

The Car Club Beano

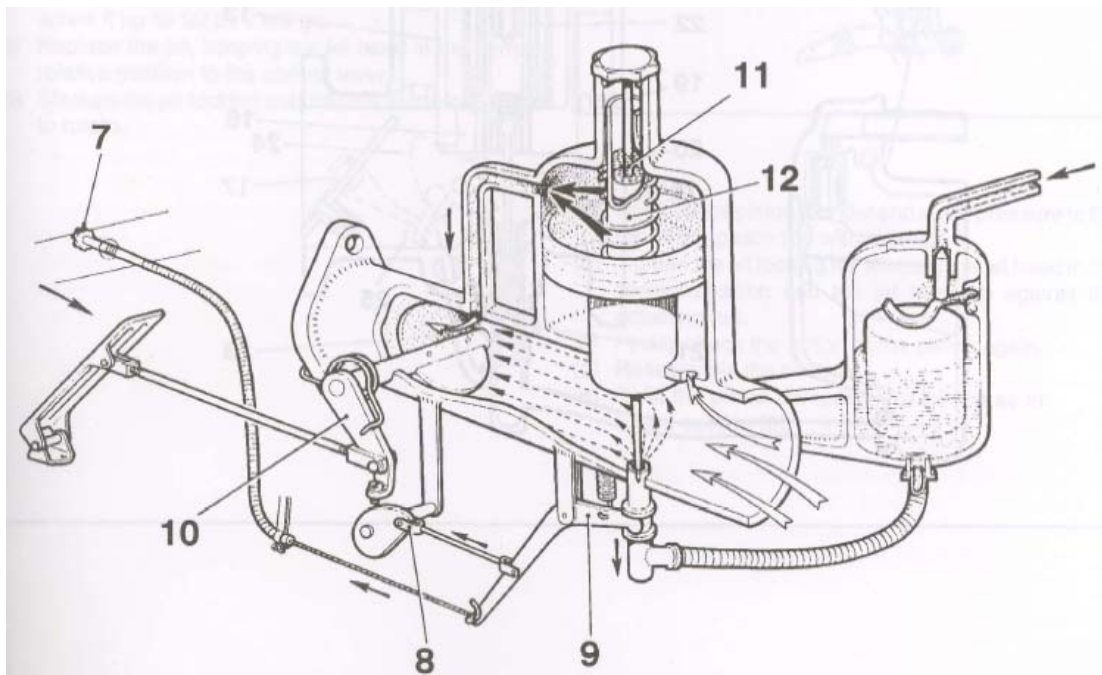


British Engineered Automobiles-Nanaimo Order

May—June 2010

64th Edition

Editor & Publisher: Jim Gislason



The SU Carburettor

Looks simple enough, doesn't it? I would guess that most old English car buffs have spend more time than they'd like to admit trying to make these (especially in multiples of 2 or 3) work. Without giving away any secrets on how to do that, Doug Unia has provided us with a 4 part history of how they came to be... Part 1 is in this issue...

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Chairman's Report

Hi to all

Looking out the window today, it does my heart good to see some sunlight. It seems that we have had nothing but lowering clouds, and, rain since last October.

The weather didn't really hurt the number of cars showing up for the short tours we have had. Generally about 20 cars showing up for each of the tours. That is a very good turn out from our club.

The Sussex Motors car clinic was a great success as per usual. The only downer was that a couple of people who made appointments did not show up. Very bad manners on their part. Many thanks to Alan and Anji

The usual culprits (Al and Irene Thompson) got some of our members out for the Nanaimo Empire Day parade. I think that Al will have a write up on this one, in this issue of the Beano.

The run to Kitty Coleman Gardens was postponed until June 13, and I hope that Peggie and Don Badger will have a write up for this run in the next issue.

The Mid-Island Swap Meet was again looked after by Mike Bull. I don't know how successful this event was, perhaps he will have a note in this issue of the Beano.

The big tour of the touring season is ready to go on the 24 of June. Brits Around B.C. Rob and Elaine Brodie from the South Island Branch are Wagon masters and have every-thing in hand for 10 day tour. Pics and a write-up will be in the next issue.

Brits on the Beach in Ladysmith, July 18th, once again in the very capable hands of Wayne Peddie, is coming together very nicely.

Hey, and guess what, the Christmas Party is being put in place by Marj Sabourin. I can't believe that it is only about 5 months away.

Norman Hall
Chairman, Central Island Branch

Piston Broke Award

I've scoured the archives and have come up with some history on the Piston Broke award...

