

# OVAHC

**President**

Jeff Porada & John Jacobs

**Vice President**

John & Lauren Wallace

**Treasurer**

Cindy Loos  
ovahc.treas.mbrshp@gmail.com

**Membership**

Sandy Ballinger  
SLB96RIVA@Yahoo.com

**Secretary**

Dale Ballinger  
DLB55AH@cs.com  
859-384-1345

**Activities Activator**

Skip Jackson  
513-720-7547  
jackson.skip@yahoo.com

**Editor**

Mary Ann Grabow  
859-359-5488  
513-608-3421 (cell)  
Bemeem@aol.com

**Delegate**

Don Klein  
513-895-2624  
dhklein@fuse.net

**Business Manager**

Jake Jacobs  
jakejacobs@fuse.net  
513-509-6039

**Technical Dir.**

Tim Ross  
hugcrv@fuse.net  
(513) 528-3232

**Club Historian**

John Parrott

# NEWSLEAK



## June meeting

July 2018

We had just under 30 members attend the Sunday, June 24 meeting at the Porada / Bacon home near Mason. Jeff thanked his significant other, Nancy Bacon for doing most of the hosting preparations. Co President John Jacob repeated his request that every OVAHC member sign up for Conclave events and compete. He wants us to win as much as possible, and bring home the BIG club participation trophy. Membership Sandy reported that new members Dana and Bill Owens from Fairfield Township were in attendance.

Vice Presidents John and Lauren Wallace, Business Manager Jake, and editor Mary Ann were away. Historian John Parrott, President Jeff, and Secretary Dale all had no report. Treasurer Cindy gave her report. Three more September Roundup registrations came in. Two drivers' training deposits. She paid for web site fees. She paid Yannone for the boat picnic and Grabows for the May meeting. So, debts paid, dues deposited, and our balance is good. Don has two subscriptions coming due for our domain names. Cindy has OVAHC business cards. (applause)

Activities Activator Skip reminded us that the OVAHC only free drivers' training session is next Saturday, June 30 at Live Oaks. At Conclave we want a lot of participation in the Gymkhana to try to win and make club points. So all men and women are encouraged to be there at 9:00 am or even 10:00 to learn how to get around the track in a fun, safe manner. The main intent is for the ladies to drive any vehicle around the course and get comfortable with the event. Speed is not important. Please come out!

Saturday, July 7 will be the date for an ice cream social drive hosted by John Jacobs. Check your emails for more details next month. The next day, Sunday, July 8, the BCCGC British car show is at Harbin Park in Fairfield. Saturday, July 14 is the London to Brighton Run. A caravan for Conclave will leave the Greendale Ameristop at 1:09 PM on Sunday, July 15. It will include a visit to the longest covered bridge in America! Tim Ross is driving his van and trailer to Conclave, so if you need to transport large items, call him in advance. Sunday, July 22 is a classic car show, Rollin on the River, at Fernbank Park off route 50, on the banks of the Ohio River. Saturday, July 28 the Porsche Club has an autocross at Kentucky Speedway for \$45. You can also get on the NASCAR oval race track. If you have any event questions, contact Skip. Skip reported on the Sunday, June 10 Concours D'Elegance show. Ben Grabow and Chad Donner both had amazing Healeys in the show. Our club had a very good sports car presentation at our corral. We parked over a dozen beautiful Healeys close to the front entrance.

Business Manager Jake, and editor Mary Ann Grabow emailed their reports to Secretary Dale. Jake said we will need to get the Conclave Gymkhana signs posted on Monday. We will use less than a dozen cones. The site is 35 scenic miles from French Lick. Editor Mary Ann Grabow wants to have the ladies sign up for the tea together. Dale and Sandy will sign them up for the 3 o'clock session (after the road rallye), when possible on Saturday or early on that Sunday. Contact the Ballingers if you need to be added to the OVAHC list of names who will be attending the tea.

Tech Director Tim reported we had a session to work on Denny Lindauer's bug-eye. Dana Owens obtained 48 spoke wheels for her 1958 100-6. Jeff is cleaning and painting them. Then the tires, wheels, and tubes will be assembled. To request Healey help via phone or email Tim. We want these Healeys back on the road! (see page 3)



# Caught in the Act



*Richard's favorite tool...a hammer. Dennis looks a bit concerned*

Tech team showed up to work on Dennis' car. Bernie took the picture so you may notice you have seen this picture of Bernie before...you may see it again.



