

THE AWARD WINNING...

# OVERHEAD CAMMER

Official Magazine of the Overhead Cammers Chapter, Pontiac-Oakland Club International



Volume 22 Issue 113 • May/June 2021



**Steve Ames &  
Ames Performance  
Engineering**

***Jim & Ann Casassa  
Noblesville, IN***



***1936 Pontiac Coupe  
“Cammer” Street Rod***







President:

*Rick DiGiacomo*  
54 Pinecrest Drive  
North Scituate, RI 02857

Vice President:

*Bill Dern*  
2956 Maple Lane  
Edgewood, KY 41017

Secretary:

*David Kantarges*  
227 Belgrade Ave  
Roslindale, MA 02131

Treasurer/Membership:

*Rick DiGiacomo*  
54 Pinecrest Drive  
North Scituate, RI 02857

Magazine Editor:

*Jim Black*  
307 Summerset Drive  
Papillion, NE 68133

Board of Directors:

*Jim Black, Chairperson*  
307 Summerset Drive  
Papillion, NE 68133

*Dick Sevigny*  
29 Middlesex Avenue  
Chester, CT 06412

*Dee Sherrow*  
503 Holtz Lane  
Carey, NC 27511

*Fred Simmonds*  
1300 Chantclair Circle  
Wixom, MI 48393

*Rob Egbert*  
14901 Heiland Kies Rd  
Anna, OH 45302

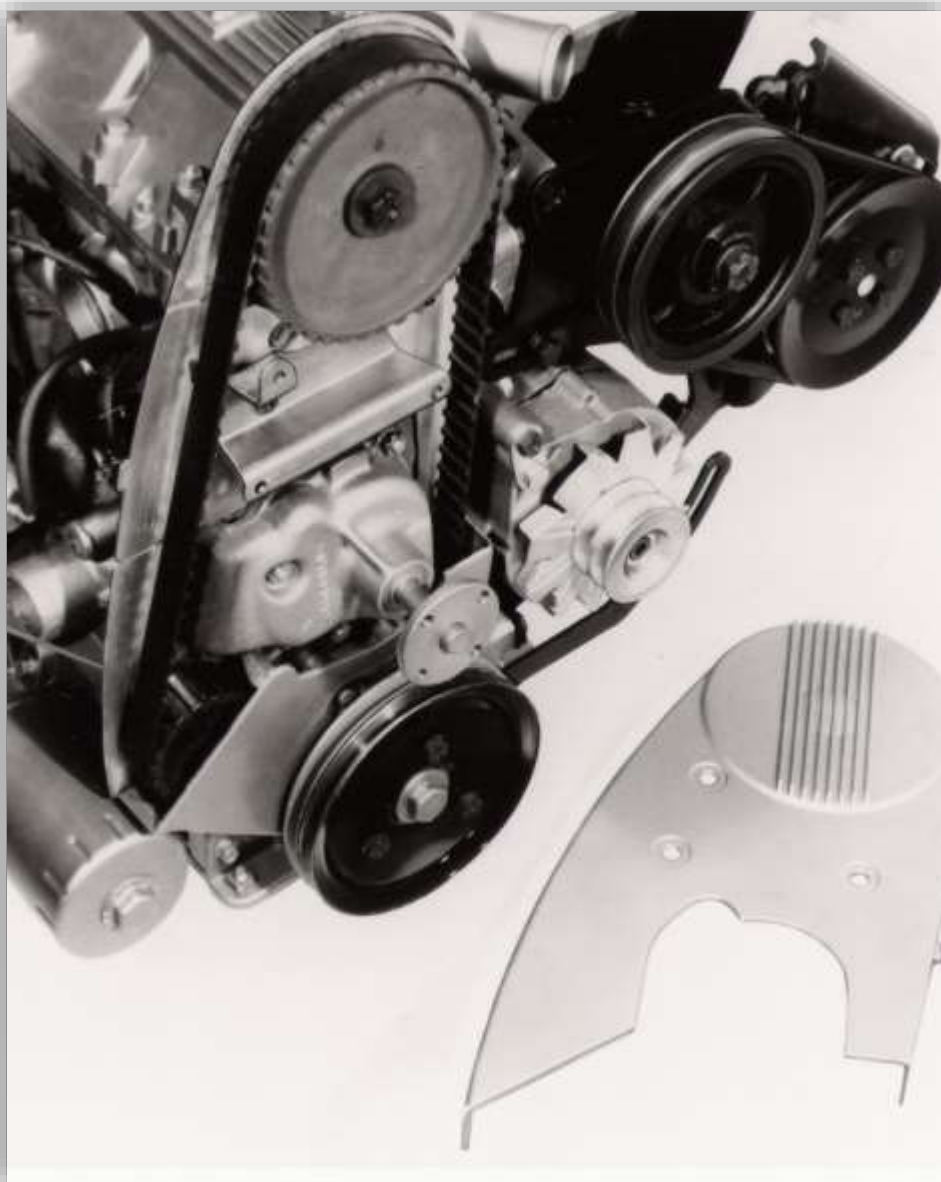
Note: Additional contact information  
appears on the last page

# OVERHEAD CAMMER

The *Overhead Cammer* is the official magazine of the Overhead Cammers Chapter, a specialty chapter under the Pontiac-Oakland Club International.

The primary purpose of the chapter is to promote the preservation, enjoyment, and restoration of all ohc6 Pontiacs produced from 1966 through 1969 model years, as well as any other vehicle powered by the ohc6. In addition, the chapter will promote membership in POCI; assist members with technical and parts search; encourage communications and social events; and work closely with [www.pontiacregistry.com](http://www.pontiacregistry.com) in documenting surviving ohc6 Pontiacs throughout the world.

[www.ohc6.com](http://www.ohc6.com)





## FEATURES

- |  |    |
|--|----|
| Fifty Years with our 1936 Pontiac<br><i>by Jim Casassa</i> | 21 |
| Ames Performance Engineering<br><i>by Mark J. McCourt</i>  | 27 |
| Holley Sniper EFI Installation<br><i>by Michael Paz</i>    | 31 |

## COLUMNS

- |   |    |
|---|----|
| Editorial – <i>Jim Black</i>                | 4  |
| President's Message – <i>Rick DiGiacomo</i> | 7  |
| VP Message – <i>Bill Dern</i>               | 8  |
| Cammin' at Random – <i>Fred Simmonds</i>    | 16 |

## DEPARTMENTS

- |                        |    |
|------------------------|----|
| Comments to the Editor | 5  |
| Calendar of Events     | 6  |
| POCI Board Actions     | 10 |
| Chapter Ballot         | 12 |
| Classic Cammer Ad      | 13 |
| Cammers on the Move    | 14 |
| New Member Rides       | 15 |
| Classifieds            | 37 |
| Contact Information    | 47 |

**ON THE COVER** *Jim Casassa's 1936 Pontiac street rod powered by an OHC-6.*



Jim Black  
Editor

### New Rubber and a New Look

After twenty years running the same 775x14 bias-ply redlines on my Lemans, I decided to get a new set of BF Goodrich Silvertown radial dual redlines, 205/70R14s. I hadn't really given much thought to the dual redlines before, but they were \$50 per tire cheaper through *Coker* than the single redline in the same series (go figure). They look great also, especially after I freshened the paint on my Rally I's and center caps! I had heard a few horror stories of running on old rubber and looked at this upgrade as a safety measure. No sense risking it!

When I restored my Lemans some twenty years ago, I upgraded the front suspension using a PST (Performance Suspension Technologies) kit; and out back installed a Hotchkis-supplied four-linked fully boxed trailing arm kit with frame-to-body connectors and stabilizer bar all from PST.

These were great upgrades, but I never experienced the 'true' results still running on older bias-ply tires. I'm happy to report that now running with modern radials, there is a significant improvement in handling.

Now back to the magazine. Featured in this issue of the *Overhead Cammer* I've included a great story by Jim Casassa on Jim & Ann's 1936 Pontiac Coupe with the Pontiac OHC-6. Their fifty-year journey with this car is very entertaining. A special shout-out also to Mark Henderson editor of the '*Chiefly Pontiac*' from the Hoosier Pontiac-Oakland Club for putting this story together. I think it's great when a couple of editors can work together on a story. Thanks Mark!

We also have included another great article written by *Hemmings'* Mark J. McCourt featuring Steve Ames and Ames Performance Engineering. This previous 2012 story is very timely as the passing of Steve Ames is still on our minds.

And finally, we finish things up with another great tech story written by Michael Paz documenting the installation of a Holley Sniper EFI on his 1966 OHC-6 Tempest wagon. I hope you all enjoy these great



contributions to this issue and my thanks to all the contributors. One final note, we recently received word that our magazine '*The Overhead Cammer*' received its 10<sup>th</sup> consecutive Golden Quill Award from *Old Cars Weekly*. Awesome!

In closing, I had a nice phone call with Jay Leno recently. Jay filled me in on his '68 Firebird RestoMod project. He's all done with the car except for getting a new matching boot to go with the new blue convertible top he installed. He said he's put over 1500 miles on the car in the last few weeks and absolutely loves how it handles with the new modern Hotchkis suspension package and Wilwood disc brake setup. "It's not as quick as I would like but that OHC6 4bbl backed with the Tremec really runs nice," Jay said. Jay also let me know he's planning another 'video' shoot with the Firebird in a few weeks and will pass on information about our club and the website during the episode. **OHC**

Let's give a big welcome to our new members:

- 3/2/21 – Tom Judd, Spencerport, NY  
1966 Lemans
- 3/13/21 – Dennis Keis, Gabriola Island, BC  
1969 Firebird Sprint
- 3/13/21 – J.J. Koehler, Illinois City, IL  
1967 Firebird Sprint
- 3/17/21 – Steve Smith, Hamilton, OH  
1969 GTO
- 4/6/21 – Robert Miller, Gray, TN  
No Cammer at present
- 4/8/21 – Neil Olstad, Millet, Alberta, CAN  
1954 Chieftan w/ohc6
- 4/17/21 – Carl Courtright, Hubert, NC  
1967 Lemans

Checkout our website at: <http://www.ohc6.com/>



Facebook at: <https://www.facebook.com/pages/Overhead-Cammers-Chapter/213964338622663>  
and Club Forum at: <https://www.facebook.com/groups/1013971318683583/>



**MEMBER PRAISE:** Wow Jim, once again you have done a great job getting the latest Cammer magazine published. You are very good at it and I for one truly appreciate your hard work! Keep it up please!  
-Vic Pawley, Grand Junction, CO

**OLD CARS TAKES NOTICE:** In a weekly issue of *Old Cars Magazine* editor Gerald Perschbacher mentioned our feature story on Rick DiGiacomo's 1967 Firebird.



**SECRETARY'S REMARKS:** Thanks for another great newsletter and for including a copy of the first one you did back in 2000. Your publication has raised the bar on the quality of newsletters for sure. I really enjoy the articles and it shows how much thought and dedication goes into each issue. The changes over the years are amazing. Your newsletters are always awesome! I enjoy your website also. Congratulations to Bill Dern, your new VP! I'll look forward to meeting you in CT this summer. Again, thanks for the hard work and stay safe!! – Peggy Cox, POCL Secretary

**WARM WELCOME:** We inherited the car from my wife's uncle. He owned it for 30+ years before getting a frame off restoration (the engine/trans and interior were not touched). It took two years longer than he planned. Unfortunately, he developed ALS & couldn't enjoy it except for driving it in a Veterans Day Parade (he was a proud Vietnam Veteran) right before he started going downhill. I'll likely have some mechanical and interior work ahead of me. Love the history of the OHC Six. I was able to take it to one car show before storing it for the winter. – Rob Luciani, Dunmore, PA

**ACCOLADES:** Another great job. I was especially pleased that you were able to get contributions from Bill Dern, Jeff Hamlin, and Larry Kummer. Regarding the "first" newsletter, excellent quality considering that it was the first issue, and it dates to 2000.  
– Rick DiGiacomo, OHC Chapter President

**A VP RESPONSE:** Jim, congrats on the Mar/Apr issue. Some great content and a job well done! Thanks for including the premier issue from 2000. It has come a long way. - Bill Dern, OHC Chapter VP



Rob's  
1967  
Tempest



## 1966-1969 Overhead Cam Six REGISTRY

Perhaps one of Pontiac Motor Division's most unique engine experiments, the Overhead Cam Six engine has lived on by a dedicated group who proudly call themselves "CAMMERS." We welcome all Cammers to Register their special Pontiac here so we may never forget the "engine that could" and keeps performing for hobbyists every day.

To Register your OHC-6 Pontiac, and to view others, go to:  
**www.PontiacRegistry.com**

See information on Home Page- be sure to register in our ALL Pontiac Registry as well as this Specialty Registry.