-Dec 23 2002 – The trophy was built by Tony Mantell and presented to Fred and Marg Van Ingen for their noisy trip from Crofton to Nanoose with their exhaust system in the boot (trunk) of their MGB instead of being connected to the manifold (header).

-Dec. 2002 Fred Van Ingen

-Dec. 2003 Bernie Butler

-Dec. 2004 Doug Bainbridge

-Dec. 2005 Wayne Peddie

-Dec. 2006 Nigel Muggeridge

-Dec. 2007 Ken Hedges

-Dec. 2008 Oscar Taylor

-Dec. 2009 Cathy Gislason

I hope to build a larger base for the trophy soon and have all the names inscribed thereon. Let me remind you that we are now in prime time to find a new recipient. Even the most minor of breakdowns will be considered and previous winners will not be exempt. A good excuse as any to make sure your 'ride' is in tip top shape for all the upcoming events.

...*Jim & Cathy*

Nanaimo Empire Days Parade May 23 2010

Our luck ran out this year! After a couple of years of bright sunshine, parade day this year was dull and rainy. Nonetheless, we had eleven nice old English cars show up for the Parade, and everyone seemed to be in good spirits. Theme of the 2010 parade was the 100th anniversary of the Royal Canadian Navy. Fittingly therefore we had persuaded a retired navy friend of ours, Evan Petley-Jones (90), to don his old navy uniform and ride in the back of London cab, from where he waved to the crowd, propped up through the rear sun roof. The crowd and the people on the official reviewing stand clearly loved seeing him. Behind our cab came the '63 Humber Super-Snipe of Michael and Carolyn Davies, then a 'squadron' of our trusty sports cars, and Mike Minter's ever-present '52 Austin van and Bill Dean's '62 Vauxhall Victor bringing up the rear. Actually the rain stopped for the pa-



rade itself, so we were able to wave to the surprisingly large crowd that had braved the weather. Afterwards, 25 of us gathered in the Fox and Hounds restaurant for a late lunch

...Al Thompson



... Photos - Marge Sabourin

...editor's notes

Well.. It looks like summer might finally be here. In fact, I'm predicting it to start the day I leave for California (June 15) with the Tiger. Go figure? As Dave demonstrates below, not much tan and a whole lot of rain up until now. This issue is a bit short on club activities but I expect to have a whole lot more by August. BRBC is just around the corner and a little bird told me an interesting rumour about next year's BATS...



President's Update

Our OECC president, Steve Hutchins is off having way too much fun with his car (s) right now but promises a full report next month ...*the editor*



Membership

Mid-way through the year and we have 97 paid up members for 2010 with more expected at Brits-on-the-Beach in July. If YOU meet a potential member, send them over to the Yellow Picnic Table with Umbrella at the event Entrance, to be "persuaded" by that pesky Membership Guy.

This issue, we welcome Iain Colquhoun of Ladysmith and his 1953 MGTF, plus his partner Kathy Doyle. Keith Buechler of Nanoose Bay and his 1976 Triumph TR6 and his spouse Karen.

Currently, we are hopeful we may "persuade" the owner of a one family, senior grand touring vehicle from the 20's, to join our Club soon.

A big "Thank you" to those members who assisted with operating the Club Booth at the June Swap Meet in Parksville. Members parts were sold with great success for some who brought theirs along, in addition to that there was great "fellowship" which was obvious by the large crowd of Club members who just didn't want to go home.

Thanks guys and gals for your ongoing support, and Cheers!

Mike Bull

Kitty Coleman Run

The 13th of June started out bright and breezy with 13 cars meeting at the Canadian Tire parking lot. We were off and running by 10:00a.m. Our first stop was at Qualicum Beach where we picked up three more cars. At the Union Bay rest stop we were approached by a group of motorcyclists wanting pictures of yellow cars for a scavenger hunt. We had three to their utmost delight. Several of our members looked pretty good in biker leathers. Then we were off down the picturesque old highway through to Courtenay. Having not lost anyone to that point we had a few miss the Ryan Rd turn. Our trusty rear guard, Dave Harris got them to us in good time. We also pulled a “wave at the rest roundabout” at the Powell River Ferry terminal. We all arrived safe and sound to be greeted by our host, Bryan Zimmerman at about 12:30 P.M. We immediately circled the wagons and dug into our picnic lunches. Some people wandered the grounds by themselves and others went with Bryan on a guided tour. He told us the story of Kitty Coleman (those of you who weren't there will just have to come next year to know), as he led us around the park. The new labyrinth was really interesting and although rhododendrons were sparser there were still some that looked lovely scattered through the forest and glades. We wandered back to our chairs for a bit of sun and social before leaving. Some of us made a stop at the Cone Zone on the way home.