# Going to Conclave?

**Mary Ann & Bernie leaving the BP in Taylor Mill at 11:00 AM.**

Be there at 10:45 to fill up.

Take exit # 79 from I-275 and go south a quarter mile.

You will have to turn left to get to the pumps.

You can see the BP from Route 16.

The route is 16, 25, 536, 338. 42 in KY.

She is going to stop for lunch in Madison, IN.

Two hours to get here. Lunch at the Courtyard Grille

Then straight to the French Lick Springs Hotel to check in.

Two hours to get there.

OVAHC Conclave caravan on Sunday, July 15.

Skip is **leaving at 1:00 PM** from the Greendale Ameristop.

Be there at 12:45 and fill up with gas.

Take exit # 16 from I-275 at the Lawrenceburg exit.

The Ameristop is at the end of the ramp.

Route is US 50 west to Brownstown In.

Thence south on RT 135 to Salem In. (with quick stop at the longest covered bridge in America)

Thence west again on RT 56 to French Lick.

Route is 134 miles, running time three hours plus bathroom break at Seymore In.

Any questions call Skip at 513-720-7547

# Minutes continued

Delegate Don says the AHCA regalia is going to offer more jewelry for sale. Look for ear rings, ankle bracelets, rings, and necklaces for sale with Healey leanings soon. AHCA is selling A-H grille badges. Look for these great items on the AHCA regalia web site. [www.healeyclub.org](http://www.healeyclub.org).

Old business: Tim sold the last two OVAHC grille badges for \$20 each. Chairman Dale gave a September Roundup ninety day countdown update. He asked everyone to register because we only have twelve total so far. We will need volunteers to pull it off.

New business: Skip has discounted rooms for the Put-In-Bay vintage races. The three night event starts Monday, September 24. See him. Dick Sippel's wife is hoping to invite our cars to a fund raiser in Milford. The date is a Sunday in early October. Stay tuned.

Jeff thanked his significant other, Nancy Bacon for doing most of the hosting preparations. (applause) The next meeting is at the Cox home on Monday, July 30.

## Activities Report

### Lake Waynoka Car show

The weather was perfect but show was not as big as expected, only 48 cars, they are going to advertise more next year. They are also probably going to have it at the Marina since he already serves beer and food. My favorite trophy was for the "Project in Process", they gave the guy a plaque that he had to assemble himself!

Scott got a plaque (Best Foreign) and Skip and I won buckets full of cleaning supplies from local auto parts stores. Skip couldn't fit his in his MGA, luckily club members were there to help.

We drove from there to my house where the girls were already enjoying themselves, Judy took them back on our golf cart when we arrived at the show. We grilled up some brats and burgers and went out onto the lake on the pontoon boat afterwards. All in all it was a very pleasant day.

## Meetings 2018

July.....Cox  
August.....Wolfer (picnic)

September.....Loos  
October.....Parrott (bonfire)  
November.....Sippel  
December.....Ft. Wright Civic Center



# Calendar 2018

July 7.....Ice Cream Social and Drive—Natl Car Collector Day  
 July 8..... Cincinnati British Car Day  
 July 15..... Conclave—French Lick IN  
 July 22..... Rollin' on the River—Car Show—Fernbank Park  
 July 28..... Kentucky Speedway—Porsche Club Auto Cross  
 August 4..... Dayton Ohio Car Show  
 August 5 (Sunday)..... Drivers Training - Live Oaks  
 August 11..... Kentucky Speedway—Porsche Club Auto Cross  
 September 2..... Coney Island—Amusement Park Rides & Swim Car Show  
 September 14..... Chatfield College car show and quilt display  
 September 20..... September Roundup, Lawrenceburg, Indiana  
 September 24 ..... Put-In-Bay OH Vintage Races  
 October 2..... SE Classic—Charleston SC  
 October 8 ..... Spring Grove Cemetery—Car Show & Tour of Grounds  
 October 12..... BONFIRE PARTY & MEETING @ Parrots  
 October 27 (Sat)..... Drivers Training—Live Oaks  
 December 8..... Christmas party at Ft. Wright Civic Center

2 members in Concours d'Elegance this year!



