL FOR DUES. If you have a highlighted label or a red "X" on your envelope, this is your LAST newsletter. Please make your \$18 payment to Starr Evans, if you wish to continue in the chapter. As of publishing time, we have 43 members paid up through 2001. Let's hit that 50 mark.

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

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

Time to go dust off the Chief!!

Rich



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

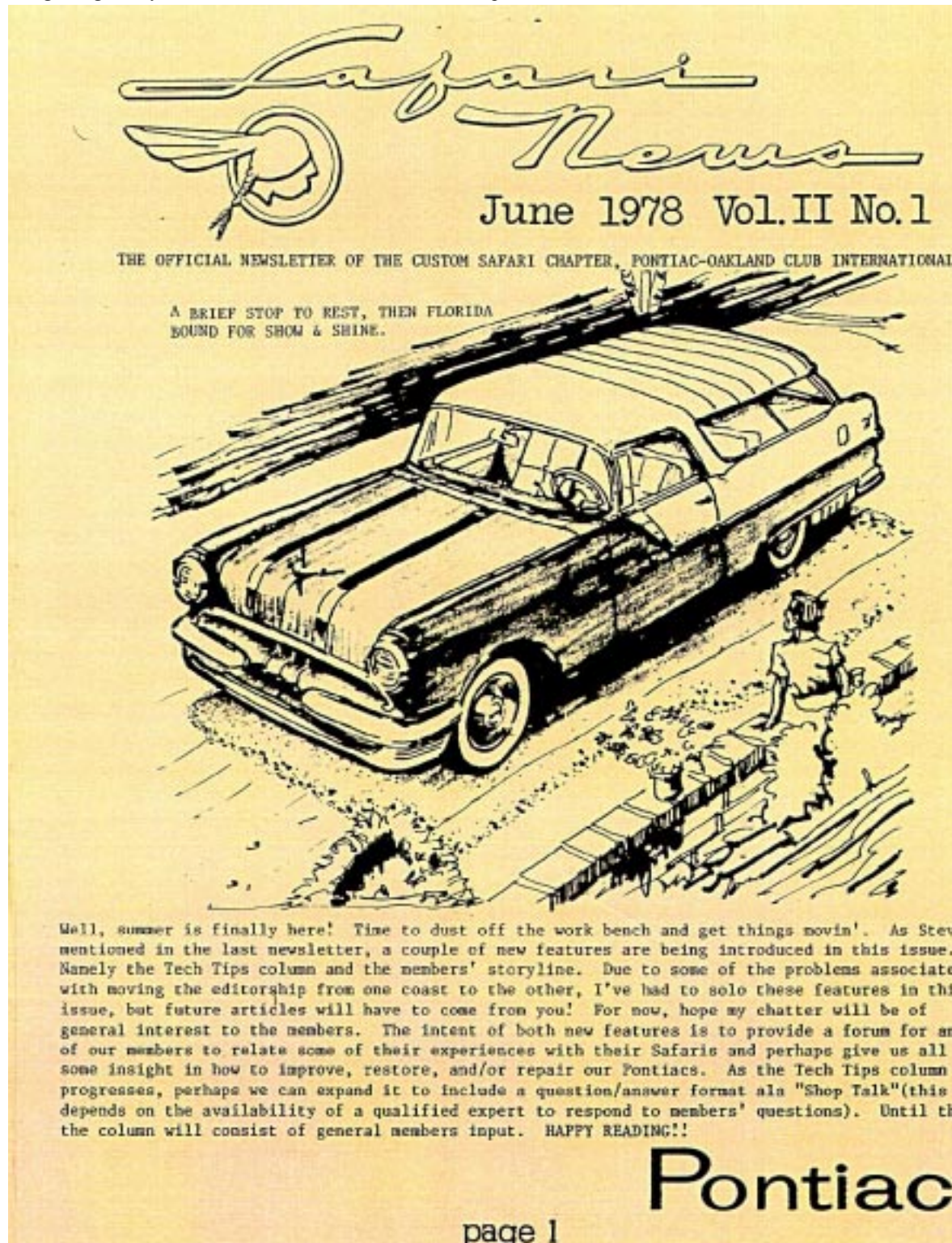
NOTE: My new e-mail address is:

rpye@rochester.rr.com

Vintage Article

The Safari News.....June, 1978

From the chapter's archives, here is another reproduction of the Safari News. Editor Bob Johnson is credited with the newsletter's fancy hand drawn graphics. Membership rose to 66 people and everyone was getting ready for the first annual Safari Round Up at the POCI National Convention.



Vintage Article

The Safari News.....June, 1978

The Prez Sez!

Well, it's just about that time! That's right, June 23, 24 & 25th, 1978 are just around the corner, and they'll go down in history along with the other great POCI National Shows. This year they have an even more special meaning. It is also the very First Annual Safari Round-up for the Custom Safari Chapter!

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

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

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

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

Until later,
STEVE

the parts' counter

FOR SALE: 1957 TRANSCONTINENTAL 4DR wagon. Yellow & white, body good, automatic, chrome OK except for light rust. Runs good, interior fair. Asking \$750. Bill Morton, 58 Iroquois Road, Manasquan, New Jersey 08736 PH: (210) 223-1925 (Not a CSC member, but thought someone might be interested.)

FOR SALE: 1957 Star Chief Safari 4DR Wagon, auto trans, ps, pb, red & white..., excellent body and trim, good interior, new tinted windshield, recent trans seals and engine overhaul, licensed & currently being driven; to fully restore needs: paint, carpeting, a little minor work. Drive it home for \$1,195 or best close offer. Paul Wyant, 1110 S. Boise Ave., Emmett, Idaho 83617 PH: (208) 365-4127

Editor's Note: Looks like Steve's trying to build the ranks of the TRANSCONTINENTAL's since he submitted both of above. Just kidding Steve!

FOR SALE: NOS Tail-light, parking, and reverse light Lenses, 1955-1957, some older & some newer. Reds-\$10.00 pr., whites-\$15.00 pr. Just a few left, hurry! Sales Lit. - write for list. SASE Please. Some used parts in stock, can get nice used parts: padded dashes, power ant., power windows (all 4DR HT's) 1 power window set already removed from 1955 Pontiac 4DR sedan (Florida car #2519) car still has factory air unit.

FOR TRADE: 1957 PONTIAC FUEL INJECTION W/COVER no distributor. Looks original and untouched. Trade for Chevrolet fuel injection, dollars won't buy much these days. 1956 Dealer Album - nice, trade for ?

Paul Roberts, 6550 Celestine St., Dayton, Ohio 45424 PH: (513) 233-5045 after 6 PM E.S.T.

PARTING OUT: or selling as is, tired '55 Safari. No glass, tailgate, liftgate, or doors. SASE to Karen Hooper, 1304 West Prune, Lompoc, California 93436 PH: (805) 736-7268 after 6:30 PM. ** (Ed., Karen mentioned in her letter that the Nomad man that owns the above could probably be persuaded to part with the entire remains for \$50 - not bad for any parts car these days!)

TECH TIPS

As the very first item for this column I'd like to pass along some very good advice given by POCI member Dude Donato. As Dude pointed out at our last So. Cal. Chapter meeting, even the newest of our Safaris are now over 21 years old. If your car is like mine (as yet unrestored) it's probably still got the same set of flexible hydraulic brake lines on it that came from the factory. Please, Please, Please, spend the small amount of money and time necessary to replace these old brake hoses, it's cheap insurance! I'm sure POCI member Valarie Ryan will never forget coming home from the San Diego '77 Mats meet in her beautifully restored '55 Star Chief only to drive right through the closed garage door when her brake line broke in the driveway. Nuff said.