**CHAPTER EVENTS**

**Jul 11-15, 2021** – POCI Convention, Uncasville, Connecticut. OHC Chapter meeting on Tuesday, July 13th (tentative). Contact Rick DiGiacomo at 401-934-0663 or [frdigi@cox.net](mailto:frdigi@cox.net)

**Jul 30 - Aug 1, 2021** – Ames Performance Pontiac Nationals and Cammers Reunion. Dinner Friday evening July 30th at the *Thirsty Pony* in Sandusky, with show on Saturday and Sunday. Contact Fred Simmonds at 248-697-6509 or [fredhsimmonds@yahoo.com](mailto:fredhsimmonds@yahoo.com)

**Sep 17-19, 2021** - Pontiac Celebration, Warwick, Rhode Island. An area will be set aside for OHC Chapter cars (see flyer). Contact Rick DiGiacomo at 401-934-0663 or [frdigi@cox.net](mailto:frdigi@cox.net)

**Oct 20-24, 2021** – West Coast Cammers Reunion held in conjunction with the 'Run to the Sun' car show in Lake Havasu City, Arizona. Saturday show with an evening BBQ. Contact Eric Sieber at 909-987-6112 or [ejsieberco@gmail.com](mailto:ejsieberco@gmail.com)

**OTHER PONTIAC EVENTS**

**May 16, 2021** – Firebird and Trans Am Day at the Pontiac-Oakland Museum, Pontiac, IL. Sponsored by the Midwest Firebirds Club. Contact Ken Pitcher or [kenp@midwestfirebirds.org](mailto:kenp@midwestfirebirds.org)

**May 16, 2021** - 36th Annual All Pontiac, Oakland and GMC Spring Car Show sponsored by the Nutmeg Chapter, Wallingford, CT. Contact Mike O'Neill at 203-266-7089 or [chrisonell73@charter.net](mailto:chrisonell73@charter.net)

**Jun 5, 2021** – Pontiac Tribute Day sponsored by KC Arrowhead Pontiac Club, Olathe, KS. Contact Steve Young 816-215-8002 or [steveyoung223@icloud.com](mailto:steveyoung223@icloud.com)

**Jun 6, 2021** - All Makes Car Show sponsored by the Little Rhody Chapter, Woonsocket, RI. Separate class for Pontiac. Contact Rick DiGiacomo at 401-934-0663 or [frdigi@cox.net](mailto:frdigi@cox.net)

**Jun 26, 2021** – The Pontiac-Oakland-GMC Vintage Lawn Show. Held at the Saratoga Automobile Museum, Saratoga, NY, hosted by the Mohawk Valley Pontiac Chapter. Contact Ray DeCrescenzo at 518-857-2468 or [rayqto@aol.com](mailto:rayqto@aol.com)

**Jul 5-9, 2021** – 42nd Annual GTOAA Nationals, Chula Vista Resort, Wisconsin Dells, WI. Contact Tom Oxler at 636-288-1426 or [www.gtoaa.org](http://www.gtoaa.org)

**Aug 15, 2021** – All Pontiac Car Show sponsored by the Omaha Pontiac Car Clubs, Restore A Muscle Car, Lincoln, NE. Contact Chuck Merica at 402-731-0494 or [chuck\\_merica@hotmail.com](mailto:chuck_merica@hotmail.com)

**Aug 29, 2021** - 41st Annual All Pontiac Show at the Garage Eatery, Islandia, NY. Sponsored by the Long Island Pontiac Clubs. Contact Gary Heicklen at 917-208-7864.

**Sep 17-18, 2021** – 32nd Annual Pontiac Uprising car show and race, Great Bend, KS. Contact Mike Cooper at 316-655-1408.

**Sep 26, 2021** - 37th Annual All Pontiac, Oakland and GMC Fall Car Show sponsored by the Nutmeg Chapter, Wallingford, CT. Contact Mike O'Neill at 203-266-7089 or [chrisonell73@charter.net](mailto:chrisonell73@charter.net)





*Rick DiGiacomo*  
Chapter President

There is some good news on the Reunion front that I would like to pass along. The plans for our three reunions are coming along nicely. The dash plaques and trophies have been designed and are ready to be ordered. Our thanks go to member Larry Kummer of the [pontiacregistry.com](http://pontiacregistry.com) for the design and artwork. Each attendee will receive one of these commemorative dash plaques and there will be four trophies awarded at each event.

The first Reunion for 2021 will be held in conjunction with the *Ames Performance Pontiac Nationals* in Norwalk, OH and is scheduled for July 30 to August 1. Board member Fred Simmonds will once again be our coordinator. Fred has been leading this effort for several years and each year it has gotten bigger and better. Room reservations are strongly advised since they sell out quickly. Our usual go-to restaurant, Sortino's, closed due to the pandemic; however, Fred found another restaurant, 'The Thirsty Pony' in Sandusky. Reservations will be for 6:30p on Friday July 30th. The car show is scheduled for Saturday and there will be a special parking area designated for the OHC6 cars. The details are still in process and will be published as they become final. If you are planning to attend, please contact Fred so he can have a head count. His contact information is on the last page.

The second Reunion will be held in conjunction with the *Pontiac Celebration* held in Warwick, RI September 17-19. The OHC6 cars will be parked according to class; however, the show field has been organized so that the Tempest, Lemans, and Firebirds are adjacent to one another. The club will provide sandwiches and drinks for lunch. Once again, this Reunion has become better each year. The Celebration is a weekend event with a cruise on Friday evening; a car show, swap meet and awards dinner on Saturday; and a getaway breakfast on Sunday morning. The Friday cruise begins at 5:00p and the show is scheduled for 9:00a to 3:00p on Saturday. The dinner begins at 6:00p. If you would like to attend, please contact me at 401-934-0663 or [frdigi@cox.net](mailto:frdigi@cox.net) for information.

Our third Reunion is on the west coast, the first after many years of trying, and is hosted by long time chapter member Eric Sieber. As with the other Reunions, it will be held in conjunction with a car show, the "*Run to the Sun*" in Lake Havasu City, AZ on October 20-24. This show draws about 1000 vehicles and includes a car show, a parade and cruise. Eric hopes to be able to park all the Cammers together at the show. There will also be a Reunion BBQ at Eric's home in Lake Havasu on October 23rd following the car show awards that day. Activities begin on Wednesday and conclude on Sunday. You can attend either the "*Run to the Sun*" and/or the reunion BBQ. Room reservations should be made early. For lodging details go to <https://www.golakehavasu.com/lodging>. Eric has also offered anyone with a trailer and tow vehicle to leave them on his property. Contact Eric to let him know that you are planning to attend and if you have any questions. His phone number is 909-908-7396, or email [esieberco@gmail.com](mailto:esieberco@gmail.com).

I would also like to thank both Fred and Eric for the work that they have done on these reunions. We are all looking forward to some highly successful events.

In closing, membership dues end on June 30th. Please check the current roster to see if your membership is up for renewal and if so, please get your renewal to us ASAP. **OHC**



**Some of Rick's early artwork ...**



Bill Dern  
Vice President

***Spring has sprung, the grass has riz. I wonder where the car shows is?  
Hopefully, like flowers in May, ... about to spring up!***

With the increasing numbers of vaccinations (I have had my two), comes the hope that there will once again be car shows and cruise-ins this spring and summer. Local shows, sure, but try to mark your calendars, if you can, for the annual POCI Convention in Connecticut and the Ames Performance Pontiac Nationals in Norwalk, Ohio, with its huge car show and judged event, swap meet, all Pontiac drag racing, and of course, our annual Cammer Reunion. One of the nice things about the Norwalk event IMO is the Cammers-only get together dinner, usually held at nearby Sortino's Little Italy, formerly in Sandusky.

Fred Simmonds has reported that Sortino's fell victim to the pandemic and had to close their doors. Fred searched the area for other restaurants that would accept group dining, and there was only one that catered to groups, 'The Thirsty Pony' in Sandusky. The Thirsty Pony has confirmed our reservation for 6:30 PM on Friday, July 30<sup>th</sup>. This is a great opportunity to meet some of the people you may have "virtually" communicated with over the last year through the Club Forum, and oh yeah, great food is in the offing.



While marking time last year, I, like many of you, took the opportunity to do some repairs and deferred maintenance. OK, I'll go first. When I began to restore my Firebird in 2015, rather than trying to patch the badly rusted out fenders, I opted to purchase after-market re-pops - a quick fix, I thought. Unfortunately, they never did fit right, at least to my satisfaction. It's said that every artist sees the flaws in his own painting that no one else does and, likewise, my eyes were always drawn to my fender imperfections. With time on my hands, I decided to take the re-pops off and put the original fenders (which fortunately, I had kept) back on. I was able to coerce an old friend from high school that still owns a body shop to completely cut out the rusted sections, repair with new steel (the only way to go) and repaint to match. Not cheap, but to me, worth every penny. Once again, proof that nothing fits like originals!

Next, I addressed my steering wheel. As some of you may know, the 68 Firebird Deluxe Steering Wheel was notorious for developing gaping, ugly cracks in both the hub and the spokes. Mine was certainly a prime example. I was told by several knowledgeable steering wheel guys that the '68 Firebird wheel was more prone to cracking than any GM had ever made. Again, with no car shows and time on my hands, I removed the steering wheel (first time I had done so) and, with some trepidation, shipped it away for recasting, hoping against hope that it would be returned. It was. By the way, it gave me the opportunity to fix my broken turn signal cancelling cam, which I had been ignoring for years. Although not cheap, I had concluded that something directly in my line-of-sight every time I was behind the wheel was worth fixing and worth fixing right. It now looks like new and has a lifetime guarantee. Now on to the car shows! **OHC**

“ Fred Simmonds has reported that Sortino's fell victim to the pandemic and had to close their doors.

”





## ***OVERHEAD CAMMERS CHAPTER FACEBOOK PAGE***

- ✓ Official chapter announcements
- ✓ Complete Member Car Gallery
- ✓ Member posts and comments
- ✓ Coverage of all chapter activities
- ✓ Information on upcoming events

The **Overhead Cammers Club Page** is an excellent resource for the 250 plus members of the Overhead Cammers 'Specialty' Chapter, of POCl.

Checkout our **Page** with the link below:

<https://www.facebook.com/Overhead-Cammers-Chapter-213964338622663>



## **OVERHEAD CAMMERS CHAPTER WEBSITE**

- ✓ OHC6 history and other unique articles
- ✓ Complete Member Car Gallery
- ✓ Purchase and renew memberships via PayPal
- ✓ Virtual Swap Meet
- ✓ Cammers Club Store featuring club apparel
- ✓ Classic OHC6 advertisements
- ✓ **2021 downloadable ohc6 calendars now available**

Checkout our chapter **Website** at: <http://www.ohc6.com>



## **POCI BOARD REJECTS 'ELECTED REPRESENTATION' FOR NON-REGIONAL SPECIALTY CHAPTERS** *by Rick DiGiacomo*

On March 4th, 2021, the POCI Board of Directors voted against a measure drafted by Jim Black and motioned by director Alan Fanning, to allow for 'elected' representation for the Non-Regional Specialty Chapters of POCI. Votes taken were 2 (for) and 19 (against). Alan Fanning and Jack Anderson were the only two directors to support the measure.

For several years Jim Black and I have discussed the apparent lack of representation of the specialty chapters on the POCI Board of Directors. Also, you rarely see any information regarding the OHC6 Pontiacs in 'Smokes'. Our chapter, as with the other non-regional specialty chapters, have unique needs that are rarely addressed or discussed.

One of our primary concerns is that there are many non-POCI members on our roster. We have encouraged these members to join POCI and have taken several recruiting initiatives. Jim and I spent many hours addressing envelopes and mailing copies of *Smoke Signals Magazine* hoping this would be an enticement to join. POCI refused to reimburse the chapter for these costs. After this, I proposed a 'motion' to the Board of Directors that POCI include a line item for chapter recruiting in their budget. This motion did not have any support. The topic was to be discussed by the membership committee but to my knowledge never happened. More recently, the issue of POCI membership came up again. Once again, we contacted board members expressing our concern that POCI does not do enough for our members.

Jim has contemplated an initiative moving for 'fair and equal' representation for the non-regional Specialty Chapters and recently

initiated that effort. After some positive response from our VP and a few members of the POCI board, and with support of all twelve Specialty Chapters, a motion was officially brought before the board of directors on February 14th requesting at least two 'elected' directors be added to represent the twelve Specialty Chapters. Keep in mind that the total membership of the specialty chapters is around 2500 which is a significant percentage of the total POCI membership. Since there are two International directors for approximately 250 members, we also suggested that one of those members be allocated to represent the Specialty Chapters. However, the motion was later rejected with the reason given that POCI is reducing the number of directors and that 'sitting' directors have already been 'assigned' to represent each one of the Specialty Chapters. It was not until the motion was discussed by the Board that this information was made public.

After the voting Jim also made the following statement: ***"I believe strongly that any director who is elected to represent the regional chapters and then 'appointed' to also represent a specialty chapter, could find themselves in a 'conflict of interest' anytime a motion came up that affected the two groups differently. If this ever happens the specialty chapters would have no voice on the board..."***

Since the vote, I have spoken with one of the directors about our concerns and was told that the subject will be on the agenda for the board meeting at the convention in July. Some of the proposals being discussed give us a ray of hope. We will continue pressing for an equitable and fair solution to this and other issues. **OHC**





## ***OVERHEAD CAMMERS CLUB FORUM ...***

- Need a part for your OHC6 ?
- OHC parts to sell ?
- Tech advice for a rebuild ?
- Information on restoring your Tempest/Lemans or Firebird ?

The Pontiac OHC6 engine is one of the best kept secrets in the Automotive Hobby. Only knowledgeable enthusiasts are aware of this revolutionary engine that Pontiac built from 1966-1969 and offered on Tempest, Lemans, and Firebird models.

Please join **Forum Moderator Jeff Hamlin** and hundreds of OHC6 owners by joining our *Forum* and sharing your knowledge with other OHC6 enthusiasts.

The **Overhead Cammers Club Forum** is your one-stop shop to get answers to all your OHC questions and get them quickly. With over 700 *Forum* members, information is just a 'click' away.

