

OVAHC

President
John Wallace
Wallace@fuse.net

Vice President
Dale Ballinger
DLB55ah@cs.com

Treasurer
Cindy Loos
cmloos16@gmail.com

Secretary
Mary Ann Grabow
Bemeem@aol.com

Activities Activator
Jeff Porada JeffPorada@gmail.com & **Nancy Bacon** nancincy@aol.com

Membership
Rosalee Campbell
RRMC4344@aol.com

Editor
Mary Ann
Grabow
Bemeem@aol.com

Delegate/Business Mgr.
Jake Jacobs
jake.jacobs@fuse.net

Technical Dir.
Tim Ross
hugcrv@fuse.net

Club Historian
John Parrott jparrott@graphiccom.net

Web Administrator
Don Klein dklein@fuse.net

NEWSLEAK

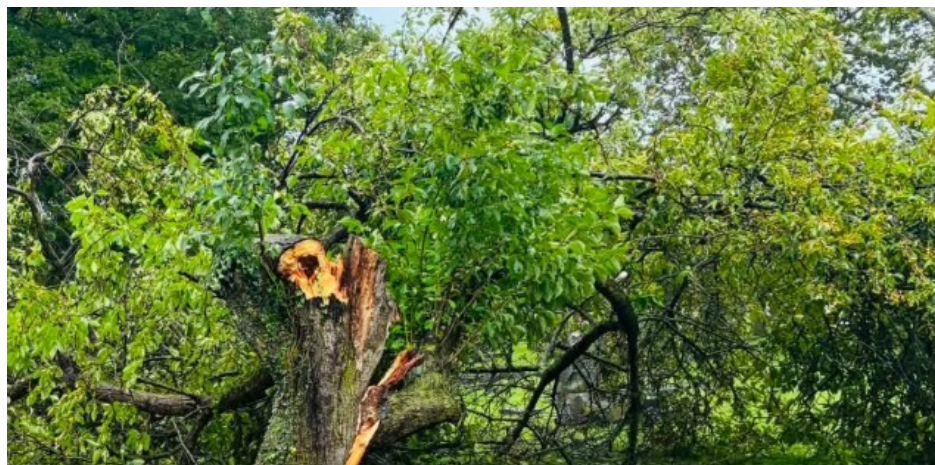
NO August minutes

August 2026



Just a small example of why there is not a meeting this month. Lots still without electric, trees down and roads blocked from our historic storms of 8/11.

Next meeting Sunday
9/6



<http://OhioValleyAHC.com>



Janet Cappel Parrott, 82, of Bethel, Ohio, passed away peacefully following a brief illness on July 19, 2026, with her loving family by her side.

Janet was a long time member of OVAHC and entertained many of the group at their wonderful place on the east side. She will be missed by all her friends in the group.

CALENDAR 2026

August 22—Bellefountain Hill Climb

September 6—Meeting (Sunday)

September 13-18, **2026** Conclave Galena, Ill

September 17-20-Southeast Classic

October??—weekend drive

October 10-Fall Driving Tour

October 24-Car Club meeting @ Parrott's

May 2-4, **2027**—MAC in Madison, IN

June 7-11, **2027**—Conclave Lake Tahoe, CA

MEETINGS 2026 (so far)

September 6: Ben Grabow

October 24: Parrott's*

November: Joe Yannone **

December 9: Christmas

*John said this will be a typical bonfire meeting. Please bring a dish to share. Come at 1:00 and expect fishing, gun firing and fun. Meeting at 5.

** Discussing this at the 9/6 meeting, but since bonfire and Christmas party are so close together we can skip the November meeting and give Joe a break (he already had one meeting this year).

Juliettes July 24



Ladies enjoyed lunch at Ruth's Parkside Diner

In August plans for Juliettes have changed a bit. We are going to PF Changs in Rookwood on August 26 (our usual week.) Lunch will be at 1:00 and I made reservations for 8. We will confirm attendees closer to the date, so check your calendars! Since we didn't have a meeting in August please email me to confirm. Be-meem@aol.com. Or you can text/call 513-608-3421



[Ohio Valley Austin Healey Club](#) ROMEO luncheon was well attended. Much was discussed and nothing resolved.

