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NEWSLEAK

April 2025

MARCH MINUTES

March 2025 OVAHC Meeting Minutes

Twenty-one members attended the monthly meeting on Saturday, March 22 at the Wallace home in the Eastgate area, OH on a warm and sunny afternoon. President Scott Brown called the meeting to order about 2 PM and thanked Lauren and John for hosting. (applause) February minutes were approved as published in the March Newsleak.

President Scott mentioned this July is the 50TH anniversary of our club's beginning. This special meeting will be at the Grabow house. We have commissioned Mary Ann's daughter Megan, to bake a customized cake.

Vice Presidents Wallace, Secretary Dale, Newsleak Editor Mary Ann, Web Administrator Don, and Historian John Parrott had no report. Delegate/ Business Manager Jake was away.

(From an earlier email from Jake) Business Manager/Delegate Jake said a Date of Birth field has been added to the personal information on the AHCA web site. It will help in our targeted marketing efforts. AHCA is asking for your cooperation. Please sign yourself in to the Club Express AHCA site, hover over your name, move to profile, click and fill your D.O.B. field in basic member info drop down, save and exit.)

Membership Rosalee reported we have a new member. Richard (Rich) Housh joined and he has 2 Healeys. (Bernie is buying the older one from him.) The newer one is a 1967 BJ-8. We have 47 OVAHC/AHCA members, and 4 multi club members. Eight local only OVAHC members for 2025. We also have 2 honorary members.

Treasurer Cindy reported that since the February 8 meeting at the Jacobs home, credit for February split-the-pot \$40, 2 membership rebates for \$30, one local only dues for \$20 for total of \$90 credits. We paid Brad Swigert \$250 to sponsor the Branson Conclave hospitality breakfasts, \$5 for local only insurance fee, March hosts \$75. Total \$330 debits. Current balance is good. Tech team balance remains at \$1802.

Activity Activator Skip said he is holding \$630 worth of Concours d'Elegance discounted tickets for the Sunday, June 8 show. See him to buy them for \$35 each which is a savings of ten bucks. First come, first served with check or cash. Curt Niemeyer has a Spring drive on April 12 into Clermont and Adams County. VP John wants to schedule a day drive and lunch in Maysville, KY soon.

Skip looked into the caravan to Branson for the May 18-23, 2025 Conclave and figured it is about 650 miles one way. Cincinnati to Paducah, KY for the first night is 300. Next day is 250 or so more into Branson, Missouri. More caravan details as they develop. You can make your hotel registrations now for the caravan per



MARCH MINUTES cont.

emails sent this week from Secretary Dale. You should also register for the actual event. Contact Skip for any activity questions or suggestions.

VP John Wallace is planning an overnight trip to Port Clinton, Ohio with a day trip to Put-In-Bay, Ohio for mid June. In 2021 OVAHC went to Henderson NC, 2022 Stanton VA, 2023 Hell Michigan, and in 2024 Frankenmuth MI. Plan is to start out on June 17, and depart back for home June 20th. John listed things to do there. Visiting lighthouses, wineries, a brewery, museums, shopping, and restaurants. He will develop an itinerary and provide hotel contact info. Country Inn & Suites by Radisson, in Port Clinton, OH will be our base for about \$129 a night. Seven couples raised their hand to say yes. Stay tuned for details to follow soon.

Tech Director Tim reported on the continuing TT work on Skip's white MGA. Next Thursday we should finally try to get it running. Scott had a minor session for suspension spring changes. He also worked on VP John's wiring. TT Tim, Dale, Richard Pratt, and Bernie Grabow went to inspect the 1961 A-H 3000 MKI BT7 at new member, Rich Housh's place. Ken Campbell wants to get his Sprite's Spring tune-up soon. Tim handed out bolt-nut-screw gauges to TT members. Tim is giving driving lessons at the Mid-Ohio Race Course Friday, July 11. Contact Tim to join in, or to schedule a tech session.

Old business: None.

New business: For our 50th anniversary, we want to update our logo on the RP Diamond online store. This should motivate us to purchase new items to show our Club pride. Rosalee (volun-told, ha ha) will assist Lauren with this project. Lauren said the Juliettes will go to Trio Bistro in Kenwood on Wednesday, 3/26 at 12:30 PM.

The 2024 Christmas lunch will be December 10th at Grove Park Grille after Lauren makes the arrangements again. The split-the-pot winner was Don Klein. He received \$44 and the club kept \$43. A second prize of an "Air-Force" electric blower was won by Steve Broughton. The next meeting will be Saturday, April 26 at the Lindauer home in Walton, KY.

President Scott thanked John and Lauren for hosting. (applause) After he adjourned the meeting, we went back to snacking, socializing, and drinking at their downstairs bar.