...Don & Peggie Badger



History of the SU Carburettor

PART1

The SU Carburetor was the idea of George Herbert Skinner, born April 1872 at Ealing (London), UK. He was the son of William Banks Skinner of Lilly and Skinner footwear distributors and producers. He followed his father into the family business but his consuming interest was the motorcar.

Herbert received his schooling at Ealing's Castlebar School and even though there is no known history of technical training, three patents associated with his ideas were submitted by 1900.

He travelled to France in 1903 to learn how to drive. In 1904 Thomas Carlisle Skinner, his younger brother, and Herbert tried out some of his ideas on a Star motorcar they owned. The Star had a very large carburetor with a glass top.

The brothers were able to watch the fuel flow from the jet though this. They observed that the suction on the jet depended on the demands made by the engine.

They believed they could improve the engine performance by locating the jet in an air channel of a size varied to suit different engine speeds.

This would insure a constant depression (suction) and air velocity.

A simple piece was evolved to try this. It was found that overall performance was lacking because a jet chosen for full throttle performance would result in an over-rich mixture for slow running and vice versa. The answer to this problem was the tapered needle. The jet orifice would be changed in size according to the engine demands.

Herbert applied for a full patent in 1905 and it was granted in 1906. On the patent application, he described his trade as "Boot and Shoe Manufacturer".

Carl Skinner, born 1882 at Ealing and educated at Leys School Cambridge, another of the Skinner brothers, was the practical engineer to Herbert's inventive

genius. Carl joined the family business but left by 1906 to join R.P. Wailes to manufacture and install carburetors .

John, another brother with little known history, was possibly a company director by around 1913. The first experimental carburetors were almost certainly made at George Wailes



and Co.'s works at 258 Euston Road London. The works and premises were sold

by George in 1906 and Carl became a partner with George's son. They established a temporary manufacturing facility in Euston Buildings while a new works was being constructed at 386-388 Euston Road.

Carburetors were installed and tuned to individual cars for some years. An 8ft by 16 ft 30 cwt (3360lbs) elevator was present at the new works to serve the four floors, roof and basement. Somewhat unusually, the top floor was the location for fitting and tuning carburetors, while the manufacturing took place on the lower floors. Mr. J. O. Gardner, Chief Draughtsman, prepared the working drawings from Herbert's sketches.



Herbert's responsibility was design and improvement, which he pursued with enthusiasm. He was always careful to keep his ideas patented. The "constant depression" idea was protected in England in 1906 with additional patents

for Belgium, France, Germany Italy and The U.S.

Other ideas of Herberts were not confined to the SU carburettor. Patents were granted in 1907 and 1908 for a detachable strap for ladies court shoes and slippers, an aero-carburetor, an additional fuel supply valve for cold

starting, and a hydraulic variable speed gear.

It is possible the first SU's were branded the " Union Carburetor" but this was soon changed to "The SU Carburetor".

1910 saw a move to a new location at 154 Prince of Wales Road, Kentish Town, North London, an old horse stable. The structure was converted for production. The SU Company Ltd., a Limited Company, was registered on August 2, 1910: Reg. No 111416.

The earliest financial records appear dated from April 30 1911. An entry dated January 28, 1913 advised of director's fees of 25 pounds each paid to W.B. Skinner, G.H. Skinner and J.H. Skinner. Wolesley and Rover were listed as regular customers by this time.

The early carburetors used a leather bellows in place of the familiar dashpot or suction chamber. Regular application of glycerine was recommended to keep the leather supple. Herbert's wife Mabel made the bellows from glace kid at their home. Company records indicate sales from Mrs. Skinner for bellows making continued til 1928:probably for spares by this time .

...to be continued...