Ben Grabow getting judged at  
Concours d'Elegance



Chad Donner getting  
judged at the Concours  
d'Elegance.

Mark your calendar – The driving season is near!

## Ohio Valley Austin – Healey Club

### Driver's Training / Gymkhana 2018

June 30 (Saturday) OVAHC only – Test and Tune for Conclave at your own pace.....

August 5 (Sunday)

October 27 (Saturday)

- Rain or Shine

Location: Live Oak Vocational School - 5956 Buckwheat Road - Milford, OH 45150-2287. Exit # 57 from 1-275 and go northeast on Route 28. (towards

Blanchester) use the bypass - Right on Buckwheat Road (@Circle K gas station) this is the nearest rest room and store.

**Time: The main gate opens before 9:00 AM. Registration is the first 20 cars with up to 25 drivers. The maximum is usually reached BEFORE 10:00 AM. Runs start as soon as possible. Clean up about 3:30. The more help picking up cones and cleaning the earlier we leave.**

**Cost: \$25.00** per Driver - Max - 25 drivers - spectators free! - Rain or Shine

Everyone will be required to sign a waiver and all drivers are required to work the course when not driving. Bring chairs and a cooler; there is shade available. No alcohol.

Required Equipment: A safe/functioning car (we will inspect it) any make or model, the cooler the better; Helmets are required for drivers and passengers. There are usually loaners available.

Goal: "Fun & Family Oriented Gymkhana" Meaning - street legal tires driven to the event only (no tire changing is allowed); No trailered cars unless they are vintage European or Japanese. We may give out awards for improvement over the day i.e., training.

This event is designed to be a safe, fun way to enjoy your automobile. No dangerous driving or recklessness will be tolerated. We operate near a residential section and ask that the exhaust system be street legal for noise. **Regardless; we reserve the right to determine if it tooooo loud.** We want to come back next year.

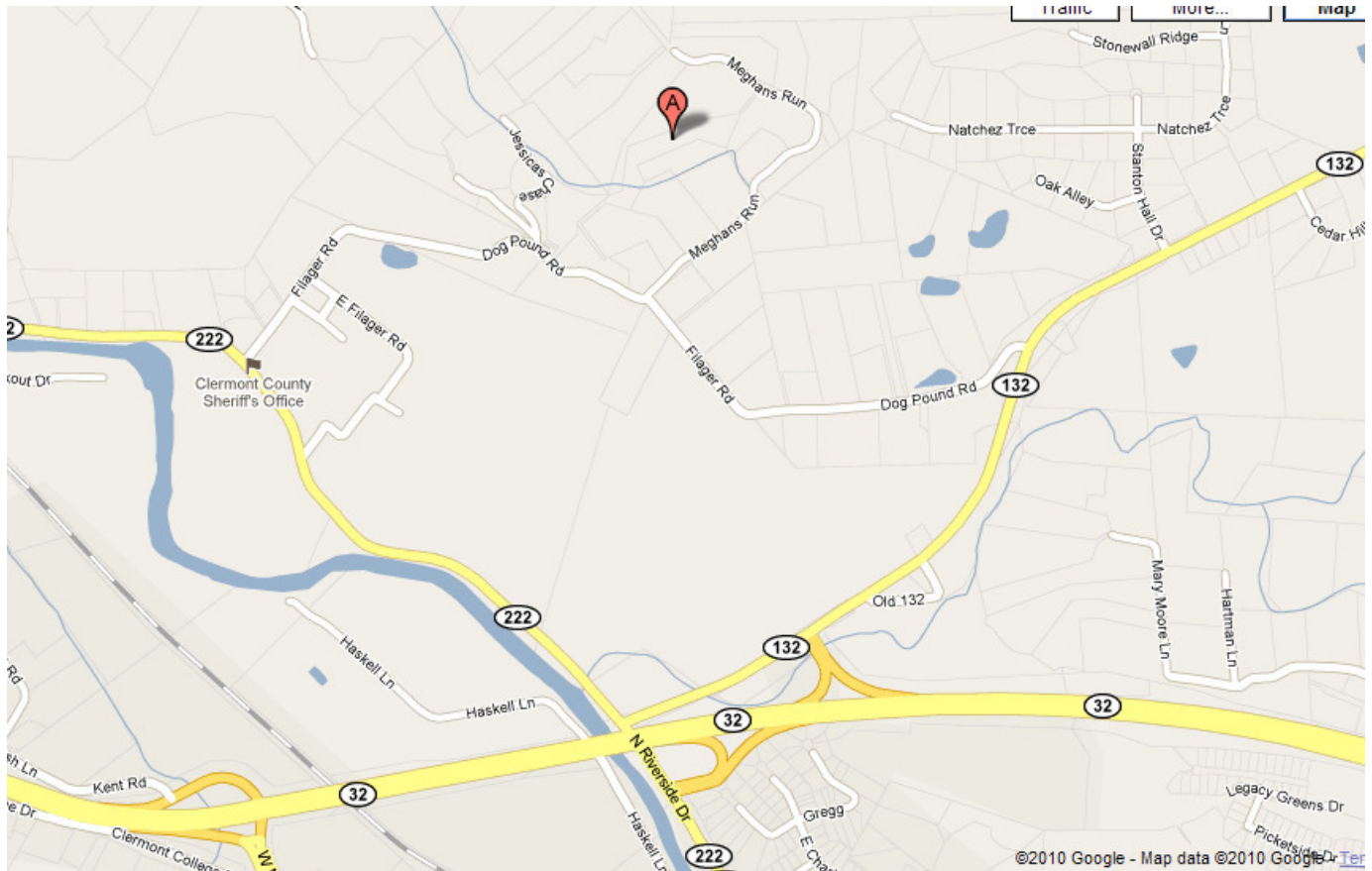
.... Remember - you are competing against yourself, not others - come out and have some fun with your car!