Checkout the **Forum** with the link below:

<https://www.facebook.com/groups/1013971318683583>





Overhead  
Cammers  
Chapter



# PLEASE VOTE NOW

***Ballot MUST be postmarked by 6/30/2021***

## OFFICIAL BALLOT OVERHEAD CAMMERS CHAPTER

### **PRESIDENT:**

- ☐ Rick DiGiacomo
- ☐ \_\_\_\_\_

### **VICE PRESIDENT:**

- ☐ William 'Bill' Dern (new)
- ☐ \_\_\_\_\_

### **SECRETARY:**

- ☐ David Kantarges
- ☐ Jim Black (new)
- ☐ \_\_\_\_\_

### **TREASURER:**

- ☐ Rick DiGiacomo
- ☐ \_\_\_\_\_

### **BOARD OF DIRECTORS: (vote for 4)**

- ☐ Dee Sherrow
- ☐ Fred Simmonds
- ☐ Rob Egbert
- ☐ Kent McGregor (new)
- ☐ Chris Herrera (new)
- ☐ \_\_\_\_\_

### **Instructions:**

Please complete the ballot with your selections and mail (or scan/email) to –

### **Overhead Cammers Chapter**

307 Summerset Dr  
Papillion, NE 68133  
[gtojr@cox.net](mailto:gtojr@cox.net)

Note: Write-ins are encouraged



Pontiac Motor Division



**If our new Firebird 400 is too much car for you,  
try our new Firebird HO,  
Firebird Sprint,  
Firebird 326,  
and Firebird. In that order.**

Taking on a Firebird 400 is awe-inspiring, even if you're prepared for what happens when you connect 400 chromed cubic inches to a heavy-duty 3-speed and couch it in special suspension.

(You can even order wide- or close-ratio 4-speed, 3-speed Turbo Hydra-Matic and Ram Air!)

So we designed the Firebird HO. Our light heavy-weight. Its 326 cubes lay out 285 hp in prolific abundance. Via four barrels. Dual exhausts announce its coming. A sassy sport stripe on each flank says: *It's here.*

Our Firebird Sprint is for people who've found

Europe wanting. Features: 215-hp, 4-BBL Overhead Cam Six. Split manifold. Exotic exhaust note. 3-speed floor shift. Road-hugging sports suspension. Much arrogance.

Even our cool ones speak with authority:

Firebird 326 is a regular-gas, 250-hp V-8. And Firebird is a 165-hp Overhead Cam Six. All Firebirds have GM's standard safety package and road-gripping wide-oval tires. All you have to do is decide which Firebird is for you.



MADE BY EXCELLENCE

**Pontiac's Magnificent Five are here!**





Justin Corman is moving quickly with his and father's 1966 Lemans RestoMod project. "I just got my new Holley Terminator 4bbl EFI and I'm getting the motor assembled this week."



Karl Schöller of Mautern, Austria just finished the subframe restoration on his '73 Omega project, Karl sandblasted, and powder coated the control arms, used Proforged control arm shafts, installed new ball joints, Energy Suspension bushings, BMR Suspension front sway bar, and Right Stuff Detailing disc brake conversion kit for 14" wheels, and Koni classic shocks.



John Grybko from the OHC Club Forum recently did his first startup of this 1969 250cid Ohc6 that he has installed in his 1966 GMC pickup using an Edelbrock AVS.



Chris Herrera of Middletown, RI is currently tackling the restoration of the gauge cluster in his 1968 Firebird.





*This is JJ Koehler's 1967 Firebird Sprint, 4-speed, with a rare silver and red interior. JJ makes his home in Illinois City, IL. The car is an 80k mile PHS documented Florida survivor.*



*Rob Luciani of Dunmore, PA recently joined us. Rob owns this sharp 1967 Tempest. "We inherited the car from my wife's uncle who had it restored. The drivetrain and interior are untouched."*



*Here is Robert DeHaan's 1968 Firebird Sprint. Robert purchased it in 2002, then did a complete restoration that took 5 years. It's also been upgraded with 15" tires & wheels, a 5-speed transmission, and power steering and brakes. Robert lives in Zeeland, MI*



*And here we have Tom Scarritt's 1968 Firebird Sprint convertible. Tom comes to us from Birmingham, Alabama.*

*This is Tom Judd's 1966 Tempest Custom. Tom won a free club membership as our 700<sup>th</sup> Forum Club member. He was actually trying to find the 1966 Lemans he owned several years ago but was unable to locate it and recently purchased this instead.*





Fred Simmonds  
Column Contributor

For this column we invite members to submit questions that pertain to the Ohc6 engine and its cars. Please submit your questions directly to the editor

## Pontiac OHC-6 Engine and Vehicle Production

From model years 1966-1969, Pontiac produced the innovative Overhead Cam Six and installed it in the Tempest, LeMans, and Firebird models. Many Pontiac hobbyists frequently ask questions about production quantities, so I've compiled all the data that I know exists or existed about this unique powerplant.

This research was done from March 1987 through November 1989 while I was assigned to the Advertising Department at Pontiac Central Office. The records I accessed were maintained by Ken Morowski in the Records Retention Department, who was kind enough to not only allow me access, but also taught me how to search through all the microfilm records.

This three-part series begins with the volume of engines produced each model year. In future issues, parts two and three will break down what data is available for the "A" carline, and then the "F" car line, showing quantities of vehicles produced per body style.

When looking at the attachments, please pay attention to the descriptions, such as "Engines Produced" vs. "Vehicles Produced". Typically, more engines were built than vehicles so to have service replacement parts available. Also, if you don't see the data you want, it most likely (99.9%) doesn't exist! I have tabulated all that I could find, and don't believe that any other records exist. If they do, please let me know! **OHC**

2/17/21	Pontiac Overhead Cam Six Cylinder Engine Production						
Model Year	1 bbl M/T	1 bbl A/T	Total 1 bbl	4 bbl M/T	4 bbl A/T	Total 4 bbl	Total OHC6
1966	12,812	58,306	71,118	13,594	6,300	19,894	91,012
1967	11,498	53,153	64,651	12,757	4,978	17,735	82,386
1968	13,586	50,549	64,135	5,609	1,850	7,459	71,594
1969	9,921	33,379	43,300	2,357	885	3,242	46,542
Grand Totals	47,817	195,387	243,204	34,317	14,013	48,330	291,534
	16%	67%	83%	12%	5%	17%	
<b>NOTE: These figures represent engines produced, NOT cars produced.</b> <b>Usually more engines are produced because of need for service replacements.</b> <b>There's no further breakdown between 1967-69 A &amp; F cars, since both used the same engine codes</b>							
Fred H. Simmonds							



2/17/21	1966 Pontiac OHC-6 Engine Production				
Code	Carb Type	Description	Volume	% of total	
		<b>Manual Trans</b>			
ZK	1 bbl	standard	12,110		
ZF	1 bbl	export	227		
ZS	1 bbl	air injection	475		
			<b>12,812</b>	<b>14.1%</b>	
ZD	4 bbl	special "Sprint"	<b>13,594</b>	<b>14.9%</b>	
		<b>Total manual trans:</b>	<b>26,406</b>	<b>29.0%</b>	
		<b>Automatic Trans</b>			
ZN	1 bbl	standard	56,586		
ZG	1 bbl	export	123		
ZM	1 bbl	air injection	1,597		
			<b>58,306</b>	<b>64.1%</b>	
ZE	4 bbl	special "Sprint"	<b>6,300</b>	<b>6.9%</b>	
		<b>Total automatic trans:</b>	<b>64,606</b>	<b>71.0%</b>	
		<b>Total OHC engines:</b>	<b>91,012</b>		
<b>Note: these are engines, <i>not</i> cars produced. There were always more engines produced than cars, due to use as service replacements, displays, etc.</b>					
1966 entire "A" engine production:		359,611	(V-8 + OHC-6)		
1966 entire "A" car production:		359,068	(V-8 + OHC-6)		
		513	"extra" engines (all types)		
<b>Fred H. Simmonds</b>					

**2/17/21 1967 Pontiac Tempest, Lemans, and Firebird OHC-6 Engine Production**

Code	Carb Type	Description	Volume	% of total
<b>Manual Trans</b>				
ZK	1 bbl	standard	10,729	
ZF	1 bbl	export	212	
ZS	1 bbl	air injection	557	
			<b>11,498</b>	
ZD	4 bbl	special "Sprint"	11,812	
ZR	4 bbl	special "Sprint"	945	
			<b>12,757</b>	
		<b>Total manual trans:</b>	<b>24,255</b>	<b>29.4%</b>
<b>Automatic Trans</b>				
ZN	1 bbl	standard	51,714	
ZG	1 bbl	export	100	
ZM	1 bbl	air injection	1,339	
			<b>53,153</b>	
ZE	4 bbl	special "Sprint"	4,299	
ZL	4 bbl	special "Sprint"	679	
			<b>4,978</b>	
		<b>Total automatic trans:</b>	<b>58,131</b>	<b>70.6%</b>
		<b>Total OHC engines:</b>	<b>82,386</b>	
<b>Note: these are engines, <i>not</i> cars produced. There were always more engines produced than cars, due to use as service replacements, displays, etc.</b> <b>Also, totals are for both A &amp; F cars, since the engine codes were the same.</b>				
<b>Fred H. Simmonds</b>				



3/10/21 1968 Pontiac Tempest, Lemans, and Firebird OHC-6 **Engine** Production

Code	Carb Type	Description	Volume	% of total
<b>Manual Trans</b>				
ZK	1 bbl	standard	13,586	
ZD	4 bbl	250 HO	5,609	
		<b>Total manual trans:</b>	<b>19,195</b>	<b>26.8%</b>
<b>Automatic Trans</b>				
ZN	1 bbl	standard	50,549	
ZE	4 bbl	250 HO	1,850	
		<b>Total automatic trans:</b>	<b>52,399</b>	<b>73.2%</b>
		<b>Total OHC engines:</b>	<b>71,594</b>	
<b>Note: these are engines, <i>not</i> cars produced. There were usually more engines produced than cars, due to use as service replacements, displays, etc.</b> <b>Also, totals are for both A &amp; F cars, since the engine codes were the same.</b>				
Fred H. Simmonds				

3/10/21 1969 Pontiac Tempest, Lemans, and Firebird OHC-6 <b>Engine</b> Production					
Code	Carb Type	Description	Volume	% of total	
		<b>Manual Trans</b>			
ZC	1 bbl	standard	9,921		
ZH	4 bbl	250 HO	2,357		
		<b>Total manual trans:</b>	<b>12,278</b>	<b>26.4%</b>	
		<b>Automatic Trans</b>			
ZF	1 bbl	standard	33,379		
ZL	4 bbl	250 HO	885		
		<b>Total automatic trans:</b>	<b>34,264</b>	<b>73.6%</b>	
		<b>Total OHC engines:</b>	<b>46,542</b>		
<i>Note: these are engines, <b>not</b> cars produced. There were usually more engines produced than cars, due to use as service replacements, displays, etc.</i> <i>Also, totals are for both A &amp; F cars, since the engine codes were the same.</i>					
Fred H. Simmonds					





## *Fifty Years with our 1936 Pontiac*

**Story by Jim Casassa**  
**Photos by Mark Henderson**

I purchased our 1936 Pontiac back in July of 1970 ... that's right, 51 years ago. At that time, I became the third owner of a wonderful car, albeit in somewhat rough shape at the time but still drivable. An ongoing project for sure, the Pontiac has stayed in our family over all these years. I have owned it, driven it, and enjoyed it, yet it's never really been finished. Here's the story ...

During the summer of 1970, I was looking for an older car that I could possibly remold into a perfect street rod, but "the right car" never seemed to be out there. That June, I took a break from my search and drove my '66 GTO from Michigan to Illinois to attend the wedding of my fiancé's sister. From there, I set out for California to visit a fraternity brother who was working in the San Francisco bay area. Along the way, I mainly drove paths less traveled,

even camping out at night (except for one particular night in the Rockies when it was cold enough that I slept in the car).

When I finally returned to Michigan, I began my quest anew, focusing on 1948 or older cars for my project. On weekends, I would go to local car shows and swap meets or take long drives along backcountry roads looking for attractive candidates. I found several interesting possibilities but they either weren't for sale or they were rusted beyond repair. A particular 1935 Pontiac coupe really caught my eye but sadly it wasn't available.

One day, I saw an ad in the Detroit paper for a 1936 Pontiac coupe. It didn't have suicide doors like the '35 but overall, it was still very cool, it ran, and the owner was only asking \$600. I gave him all the cash I had in my wallet and he held the car until I came back with the rest of the money. The seller

revealed that I was only the third owner of this 34-year-old vehicle. He had purchased it from a doctor's estate in rural Pennsylvania (the car had sat in a barn for years after the doctor's death). The man I bought it from had owned it for a few years but because of his job, he was constantly moving around the country. He was being relocated again and was tired of packing up an old car to move it once more, so he decided to sell it instead.

I planned to drive the car to Peoria, IL for the first Street Rod Nationals event later that summer so I spent a lot of time getting it ready for the trip. Somewhere in its past, the original 6-lug, 16-inch wheels had been replaced with 15-inch Chevy pickup wheels so I was able to find tires that would fit. I installed a new muffler and fabricated a battery tray (because when I bought the car, the battery was perched on an old BBQ grill that was lashed to the frame with baling wire). That





August, I made the trip safely to Illinois, but it took a little longer than I planned. The car developed an electrical problem along the way and every time I stopped for gas or food, I had to push start it to get it running again.

My fiancée, Ann, traveled with me from Bloomington to Peoria and then out to Goodfield where more than 600 street rods were gathered in a field for the show. Once we returned to Bloomington, I parked the Pontiac in the unused coal room of a laundry owned by Ann's grandfather, and it sat there for a year.

Later that month, I found a Pontiac 'Sprint 6' engine in pieces that had been removed from a 1966 Tempest. I thought the OHC-6 engine was unique and would work great in a Pontiac street rod. The engine had been run without an air filter and was in sore need of a complete overhaul. I think the phrase "basket case" literally applied here because most of the small

engine parts and accessories were collected up in a wooden peach basket. I paid for it all and loaded the pieces in a rented trailer and in my trunk, then drove to my parents' home in Indiana to store everything in their garage until I was ready for it. I actually took an adult education class in auto mechanics so I could use the school's equipment to re-assemble the engine after the block and head came back from the machine shop. As part of the rebuild I had the block bored .030" over and the head milled.