Vintage Article

The Safari News.....June, 1978

"Eaglerock was burning,

or, How I Found and then Nearly Lost My Safari" By Bob Johnson

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

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

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

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

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

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

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

(Ed., and Steve thought his line was corny!)

Vintage Article

The Safari News.....June, 1978

While back fellow CSC member Len Sokol helped me out on some trim removal that we all may find necessary to fully restore our Safaris. Many times the disassembly work is done by the seat of the pants unless we're fortunate enough to know someone who has done it before; which brings us to Len's tips: **REMOVAL OF TAILGATE RIBS**

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

Thanks for the tips, Len!

NEW MEMBERS:

Karen Hooper #65 (see her ad this issue) 1956

Paul Bergstrom #66 - No car.

Pontiac's Beauty is Pontiac's Alone!



WITH THE SENSATIONAL STRATO-STREAK V-8

SAFARI NEWS is published bi-monthly by the Custom Safari Chapter of the Pontiac-DaKord Club International. Chapter Officers are: President - STEVE CORY, 316-NW 30th Ct., Ft. Lauderdale, FL 33301; Vice President - BOB JOHNSON, 8797 Douglas St., Westminster, CO 80030; Secretary-Treasurer - DENNIS VASSAR, 12520 W. Randolph Park Dr., M. House, FL 33167. All requests and correspondence should be addressed to the President. New memberships and renewals to the Secretary-Treasurer.



THE OFFICIAL NEWSLETTER OF THE
CUSTOM SAFARI CHAPTER, POCI

c/o BOB JOHNSON, 2028 SPRUCE, ORANGE, CA. 92668

#43

EDWARD VASSAR
PSC BOX 4687
GRAND FORKS AFB, ND.

58205

Member's Safari



Member Herschel Beahm's 1956 Safari! Now let's get a story of how this car was restored. It's a beauty!!



Safari's On-Line



I found these pictures up on the Internet. The only I could identify with a chapter member was the '55 on top, belonging to Ronn Pittman. I thought that one was turquoise? The '56 is from Provo, Utah. Anybody claim that one? The '57 Transcontinental was from Hemmings Online. Anybody's??

Service Information

From Pontiac Service Craftsman News - May 1957

SERVICE CRAFTSMAN NEWS

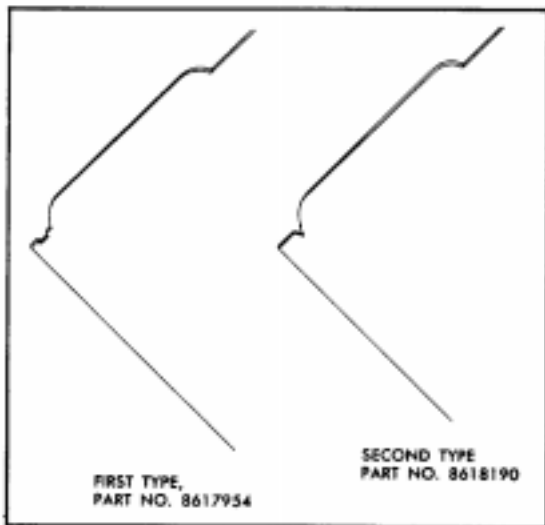


Fig. 2 First and Second Type Channel Plate Spacers

New Channel Plate Spacer Used

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

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

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

IDENTIFICATION OF SHIFT VALVE BODY

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

IDENTIFICATION OF CHANNEL PLATE

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

IDENTIFICATION OF CHANNEL PLATE SPACER

(See Fig. 2)

