

President

John Jacobs & Jeff Porada

Vice President

John & Lauren Wallace

TreasurerCindy 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

April Meeting

May 2019

Over twenty-five members attended the meeting on Saturday, April 13 at the home of Juli and Rob King near Greenhills. President Jeff thanked them for hosting. (applause) President John, Membership Sandy, Delegate Don, Vice President Lauren, and Tech Director Tim were away.

President Jeff received a call from the 2020 Florida Conclave leader requesting the the OVAHC bring down our gymkhana timing equipment to help run that event. Jake said we probably will bring it to Crystal River in May next year. Secretary Dale thanked special guest members: Marion Merten (Cleves), Tom Hall (Hamilton), Josh Parrott (via bicycle), and Gary Rettig (from Dayton, OH) for taking extra measures to attend this meeting. (applause)

Treasurer Cindy reported no deposits. Debits of \$150 for the flowers and donation to the Merten's church for having Bob's funeral and April meeting hosts of \$50.00. Our balance is very good. She has OVAHC business cards to hand out.

Activity Activator Skip asked for a show of hands for Kurt Niemeyer's April 27 Spring Classic Driving Tour. Donations are for the David Kreuter Fund. Breakfast for two in Milford with pre-registration at www.Cincy.live to sign up. The JZN Goat farm is a stop. The BCCGC has a Saturday, May 4 covered bridge tour of Rush County, Indiana. SpringThing is in the works for May. We will repeat last year's caravan with the lunch almost on the railroad tracks in LaGrange, Ky. S.E. Classic caravan to Little Switzerland, NC in June is in the planning stages. Skip, Scott Brown, and Bobbi Ross are working on the Deadwood Conclave caravan / expedition for September. All events and dates will be in the Newsleak. Any activity questions, contact Skip.

President Jeff stepped in for Delegate Don and gave the OVAHC drivers' training dates. Saturdays of 6/15, 6/29, 7/13, 7/20, and 8/3. Business Manager Jake stepped up and said the Kleins had a "hell-of-a" good time at Texas Roundup.

Business Manager Jake heard back from his Japanese friends. They sent a long report, photos, and thank you's. Jake and Joyce saw very many cherry blossoms whilst they were on vacation in Japan. Jake almost got to see the insides of a Japanese prison cell by banging an official U.S. car door against



a civilian's fender. (long sad, but funny story with an okay ending)

Vice President John filled in for Tech Director Tim and reported he and Scott and Eileen Brown had a mini tech session to fix his muffler and battery cable. Nate had a session but did not want to get up and speak. (ha ha) Call or email Tim at hugcrv@fuse.net because we want these Healeys back on the road! Historian John Parrott, Editor Mary Ann, and Vice President John Wallace had no report.