Minutes of April 20th , 2010 Meeting

Chairman Norm Hall opened the meeting at 7:32 pm. Forty two people were present. The Minutes of the 16th March meeting were read by Al Thompson, and accepted as read. The monthly reports were started by Membership Registrar, Mike Bull, who told us that the branch had 87 members paid up for 2010. He told us that we had two new members – Bill Seip, who is looking for an old English Bentley, and Bob (and Melba) Nelson, who now own the ex-Hedges 1974 MGB. Mike Bull also mentioned the Parksville swap meet, coming up on 6th June, and the need for club members to ‘man’ the OECC booth. Next was the Financial Report given by Treasurer Bill Grace – we have \$2511, in the bank and as cash on hand. Beano Editor, Jim Gislason reported that the 63rd edition of the Beano newsletter (for March-April 2010) was ready and had been distributed on line and as paper copies. For Past Events, Dave Harris and Norm Hall respectively reported on the Bunny Hop Run (18th April) and the Errington-Coombs-Fawltly Towers Run (11th April) – both were very successful and enjoyable events. With respect to upcoming events, the Events Coordinator, Candy Francis (was not present) had distributed a detailed listing of all upcoming events. Al Thompson reminded people about the Nanaimo Empire Days Parade coming up on Sunday 23rd May – a sign-up sheet would be circulated at the 18th May club meeting. As old business, it was noted that there were three openings left for the free car clinic at Sussex Motors the following Saturday (24th April). As new business, the 2010 Christmas Party was discussed; the Chairman stated that the cost for a club party at the Nanaimo Golf Club would be about the same at other places like Tigh-Na-Mara or the Pacific Shores resorts i.e. in the order of \$60 per person. In contrast, the cost for a similar party at the Lantzville Legion was estimated to be about \$22 per person plus a hall rental charge of \$231. When the Chairman asked for a volunteer to organize the Christmas party – Marge Sabourin said she would consider undertaking the job. Several members mentioned cars for sale that they had heard of. Wayne Peddie told members of several items related to the OECC Society, including the Society AGM which this year would be held on 14th August in Campbell River. There followed some discussion about the rules for club car runs, including means for ensuring that no car gets left behind en-route. Tony Dowell gave his usual state of the British car industry update, and then Merv Steg baffled us with his mystery car of the month – this time the rare Invictor S1 which no one guessed. The 50-50 draw was won by Helen Allinson, and the meeting was adjourned at 8:30 pm

...Al Thompson

Minutes of May 18th , 2010 Meeting

The meeting was chaired by Norman Hall and opened at 7:30 pm with 40 people present. The Minutes of the 20th April meeting were read by Al Thompson, and accepted with one correction: it was pointed out by Doug Unia that the OECC Society AGM, on 14th August, was to be held in Courtenay, and not in Campbell River as recorded in the 20th April Minutes – those Minutes are to be deemed amended accordingly. Membership Registrar, Mike Bull, reported that the branch now had 94 paid-up members, including one new member, Mike Wilkinson from Ladysmith (who was not present). Treasurer Bill Grace circulated the latest financial report and told us that there was \$2624 in the bank and on hand. There were no reports from the Beano Editor or the Web Master – neither of whom was present. In reviewing Past Events, the Restoration Fair in Victoria was mentioned (Doug Unia, Wayne Peddie and Mike Bull had attended); as well, it was reported that the Free Car Clinics at Sussex Motors had gone very well, although two people who had booked were no-shows. For Upcoming Events, members were reminded about the Nanaimo Empire Days Parade (Sunday 23rd May), and the Kitty Coleman Gardens run (Sunday 30th May); sign-up sheets were circulated for both events. Also, Mike Bull briefed on the Parksville Swap Meet coming up on June 6th from 8am to 3pm. And Wayne Peddie gave an overview of Brits on the Beach in July – helpers are needed for the various jobs (Laura Taylor had already volunteered to oversee the club BBQ after the Show). Marge Sabourin spoke about early arrangements for the Christmas Party. It was decided that the party would this year be held at the Lantzville Legion hall, and the previously-made booking at the Nanaimo Golf Club would be cancelled. Tony Dowell gave an update of the state of the British car industry, and that was followed by Merv Steg's mystery car of the month. No one

guessed it this month – the car this month was the little-known Piper GTT P2. Following the 50-50 draw – which was won by Ray Sabourin – the meeting was closed at 8:45 pm

...Al Thompson

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Upcoming Events

June 20

Father's Day Picnic, Beacon Hill Park

June 24th-July 4th

Brits 'Round B.C.

July 1st

Salt Spring Island Antique & Classic Car Show

July 10

British Heritage Festival. Beban Park, Nanaimo

July 18

Brits on the Beach, Transfer Beach, Ladysmith

July 25

Circle Tour to Port Renfrew—Wagon masters Geoff & Candy Francis

July 31

Ladysmith Parade

Aug. 8

Mc leans Mill British Car & Bike Show

Aug. 14 & 15

Filberg Car Show Comox Valley Branch

Aug. 22

A Day at Denman Island—Wagonmasters Janet & Malcolm Hargrave

Sept. 4-6

All British Field Meet - Portland, Oregon

Sept. 12

English Car Affair in the Park—Fort Rodd Hill, Victoria

... please e-mail/phone Candy to verify all dates ,times and Wagon master info ...

Upcoming Monthly meetings...

June 15th, July 20th & Aug. 16th

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