Questions call the Committee: Jake Jacobs (beancounter) 513-858-3071; Don Klein (Track Master) 513-895-2624; Skip Jackson (Equipment Master) -513-720-7547 or E-mail me if you want to be on our update list.

[jake.jacobs@fuse.net](mailto:jake.jacobs@fuse.net) or check our web site: [www.OhioValleyAHC.com](http://www.OhioValleyAHC.com)



# July Meeting—Cox's 7/30



Take exit number 63 and get on Route 32 east towards Batavia and drive for 5.2 miles Take the OH-132/ OH-222 exit for Batavia Turn right onto OH-132 North /OH-222 North for only 0.1 mile Turn right to stay on OH-132 North for 0.9 mile Turn left onto Filager Road and go 0.7 mile Turn right onto Meghans Run and go 0.6 mile 4571 Meghans Run, Batavia, OH 45103 is on the left ahead 513-735-4092

**Meeting will  
be held at 8:00  
with kicking of  
tires starting  
at 7:00. See  
you there!**



# Tech Team

The first OVAHC tech session on Dennis Lindauer's Bugeye went okay, on Wednesday 6/6/18. We did find what we think is the source of the surging (intake manifold leak by the gasket at the head), but to get to that point took most of the days' effort. Prior effort concerned the ignition, fuel supply, and carbs. Dennis has a list of new items to order from Moss, and then the team will be back to install them and hopefully take a test drive and check out the transmission and other questions. Photos are attached for the newsletter and website. Dennis had a very workable garage space, the workbench, weather, and food was great. He now knows not to sell any of his spare parts until we are done getting his Bugeye into reliable driver condition. Thanks to the team members of Richard, Bernie, Skip and Tim. Regards - Tim Ross (P.S. for Dale - Dennis is a wine maker)



The tech team of Richard, Gayle, Bernie, Tim, Dale, and Skip met at the garage of Dennis Lindauer yesterday, June 27<sup>th</sup> for our third tech session on his Bugeye. This time to try to resolve the noises (bad) from either the transmission or rear end. Dennis was alarmed by the noises on a few recent test drives. The team was prepared to remove the engine and transmission, but Dennis had found that when the car was run in gear up on jack stands, the noise seemed to be coming from the rear end. So we switched to listening to the differential and feeling the rear axle bearings. We also checked the driveshaft u-joint at the rear, it was good. It turns out the differential was run on this year's test drives with only a trace of oil - thus scoring the 4.11:1 ring and pinion. Luckily, Dennis had a spare rear axle and differential, which we disassembled and found the differential gears to be in excellent condition and with the preferred 3.9:1 ratio. Once it was installed and filled with oil, the test running on the jack stands was extremely smooth and quiet. But no axles were installed yet, new bearing and seals being needed. So EVERYONE needs to check their differential oil level at the beginning of each driving season! Photos attached - Regards - Tim Ross



