



# The Car Club **Beano**

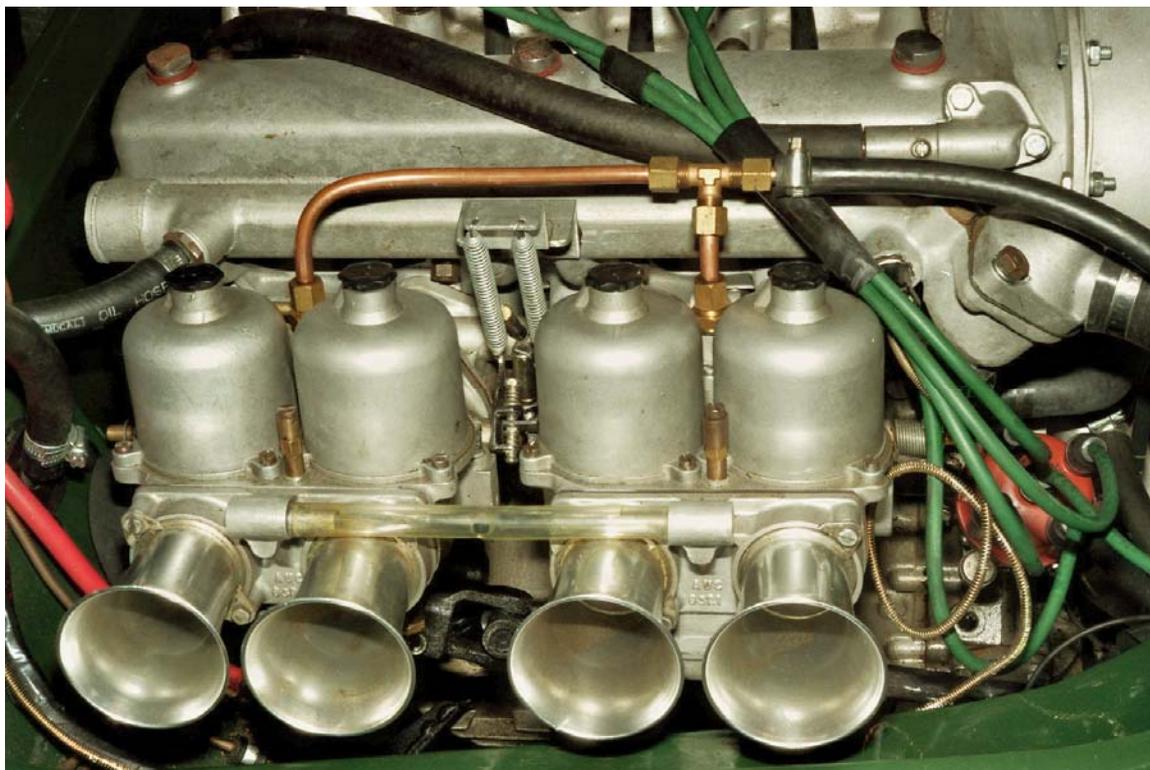


*British Engineered Automobiles-Nanaimo Order*

January—February 2011

68nd Edition

Editor & Publisher: Jim Gislason



## The SU Carburetter

These are a very rare set of SU DU 6's fitted to a Triumph 'Sabrina' engine. This twin cam engine was specially built for Triumph's TRS Le Mans cars of 1961. In this issue is parts 2 & 3 of the history of the SU carburetter...

*Continued on page 8*

## Chairman's Note

I think we got off to a good start for 2011. It appears that everyone I received feedback from, really enjoyed the new location and the changed meeting format. A big thank you to Doug Unia for his excellent technical presentation on distributor vacuum advance systems, and I am pleased that all 35 members stayed for his presentation. Please note that the minutes of January's meeting were emailed to all members on February 4<sup>th</sup>, and I hope that everyone will read them ready for approval at our next meeting.

The 2<sup>nd</sup> annual Polar Bear Walk went over very well with more than 30 members showing up and walking around Neck Point, followed by lunch at Piper's Pub. It was great weather and 3 old English cars turned out for the day.

Bill Grace and I attended the OECC Club Executive meeting in Delta on January 22<sup>nd</sup>, and I'm pleased to say that many items were discussed and resolved. Not least, the definition of membership! The Club has now adopted the following wording "Any person may become a member of the OECC by joining a branch and paying the annual membership fee. The spouse or partner of a member (identified on the membership application form) is a full member of the OECC and shall be entitled to vote and hold office."

Some other matters raised at the meeting were to review and adopt the annual budget; to fix the Club membership fees; to look into providing branches with OECC introduction cards, and that members will cease OECC privileges if their dues are unpaid after 5 consecutive months from due date.

Judy Unia agreed to be the Club's regalia person and look after inventory tracking – thanks Judy!

I would like to apologize to Norm Hall that his name and position of Past-Chairman was not shown on the new Executive in my report in the last issue of the Beano. This has now been corrected.