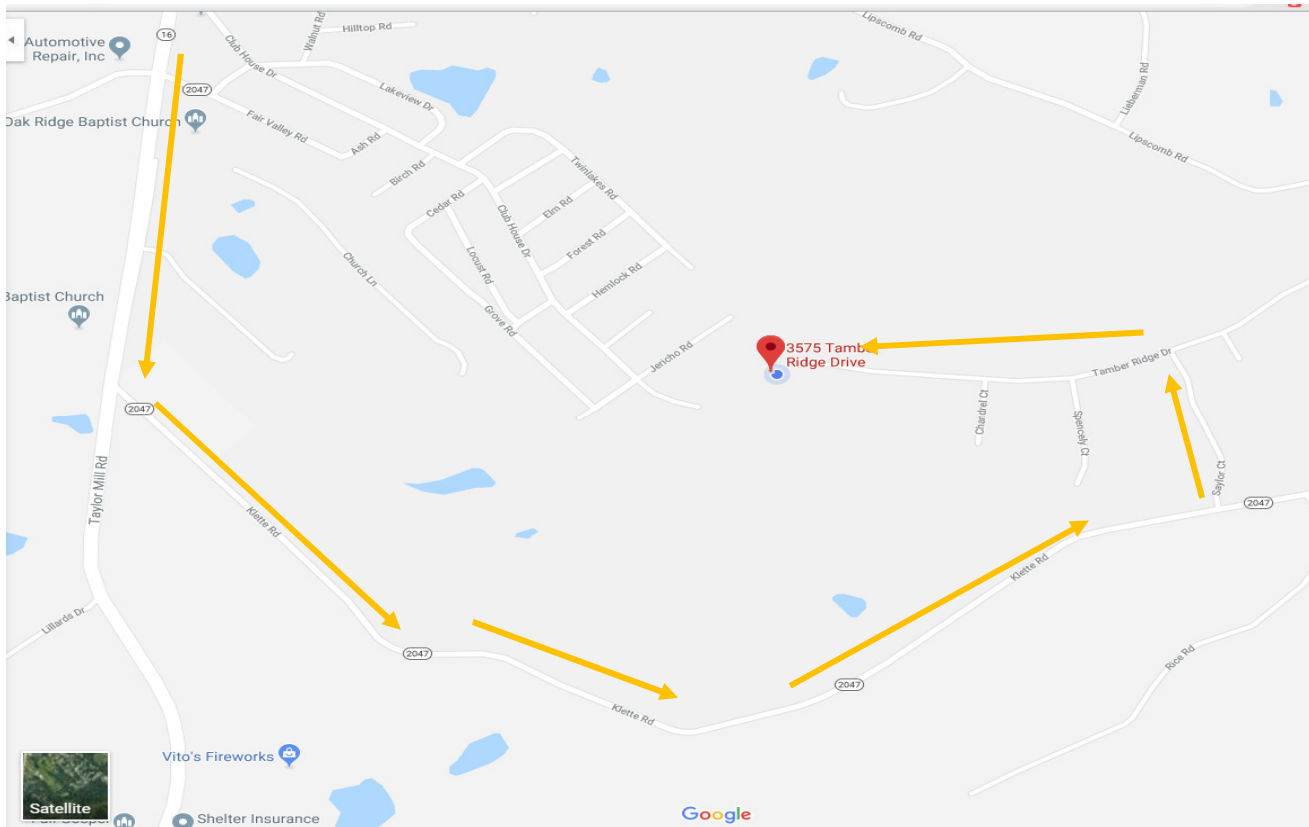
Old business: Ken Kreuter has the latest OVAHC name badges. We are asking that everyone please resume wearing them to meetings and events.

New business: Tom Hall said Nancy sends her best! Marion Merten came forward to thank the Jacksons for the ride to this meeting, and thanks to everyone in OVAHC for the flowers and donation to Saint Joseph Church. She said she was most grateful for all our support and for the tech group's help with Bob's cars to get them ready to sell. She said it was a privilege to be here today and thank you. (applause)

President Jeff thanked Julie and Rob King for hosting. (applause) The next meeting is Saturday, May 11 at the Grabow home in southern Covington. Details will be published in the Newsleak. He then adjourned the meeting.



MAY MEETING



**MAY 11
SATURDAY
Bernie & Mary Ann
Grabows
513-608-3421**

1:00 kick tires
2:00 meeting

**3575 Tamber Ridge Drive,
Covington, KY 41015**



Meeting will be in the back and if you have a Healey you can drive around there and park...If not wet you can park your Healey in the grass back there.

Take I 275 into Kentucky and take the Taylor Mill Exit. Go south off the exit and through the light (straight) on Pride Parkway...do not turn on Taylor Mill Rd. Drive for exactly 3 miles and then turn left on 2047E or Klette Road. 1 Mile from turning onto Klette, you will see Saylor Woods sub division on the left—turn and go to the top of the hill. Turn left and go to the end of the street—we are on the left.

Note: Pride Parkway (Rt. 16) will go from a 2 lane road to a 1 lane road and Klette is on the left in the dip in the road. If you start up the hill after going past the 1 lane you missed it! Welcome to the “country”. If you happen to turn onto Taylor Mill Rd., after I told you not to...you will turn left at the light on I 6, Pride Parkway...yes it has been known to happen.