SEPTEMBER MEETING 9/6



River Road (Rt. 50/Kellog to Apple Hill Road. At the split, go right and continue straight until the end of the road. Parking—park in the grass on the left side of the driveway



Kick tires at 1:00—meeting starts at 2:00

503 Fairway Lane
Cincinnati, Ohio 45230

513-349-4932



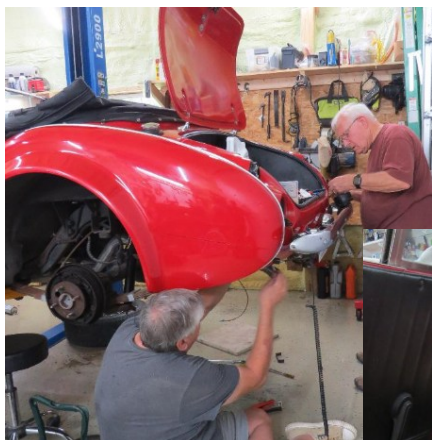
TECH SESSION



As we had planned at the last OVAHC meeting, the Tech Team assembled Tuesday morning, 7/28/26, at the spacious Joe Yannone shop to hopefully complete the list of work on the new Ballinger nasty boy Healey. Dale provided the Marcella's donuts and coffee was ready for the 9:30 start. Although warm and humid outside, the A/C inside worked great and we all

split up and started on various tasks. Scott Brown kept on with his under-dash cleanup of the rats' nest wiring with a new fuse panel, and over the course of the day, he and Joe Yannone got nearly all of the electrical systems working properly. Dale had purchased new tubular shocks for all four corners, so Gayle Loos, Tim Ross, and Bernie Grabow went to work replacing them. Using the Yannone lift made an easy job of removing the wheels and Dale marked them for front-to-back rotation. Somewhere along the wheel removal, we misplaced a lug nut washer, which gave us fits later.

The front shocks came off ok and to our relief, did not require the use of a spring compressor as Tim had feared. The new front shocks seemed shorter than the old shocks, which gave us concern. Dale later checked with the supplier and confirmed that the new shocks were correct and would fit okay. The rear shocks had the lower mounting bolt exposed to road hazards and both sides had this mount bent and could not thread off. This gave Bernie the opportunity to make sparks by cutting off the left side shock with Joe's cut-off wheel, then Tim cut off the right side mount. Refitting the new shock meant that we would need to raise the solid axle to get the mounting nuts started. We used a pair of ratchet straps between the frame and axle to slowly pull the axle up. This process was safe, but slow to set up and complete. On the front end we had learned; and this time we supported one front corner at a time with a wooden block and slightly lowered the car on the lift – worked safely and easily



to get the shock upper mounting nut started.



Dale wanted all the engine accessory drive belts replaced and had purchased a selection to determine the proper lengths needed. The A/C drive came first, and after fitting one of the correct size, a second was ordered, to be picked-up after lunch. Dale got us our normal pizza and beer lunch – enjoyed by all (see photo). Denny Lindauer had joined us to see the car and garage and his replacement knee is coming along slowly so he provided encouragement for the team. After lunch Scott announced that it would be time to put power to the car with revised wiring – so we all monitored a corner (with a fire extinguisher) and checked for Scott to exercise the various electrical systems. Some lights still need “adjustments”.

Dan Durbin helped out with the many project items during the day and learned some of the practical techniques. Dan had helped Joe with bleeding the brakes on his Chevy SS earlier in the morning. Dan took the lead in starting to fit a chromed-steel cover over the lower part of the flywheel/torque converter area. This cover was typically made to approximately fit, and required numerous difficult removals and modifications (grinding and hammering) to finally allow all four bolts to draw up and be secured. We then fitted and tightened the last of the drive belts and called it a day



Thanks to the Tech Team. Special thanks to Joe and Scott who spent more time on my car than anyone did, including ME. I appreciate all their expertise and attention to detail. Plus TT workers Bernie, Paul, Gayle, Dan, and Tim worked diligently on my Healey during 2 sessions.