I am also happy to say that Bill has reworked the current budget to allow for the extra cost of meetings and reduction in Beano printing costs so that we are now predicting a surplus of \$1,356 for the year.

Please note that our next meeting will be on Thursday, February 17<sup>th</sup> at 7:00 pm, at the Lantzville Legion and our next event is bowling, followed by dinner at Alexandra's on Sunday, February 20<sup>th</sup>.

Best regards,  
Malcolm Hargrave, Chair.

## Membership Report

We now have 61 membership renewals for 2011, (54 fully paid members). Robb Moffit won the early bird draw of a free membership, at our January meeting. If you have not already done so, please renew your membership as soon as possible. The due date that our branch needs to submit our dues to the club is May. All renewals can be sent to: Candy Francis, 4325 Ashbury Place, Nanaimo, BC, V9T5S3. A new membership form has been developed and I would very much appreciate receiving one with each membership renewal. One has been sent to each 2010 member, or you can print it off from our website: [http://oecc.ca/cib/about\\_us.htm](http://oecc.ca/cib/about_us.htm) Contact me if you have any questions or concerns; [geoff001@telus.net](mailto:geoff001@telus.net) or (250)758-7314

I will bring a few copies of the new membership form to our meeting.

Candy

## CAR CLINIC for OECC members for their British Classic Cars

**Sussex Automotive Ltd.** is delighted to offer members a chance to have their vehicle inspected by Alan and/or Eric and to discuss any issues with you on **Friday April 15<sup>th</sup> 2011**. A *free* General Inspection and report and if necessary a road test will be performed. (Value normally \$85 plus tax) You will be invited to look underneath your car should you wish to do so after the inspection has been completed. We would be happy to discuss your maintenance requirements, especially if you are planning on going on a trip such as 'Brits Round BC'. Please feel free to ask for an estimate on any remedial work found necessary.

Due to the wonderful response last year we will start to book appointment times from 9.30 am on Friday 15th April. Please e-mail [sussexauto@shawbiz.ca](mailto:sussexauto@shawbiz.ca) if you are interested in coming, space is limited, so get on the list now.

Please give us your name, phone number and e-mail address and the details of the car you will be bringing for an inspection.

A short confirmation e-mail or phone call will be received nearer the time.

Coffee, tea or soft drink will be available.

Tim Horton's and A & W is just a short walk or drive away.

## OECC Polar Bear Walk Jan. 2 2011



We had 27 members show up with 21 actually doing the walk around Neck Point, who all received a Certificate of Accomplishment. It was good to see at least 3 old English cars turn out on the day. The weather was great with a lot of sunshine, but a bit chilly.

There were 3 challengers for the walk around in shorts - Howard Lockhart, Geoff Francis and Dave Harris -each winning a special gift for their bravery!

The WWF Polar Bear toy, nick-named O-ECC, was adopted by Marilyn Tarry and will be raffled again next year. We raised \$60 with the raffle, which covered the WWF polar bear survival donation and incidental expenses.

Malcolm



## California Cruisin' 2011 Itinerary

Sat. June 11 - Nanaimo to Victoria to catch the Port Angeles Ferry We will be leaving on the 10:30 a.m. sailing. Reservations are STRONGLY recommended. The cost will be approx \$82.00 US. From Port Angeles we are going on the 101 to Lake Quinault and the Rain Forest Resort Village Shawn at reception (1-800-255-6936) has agreed to give us their winter rates if we book before April 1. She has also blocked 10 rooms until that date. \$75-\$85 U.S. plus taxes. All rooms are lake view. There are also cabins available at winter rates. No breakfast at the resort but there is a fab restaurant on site for dinner and there is an Internet Cafe close by for a light breakfast or the Lake Quinault Lodge for a full breakfast.

Sun. June 12 Lake Quinault to Tillamook & Shilo Inn Suites Hotel where we have been given a rate of \$79.00 plus taxes includes breakfast. 1-503-842-7971

Mon. June 13 Tillmook to Bandon Oregon and the Best Western Inn at Face Rock 1-800-638-3092 We have a rate of \$139.99 includes all taxes, breakfast in the a.m. And a \$40.00 dinner voucher for their in house restaurant. Be sure to check the website – this sounds amazing.

Tues. June 14 Bandon to Fortuna. We have 10 rooms blocked until May 10, but if you choose to book online the rate as of Jan 4 including taxes is 118.68 and their phone in rate is \$126.50. 707-725-6822. Approx 10 miles from the Victorian Village of Ferndale and about \$50.00 cheaper. Should still be able to enjoy Ferndale on our way through and then enjoy a pool and full breakfast at the BW.

Wed. June 15 Ferndale to Gualala via #101 to #1 I have chosen the Qualala Country Inn. All rooms have Queen beds. They are offering us their winter rates of \$79.00 for a river view, \$89.00 for an ocean view and \$10.00 extra for 2 beds in a room. They also offer a continental breakfast. Qualala was chosen because it is on the #1 off the beaten path and on the ocean. 1-800-564-4466. Always mention the Old English Car Club. The rooms at this rate are held until April 30.