Calendar for 2019

May 11 (Saturday)...Meeting at Grabows
May 16-19.....Springthing,
June 6-9.....Southeast Classic, Little Switzerland, NC
June 9.....Concours d'Elegance@ Ault Park
June 15.....Drivers Training
June 29.....Drivers Training
July 13.....Healey drive for ice cream
July 13.....Drivers Training
July 14.....British Car Day Cincinnati
July 20.....Drivers Training
August 3.....Drivers Training
August 10 Dayton British Car Show
August 23-25.....Bellefontaine Hill climb revival
September 7-11.....Conclave at Deadwood SD

Meetings 2019

May 11 (Saturday) Grabows Kick
tires at 1:00..meeting at 2:00

June—Bacon/Porada
July—Cox
August—Wolfer
September—Loos
October—Parrots (bonfire)
November—Jacobs
December—TBD - Hazel setting
us up

TECH SESSION

The OVAHC tech team met this past Sunday at the garage of Nate Fuson in Latonia to work on his MGB and Sprite. We had John Haines, Ken Campbell, Chris Wolfer, along with stalwarts Bernie and Gayle and Tim. Nate had plenty of scrapers for all to use to remove interior paint from the boot and rear passenger compartment of the MGB. Gayle worked on various hose and electrical issues, behind the dash, on the Sprite. Bernie had hauled all his bodywork tools and welder from his shop to start on replacement panels for rusted-out areas of the MGB bodywork. Tim set about removing the original, rusted, right-front suspension for rebuilding. Nates' son-in-law had replaced the RF suspension. Tim soon realized why the LF was then not replaced – even with PB Blaster, it was a huge PITA (Pain In The ___), fighting to remove every single rusted bolt. Wrenches led to breaker bar, to vice grips, to chisels and hammers, and finally to pneumatic cut-off wheel. The team of paint scrapers was making better progress and at the end of the day it hardly looked like a sandblast session will be needed prior to the interior primer paint



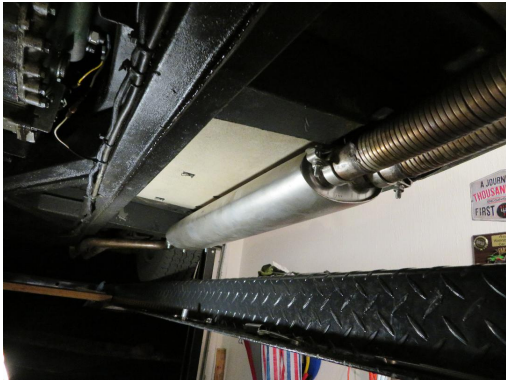
coat. Gayle had gotten all the Sprite glitches fixed, and Bernie had fabricated a new LR corner panel out of a wrongly-ordered other body panel. Then Bernie tried out Nate's new stud gun panel dent puller – the new toy worked nice. The next session will be a sandblasting and Bondo-fest, woo-hoo!!



Greasing the Healey made easy and almost fun! Tim Ross told me about this clamping pressure fitting end for a grease gun so you don't have to hold the fitting. I ordered the \$25.00 fitting from LockN'Lube and tested it this week with great results. Not only did it free up a hand to grip the grease gun with both hands - but it pressure sealed against the zirc fitting finally allowing me to exert enough pressure to force out old stuck grease from the rear shackles that I had never been able to grease before. Only grease fitting I had an connection issue with was the bottom fitting on the king pin as the new

grease gun adapter was longer - problem fixed by changing out straight zirc fitting with a 45 degree one so I didn't have interference from the wheel rim. Check it out at www.locknlube.com!

Scott Brown



A new stainless steel muffler for John Wallace's 100-6 was installed at Scott and Eileen Brown's garage on April 10. At the same time, a new battery cable was installed based on an earlier inspection.

We put the car on Scott's lift and went at it.