That September, Ann and I got married in the United Methodist Church that she attended in Normal, Illinois. After a two-day honeymoon in Peoria, we loaded up to move to West Lafayette, Indiana where we both attended Purdue University. The GTO was our only running vehicle and over time Ann successfully learned how to drive a clutch and a stick shift. The '36 remained untouched until we both

finished school.

Eventually, I was able to start tinkering with the old Pontiac once again. In 1972 I found a Turbo-Hydramatic 350 transmission and a 10-bolt GM rear end at a local salvage yard. The TH350 came out of 1970 Buick and the rear end from a '65 GTO. I then fabricated custom brackets to properly fit everything together. I adapted the brake setups so that parts from a 1949-52 Chevy could be used with the Pontiac I-beam axle. This swap also allowed me to use wheels with a same bolt pattern both front and rear. As part of the drivetrain swap, I also did a conversion from a 6-12-volt electrical system.

In 1975 after I got the car running, I removed all the glass and trim and stripped the paint then the Pontiac was sprayed in Candlelight Cream lacquer by a local guy who used to be an old-time hot-rodder and worked out of his home garage. Ann picked out the color which





matched our GTO and turned out to be like a hue offered by Pontiac in 1936. The color helped earn our Pontiac the affectionate nickname, "Old Yeller", after the heroic dog in the 1957 Disney movie. In any case, the labor for bodywork and painting the car cost me \$600 and I paid for all the materials on top of that. That same DuPont lacquer paint is still on the car today, but it does need a little bodywork and could probably use a respray.

While the car was in the painter's garage, I had the bumpers, the 'Silver Streak' and many other trim pieces re-chromed. I took the old glass to a local glass shop to use as patterns to cut new pieces. My wife and I reupholstered the seat and door panels by ourselves. Once all those details were taken care of, I put the car back together and we started driving it everywhere. Over the next few years, we drove it to several NSRA Street Rod National meets and to multiple Pontiac

National Conventions in Pontiac, Michigan; Medina, Ohio; and Springfield, Illinois. John Gunnell of *Old Cars Weekly* even included a photo (that he took in Springfield) of the car in his world-famous Pontiac book.

In the early 1980's after driving our Pontiac 8 to 10 years and making small improvements all the while, I decided to augment the front suspension and brakes. I bought a '67 Camaro sub-frame complete with all its ancillary components and disc brakes from a guy who had it stashed under his front porch. I cut off the Pontiac's frame ahead of the firewall and welded the Camaro sub-frame in its place. I mounted the dual master cylinder for the brakes on the firewall and installed a steering column from a mid-70's Chevy pickup so the Vega floor shifter I had been using morphed into a column-shift. I also added a set of mid-70's Monte Carlo 15x7 inch wheels which better fit the

modern radial tires keeping them within the stock fender wells.

We eventually moved to Indianapolis for a new job and the '36 Pontiac started staying dormant for longer periods of time. In the 90's, I did drive it to Columbus Ohio and also to Louisville, Kentucky for the NSRA Nationals. I also took the car to Peoria, Illinois for the *Americruise Celebration* commemorating the 25th anniversary of the first NSRA Nationals. After calendar year 2000, the old Pontiac spent even more time "sheltering" as increasing responsibilities at work and a growing number of grandchildren began to occupy my time.

I had been an engineering consultant for the past thirty years and since turning age 70 (three years prior) I have limited any new assignments which allow for more time with hobbies. I decided that once I retired, I was going to get the car going once again. Having



*The Pontiac Coupe still uses its stock gauges though some modification was required via a voltage drop. Jim also utilized a steering column from a mid- 70's Chevy pickup. The carpet is currently removed which fell victim to a leaky brake master cylinder. Bucket seats are from a Grand Prix.*

reached this point several items seemed to need immediate attention and repair. I sent the QuadraJet carburetor out to be rebuilt. I removed the gas tank to have it cleaned out and installed a new sender. The brake master cylinder was leaking down the interior side of the firewall and the proportioning valve was no longer functional. The potting material in the ignition control module had leaked out so I installed a new Pertronix unit. I hoped to have the car running in time to drive it to the June 2020 BOPC show but I couldn't get it started. I finally traced the problem to a failed head gasket between cylinders 4 and 5, so the head and manifolds came off and the head was milled. While the engine was partially disassembled, parts were repainted, and the exhaust manifold was coated for a fresh appearance. Once reassembled and with a little carburetor tweaking, the car became fully drivable once again!

Last November, we took the Pontiac to Lebanon, Indiana to attend the fall HPOC meeting; it was the longest trip that the car had seen in quite a while. I can tell you that riding around in our old Pontiac street rod has brought back plenty of

wonderful memories. Ann and I have been married over 50 years now and the Pontiac has been with us for even longer. You know, I'm really happy with them both and I hope we can have many, many more years together. **OHC**







**- FROM THE SCRAPBOOK -**



Jim and Ann dug deep into their scrapbook and found some old photos of their '36 Pontiac. According to their notes, the car was purchased in July 1970 in Dearborn, MI. The car was originally painted green and mostly complete when they discovered it. The car's body was generally straight and rust free but had a few dents and spots of red primer. The bumpers and other parts were in the trunk. Ann picked the new color (Candlelight Cream), reminiscent of a '66 GTO that Jim once owned and close to an actual 1936 paint color.



## SPECIFICATIONS

Year/model .....1936 Pontiac Master  
Six business coupe  
Assembly ..... Pontiac, MI  
Color .....Candlelight Cream  
Engine ..... 230 cu. in. OHC-6  
Carburetor ..... 4bbl Rochester Q-jet  
Compression Ratio ..... 10.5:1  
Horsepower ..... 207@5,200 rpm  
Torque ..... 228@3,800 rpm  
Transmission .....TH-350  
from a '70 Buick  
Rear end ..... 3.55 GM 10-bolt  
from a '65 GTO  
Shipping Wt. ....3,085 Lbs.  
List Price ..... \$615.00

## PRODUCTION:

93,475 Master Six Series (6BB) cars were built in 1936.  
No breakouts by model were available.

## ORIGINAL EQUIPMENT:

Inline L-head Six-cylinder engine, Delco Remy ignition, hydraulic brakes, cross-flow cooling, and foot operated starter button.

## MODIFICATIONS BY OWNER:

6-12v conversion, Turbo-Hydramatic 350 transmission with GM 10-bolt rear end, Pontiac OHC-6 engine, Camaro sub-frame assembly, front disc brakes, column-shifted Chevy pickup steering column, and Monte Carlo steel wheels with modern radial tires.

## Jim Casassa

Jim is a retired consulting engineer for technical investigations and analyses on vehicle collisions and has conducted research for the military on aircraft restraint systems.



*"The engine is a stock 230 with a .030" overbore bringing it up to 238 cid. The head was milled during the original rebuild and again recently. You've heard the phrase 'basket case'; when I purchased the engine, it was completely disassembled and most of the small parts came to me in a bushel basket. I also recently added a Pertronix ignition and rebuilt Q-Jet from Quadrajet Power."*



*"It may not be obvious from the photos, but the Dupont lacquer paint job is about 45 years old, and the car could use some bodywork and new paint." Still, after more than fifty years together this old Pontiac looks pretty good!*

Our thanks to Jim & Ann for sharing their story with us. If you have an interesting story to share, please contact the editor at: [ohcchapter@gmail.com](mailto:ohcchapter@gmail.com)



# AMES PERFORMANCE ENGINEERING

*With his Pontiac restoration parts business, Steve Ames led the charge in creating a booming new industry for the old-car hobby*

by Mark J. McCourt

Photography from the Hemmings archives

*[Editor's Note: We received word that Steve Ames died on Sunday, December 20. Mark's profile on him from 2012 well encapsulated Steve's life.]*

The collector-car scene is more vibrant today than it's ever been. Whether your favorite automotive era is the 1930s, the 1950s or the 1970s, you'll find clubs that support your ownership experience and parts suppliers that can keep your car as stock or as custom as you prefer. The opportunity to select an array of restoration parts out of a catalog is a relatively recent development; one of the pioneers of today's reproduction parts boom is Steve Ames, who, through his business, continues to keep Pontiacs on the road and, through his collection, shares his passion for low-mileage original and rare cars.

Steve founded the Pontiac specialty firm *Ames Performance Engineering* and its sibling companies, *Ames Automotive Enterprises* and *Ames Performance Classics* in 1976. This entrepreneur got into the restoration parts market on the ground floor, and although he no longer owns the retail side of the company, he continues to develop new products and sell parts wholesale, and to engage with enthusiasts at swap meets and events like the annual Ames Performance Pontiac Tri-Power Nationals show in Norwalk, Ohio, every August.

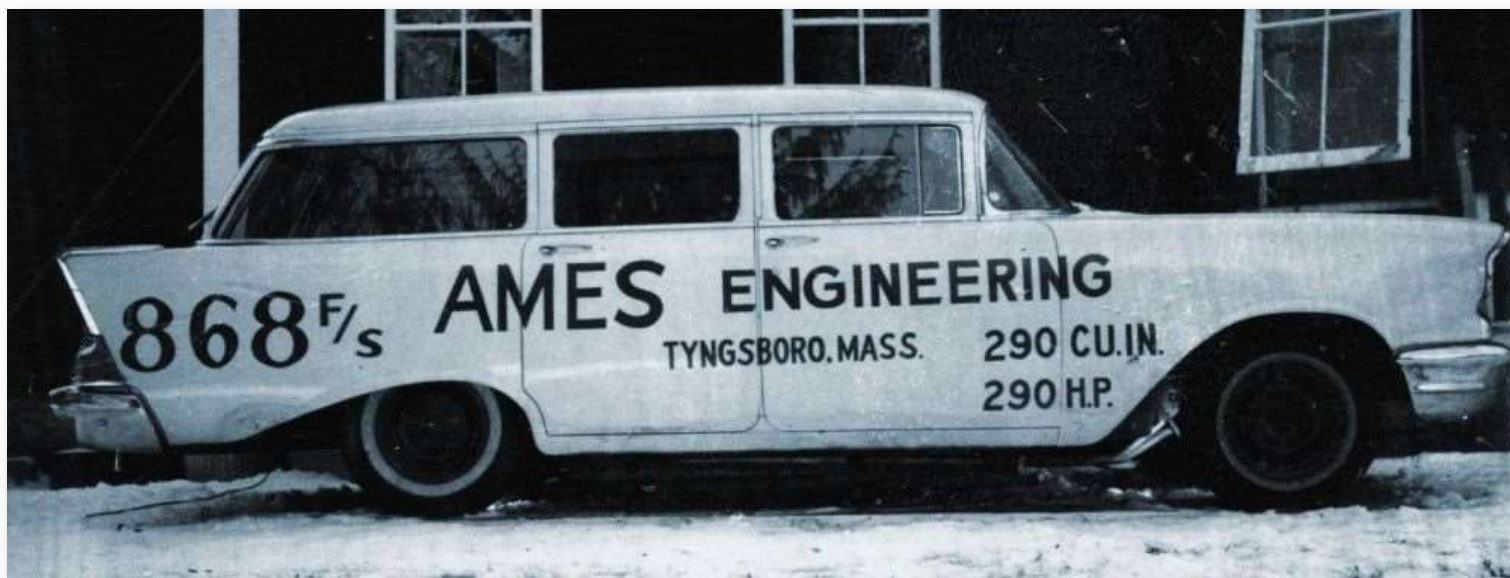
This consummate car guy began working at a local garage, on nights and weekends in the summer, at age 13, and went on to study mechanical engineering at Columbia University. From 1961 through 1975, he drag-raced, but this didn't pay the bills. His boundless energy, willingness to travel and foresight would create a business that he didn't anticipate. "I went to an automotive flea market in the spring of 1976, and guys were selling stuff that I was throwing away," Steve explains. "That started the whole thing for me."

"I raced Chevrolets, and I knew Chevrolets, so that year, I started selling New-Old-Stock Chevy parts at flea markets and shows that I'd bought from dealerships. There were a billion Chevrolet vendors at that time. Chevy guys would walk up and say, 'The guy down the row's got those parts, but he's selling them for \$8, while you want \$10.' I'd brought along three NOS Pontiac pieces to my first Carlisle show in 1976, and



*Steve Ames: "For the first six years, we didn't know we had a business. For the next six years, we didn't know we were part of an expanding industry. What a great ride we've had with our business and this industry!"*





*Steve's fuel-injected 1957 Chevrolet wagon drag car exhibited his engineering training; early attempts to sell NOS Chevy parts prompted a change to Pontiac.*

they were snapped up. I realized I had to change. That year, I bought every book I could, and changed my mindset from Chevrolet to Pontiac," he says. "I learned enough to enter the 1977 market to serve the Pontiac industry."