Submitted by Secretary Dale



Pictures from behind the bar—
Bernie was helping
Lauren serve
drinks.

ROMEOS MARCH



JULIETS FEBRUARY



Bobbi, Lauren, Rosalee, Charlene, Donna, Joyce and Hazel at P.F. Chang's for Juliettes

APRIL MEETING Lindauer

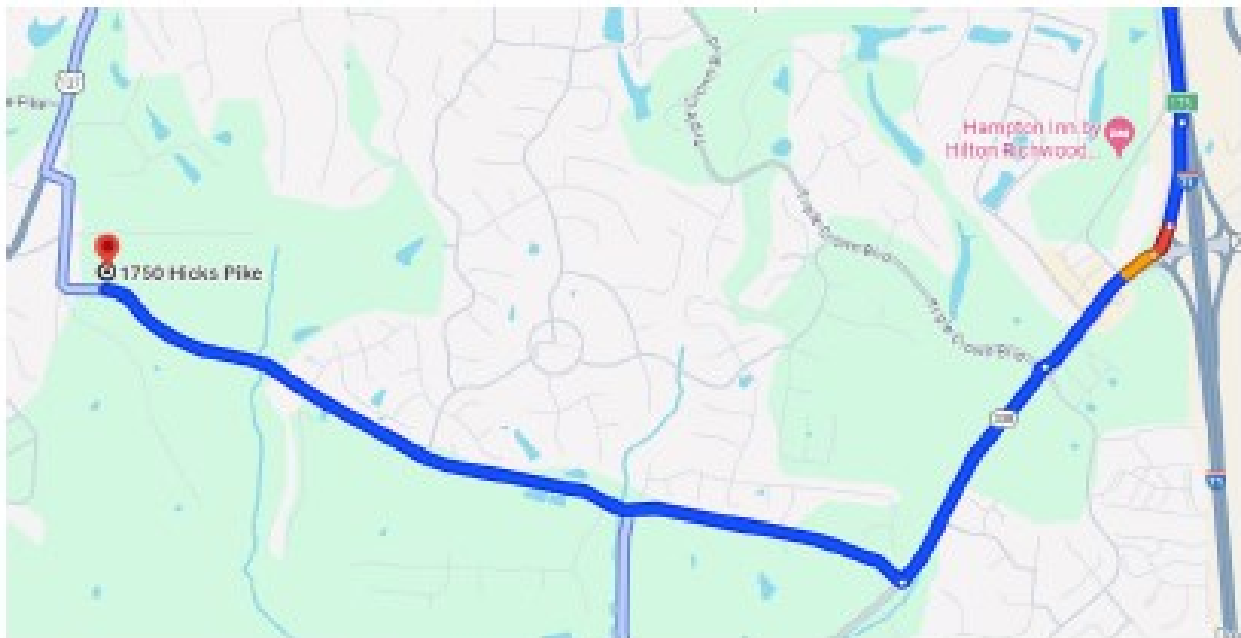
859-512-6680 cell

If the weather is beautiful and you would like a little more driving, meet at Lindauers at 1:00 for a 40 minute back roads scenic drive starting at 1:10.

OVAHC April meeting

April 26 Lindauer's—12:00 noon country drive 1:00 kick tyres and 2:00 start the meeting **RSVP for drive pls.**

Lindauer, Dennis & Jo 1750
Hicks Pike Walton, KY 41094
dplindauer@gmail.com
859-384-1750



I 71-75 south to
Richwood exit and
go right (W) on 338
Go right on Hicks
Pike to #1750

TECH SESSIONS

A small contingent of OVAHC Tech Team members met Tuesday morning 2/25/25 at the garage and lift of Scott Brown outside of Batavia to switch the rear leaf springs from side-to-side to correct his sagging left rear (on the car). John Wallace and Tim Ross started the disassembly using Scott's 4-post lift. Jerry Cox joined later. We had a minimum of experience removing and reinstalling the rear springs, so while nothing was unusual, the work was still a pain. Luckily, we persevered and worked our way through removing the nearly hidden bolts and nuts, then through the use of bottle jacks, and a scissor jack we got the right and then the left spring out and swapped them over. Reassembly problems started on the left side front shackle bolt that was damaged upon removal. Some triangular file and grinder work got the starting threads back in alignment and we got the shackle together. Then Jerry went and got a third bottle jack to adjust the nose angle of the differential, and we used the scissor jack again to lift the spring up to the axle housing and start the four U-bolt nuts (some persuasion required). With no blood or swearing on the left side, and no exhaust pipes to work around, the right side reinstall went better. The wheel splines were greased and the rear wheels fitted. The four jacks were removed and Scott and the rest of us admired the nice level rear end of the Healey. Two of Scott's LR wire wheel spokes had a dull thud when tapped so he will probably need to have someone attend to tightening them. Since the day had warmed up by noon, we had a lot of time to enjoy the open garage doors with plenty of light. Scott will have a few head bruises to rub since the lift was a notch lower than he is normally used-to. Some photos attached, Regards - Tim



We should call the Skip Jackson MGA "Murphy", after Murphy's Law of things going wrong. It can't possibly have anything to do with the precision of the OVAHC Tech Teams' efforts.