The battery cable (obtained by Scott through associates in his prior career life) was straight-forward. The muffler was a greater challenge. Getting the old one (of twenty years) off required a succession of hammers until the nuclear option (sledge hammer) was used. Even then the fight was pretty even for 45 minutes. The new muffler went on pretty quickly after a trip to O'Riley's to rent a pipe expander. The bolts provided by Moss for one set of clamps were too short, but longer ones were found in Scott's expansive inventory. I also found out that the bolt holes on the chassis and exhaust system never quite match up. Scott and Jerry Cox (who happened by and was drafted into the project) made adjustable anchors and all ended well.

Scott's lift made the whole procedure so much easier. Also, it is great to do a full under-body inspection. I may need to replace shock absorbers. A tech session for another day.

Skip Jackson had a tech session on Good Friday, 4/19 to work on his AH Sprite and his MGA. The Sprite needed the rebuilt carbs re-installed, and the MGA needed a new water pump installed. Richard Pratt and Scott Brown attacked the AH and Dale Ballinger and Gayle Loos dove into the MG. After much thrashing, the MG started up about noon. By then John Par-



rott and John Wallace had arrived to help out. The AH started up soon afterwards. Great!.....er not so great. The MGA had no brake pedal or clutch as the fluids had ran out via a clutch slave cylinder hose leak. So parts will be ordered. AND the AH had a vacuum leak which required the manifolds to be removed for a new gasket. After that, it still has some symptoms which point to a leak. So.....stay tuned for a follow up session to finalize the repairs.

Lol...Lol...Lol...Lol...Lol...Lol...Laugh Out Loud!

HAMMER: Originally employed as a weapon of war, and often found alongside the sickle in the club banners of countries with firm ideas on government, the hammer is now used as a kind of divining rod to locate expensive parts right beside the object you are trying to hit. Alternately the hammer (and it's larger cousin, the SledgeHammer or BFH) can be used to devise a way to get to visit that cute little nurse down at the local emergency room.

STANLEY KNIFE: Used to open and slice through the contents of the cardboard carton delivered, at great expense, to your workshop; works particularly well on boxes containing fairing panels, expensive seats and/or a lone bottle of battery acid.

ELECTRIC DRILL: Normally used for spinning steel pop rivets in their holes until the Stupidity Police come to take you away; it also works great for drilling mounting holes in custom fenders and through the new \$300 rear tire.

PLIERS: Used to round off bolt heads and crush irreplaceable wiring loom connectors.

HACKSAW: One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course the more erratic your destiny.

VICE-GRIPS: Used to round off bolt heads. Also used in place of a clamp to hold things in the wrong spot while you drill bolt holes. If nothing else is available, they can also be used to assist in arc-welding your metal watch band to the rear subframe.

OXY TORCH: Used almost entirely for finding various flammable objects in your garage. Also handy for firing off the two remaining explosive atoms left in that holed fuel tank you've been soaking in water for six months. Alternately can be used to set your moustache on fire while lighting cigarettes.

WHITWORTH SOCKETS: Once used for working on older British motorcycles, they are now used mainly for impersonating that metric socket you've been searching for over the last two hours. The socket you actually wanted will appear the moment you've rounded off the bolt.

DRILL PRESS: A tall upright machine useful for suddenly snatching that flat metal bar out of the bloody mess that was your hand so that it smacks you in the chest and flings your beer across the room, splattering it against that freshly painted part you were drying.

WIRE BENCH WHEEL/BUFFER: Cleans rust off old bolts and then throws them around the workshop at the speed of light miraculously smashing them straight into what ever breakable item is either the most expensive or the hardest to replace. Also removes fingerprint whorls and hard-earned guitar calluses in about the time it takes you to say, "Fuuu...!"

HYDRAULIC JACK: Used for lowering a motorcycle to the ground after you have installed your new front disk pads, trapping the jack handle firmly between the (now) dented custom fender the (now) cracked alloy wheel.