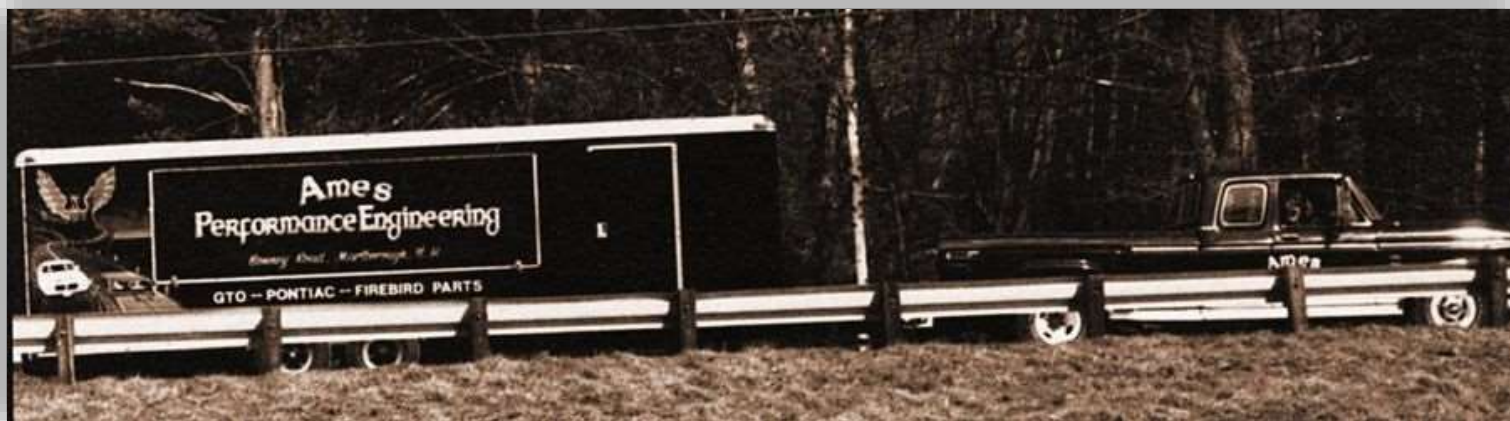
The vintage auto parts world was primarily NOS at that time, and building inventory meant spending serious time on the road. "I would go for three to four days in a week and could usually fill up my truck with New-Old-Stock parts. I went as far west as the Mississippi River, down to the Gulf, and back, one shot each way. I had a 114-gallon propane tank in the bed and could drive 1,000 miles on propane and 200 miles on gas. I'd take plenty of sandwiches and drive straight to

Chicago or Chattanooga--when a dealership opened its doors the next morning, I'd be waiting," Steve remembers. "The trick was to visit a dealership and sweet-talk the secretary into giving me a Pontiac dealer zone list. I'd first learn if they had any parts they'd sell, then I'd take that list and make a route map in the parking lot. I'd drive around until my truck was full, then come home to southern New Hampshire and fill the barns. If there was still half a loop left, I'd go back to that region. Every cent we had went into those parts, while I ate cold sandwiches and slept on the front seat of the truck."

In the late 1970s, NOS parts hunters like Steve took advantage of General Motors' first attempts to

organize its dealerships' parts inventories. Those inventories sometimes contained parts dating back to the 1940s that had never sold. "I was running into dealers with large NOS parts piles, because they'd culled out everything that was off the books. Particularly the guys who stored stuff upstairs--they'd put a part down and five weeks later, it was buried, and then that stuff was also soon buried. They had no clue what was up there. I would spend hours going through the stuff they didn't know what to do with. I picked the good pieces because I had to make money at the next flea market to hit the road again."

Steve quickly learned that dealers were particular in what they'd sell. The "hard" parts he



*A long-bed Ford pickup modified with a 114-gallon propane tank took Steve to countless Pontiac dealers east of the Mississippi; this rig hauled parts to sell at shows.*





*Steve and his team have engineered hundreds of correct reproduction parts to ensure that restorations are authentic.*

initially sought--mechanical items like tie rods, steering gears, rear ends, ring and pinions, front suspension pieces--were still valued. Less prized was bright trim--the chrome, stainless, pot metal and emblems. "They sold that stuff easily, because the guys who kept their old cars running on the cheap still needed the hard parts, but they couldn't care less if their taillamp bezel was shiny."

Steve's business evolved through 1983, as Steve continued the cycle of dealership hunts and flea market sales, exhibiting at 32 to 34 shows a year. It was at this time that he expanded into the reproduction parts business, and with the help of wife Joan, started the Ames parts catalog for mail-order sales. This incorporated humor and honesty: "Some of our item comments have included 'Excellent quality,' 'Color slightly off' and even 'Use only if necessary,'" he recalls. "That told people they could trust what we said."

"The prior year, I'd come back with four NOS arrowheads emblems

for the 1966-'67 GTO, which was getting hot; at a show, people asked me for 10. Right away, I realized that I had to start making some of this stuff. Being on the road for six years, I knew what people were asking for." So, Steve commissioned factory-quality reproduction pieces, and for the first two years, struggled with communication and quality issues; with luck and perseverance, he connected with proficient machinists and manufacturers here in the U.S. and overseas, primarily with a quality manufacturing firm in Taiwan ("I could send any part of a car over there, and my contact turned out to be the most honest, ingenious and fair individual"). By 1985, Ames Performance Engineering stopped selling NOS parts to focus on reproduction parts for the GTO, LeMans, Tempest line, and in coming years, Firebird, Grand Prix, full-size Pontiac, and some Chevrolets.

Now a veteran at engineering and prototyping vintage parts for reproduction, Ames Automotive Enterprises (the parts

engineering/wholesale side of the business) has commissioned and sells more than 400 individual parts, including chromed pot metal trim, stainless steel, plastic parts, rubber parts, reproduction sheet metal and end-tested mechanical assemblies like hideaway headlamp actuators.

Steve discusses the involved process of how parts are selected for remanufacture and how they're made, using as an example one of the most complex and expensive-to-create components he offers: a high-pressure injection-molded plastic 1969-'72 A-body fan shroud. "This piece is highly visible in your engine compartment, and it's the same basic piece that was used for four years, and with three- and four-core radiators. For years, the only shrouds available were fiberglass; they were functional but required hours of grinding and smooth-up to complement engine compartments, and also lacked much original detail. We designed ours to be identical to the factory's, and as molded, it has all the parts to cover all those years and variants. It starts out as for a 1969 three-core radiator; to make it fit a four-core radiator, we use various routers and homemade jigs to make different cuts and notches that make it correct for all four years.

"The size and complication meant its tooling cost was \$42,000," Steve continues. "You have to sell a ton of these to cover \$42,000, and if it was a one- or two-year piece, we couldn't do it. We've recently placed our second order, and after four years of sales, we're starting to cover our expenses. Some products will pay for themselves in their first year, but it's usually two or three. If you made a mistake and it isn't accepted by the industry, or it came out poorly, you can get a black eye. We had a rear valance for a 1970 GTO that we could never get right--it always had a ripple. We never put it on the market. We lost a big chunk of change on that, because we lost the tooling and the stamping, trying to make prototypes. That doesn't happen



*The Ames collection includes rare, important restored muscle cars as well as low-mileage, documented originals.*

often--it comes down to good judgment and business acumen." Steve's careful work and quality products have been recognized with numerous "Best New Product" accolades--as well as the 2007 "Person of The Year" award--from the restoration industry's Automotive Restoration Market Organization (ARMO).

Focusing his parts business on Pontiac was smart--"It was an underserved market, and I learned as much being on the road as I would have in business school"--and Steve doesn't see Pontiac's demise as bad for business. "Most Pontiac enthusiasts do not relate their '58 Bonneville or '65 Catalina 2+2 to the new Pontiacs on the road. That was proven in 2004 when Oldsmobile died; Mike Fusick is the number-one Olds parts guy in the country, and he and I discussed that, wondering what would happen--his business didn't falter one iota."

Good judgment has also helped Steve in his quest to collect incredible specimens of ultra-rare

and significant low-mileage cars. He started with a 1967 Shelby Mustang: "I first looked for muscle cars with low production numbers, and because most of them were beat, they needed restoration. Then, in the mid-1990s, I found a 1966 GTO with 4,200 original miles; looking underneath, I saw that the factory's blue chalk dusting on the body mounts was still present, something that washes off in no time when you're driving in the rain. That car was great, and it turned the tide for me.

"I realized that low-mileage (under 10,000 miles), untouched original cars are the ones to collect--especially if they have provenance," he explains. "We have about 24 restored cars that are great. But we also want to preserve cars that exhibit original workmanship and history provided by our forefathers; I want to see how my great-uncle put these things together. They have a lot of history that most of the personalized, modified or restored cars have lost." The Ames

collection of more than 50 low-mileage cars includes gems like a 2,800-mile 1956 Studebaker Sky Hawk; a 6,000-mile 1963 Chevrolet Impala; a 2,423-mile 1970 Mustang Boss 302; and a 1,200-mile 1973 Trans Am Super Duty. Among the restored cars are a one-of-five 1969 GTO Judge Ram Air IV convertible and a four-speed 1966 Hertz-Shelby G.T. 350. Steve is working with trust attorneys to ensure these cars can be studied and appreciated by future generations.

When we ask him to sum up his experience, Steve smiles and refers us to his favorite quote from the "Where Did Ames Automotive Come From?" page in his catalog: "Ames evolved from nothing to its current position as a leader in the Pontiac hobby. For the first six years, we didn't know we had a business. For the next six years, we didn't know we were part of an expanding industry. What a great ride we've had with our business and this industry!" **OHC**





## Converting to a Holley Sniper EFI

Words and photos by Michael Paz

I recently made the decision to install a Holley Sniper EFI on my 1966 Tempest wagon equipped with the 230 cid OHC6 with 4bbl carb. I have been monitoring the *Overhead Cammers Club Forum* recently and noticed that this setup is becoming quite popular with several OHC enthusiasts that have made the switch to EFI using either 2bbl or 4bbl applications offered by Holley.

### The upside

Now that I've driven my car for about month or so following the installation, I have found that the car is more responsive and punchier off the line and in general terms runs more optimally all-around. Even at idle the motor just seems to feel more stable.

The Sniper display screen adds a nice ability to control individual aspects of fine-tuning on how your motor runs, and if tweaking is needed the settings can be done visually via an X/Y graph which I found extremely useful. Also, I've been told that I should be getting better gas mileage but have not felt a noticeable difference and would have to do the math to see if this is actually true.

### The downside

The Sniper EFI is not exactly 'Plug-n-Play' like they make it sound. There is a bit of tinkering and fabrication of linkage parts needed to get it to work, and even after getting it to run there's some fine tuning required to get it to run right. Also, one would be hard pressed to complete this conversion in "One day" like Holley states in one of their tutorials. It took me two to three days and I already had some of the upgrades done prior to starting the Sniper conversion. Still, this is well within the capability of any good 'shade-tree' mechanic.

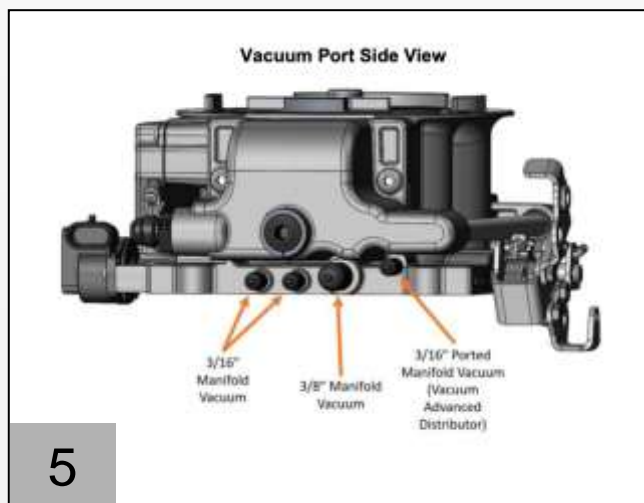
### My conclusions

At the end of the day, I'm happy and feel that the EFI was a good investment. I immediately noticed the difference in running the new Holley Sniper EFI over the stock Q-jet, as my car drives better, is peppier, and more fun to drive. Once the Sniper EFI has calibrated itself the motor always feels to be running optimally.

As part of the story, I won't be documenting every step of the install but rather just the high-spots and a few problems along the way. **OHC**



(1) The installation of the new Holley Quadrajet Sniper EFI is pretty straight forward. (2-3) I started by removing the Rochester Quadrajet and placing the Sniper in its place to see how much clearance I had from the Cam Tower. The new Holley Sniper is designed to bolt right up to any standard Quadrajet flange mounting.

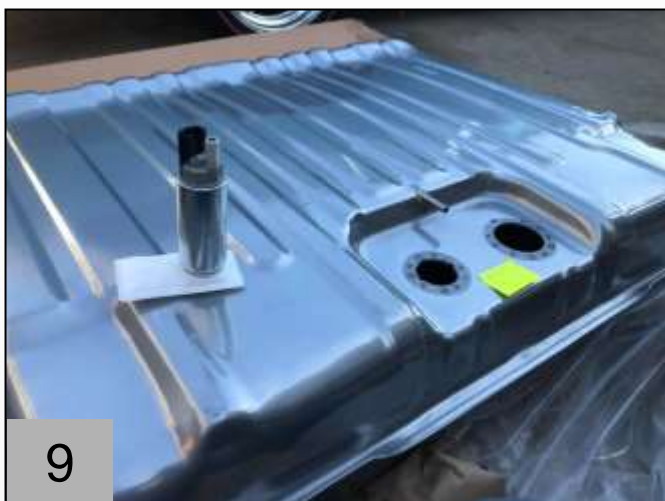


(4) You will also need to install a fuel pressure regulator and a gauge that can regulate the 158 PSI required for the Sniper to run and a return fuel line. I placed mine on the firewall on the return line. (5) I also connected a vacuum line from the vac manifold port on the regulator to one of the 3/16 vac manifold ports on the Sniper Q-jet.

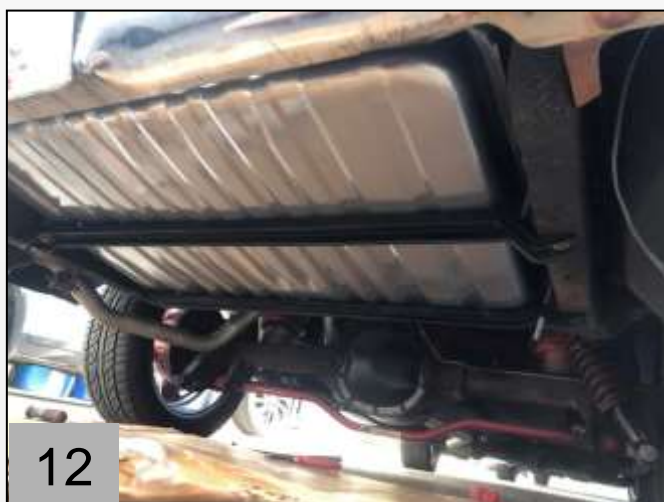


(6) The throttle linkage is not exactly 'plug and play', I had to flip and modify the bracket supplied to make it work properly. (7-8) I also had to buy a longer linkage rod which needed to be around 4 1/2 inch long. I was able to source an adjustable linkage rod through Webber.