# THE WINNER'S CIRCLE OF LIFE

By Jeff Porada



**M**y good friend suggested we restore cars together. This nudge in my life made sense. Get paid to do something I love? Yes, I like that idea. I had been running a restaurant and touring with a jazz band but it was nearly impossible to play music around a busy restaurant schedule, so off we went. Out of his three-car garage he did the paint and bodywork, and at my home garage I did the mechanics. We mostly worked on British cars because that's where I have the most experience. After a couple years of this, the unthinkable happened. My mother had a stroke and passed away at the age of 58. Two months later my grandfather, who gave me my love of music and whom I had played in bands with since I was 12, passed. Two months after that, my grandmother, who I was also very close to, followed. This put everything on hold.

I inherited some money my grandparents had saved. It wasn't really life changing money for most, but it was more than I had ever seen. With it I bought a building in need of a lot of work. It would be my new shop.

I gave my business the name DEB Vintage Motorworks. DEB stands for Don, Elaine, and Barb, the names of my mother and grandparents. I didn't do any advertising, but kept getting work just from referrals. A guy down the street started working with me. He was taught to wrench from a former Formula 1 driver and had worked on very high-end restoration projects. My brother is great at interiors and finishing work. My dad works on weekends doing electronics. The business was starting to become something.

## On the Way to Conclave

In 2016 my local club, Ohio Valley Austin Healey club, was to host the Healey Conclave in Cincinnati. I've had a Bugeye for about 15 years, but at the time it was a pile of parts. I have been to many Conclaves, but never in my own car. I didn't have the extra time or money to get my car done, but my girlfriend, Nancy, and I decided it had to be there. I rebuilt the engine and it ran great, but without a top, windshield wipers, a horn, and with seats that had dust for padding. We had a great time at Conclave and anyone who attended may remember seeing me perform with my band at the time: "Keith Jones and the Makeshifts." We

played for the car show and after the banquet; I was the sax player who stands on the bass.

The next summer's Conclave was in Waco. Nancy and I, along with a few of the local club members decided it

was a good idea to drive our LBC's to Texas. As with every winter, my car was apart again, this time to fix the body. I stripped everything off of the car and cut out all the rust.

Nancy and I are clearly bad with directions. On the way to Texas in the Bugeye we thought we should first drive to Maine for a wedding. When putting my car together and knowing we had this big road trip planned, I decided to get away from my tired wire wheels and install Minilites I got from a friend. The problem was that they rubbed the springs. It was suggested I call Dave Giorgi at The Winner's Circle to get some wheel spacers for the car.

The next phone call ended up being more influential on my life than

GET PAID TO  
DO SOMETHING  
I LOVE? YES,  
I LIKE THAT  
IDEA.





expected. I called The Winner's Circle and Dave answered. I told him what I needed, he made a recommendation and we chatted for a bit. I told him that my focus was mainly restoring Sprites and Midgets. His immediate response: "You should buy The Winner's Circle." I laughed and we talked a bit more. Before I hung up, I asked out of curiosity how much he wanted for it. The next few days I thought a lot about it. I mentioned to Nancy what he had said and talked to Jake Jacobs (a good friend and the guy who organized the Cincinnati Conclave) about it since Jake is a businessman who understands how money works. Strangely, they both thought it wasn't a terrible idea.

Over the next few weeks, I was hustling to get my Bugeye back together hoping to have time to test things out before our adventure. My car was being built on a tight budget. I wouldn't have frivolous luxuries like a roof or working gauges. One day I decided to call Dave back and see how serious he was. It turns out, he was determined to sell his business to someone younger who is passionate about Sprites and Midgets. As you can imagine, that's not a high percentage of the population. He suggested I make a trip up and see the place and we could talk some more.

