

THE OFF-SIDE UNDO

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“A gentleman does not motor about after dark” Joseph Lucas

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EMC Tech Session at the Cashman's February 21, 2015

by Charlie Durning

The weather man predicted rain. Unfortunately, the Durnings' fleet of British cars rain as much inside as they do outside. Charlie made an executive decision to drive a modern car to this month's tech session from Magee to Vicksburg. Since Brother Clay's MGB was down for engine repairs he accompanied the Durnings for the trip.

Plans were also made for folks in the Jackson area to meet Brother Gene at the Trace visitor in Clinton. A few brave folks braved the trip in their LBC's and were treated to a nice drive down the Trace to Hwy 27 and then on to Cashman's. All arrived in good order. Mike and Alice Glore arrived in one of Mike's Alfa Romeos. Mike reported that the car made it without incident.

Hey guys! There's a celebrity in the garage!

When we all reached the Cashman's garage we found that Barney Gaylord of MGA Guru fame was already there. Barney had contacted Keith Anderson about the February Tech Session earlier in the week. Barney and his son are touring the country and are making it a point to visit as many LBC activities as possible. We at the EMC are proud that he decided to pay us a visit. While waiting for Cashman's MK2 to get off of the lift, Barney regaled us with stories of his adventures and gave out valuable "Top Tips".



Barney Gaylord



Barney Gaylord and Charlie Durning



Barney's MGA on the lift

The Cashman's MK2 was on the list because Pat had installed a new stainless exhaust system on the car a few months ago. It was observed by some members to be saggy and misdirected. With the exception of a few exhaust leaks, the pipes were put in their proper place to once again restore the MK2 to its intended majesty.



Charlie Durning, Pat Cashman, Bill Jacobs

Rick Greene, Bill Jacobs, Pat Cashman

Of course the real reason for Tech Sessions is to eat and tell tall stories. Well, the tall stories and some fabrications were flowing with vivid gestures while falling on discerning ears. Fabrications? Shocking!



Clay Johnston, Steve Whitlow, Kent & Stephen Turner

After a delicious lunch the men returned to the shop for more dirty business. Once the MK2 was off of the lift it was Barney's turn. Barney had put a bunch of miles on his MGA and needed to do a full service before heading out to his next destination. While servicing the car, Barney explained in detail what he was doing, what he wanted to accomplish, and was gracious enough to answer all of our questions.

Look What We Found in the Trunk!

As we made the tour of the Cashmans' vast collection of vintage cars, we found their daughter, Amanda in the trunk of an antique Cadillac. She was demonstrating that this trunk could feasibly hold several dead bodies! Oh my.....



In the meantime the women sequestered themselves from the bloviating so they could talk about girly things like exchanging recipes.



From the Passenger Seat by *Donna Durning*

As the ladies socialized, we realized we had quite a group! Among us were two named Becky, two named Martha, and two named Donna. The like-named ladies are pictured below!



Two Marthas



Two Beckys



Two Donnas

As promised, we have another yummy recipe! This one was submitted by **Becky Turner**. These cookies were tested and enjoyed by all! Ladies send your submissions to durning.donna@yahoo.com



Becky Turner

Becky's Lemon Cool Whip Cookies

- 1 box lemon cake mix (with pudding in the mix)
- 2 cups Cool Whip frozen whipped topping, thawed
- 1 egg
- 1 tsp. grated lemon zest (can add more or less to taste)
- 1/2 cup powdered sugar

Preheat oven to 350 degrees. In a medium bowl, combine cake mix, Cool Whip, and egg. Stir until well mixed. Place the powdered sugar in a small bowl. Drop the cookie dough by teaspoons into the powdered sugar and roll the dough to coat.

Place the balls 1 1/2 inches apart on a baking sheet that has been covered with a non-stick baking mat or sprayed with cooking spray. Bake the cookies 10 minutes or until barely brown. Remove the cookies to a cookie sheet and allow them to cool. Makes 4 dozen.

Note: These cookies will stick to the pan, so be sure to coat the cookie sheet with non-stick spray.



Be sure to watch the slideshow taken at the Cashman's Tech Session! Click on the link below!

[Cashman's Tech Session 2015-02-21](#)



Exhaust Rattles

Dropped In

by Gene Johnston (Brother Gene)

Mt. Olive MS – February 28, 2015. Steve Whitlow and I traveled down to Mt. Olive in my GT as part of a gang of four gathering on at Clay Johnston's garage.

After the day had warmed up a bit, we started to make some final adjustments before re-installing engine in his MGB.

First up was replacing the valve spring seats using the "rope in the cylinders" trick. With the springs compressed and removed, the valve spring seats were installed, then the springs and keepers were re-installed.



Steve's questioning look. Rope huh?

Next up was the one brief stall of the day when we realize that the oil-filter head bolt had been misplaced. After a thorough search we abandoned our futile efforts and moved onto the next logical step: attaching the clutch and then the often - infamous fitting of the transmission to the engine. You know what? **It just dropped in.**

All of this occurred around lunch so Clay, Steve and I crammed 3 abreast into Clay's Ford Ranger and traveled 10 miles north for burger at the 2015 Mississippi Hamburger of the Year award winning restaurant, Zip's Café. It was everything you'd hope for in a burger and added sufficient nourishment to get us started back to the task of the day, installing the engine in the B.

After a stop at Charlie Durning's to rummage for a filter head bolt, we returned only to determine the rummaged bolt was not the correct fit. After further

checking Clay's collection of engine debris, we were able to locate a replacement filter head bolt and **it just dropped in**. Near catastrophe averted!

The fourth member of the gang, Charlie During, dropped in just as we began to approach the engine lift over the slam panel. With Charlie's deft handling of the hoist we were able to avoid errant drive train to body contact and with minimal fuss, yes, **the engine just dropped in**. Front engine mounts loosely attached, Brother Clay and I crawled underneath to attach the rear cross member to the transmission and mount the cross member to the body and you know what? Yes, **it just dropped in**.

We were on a roll making attachments below the bumper line while Steve was installing cooling fan, alternator and other assemblies so that by closing time we'd completed most of the installation leaving details for Clay to wrap up. It was a great day to **drop into** Clay's garage. The engine in his B has been out since October for freshening up. It will be good to see Brother Clay's B back on the road in the spring. It was a beautiful day to be out and around. Everyone had a great time **just dropping in**.



Believe it or not. It just dropped in.



We would like to have a new feature in the newsletter....

Car of the Month! If you would like one of your British cars featured, please send pictures, the story of where and how you found the car, and any adventure stories you would like to include. You may email us at durningcharles@gmail.com.

Happy Motoring!