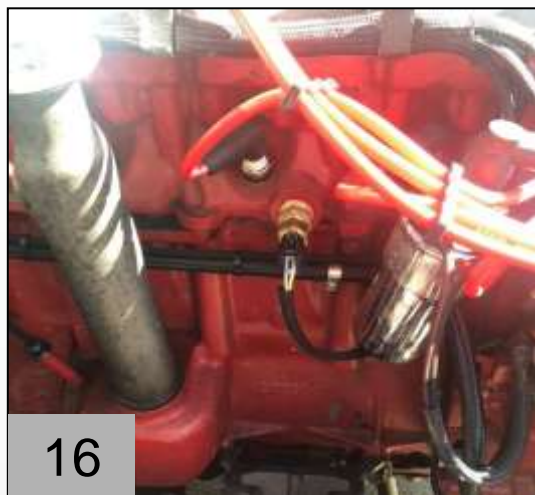
(9) Since I was running a return fuel line and also had to install a new, upgraded fuel pump, I opted to go with Holley's EFI Fuel Tank with the pump inside the tank. This was a little more work, but everything fit properly. (10) One thing not explained in the installation process is to make sure when installing the float ball in the tank, install it above the connecting rod and not below, or your fuel gauge will not read properly, and you could run out of gas. Don't ask me how I know this...



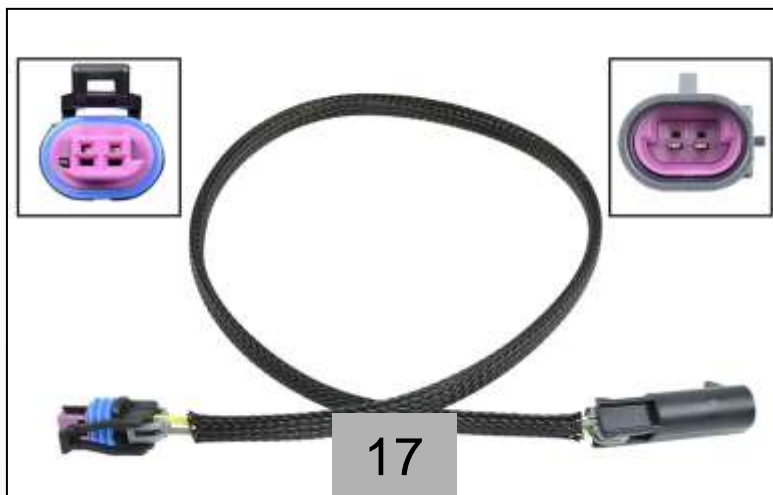
(11) Once the pump and float/ball assemblies were in place, I double-checked everything and now it's ready to be hung under the car. (12) The new tank fit nicely into its new home, ... time to move on to the next phase.



(13) Be sure and make the final tank to fill tube connection if required as in the case of my wagon. (14) Using the EFI fuel tank you will also need to install the Roll Over / Breather Valve above the gas filler tube. I placed it in the gas filler compartment. (15) Luckily when I installed my new header, I also had the foresight to buy and install a bung in the exhaust flange, so that I didn't have to use the supplied Holley Clamp-On O2 Bung kit which is required.



16



17

(16) After running the Sniper wire harness, I quickly realized that the temp sensor would not reach to my temp sensor port on the block. (17) I ended up purchasing a 48-inch ICT Billet Wire Extension with LS 2 Wire Coolant Temperature Sensor Connector (LS2 LS3 LS6 WECTS30-48 found on Amazon).



18

(18) As far as wiring, there are four main wires that need to be connected. A Red (+), Black (-), Pink (Keyed 12v) and a Yellow (- side of the coil). I wired the positive (Red) and negative (Black) wires for the Sniper directly to my battery. This is recommended by Holley as the Sniper needs a clean 12v power supply. There is also a Pink wire that needs to be connected to a keyed (constant) 12v power supply. This proved tricky since the stock ignition interrupts power while switching from the first position to the second or cranking position.



19



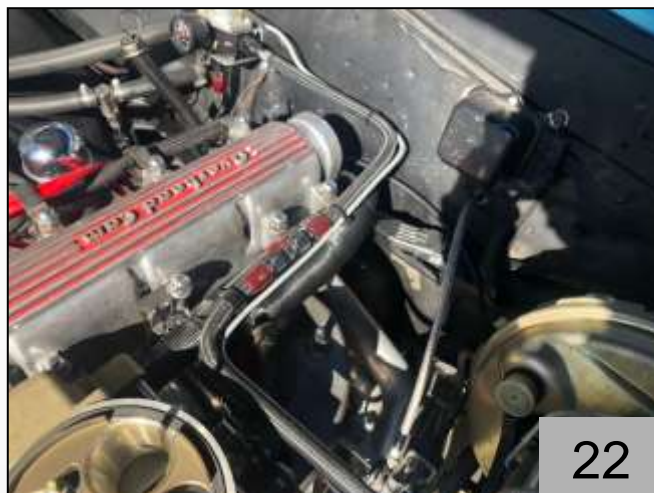
20

(19) I resolved this issue by placing a time delay relay inline with the keyed 12v, and once triggered the relay stays active for 10 seconds. More than enough time to supply the uninterrupted power needed for the car to start. (20) Some people have just run a constant hot wire to the Pink wire with an inline rocker switch.





21



22

(21) I was a little nervous about the Sniper wire harness's placement over the exhaust manifold, so I bought a WISAUTO Thermo-Flex Wire-Hose Insulation Heat Shield (Found on Amazon ), (22) and wrapped the harness and fuel line. It made a huge difference in the temp reaching the harness. You will need to run the display connection wire through the firewall also.



23



24

(23) Holley recommends turning the throttle screw a full turn to a turn and a half after contacting the throttle bracket while off, then start the car and adjust the screw in or out until the IAC reading is between 2 and 10% on the display. I found that this initial setting was not enough and had to adjust the screw in considerably until I reached the 2 to 10% reading. I had to perform this process several times. (24) Initially while driving around, I found that the Sniper would bog down when stepping on the pedal, but the Sniper learned quickly and within a few passes around the block the car started to feel normal and before long was running like a champ. I set my idle to 750 rpm once the motor reached running temp (190 degrees) and 1200 rpm at initial start up. For fine-tuning I went back in and adjusted the enrichment to run a little rich right up until it reached 190 degrees. This helped with an issue I was having where the car wanted to stall at stops when cold.



"At the end of the day, I'm happy and feel that the EFI was a good investment. I immediately noticed the difference in running the new Holley Sniper EFI over the stock Q-jet, as my car drives better, is peppier, and more fun to drive." - Michael Paz

## PONTIAC RACER RICK HOLLADAY 1943 - 2021

It is with great sadness that we announce the death of Richard F. Holladay Jr. (Chesapeake, Virginia), born in Baltimore, Maryland, who passed away on March 12, 2021, at the age of 78. Holladay was most famous for racing the "Jolly Green Giant", a 1965 GTO convertible which he won several B/Stock class wins launching a drag racing career that would span more than half a century.

While a student at the University of Arizona, he took his daily driver, a '64 GTO, to the local track in Tucson. Holladay was at once thrilled by the speed rush, power-shifting the four-speed transmission, and making several runs that afternoon. When Class Eliminations were called Holladay managed to win his B/Stock class trophy. The speed rush plus the chance of competing against other drivers proved to be a huge stimulant.

After college in Arizona and returning home to Virginia, Holladay ordered a new 389 '65 GTO with more 'go-fast' stuff that Pontiac Division was famous for. He checked all the right boxes when he ordered his GTO as comfort items were ignored and high-performance options were the focus. After the ordering process was done, Holladay had the car delivered to legendary drag racer Arnie Beswick in Morrison, Illinois.

Once Beswick took delivery he opened his bag of tricks, performing his Poncho magic to set up the GTO for all-out competition. Holladay's "Farmered" '65 GTO later set track records across the Southeast, took home plenty of B/Stock class trophies and several Stock Eliminator victories.



*For a lifetime spent drag racing, Rick Holladay was inducted into the East Coast Drag Times Hall of Fame in October 2016. Here Rick accepts his award plaque from Tourism Executive Director Nancy Wilson.*

Holladay's next ride was just a bit faster... in fact, it was a bunch faster and quicker. Although Rick's loyalty to Pontiac was strong, he knew that a much faster ride could only be had by switching brands. Holladay exercised this option by buying one of Chrysler's original killer muscle cars, a '64 Plymouth Belvedere 426 Hemi. He stayed with the 'Mopar' camp racing HEMI-powered Dodges and Plymouths into the early 1970's racking up wins in nearly all the competitive classes offered by the NHRA and AHRA.

The East Coast Drag Times inducted Holladay into the 2016 Hall of Fame following a legendary career in racing. Rick is survived by his wife, two daughters, a son, stepdaughter, and eight grandchildren. **OHC**



## **CAMMERS CLUB STORE**

**CHAPTER T-SHIRTS AND SWEATSHIRTS:** All club apparel is currently not available. We are designing a new embroidered logo which will allow more items such as hats in a variety of colors and styles. Orders will go directly through our new online vendor DMK Custom Apparel. Members will also be able to use credit cards and/or PayPal for purchases. This new online club store should be available soon. More information to follow.

**CAMMER CLUB STICKERS:** \$4.00 each. Contact Rick DiGiacomo at [frdigi@cox.net](mailto:frdigi@cox.net) or 54 Pinecrest Drive, North Scituate, RI 02857.

**PONTIAC OHC6 HISTORIC PHOTOS:** Includes (9) B&W & (5) color photos of the OHC6 from Pontiac Historic Archives. Also included are (18) vintage 'Cammer' magazine advertisements. Requests filled via Dropbox or member provided memory thumb (2gb min). Contact Jim Black at [ohcchapter@gmail.com](mailto:ohcchapter@gmail.com) or phone 402-672-3846.

**BACK ISSUES OF NEWSLETTERS:** Currently all back issues of the 'Overhead Cammer' newsletters are available in pdf free to members only. A current newsletter summary is also available outlining articles in each issue. Requests can be made and sent via email. Large requests can be filled via Dropbox or member provided memory thumb (2gb min). Contact Jim Black, Editor at [ohcchapter@gmail.com](mailto:ohcchapter@gmail.com) or phone 402-672-3846.

**SELECT OHC6 ARTICLES:** \$12.00 per set, plus \$9.00 shipping. Contact Rick DiGiacomo for index at 401-934-0663 or [frdigi@cox.net](mailto:frdigi@cox.net).

**REUNION DASH PLAQUES:** \$6.00 each includes shipping. Both Norwalk and Rhode Island show. Make check payable to Overhead Cammers Chapter and mail to: Rick DiGiacomo, 54 Pinecrest Drive, North Scituate, RI 02857.

## **CARS FOR SALE**



### **1967 PONTIAC TEMPEST:**

I'm parting ways with my 1967 Tempest Sprint equipped with the 230ci 4bbl, 4-speed, and 3.90 Safe-T-Track rear with Rally wheels. Paint is Champagne Metallic in perfect condition. It's super nice with no aftermarket items and drives like new. Over \$20K invested. All offers considered. Contact Bob James at 704-907-6662 or email me at [rfj@thermafloengineering.com](mailto:rfj@thermafloengineering.com) (Sep/2020)

***Ad Policy:*** Advertisements are **FREE** to club members only and must be Pontiac hobby related. Non-members must purchase a club membership to secure ad space. Refer to the club website for memberships available.