The Winner's Circle was a nice little tired storefront in Cleveland with a beautiful all-original Bugeye sitting in the entry. Nancy and I talked with Dave for a few hours. He explained that his son Rob was working with him, but had taken a new job and that he himself was too old and tired to keep the place going like it deserved. He showed me some of the products made specifically for him, many of which he had developed on his own. Dave also told me about all of the products which he made in the past and just let die because he didn't have the time to oversee them anymore. He is a master distributor for Moss Motors, but this only scratched the surface of what made The Winner's Circle special.



### Determination and Heart

Dave started racing a Bugeye in 1963. He ended up crashing and rolling it, but he continued racing for decades after. He started The Winner's Circle in 1967 out of his home garage. He eventually grew enough to start a storefront in 1970. There just aren't many people around anymore with the experience and knowledge of these cars that Dave has. One of his selling points of the business is that I get Dave's help whenever I need his brain. Dave has been there and done that with everything on these cars, and if he hasn't done it himself, he knows someone who has.

Talking with Dave, I found that often he would get people asking for something, so he'd figure out how to get it made. One example is Hawk brake pads. The company didn't think it was worth it to make brake pads for Sprites and Midgets. Dave went and met with them and asked what it would take to get them made. They said they did not want to pay for the fixtures for them. Dave got the fixtures made and they are still making brake pads off of those. As Dave's son Rob grew up, he got the racing bug as well. For many years Dave or Rob would pick up the phone if you called for help and they always had the answer.

After meeting with Dave for several hours, Nancy and I continued





up to Niagara Falls, across Canada, to Maine and on down the East coast. We discussed buying the Winner's Circle many times and both thought it wasn't a bad idea and that it fit well into what I was doing.

### The New Glory Days

The Bugeye never did make it to Texas. Since I had spent more time on customer cars and less time testing my Bugeye, our journey ran into a few bumps. We replaced a head gasket in a hotel parking lot, replaced a piston in Rhode Island, and eventually had to pronounce the car dead. We towed it down to Gary Lownsdale's where his wife Paulette let us drive Miss Piggy, her BJ7, down to Texas. We met up with the rest of the Cincinnati Healey

with Dave going over different products, how they are made, what he stopped making that I should bring back, and how to work the old computer system.

The next couple of months were spent trying to organize everything onto shelving again, all the while trying to keep the business running. The sheer number of parts were overwhelming when they were sitting in a pile unloaded from a trailer. Every phone call for parts was a challenge—a challenge of finding a part's physical location, a challenge answering questions about custom parts that I just got my hands on, and a challenge of finding part numbers for the custom parts. Often when I would call Dave for a part number I couldn't find anywhere he would say, "That's because it's in my head." That's great if you're Dave, but challenging if you're not.

Today everything has a place. Dave gets fewer phone calls from me, but if there's something I don't have an answer for, I'm not ashamed to admit it and give him a call. I am in the process of bringing back many of the old products Dave helped produce. I have the original build sheets and patterns. The Winner's Circle's "Competition" and "Super Competition" oil pans are now available again. This is an oil pan with a larger sump area, (more capacity), baffles and trap doors to keep the oil by the pickup under hard braking and cornering. The Super Competition has a windage tray, scrapers, multiple trap doors and a custom oil pickup. We are also bringing back the two part engine mounts, big brake kits made off of the factory blueprints, offset leaf springs, and more than 50 custom parts altogether.

I've loved these old cars since before I could drive. I've always bought projects because I've never had the money to buy something completed. Being cheap meant I also learned how to work on cars with my dad who fixed his own vehicles and anything else needing fixing. I've always dreamed of having my own space for my cars and a nice place to work on them. I'd better stop writing and get back to keeping this dream going... *MM*



If you would like to contact  
**DEB Vintage Motorworks**  
or **The Winner's Circle**,  
call 216-889-4666

drivers and had a great time at conclave. I even managed to win the gymkhana in Jake's Bugeye.

When we got back home I called Dave up to let him know we took on a loan to buy his business and he was happy to hear it. He had some interested parties, but he was pulling for me. With a Suburban, a work van, and two 14-foot enclosed trailers we trucked as many parts as we could from Cleveland to my shop in Cincinnati, but this was less than half of what was there. On these trips I spent much of the day