The OVAHC Tech Team members of Bernie Grabow, Dale Ballinger, Tim Ross, Dennis Lindauer, John Wallace, and Ken Campbell met Wednesday morning, March 12, at the Skip Jackson shop for the first MGA tech session of 2025, making it the Tenth of the MGA saga. Knowing the car intimately, we quickly divided into groups and set about: Bernie, Dale, and John on the rear brakes, Dale later switching to new 12 volt battery installation, Tim on the new (negative ground for alternator) voltage regulator, Ken on the new "Flamethrower" coil mounting. Later Ken worked on the wiring around the new electronic distributor, the setup which required us to verify the TDC setting so he could make the proper length spark plug wires, he

also added 4 quarts of Valvoline break-in oil. Dennis, John and Bernie then went around and around the four wheel brake cylinders bleeding them in sequence until running out of brake fluid, then completing the bleed with a fresh can that Skip purchased.

We had a nice pizza lunch, delivered by Joan Jackson, then instead of enjoying the beautiful 70-degree weather outside, went back to work. We thought we had the “big” cables all properly connected from the battery to the dash, starter motor, etc. and with a fire extinguisher in standby, (no gas in the tank or spark plugs installed) Ken turned keys and hit the starter. The starter motor engaged nicely, spun in the right direction, and we saw no smoke from anywhere. A minor miracle!! There was, however, no oil pressure on the dash gauge - due to a port on the side of the block off the oil galley that was open and not connected to the pressure gauge. So we lost some oil on the floor, Dale removed the needed hose from the original MGA engine and he and Tim installed it in the “new” MGB engine. Second run of the starter motor got us a minimum of oil pressure, and a lot of oil leakage from the oil filter adapter plate. Removing the filter and adapter showed a pinched rubber gasket that had slipped out of its channel on the block. Some heavy grease to hold it in place, along with Tim’s fingers and Dale’s wrenching got the oil assembly tightly back in place, we thought. The third oil pressure run finally went well with 60 psi and no leaks – this run extended until the battery weakened, but should have started the proper break-in of the new valvetrain lifters. So we accomplished power wiring, oil system, lifter break-in, and brake systems this day, without any people bleeding. To be done next time is the fuel system and cooling system, then with new spark plugs we’ll try for a start. Send your prayers to Skip Jackson.



TECH SESSIONS cont.