## **PARTS FOR SALE**

**SPRINTBIRD SPROCKET infinitely adjustable cam gear:** For the OHC 6. This gear allows one to adjust the cam timing to maintain the factory timing settings or adjust for engine modifications and modern fuels. This gear is currently featured in part 12 of the Webrodder.com /OHC 6 engine rebuild article. The cost is \$300 with a core, or \$350 without. These prices include ground shipping to the 48 states. Please contact Rob Egbert @ 937-538-1525 or [woodlandmotorsportsllc@gmail.com](mailto:woodlandmotorsportsllc@gmail.com) (Non-exp)

**OHC6 4BBL ENGINE:** Complete and running with 84,764 original miles from 1966 Pontiac Lemans owned previously by member Wes Mayne. If desired, it could come with a complete and working TH350 transmission. All offers considered. Contact Ryan Moran, Pacifica, CA at 650-516-7201 or [ryanmmoran@hotmail.com](mailto:ryanmmoran@hotmail.com) (May/2020)

**1968 GTO CONVERTIBLE ROLLING CHASSIS:** All original. Includes all control arms, trailing arms, rear end, 4-wheel drum brakes, P/S steering box and all steering components. Chassis is in very good shape with some minor repair needed. Includes 4 wheels with 15" -60 series Super sport GLS tires. Reduced to \$1500 - Contact Darren Magro at Nitemare Performance, North Haven, CT, phone 203-239-6868 or [dmagro@snet.net](mailto:dmagro@snet.net) (Jan/2021)

**OHC6 CHOKE ASSEMBLIES:** New reproduction choke assemblies for 1966-1969 4bbl OHC6, both automatic and manual transmission. Made in the USA with correct part number stamping. Includes chock thermostat, chock rod, two correct attaching screws, and chock rod-to-carb clip. Special club pricing at \$60 plus shipping. Contact Tim Benko, Elyria, OH at 440-759-9721 or [ramair@windstream.net](mailto:ramair@windstream.net) (Jan/2021)

**MISC PARTS:** 2 bare OHC6 blocks, cranks & heads with one PMD OHC6 cam cover and all remaining parts (includes cam, 4bbl intake and split exhaust, rotating parts, etc.) for a Sprint engine. \$200 obo, as is. Lake Havasu City, AZ. Eric Sieber 909-987-6112 or email at [ejsieberco@gmail.com](mailto:ejsieberco@gmail.com) (Mar/2021)

**OHC6 ENGINE & TRANSMISSION:** OHC6 1bbl engine and transmission, p/s, a/c, split exhaust. Indoor stored since '91 out of a wrecked LeMans. 71,000 miles. \$1000 obo. Contact Morris Crammer, Richmond, VA at 804-271-3333 or [maccramer@aol.com](mailto:maccramer@aol.com) (Mar/2021)

**OHC6 ENGINE PARTS & ACCESSORIES:** 1969 short-shaft water pump - looks to be rebuilt. 1969 water pump pulley - dual groove. 1967- 68 single groove water pump pulley. 1967- 69 power steering pump mounting bracket. 1967- 69 4bbl fuel pump that I bought in 2015 from Jerry Woodland as a spare - P/N 40528. It's a new aftermarket part (Hastings). 1967- 69 manual steering gear as removed from my 1967 Firebird when I installed the power steering setup in my car. Worked fine prior to the power steering conversion. Call for pricing. Contact Marv Diaz, Euless, TX at 786-271-7408 or [marvin.j.diaz@gmail.com](mailto:marvin.j.diaz@gmail.com) (Mar/2021)

**OHC6 ENGINE & TRANSMISSION:** OHC6 4bbl engine (no carb) and 3-speed manual transmission. I think it's from a 1966 model. Seller said it ran prior. Engine hoist and stand included all offered as a LOT. Make offer. Local pickup only. Contact Bob Banks, Marysville, WA at 425-359-0813 or [bobsuebanks@hotmail.com](mailto:bobsuebanks@hotmail.com) (May/2021)

**OHC6 PARTS:** Complete Engine Gasket Set - New in Box, \$100; Oil Pan Original - Good Condition, \$100; Two (2) TRW P/N FP-1370 Rebuilt Factory P/N 137001 Water Pumps - in box, \$75 Ea.; One (1) Distributor w/cap GM P/N 1110398 (67 Sprint w/A/C), \$40; One (1) Distributor w/o cap GM P/N 1110430 (68 1 BC), \$35; One (1) Distributor w/o cap GM P/N 1110431 (68 Sprint), \$40; One (1) Harmonic Balancer, Non-Sprint, (Year unknown), \$40; One (1) two-groove water pump pulley, \$15; One (1) NOS in GM Box, Cam Gear P/N 9792212, \$50; Four (4) Distributor/Oil Pump Accessory Housings, \$75 Ea.; One (1) NOS with GM packaging 67 Firebird Front Wire Harness (w/o Rally Gauges) P/N 6291816, \$225. Contact Bryan Liptoi, Plano, TX at 214-762-1211 or [bliptoi@gmail.com](mailto:bliptoi@gmail.com) (May/2021)

**OHC6 ENGINE:** Complete OHC6 1bbl engine and auto transmission, always stored inside & turns over. \$600 obo. Contact Jim Anderson, Corinth, NY at 518-796-3896 or [jba6063@gmail.com](mailto:jba6063@gmail.com) (May/2021)



## **PARTS WANTED**

**OHC6 PARTS:** For 1969 Firebird 4bbl: Crankcase breather tube and alternator/power steering pump mounting bracket. Contact Scott Lankow at 218-643-1542 (please leave message if I'm not available) or email at: [classidude.lankow55@gmail.com](mailto:classidude.lankow55@gmail.com) (Jul/2020)

**STEERING COLUMN:** For a '67 Tempest. Looking for light blue, automatic column shift setup to include the steering wheel and all linkages/brackets or 2-speed transmission. Contact Jim Paumen at 706-294-4590 or [paumenj@yahoo.com](mailto:paumenj@yahoo.com) (Sep/2020)

**1966 TEMPEST SPRINT:** Looking for a hardtop with manual transmission for a special project. Please contact Dustin McGuire at 620-437-7561 or email: [dmcquire@usd252.org](mailto:dmcquire@usd252.org) (Mar/2021)

**OHC6 A.I.R. SETUP:** For 1967 Tempest/Lemans OHC-6 4bbl with no power steering and no AC. California A.I.R. (Air Injection Reaction), must include complete setup with air pump, valve assembly, injection plumbing, all brackets, hoses, clamps, etc. Will pay top dollar for a complete setup. Contact Jim Black, Papillion, NE at 402-672-3846 or [gtojr@cox.net](mailto:gtojr@cox.net) (Mar/2021)

**HEATER HOSE BRACKET:** Looking for a heater hose support bracket for 1966 OHC6 with A/C, part no. 9783567. Will pay top dollar. Please contact Jeff Hamlin at 757-277-2950 or email: [jhamlin1963@gmail.com](mailto:jhamlin1963@gmail.com) (May/2021)

**POWER STEERING BRACKET:** 1967 OHC6 4bbl power steering bracket that bolts to the front side of the power steering pump. Contact Steve Schliebe at 503-394-4491 or [schliebe@smt-net.com](mailto:schliebe@smt-net.com) (May/2021)

**REBUILDABLE STARTER:** For 1966-69 OHC-6, Delco-Remy #1107594 for correctness, or Delco-Remy #110839 OHC Firebird will function also. Contact Jim Aylesworth at 830-566-5569 or [jda.internet@gmail.com](mailto:jda.internet@gmail.com) (May/2021)

**ALUMINUM TIMING COVER:** Will pay top dollar for both top and bottom 1966 aluminum timing cover set. Contact Eric Pfoutz at 310-383-3168 or [jetson@ca.rr.com](mailto:jetson@ca.rr.com) (May 2021)

Woodland Motorsports LLC

66-89 OHC6 ENGINE SOURCE

**New & Used OHC 6 Parts / Rebuilding Services Available**

Woodland Motorsports LLC, 14901 Heiland Kies Rd. Anna, OH 45302

Contact us at:

[woodlandmotorsportsllc@gmail.com](mailto:woodlandmotorsportsllc@gmail.com)

Phone: 937-538-1525 or see us on Facebook!



**NITEMARE  
PERFORMANCE**

*Specializing in Traditional*  
**PONTIAC  
PERFORMANCE**

*For Pontiac Engine Sizes like*  
**389, 400, 428, 455  
RAM AIR, HO and SD**

**www.nitemareperformance.com**  
**203.239.6868**



**BOURBEAU**  
**AUTO RESTORATIONS & REPAIR**

**Specializing in Pontiac GTO and All GM Cars**

DISTRIBUTOR OF:  DISTRIBUTOR OF: 

Brake and Fuel Lines / Disc  
Brake Conversions / Sending Units  
Emergency Brake Cables

High Performance Oils and Lubricants.  
100% Pure Pennsylvania Grade Crude.  
Made in the U.S.A.

258 Lower Hampden Road Monson, MA 01057  
413-267-5834 • 413-896-4582 • bourbeauautorestorations@comcast.net

**PONTIAC: GTO, LeMans, Tempest, Firebird, Trans Am, Catalina, Ventura, Bonneville, 2+2, and Gran Prix.**

**NOS and Quality Used Original Parts**

**Joseph Karas**  
Central Bridge, New York 12035

Cel# 413-246-8386  
Phone: 518-868-2133  
Email: joe54vette@aol.com



**EASTERN  
AUTO SERVICE INC.**

**JEFF BRAITHWAIT**  
Owner

1306 S. ELKHORN STREET • NORFOLK, NE 68701  
(402) 371-0608



**PONTIAC REGISTRY .com**

**Hunting for  
Pontiac Information,  
Services, and  
Entertainment?**

Check PontiacRegistry.com  
the **ALL PONTIAC CLUB** for **ALL Pontiac Lovers!**

Mention the Overhead Cammer Chapter and we will Donate \$5.00 to your Club Treasury in your Name.



**Driveline**  
EST. 1984  
SERVICE, INC.

*"The Driveshaft Specialists"*

Mike Paulson  
1820 Burnside St. • Sioux Falls, SD 57104  
605-335-6143 • 1-800-999-6450  
Fax: 605-335-8029 • sfsddriveshafts@midconetwork.com





# OVERHEAD CAMMERS

Overhead Cammers Chapter, is a specialty chapter under the Pontiac-Oakland Club International.

The primary purpose of the chapter is to promote the preservation, enjoyment, and restoration of all ohc6 Pontiacs produced from 1966 through 1969 model years, as well as any other vehicle powered by the ohc6. In addition, the chapter will promote membership in POCl; assist members with technical and parts search; encourage communications and social events; and work closely with *Pontiac Registry.com* in documenting surviving ohc6 Pontiacs throughout the world.



Name: \_\_\_\_\_ Date: \_\_\_\_\_

Street Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_

Email address: \_\_\_\_\_

New Member: Yes \_\_\_\_\_ Renewal \_\_\_\_\_ POCl # \_\_\_\_\_

Car Year: \_\_\_\_\_ Make: \_\_\_\_\_ Model: \_\_\_\_\_ Carb: \_\_\_\_\_

Prefer magazine sent by: \_\_\_\_\_ Email \_\_\_\_\_ US mail

How did you find us? \_\_\_\_\_ Magazine, \_\_\_\_\_ Website, \_\_\_\_\_ FB page, \_\_\_\_\_ POCl, \_\_\_\_\_ Other

## For all Emailed Magazines (full color)

\_\_\_\_\_ One Year \$15 \_\_\_\_\_ Two Years \$25 \_\_\_\_\_ Three Years \$35

## For all Printed & Mailed Copies (B&W only)

\_\_\_\_\_ \$20 US Members \_\_\_\_\_ \$24 Canadian Members \_\_\_\_\_ \$28 International Members

Send check along with this form,

Payable to: **Overhead Cammers Chapter, POCl**

Mail to: Rick DiGiacomo

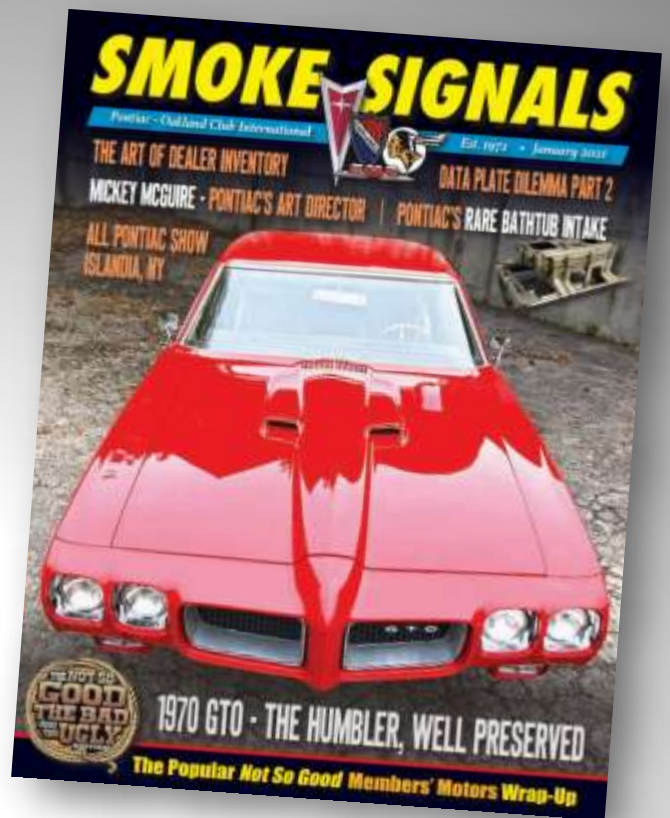
54 Pinecrest Dr

North Scituate, RI 02857

Questions, contact Rick at: [frdigi@cox.net](mailto:frdigi@cox.net)

One-line memberships/renewals can be purchased via our website at the link below:

<http://www.ohc6.com/online%20sign%20up%20USAWorldemail.html>



## We Invite You To Join & help Keep the Legacy Alive

### WHY JOIN POCI ?

Formed in 1972 by a small group of enthusiasts that wanted to pool as much Pontiac and Oakland information as possible. The first convention was held the following year in Camp Hill, Pennsylvania. Since then, POCI chapters were established all over the country and POCI Conventions have been held every year in a variety of locations. The events include a car show, tech seminars, presentations, drag racing and a great swap meet. GMC trucks were included in 1998 due to their close relation to Pontiac.

The club's magazine, *Smoke Signals*, also started in 1972 and has evolved into a world-class, award-winning monthly that continues to raise the bar for non-commercial publications. *Smoke Signals* was redesigned in 2006 and again in 2013. Today, it is a 92- to 100-page, full-color publication printed on heavyweight paper, and also comes in digital form.

We are very excited for the future of the Pontiac hobby and we invite you to join POCI and start receiving *Smoke Signals*. Please note that members get access to download our digital editions that go all the way back to 2006.

We welcome anyone and everyone with an interest in Pontiacs, Oaklands and GMCs of any age or model. Just use the membership form provided and get in on the action.

Whether you have an early Pontiac, a muscle-era GTO or Firebird, a full-sized Wide Tracker or late-model Trans Am, Solstice, or G8, we have a place for you and your car.

We thank you for your time and look forward to seeing you at a POCI event soon!

**Join online at [www.poci.org](http://www.poci.org)**



# POCI 2021 CONVENTION



## WICKED FUN IN '21

  
**Mohegan Sun**  
a legendary meeting destination

**Uncasville, Connecticut**

**July 11 - 15, 2021**

**Hosted by the Yankee Chapter of P.O.C.I.**



# *We're Building a Museum!*



FROM THE CARRIAGES, CARS, TRUCKS, BUSES, MOTOR HOMES AND  
MOTORIZED BICYCLES, TO THE AMPHIBIOUS VEHICLES THAT HELPED WIN WWII —  
THIS ALL NEW WORLD CLASS MUSEUM WILL EXCITE, ENGAGE AND EDUCATE  
ABOUT A LEGACY OF TRANSPORTATION THAT CHANGED THE WORLD!