2X4 TIMBER: Used for trying to lever a motorcycle off an hydraulic jack. It is quite useful for pinching holes in oil lines during this process and concealing the fact until you have ridden 50 miles from home.

TWEEZERS: A tool for pushing 2X4 wood splinters deeper into your hand.

PHONE: A tool for renewing your medical insurance and then calling your neighbor to see if he has another hydraulic jack.

GASKET SCRAPER: Useful as a breakfast tool for spreading butter on toast; and for getting dog shit off your boot. Does not require washing.

BOLT AND STUD EXTRACTOR: A tool that snaps off in bolt holes and is ten times harder than any known drill bit. Always two sizes larger than the label says.

TIMING LIGHT: A stroboscopic instrument for illuminating burred screws and the futility of ever getting the timing anywhere near factory specs. Useful for sticking in your mouth late at night and permanently traumatizing any small child that mistakenly wanders into the workshop.

ENGINE HOIST: A handy tool for testing the tensile strength of the battery cables and oil lines you have forgotten to disconnect.

VERNIER CALIPER: A delicate and expensive levering tool that inexplicably always perfectly fits the minuscule gap between the engine cases and the barrels you're trying to remove.

BATTERY ELECTROLYTE TESTER: A handy tool for transferring sulfuric acid from a bike battery to the inside of your toolbox, and down the inner thigh of your new jeans, after determining that your battery is dead just as you thought.

METAL SNIPS: See hacksaw.

TROUBLE LIGHT: The mechanic's own tanning booth. Sometimes (and accurately) called a drop light, it is a good source of vitamin D, "the sunshine vitamin", which is not otherwise found under motorcycles at night. Health benefits aside, its main purpose is to consume light bulbs at about the same rate that incendiary bombs might be used during, say, the first few hours of territorial negotiations in Yugoslavia. Also useful for hooking up your kickstand directly to the national power grid.

PHILLIPS SCREWDRIVER: Normally used to stab through the foil seal of brake fluid containers and splash the contents liberally across your freshly-painted fuel tank; can also be used, as the name implies, to round off Phillips screw heads.

AIR COMPRESSOR: A machine that takes energy produced in a coal-burning power plant 200 miles away and transforms it into compressed air that travels by hose to an impact wrench that grips rusty bolts last tightened 60 years ago, by an apprentice in Milwaukee, and either rounds them off or removes the bolt head entirely depending on your perseverance.

PRY BAR: A tool used to crumple the \$100 chrome surround for that clip or bracket you needed to remove in order to replace a 10 cent washer.

HOSE CUTTER: A tool used to cut hoses a half inch too short.

RAZOR KNIFE: A tool used for scratching chrome and paint after drawing blood.

TOOL BOX: A magic contraption for storing tools that only lets you find the tool you were looking for yesterday, NEVER the one you are looking for today, unless of course you just bought another one to get the job done. If so, when you go to store the NEW one in your tool box you will find the OLD one sitting right on top like a cherry on a chocolate sundae.

CIRCUIT TESTER/OHM METER: A tool used to short-circuit electrical parts. Sometime sending sparks into all the old oil cans sitting in the corner starting a fire that burns down your garage, your bike, your truck, your collector's edition Harley Davidson poker cards and even your Harley clock that goes "vroom vroom" every hour on the hour. On the off chance that the fire trucks get there early enough to save the bike, you still have a shorted out electrical device that NOW has a voided warranty. I guess you'll have to go buy a new one...with your beer money.

OPEN END WRENCH: A tool designed to slip off of a nut once maximum force is applied so that your knuckles travel at top speed when they impact sharp metal edges. This has the added benefit of greatly increasing your ability to curse fluently.

BOX END WRENCH: A tool that holds a bolt head tight enough that the open end wrench (above) can do it's job on the nut.

TORQUE WRENCH: A tool that lets you know how much force it took to twist the head off of a bolt.

PUNCH/CHISEL: A tool designed to gently guide your fingers directly into the path of a ball-peen hammer.