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

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

IMPROVED FUEL FILTER RELEASED

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

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

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

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

USE ADDITIONAL PROCEDURES FOR RECLINING SEAT BACK SERVICE

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

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

Service Information

SERVICE CRAFTSMAN NEWS

Removal of Steering Column From Cars With Power Steering & Brakes

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

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

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

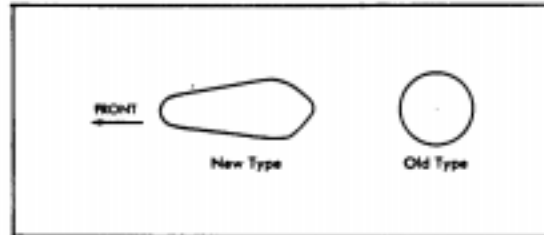


Fig. 3 Cross Section of New and Old Rails

CHANGE IN LUGGAGE CARRIER RAILS RELIEVES WHISTLING

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

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

The whistling can be corrected by replacing the front and rear rails. New rails have been designed to reduce air noise. These rails are tapered at the front edge instead of round. The part numbers for the new rails are: front rail - 528386, rear rail - 528385.

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

Procedure for removing and replacing the front rail is as follows:

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

The rear rail is removed and replaced in the same manner.

Service Information

SERVICE CRAFTSMAN NEWS

1957 ROCHESTER CARBURETOR FLOAT ADJUSTMENT SPECS CHANGED

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

FLOAT LEVEL

1. With air horn gasket in place and air horn inverted, position float level gauge J-5628 over floats so that gauge is located against the curvature in base of carburetor air horn.
2. Bent float arms vertically at center so floats just contact gauge. The vertical height is $1 \frac{3}{8}'' \pm 1/32''$.
3. If necessary bend float arms horizontally until each float pontoon is centered between gauge legs.
4. Repeat same adjustment on opposite float assembly.
5. With air horn inverted lower tip of float should clear air horn casting by $1/8'' \pm 1/16''$. (With gauge in position the scribe marks on face of gauge show required height of float toe necessary to ensure this clearance; see Fig. 4).

FLOAT DROP

1. Check distance between air horn with gasket in place and the bottom of float at the toe with air horn held in upright position. Float drop is correct when this distance is $1 \frac{13}{16}'' \pm 1/32''$.
2. If adjustment is necessary, bent float tang toward float needle seat to lessen drop and away from seat to increase drop.

TIME A/C CARS AT 6°

Factory installed Air Conditioned cars built in the early part of the 1957 production year have a harmonic balancer which is also used on the extra horsepower engine. The balancer has three marks for setting ignition timing. When using a timing light the first to be seen when the engine is running is 10° before TDC (Top Dead Center). The second is 6° before TDC and the third is TDC.

On all cars having Air Conditioning and the Standard engine, timing must be set at the 6° mark to eliminate the possibility of detonation and/or engine damage as a result of detonation.

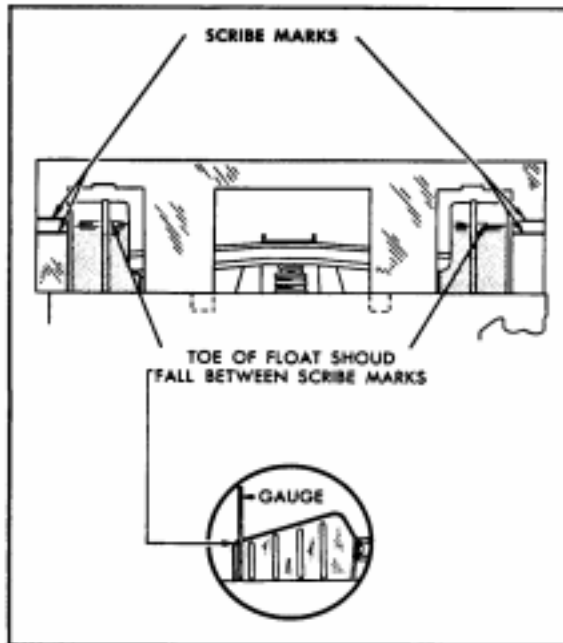


Fig. 4 Rochester Float Adjustment

CLEAN SERVICE PANELS PROPERLY

Reports have been received that paint peels or flakes off service body panels after repairs. To avoid the possibility of paint failures on replacement service panels which are coated with "Metal Wrap", the procedure given below should be followed very carefully:

1. Completely remove the "Metal Wrap" protective coating from the entire panel with mineral spirits, kerosene, or enamel reducer (do not use lacquer reducer) and clean rags. Be especially certain that all hemming flanges, corners, etc. are cleaned thoroughly.
2. Wipe the entire panel with a solvent cleaner, such as a "Prep-Sol", "Pre-Kleano and Wax Remover" or their equivalent.
3. Lightly sand the bare metal with 320 sandpaper.
4. Wash the panel with a metal conditioner, such as "Metalprep", "Metal Conditioner", "Dioxidine" or the equivalent. Follow the manufacturer's directions for applying the specific material used.

NOTE: After completing Step No. 4, the metal surface to be painted should not be touched with the hands before the primer coat is applied. If the panel is not primed shortly after cleaning, Step No. 4 should be repeated before priming.

Service Information

SERVICE CRAFTSMAN NEWS

News About Your TRAINING CENTER



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

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

Mr. St. Aubin said the new school program "represents another step forward by GM and its car and truck divisions to help GM dealers provide the finest repair service available in the industry."

The new school program has been designed initially to accommodate 900 students a year from Chevrolet, Buick, Pontiac, Oldsmobile, Cadillac car dealers and GMC truck dealers. Mr. St. Aubin emphasized the school is not intended as a "refresher course" for body repair journeymen, but rather for dealer employes of limited experience desiring to learn the trade. The full course consists of three weeks formal schooling at the Training Centers. Students will be taught fundamentals and do actual body repair during the first two weeks. Then they are scheduled to return to their dealers' body repair shops for a month to assist experienced body men and try out their new skills. After this 30-day "on-the-job" training, the students return to the Training Centers for a final week of more advanced instruction.

Each graduate will receive a certificate from Fisher Body Division certifying that he has successfully completed the sheet metal repair course.

NEW THROTTLE ROD BALL JOINT STUD RETAINER AVAILABLE FOR SERVICE

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

The ball retainer has now been released as a service part under number 529475 (see Fig. 7) and should be installed if this condition occurs. It can be ordered in the usual manner.

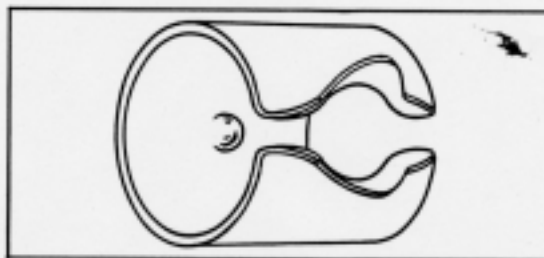


Fig. 7 Throttle Rod Ball Joint Retainer

SERVICE MANAGER—IMPORTANT

This News contains important service information on Pontiac cars. Each subject should be cross-referenced in the space provided at the end of each section in the Shop Manual or its Supplement. **Be sure and cover every point with your entire organization.**

Each service man should sign in the space below after he has read and understands the information in this issue.