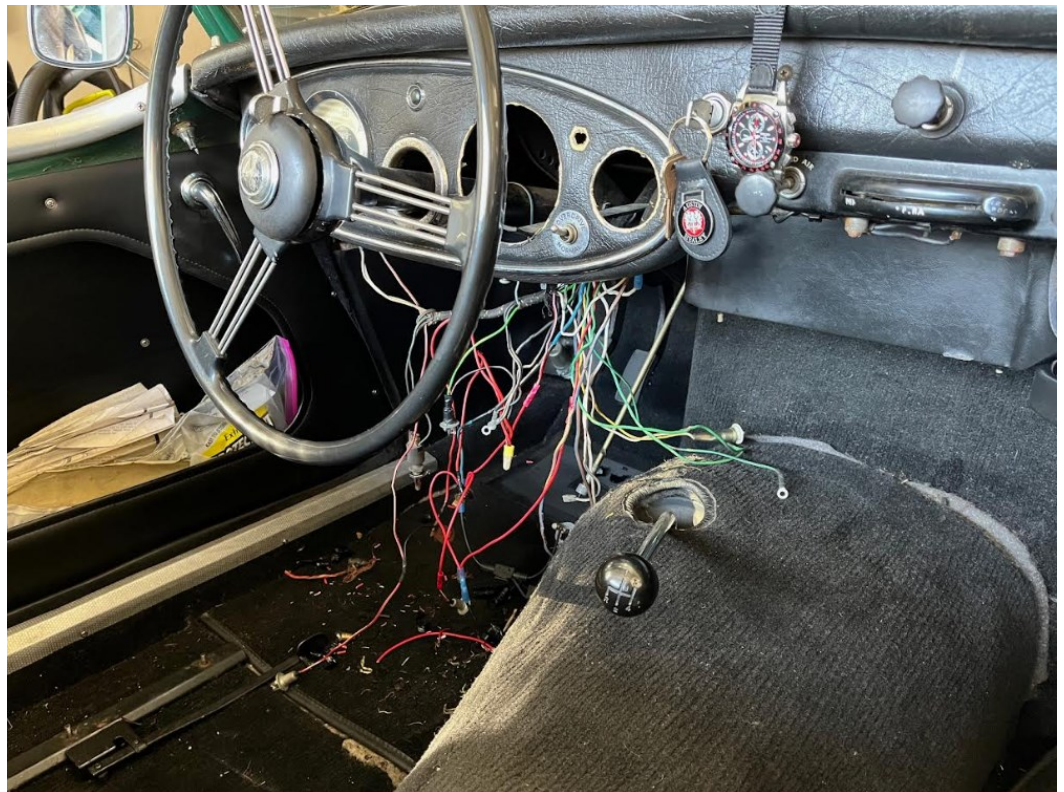
After the Wednesday, 3/19/25 ROMEO lunch, the OVAHC tech team consisting of Bernie Grabow, Dale Ballinger, Tim Ross and tech team emeritus Richard Pratt made our way to the home of Richard Housh's '60 BT7 for an evaluation. Since Rich also has a very nice BJ8 sitting in his garage, the older BT7 is up for a new home. Bernie misses his BJ8, lost to a pothole and terminal frame damage last year. His new Miata does not quite fill the Healey void, even though he works full time on the new frame installation on "his sons" salvaged BJ8. Of course, Bernie was primarily interested in crawling under the car to see if the existing frame was sturdy – so far okay. Then a trip around the car with a magnet uncovered a usual amount of body filler in the rocker panels – okay. Then with the rest of the tech team looking over the other details of the Healey, we found it to be in 65-year-old "driver" condition as expected. Plenty of small items to address, but nothing major. With jumper cables from Tim's Ford Flex we got the engine started easily and were impressed with the quiet valvetrain, there was some exhaust smoke, the oil pressure was good, and with the rear wheels off the ground, Dale went through the gears – okay. Clutch operation acceptable. Temperatures came up and the idle was relatively smooth. Bernie drove Dale around the development roads for a short test drive which sounded great from the sidelines. Horn, lights, and overdrive all worked well. Back in the garage, we all agreed that the BT7 of Rich's was a nice example of an older driver-quality Healey. It was then up to Bernie and Rich to agree on a sale. If a transfer is made, this would be Bernie's Eighth big Healey. We all look forward to Rich and his wife returning from Naples, FL and attending the summers' OVAHC events.



TECH SESSIONS cont.

“Christine” suffered some overheated dash wiring at SEC in N Carolina last Halloween with Jake Jacobs making temporary roadside repairs to get the Wallace’s home safely. On Tuesday 3/18, John Wallace and Scott Brown met at the Wallace garage and started the disassembly of the dash instruments and wiring to expose how far the damage went. It appeared that the dash illumination for the gas gauge had become loose and shorted to the cable sheath for the heater temperature control. Most of the dash illumination wiring on the right side was melted and continued up into the main harness. After removing about 4” of outer harness covering and carefully pulling apart stuck wiring, there was damage to headlight and marker light wiring. With the tach and gas gauge out of the dash, we also found another harness branch section further up towards the firewall that was totally exposed wiring from a previous incident. With all the wiring now totally exposed, new sections of wiring were spliced in and dash light sockets had new wires soldered on. Two inline fuses were installed on the light switch with a 20 amp for the headlights and a 10 amp for the marker lights. That was enough work for one day and we scheduled Thursday to finish up. The picture was taken of the finished wiring repairs before dash put back together.

Thursday we tested the wiring and everything worked with no smoke present. Now came the job of putting every back together and wrapping up the sections of reworked harness. Several times, four hands were needed in the dash for reassembly. Finally dash was back together and functionally tested again with success. Attention was then turned to protect the trunk wiring with an 3 amp inline fuse installed in the license plate light harness along with extra heat shrink insulation where the wiring passes through the lower shroud. Another 7.5 amp inline fuse was installed in the main red wire feeding all the rear lights. Only thing left to be done was to install another inline fuse at the start of the overdrive harness at the overdrive relay.



CALENDAR 2025

April 12—Spring Classic Invitational

May 18-23—Branson Conclave

June 8—Concours d'Elegance Ault Park

June 1—OVAHC Drivers Training at Live Oaks

June 17-20—Drive to Clinton/Putin Bay

July 29—OVAHC Drivers training at Live Oaks

August 23—Bellefontaine Hill Climb Revival 7

September 14-17 Mid America Classic at Hocking Hills

Sept 18-21—Southeast Classic in Franklin, TN
(See March Newsleak for info)

October 11—Autumn Classic Driving Tour

MEETINGS 2025

April—Lindauer

May—Conclave

(no meeting)

June—Campbell

July—Grabow

August—Wolfer

September—Cox

October—Parrott

November—Slater

December—Christmas