HOWEVER, THESE PRODUCTS WOULDN'T "BE" WITHOUT THE PEOPLE WHO BUILT THEM.  
THIS MUSEUM WILL TELL THEIR STORIES AND THE STORY OF HOW THE PONTIAC REGION  
BECAME A POWERHOUSE OF TRANSPORTATION MANUFACTURING AND A COMMUNITY  
IN TRANSITION, MOVING FORWARD INTO THE FUTURE.

*Please Join Us on-line or for Our Next Event!!*



## *Ways You Can Help:*

### **DONATE:**

- Qualified Charitable Donations
- Planned Trust & Estate Planning
- Naming Rights Opportunities
- Smaller Scale Opportunities:
  - Buy the Foot / Engraved Pavers
- Direct Cash Contributions
- Gifts of Property or Archives

### **VOLUNTEER:**

- Deconstruction & Hands-On Help
- Community Outreach
- Research, Inventory, Record-keeping
- Capital Fundraising Efforts
- Social Media / Marketing
- Event Planning, Set-up, Hosting
- Join a PTM Committee

### **JOIN OUR COMMUNITY:**

- Ask to be added to our PTM "Friends" email database to learn of events and updates.
- Visit, "Like" & Share PTM Social Media.
- Spread the word to everyone about this Exciting Cultural Institution in the works, located in Pontiac in the center of Oakland County, MI.

*There's so much more to tell!*  
**Contact us:**

**WWW.PONTIACTRANSPORTATIONMUSEUM.ORG**  
**EMAIL: ADMIN@PONTIACTRANSPORTATIONMUSEUM.ORG**  
**PONTIAC TRANSPORTATION MUSEUM • PONTIAC, MI**





**Weekend of  
Family Fun!**

**2021**

**Crowne Plaza  
Host Hotel**

# A PONTIAC CELEBRATION



## EASTERN REGIONAL MEET

Warwick, Rhode Island • September 17-19, 2021

**CELEBRATING  
PONTIAC'S  
RICH HISTORY**

**ALL PROFITS GO TO FIGHT  
CHILDHOOD CANCER**

**PONTIACS  
with a  
Purpose**

**PONTIAC** SPONSORED BY  
**REGISTRY** .com

Pontiac Trademark used with the written permission of General Motors

**The TOMORROW FUND**

HELPING CHILDREN AND FAMILIES AFFECTED BY CANCER

**Alex's  
Lemonade  
Stand**

FOUNDATION FOR  
CHILDHOOD CANCER

HOSTED BY: Little Rhody Chapter, POCI - Yankee Chapter, POCI - Nutmeg Chapter, POCI - Pioneer Valley GTO Assn.

- **Friday Night Parking Lot Party and "Teddy Bear Cruise" at Host Hotel- all cars welcome!**
- **Informative Technical Seminars**
- **Saturday Afternoon ALL Pontiac Show**
- **Saturday Night Family BBQ Party**
- **Sunday Farewell Breakfast**
- **Swap Meet & Arts and Crafts -**  
**Charity Auction and Raffle**

**Friday Night  
Host Hotel  
"Teddy Bear Cruise"**



(please bring a  
child's gift or  
make a donation)

SEE OUR ADS IN

**Cruisin'  
MAGAZINE style**

**10 YEARS & \$50,000  
Helping Children!**

MUSIC BY

**Cruisin' Bruce Palmer**

FOR MORE INFORMATION: E-Mail: [info@pontiacregistry.com](mailto:info@pontiacregistry.com) or [frdigi@cox.net](mailto:frdigi@cox.net) / call 941-792-6279 or local (RI) 401-934-0663



# REGISTRATION FORM

REGISTRATION NUMBER  
(Staff Use Only)

## Take advantage of the **"PERFORMANCE PACKAGE"**

**SINGLE:** includes car registration (\$20.00 value), Saturday night BBQ dinner (\$35.00 value), Sunday Farewell Breakfast (\$21.00 value), event T-shirt (\$20.00 value)..... \$76.00 (\$96.00 value- SAVE \$20.00)

**DOUBLE:** includes one car registration (\$20.00 value), Saturday night BBQ dinner (\$70.00 value), Sunday Farewell Breakfast (\$42.00 value), one event T-shirt (\$20.00 value)..... \$127.00 (\$152.00 value- SAVE \$25.00)

Additional T-shirts and meals can be purchased by our pre-registrants at the discount prices. Additional car registration is \$20.00 each. Call for details.

NAME: \_\_\_\_\_ PHONE: \_\_\_\_\_ CELL: \_\_\_\_\_

ADDRESS: \_\_\_\_\_ CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_

E-MAIL: \_\_\_\_\_ Trailer space needed: \_\_\_\_\_ YES \_\_\_\_\_ NO

VEHICLE1: Make \_\_\_\_\_ Model: \_\_\_\_\_ Year: \_\_\_\_\_ Class: \_\_\_\_\_

VEHICLE2: Make \_\_\_\_\_ Model: \_\_\_\_\_ Year: \_\_\_\_\_ Class: \_\_\_\_\_

**"PERFORMANCE PACKAGE"** special registration- *Best Deal! Includes Everything!* (see above prices)..... \$ \_\_\_\_\_

Additional car registration: \$20.00 each (QTY. \_\_\_\_\_)..... \$ \_\_\_\_\_

\*Performance Package\* includes one T-shirt: \_\_\_\_\_ Med, \_\_\_\_\_ Large, \_\_\_\_\_ X-Large, \_\_\_\_\_ 2X (check one)

Additional T-shirts: \$16.00 \_\_\_\_\_ Med, \_\_\_\_\_ Large, \_\_\_\_\_ X-Large, \_\_\_\_\_ 2X (Indicate Qty. each)..... \$ \_\_\_\_\_

Additional BBQ Dinner(s) and/or Farewell Breakfast(s) at "Performance Package" Discounts..... \$ INQUIRE

Registration: \$20.00 each car- when preregistering (QTY. \_\_\_\_\_)..... \$ \_\_\_\_\_

Registration: \$25.00 each car- on day of show (QTY. \_\_\_\_\_)..... \$ \_\_\_\_\_

Event T-shirt: \$20.00 men's size: \_\_\_\_\_ Med, \_\_\_\_\_ Large, \_\_\_\_\_ X-Large, \_\_\_\_\_ 2X (Indicate Qty. each)..... \$ \_\_\_\_\_

BBQ Party Dinner: Saturday Night \$35.00 (QTY. \_\_\_\_\_)..... \$ \_\_\_\_\_

Farewell Breakfast: Sunday Morning \$21.00 (QTY. \_\_\_\_\_)..... \$ \_\_\_\_\_

Swap Meet Space: as much space as you need, just \$25.00..... \$ \_\_\_\_\_

Vacation Raffle Tickets (see flyer): 1- \$5.00 • 3- \$10.00 • 5- \$15.00 • 10- \$20.00 • 20- \$30.00..... \$ \_\_\_\_\_  
(Circle One)

**REGISTER EARLY!**

**Host Hotel Fills Quickly**

-Overflow Rooms Available Nearby-

**Direct Contribution to the Children's Cancer Charities:** \$ \_\_\_\_\_ **THANK YOU!**

Sub-Total: \$ \_\_\_\_\_

TOTAL: \$ \_\_\_\_\_

Be sure to make a copy of your registration before sending.

**Make check or M.O. payable to:** PontiacRegistry.com and send to: Rick DiGiacomo, 54 Pinecrest Drive, No. Scituate, RI 02857

**Questions:** 941-792-6279 or (local) 401-934-0663 / E-Mail: info@pontiacregistry.com or rfdigi@cox.net

**Special Hotel Discounts! Only \$125.00/night! Hurry, rooms will fill fast. Call directly to the host hotel at: 401-732-6000**

Be sure to identify yourself as attending "A Pontiac Celebration- 2020" sponsored by PontiacRegistry.com. Use promo code: PON.

## CAR SHOW CLASSES

- A) 1909-48 Pontiac & Oakland
- B) 1949-60 Pontiac- All
- C) Wagons- All
- D1) 1961-64 Full-Size
- D2) 1965-70 Full-Size
- D3) 1971-2010 Full-Size
- E1) 1962-72 Grand Prix
- E2) 1973-2010 Grand Prix
- F1) 1961-67 Tempest/LeMans
- F2) 1968-2010 Tempest/LeMans
- F3) Midsize/Compact- All (except Tempest/LeMans)
- G1) 1964-65 GTO
- G2) 1966-67 GTO
- G3) 1968-69 GTO
- G4) 1970-74 GTO

- G5) 2004-06 GTO
- H1) 1967-69 Firebird
- H2) 1970-81 Firebird
- J1) 1969-73 Trans Am
- J2) 1974-78 Trans Am
- J3) 1979-81 Trans Am
- K) 1982-02 FB/TA/Firehawk/GTA
- L) Fiero- All
- M) GMC- All

### MODIFIED CLASSES

- M2) 1926-63- All (except GTO/FB/Fiero)
- M3) 1964-2010- All (except GTO/FB/Fiero)
- M4) 1964-67 GTO
- M5) 1968-74 GTO
- M6) 2004-06 GTO
- M7) 1967-78 Firebird/Trans Am
- M8) 1979-02 Firebird/Trans Am

**SEPTEMBER  
17-9,  
2021**

**STOCK/RESTORED CLASSES:** Unaltered from factory. Period correct accessories. Wear and repair items replaced with as near stock as possible. Year/model correct paint. Safety items allowed including radial tires.

**MODIFIED CLASSES:** Includes street rods and vehicles with one or more of the following: altered or non-original GM engine; additional chrome or de-chromed; major suspension changes; non-original body panels; custom paint; custom interior; modern electronics.

*\*Classes may change as registrations arrive to better represent the show field. Unexpectedly large classes on show day may result in multiple/additional awards per class.*

**Show Trophies for 1st Place, 2nd & 3rd Runner-Up, and Special Awards**





Overhead Cammer Magazine  
James L. Black, Editor  
307 Summerset Dr.  
Papillion, NE 68133

## First-Class Mail



## Club Officers

President: Rick DiGiacomo, 54 Pinecrest Dr., North Scituate, RI 02857 (401) 934-0663, Email: [frdigi@cox.net](mailto:frdigi@cox.net)  
Vice President: William Dern, 2956 Maple Lane, Edgewood, KY 41017, (859) 653-8838, Email: [wderm@fuse.net](mailto:wderm@fuse.net)  
Treasurer/Membership: Rick DiGiacomo, 54 Pinecrest Dr., N. Scituate, RI 02857 (401) 934-0663, Email: [frdigi@cox.net](mailto:frdigi@cox.net)  
Secretary: David Kantarges, 227 Belgrade Ave., Roslindale, MA 02131 (617) 947-7322, E-mail: [dkantarges@hotmail.com](mailto:dkantarges@hotmail.com)  
Magazine Editor: Jim Black, 307 Summerset Dr., Papillion, NE 68133 (402) 672-3846, Email: [ohcchapter@gmail.com](mailto:ohcchapter@gmail.com)  
Facebook Administrator: Jim Black, 307 Summerset Dr., Papillion, NE 68133 (402) 672-3846, Email: [ohcchapter@gmail.com](mailto:ohcchapter@gmail.com)  
Forum Moderator: Jeff Hamlin, 253 Falcon Ave, Virginia Beach, VA 23462 (757) 277-2950, Email: [jhamlin1963@gmail.com](mailto:jhamlin1963@gmail.com)  
Website Designer: Gary DiNofrio, 46 South Eagle Nest, Lincoln, RI 02865, (401) 333-6102, Email: [garydh@gmail.com](mailto:garydh@gmail.com)

## Board of Directors

Chairperson: Jim Black, 307 Summerset Dr., Papillion, NE 68133 (402) 672-3846, Email: [ohcchapter@gmail.com](mailto:ohcchapter@gmail.com)  
Dick Seigny, 29 Middlesex Ave., Chester, CT 06412 (203) 526-9081, Email: [sevene1@att.net](mailto:sevene1@att.net)  
Dee Sherrow, 503 Holtz Lane, Carey, NC 27511, (919) 460-9140, Email: [wsherrow@aol.co](mailto:wsherrow@aol.co)  
Fred Simmonds, 1300 Chantclair Cir., Wixom, MI 48393, (248) 697-6509, Email: [fredhsimmonds@yahoo.com](mailto:fredhsimmonds@yahoo.com)  
Rob Egbert, 14901 Heiland Kies Rd, Anna, OH 45302 (937) 538-1525, Email: [cammerwagon@gmail.com](mailto:cammerwagon@gmail.com)

## Tech Coordinators

Ohc Engine: Fred Simmonds, 1300 Chantclair Cir., Wixom, MI 48393, Email: [fredhsimmonds@yahoo.com](mailto:fredhsimmonds@yahoo.com)  
Tempest/Lemans 66-67: Jim Black, 307 Summerset Dr, Papillion, NE 68133 (402) 672-3846, Email: [ohcchapter@gmail.com](mailto:ohcchapter@gmail.com)  
Tempest/Lemans 68-69: Tom Diegelman, 2554 Acadiana Ln, Seabrook, TX 77586 (281) 723-2850 [tdiegelman@comcast.net](mailto:tdiegelman@comcast.net)  
Firebird 67-69: Rick DiGiacomo, 54 Pinecrest Dr, North Scituate, RI 02857 (401) 934-0663, Email: [frdigi@cox.net](mailto:frdigi@cox.net)