Chapter Membership

First Name	Last Name	Address	City	State	Zip	Phone
Hershel	Beahm	1217 Spencer Ave	San Jose	CA	95125	408-297-9300
William	Bean	3914 N. 650 W.	Ogden	UT	81414	801-737-1212
Wheeler & Kathleen	Bradley	4 Barton Lane	Middletown	RI	02842	401-847-9053
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	26821 Ruther St. Unit I	Santa Clarita	CA	91351	
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
Dennis & Sonja	Doyle	6871 Colorado Ave	La Mesa	CA	91942	619-464-0438
Noel & Starr	Evans	10 Church Hill Rd	Washington Depot	CT	06794	860-868-7723
Donn & Mary	Fallenbuchel	P.O.Box 2476	Lake Havasu City	AZ	86405	520-855-5494
Eric & Julie	Foehr	15 Standish Rd	New Milford	CT	06776	860-295-9212
Bill	Fortune	11 Lakeview Dr	Nitro	WV	25143	304-755-2429
Richard & Pamela	Gabrielson	5762 Bellflower	Newark	CA	94560	510-794-4334
Butch & Karen	Garen	581 Huntington Rd	Russell	MA	01071	413-862-4480
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
Fred	Gordon	673 Silver Ck Dr	Winter Springs	FL	32708	407-327-3787
Michael	Green	11 Amber Sky Dr	Rancho Palos Verdes	CA	90275	
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
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	CA	92019	609-442-4182
Jack & Sandy	Lander	2405 Calle Andalucia	Santa Barbara	CA	93109	805-962-5766
Mark & Lorene	Miller	1538 Starburst Dr	West Covina	CA	91790	
Luke & Kathleen	Miller	11933 Highway G	Caledonia	WI	53108	414-835-4767
Marvin	Morton	622 Avenue C	Redondo Beach	CA	90277	414-835-4767
Jonny	Nilsson	Strandvagen 25	S-287 72 Traryd	Sweden		46-433-62669
Gary & DeeAnn	Parker	63 Sandstone Drive	Spencerport	NY	14559	716-352-1293
Mark & Robin	Petry	2806 Scarlett Dr	Augusta	GA	30909	706-736-3392
Greg & Marjorie	Pettit	4654 Calle Norte	Newbury Park	CA	91320	805-480-0830
Ronn & Patricia	Pittman	1024 Raddant	Batavia	IL	60510	630-879-7393
Richard	Plastino	431 S. Sierra	San Bernardino	CA	92408	909-884-6980
Rich & Paige	Pye	436 LaDue Rd	Brockport	NY	14420	716-637-2720
Ron & Veronica	Revisky	3205 Sherrill Road	Minooka	IL	60447	815-467-2287
Chris	Rogers	1393 Story Rd	San Jose	CA	95122	408-295-6318
Ricky & Leanne	Smith	PO Box 123	Holcomb	IL	61043	815-393-3606
John & Joanne	Snelgrove	408 San Bernardino Ave	Newport Beach	CA	92663	949-642-7089
Dick	Stampalia	905 S. 200th St.	Demoinis	WA	98198	206-870-9676
Les & Denise	Stinson	PO Box 2183	Gulf Shores	AL	36547	334-968-7089
Ed	Vassar	One Laurel St. #104	San Carlos	CA	94070	650-591-2204
Dennis	Vaughan	1155 NW 133rd St	North Miami	FL	33168	305-685-3139
Dennis & Sharen	Wagner	16 S. White Bear Ave	St. Paul	MN	55106	612-731-0061
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

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

Parts for Sale

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

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



Wanted

1956 – 58 Safari Photos and Literature. Editor needs more photos and literature regarding the 1956 through 1958 Pontiac Safaris. Send copies or e-mail scanned items to Rich Pye.

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

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

To place a free ad to sell a car or parts or to place a want ad, send your request to Rich Pye. Your ad should be related to 1955-58 Pontiacs, and it is recommended to include photos (electronic or paper). Ads are also welcome, send a business card for Pontiac related items or services to Rich.

POCI Chapter #10

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


Annual Dues are \$18.00. Renewals are due January 1st of each year. New member dues are 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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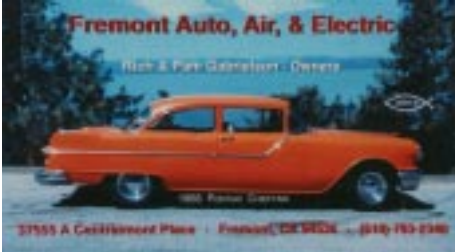
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