Members of the Ohio Valley Austin Healey Club Tech Team replaced the brakes and wheel cylinders among other items on club member Ken Campbell's 1968 Corvette.



MORE TECH SESSION

Scott Brown purchased a new set of rear leaf spring for his Healey and Tim Ross and John Wallace helped him install them on Thursday 8/13 and Saturday 8/15/26 on his lift in Batavia. We only needed a few of the eastside OVAHC tech teamers there. Tim was first up helping Scott on Wednesday morning with the left side spring, John was tending to issues at his home in Newtown without power due to the major storm disruptions the night before. Scott had found some polyurethane bushings for the springs purported to ride better, but when installed they widened the end of spring so much that we had to hammer it into the front support bracket. This took a lot of time/force/sweat/cursing to finally get the spring ends installed. Then Scott used a new technique to pull the spring up into place on the axle housing by way of a pair of C-clamps bearing on a temporary steel bar through the top mounting plate at the axle. Once we trimmed the bar to the maximum length of 11-3/4" so it would clear the spring clamps, the slow and steady pull up seemed superior to the old jacking up the spring from below method. We then had to "adjust" the spread of the axle U-bolts to drop through the lower spring mounting plate holes easily. Then the 4 Nylock nuts were drawn up evenly and we were done.

Saturday morning, we now had John and Tim to help Scott with the left side spring. Forgoing the upgraded polyurethane bushing, we got the spring installed into its bracket and shackle easily. Then when we went to pull up the spring to the axle bracket like the right side, we found that the bar providing an upper bearing



for the C-clamps could not be inserted since that space held the left-side mount for the Panhard bar. So back to the old scissor-jack method, which was "shaky". As we raised the spring up, we thought we were getting close, but then progress stopped with a 1/4" clearance at the top. Scott used his fiber-optic camera attachment to his cell phone to observe the problem from the hole in the axle bracket into which the pin at the top of the spring pack must fit. The view showed that we were "off" by half of the pin diameter (maybe 1/8"). But what direction did we need to move the spring and/or axle to get alignment? We spent the better part of an hour trying to hammer, pry, jack, the various parts around while Scott monitored any progress

through the camera. Everything seemed to get us away from alignment. Then we ran a ratchet-strap from the rear axle to the back of the lift frame to pull the axle rearward in relation to the spring – and that got us aligned – then it was up the final quarter inch with the scissor jack and drop in the U-bolts (pre-adjusted to clear the lower mount holes correctly). A few more adjustments and we finally got all four of the U-bolt nuts started and then tightened. Nothing is ever easy! One moral of the story; take a Dremel grinder to the little pin on the top of the leaf spring assembly and give it a nice 1/8" chamfer to help the pin find its hole.



GYMKHANA



As the rain was arriving, the August 1 gymkhana course was set up. About 10:00, after the storm blew through, runs began for 8 cars with 11 drivers. It was a good mix of vehicles – 2 TR6s, 2 Bugeyes, a Miata, a Saturn, a Toyota, and a Corvette. Because of the wet weather, the timing equipment was not set up. The stop watch on Nancy's phone came in handy! We were all done by noon, then a quick pack-up and head home. The author couldn't resist taking a picture of John Jacobs's car with Jake at the wheel – check out his helmet!



FALL CLASSIC DRIVING TOUR

Join us Saturday October 10, for the 2026 Fall Classic Driving Tour! Departing Sports Car Preservation's new facility in Milford, just off I-275 at RT. 50, for a tour across southern Ohio, winding through the valleys and ridges to the banks of the scenic Ohio River ending at New Richmond at a riverfront festival.

Multiple clubs and groups get together for a day of exploring exceptional roads traversing the ridges and valleys of southern Ohio resplendent in Autumn Colors. Drive your passion and join the adventure! Gather at 8:30 am. for coffee, donuts, conversation and check in, depart at 9:30 am arrive Wheat Ridge, arrive New Richmond about 3 pm for food beverage and good times along the scenic Ohio River!

A portion of the proceeds go to the Gardner Neuroscience Institute.