Thurs. June 16 Gualala to Santa Cruz Hotel Pure Santa Cruz Beach Inn \$119.50 if booked before May 1. 1-888-832-7309 If booked before March 1 mention OECC and the front desk can book you If after March 1 but before May 1 ask for Raymond Jones and mention the OECC. After May 1 the rate will change. If booked on line the rate for a king room as of Jan 3 is 99.50 plus taxes. Includes a continental breakfast. Hotel looks great BUT this week is grad week in California so we will likely see large amounts of partying teens everywhere we go:)

Friday June 17 Santa Cruz to Morro Bay. This is a smaller hotel across the street from the fishing docks. Site looks fabulous. Rooms are small. Great testimonials. The rate we have is \$94.86 per night including all taxes. This includes a light continental breakfast. If you want a larger breakfast request a \$25.00 breakfast voucher. This will give you unlimited access to anything on the menu at a restaurant next door to the hotel. The manager told me it is the best in town (of course) 1-805-772-5607. Cancellation must be 30 days in advance and the rooms are blocked until April 1. Mention the Old English Car Club. Apparently there is a car show every Sat a.m. in the lot next door.

Sat June 18 -4 nights leaving Wed June 22 - Morro Bay to Anaheim. The Ramada Inn Maingate. This one will have to be a phone call to Jessica to get this rate of \$95.00 per night plus taxes includes a continental breakfast. 1-714-722-0440 . Has a pool. Rooms will all be adjacent or near each other and once we know how many are coming parking will be blocked for us so the cars are safe and together. Hotel looks great!!!

Leave Anaheim Day 12 Wed June 22 to Pismo Beach or 1-800-848-1434 Could not block dates because it is high season. The best rate is either by phone or on line. I paid \$143.00 plus taxes. Includes breakfast and was recommended by the local Chamber of Commerce.

Day 13 Thurs June 23 Pismo Beach to Pacifica Another beautiful Best Western hotel at very reasonable rates. 650-355-6300 Would not guarantee a rate, but currently they range (for June 23 2011) from \$109.00 to about \$150.00. Hotel is beautiful, right on the ocean and, as always, this includes breakfast. Recommend booking on-line asap as they would not hold rooms for us.

Day 14 Fri June 24 Pacifica to Fortuna / 707-725-6822. May seem boring, but I have booked the same BW coming home. If we aren't happy with it on the way down we can cancel at that time. The rate is good, it has a pool and we will have had a long driving day to get us there. Again the rate booked on their website is better than the rate I have been given so use the internet if possible.

Day 15 Sat June 25 Fortuna to Coos Bay This is getting harder and harder. I had found a lovely looking place called the Edgewater Inn right on the Bay, but when I talked to them they mentioned in passing that the mill was not working at night so we wouldn't have to worry about the noise, but there was no guarantee it wouldn't be in 24 hour production by the summer aghaghagh!!!! In the end I choose another Best Western. At least they are consistently good and if we stay at enough of them we should gather enough points for a free room at another time. The on line rate I paid was 125.39 including all taxes. I didn't call to see if I could do better over the phone as I haven't been able to so far. 1-541-269-5111.

Day 16 Sunday June 26 Coos Bay to McMinnville YUP another BW. Liked to look and didn't feel like searching too much any more. I paid \$109.98 including all taxes on line using AAA.

Day 17 Mon June 27 McMinnville to Shelton WA Look at that - it isn't a Best Western:) This will be our last night on the road. We are staying at a Casino where we can win back the cost of our trip!!! Truly it looks wonderful on line. I called the 1-800-667-7711 to reserve. When you call be sure to tell them you have a players card because the rate drops to \$89.00 if you do. We can all pick up a players card when we arrive and before we check in. With the card and the room we will each get \$3.00 in free play, a discount at the eateries and other stuff which I already forget.

Day 18 Tues June 28 Shelton to Port Angeles and 12:45 ferry and home Be sure to reserve the ferry when you reserve your trip over on the 11<sup>th</sup> of June

*Please contact Margie for updates and hotel website links*

[mgsabourin@gmail.com](mailto:mgsabourin@gmail.com) 250-753-9168



## History of the SU Carburettor Part 2

Automotive Carburetor production came to a halt in 1914, owing to the beginning of WW1. Government contracts covering the manufacture of bombs aircraft carburetors, and machine gun parts and tripods kept the 250 employees occupied till after the armistice in 1918.

Progress was slow after the resumption of regular auto carburetor following the war. Inefficiency and high costs within the motor industry manifested itself in a general recession. To keep the company viable, they took on the manufacturing of wireless parts, windscreens, water cocks etc.

A number of high quality car manufacturers appreciated the attributes of the SU, and they were installed on Bentley, Napier and Invicta cars. About 1927, the leather bellows was replaced by the brass piston, an example being the Sloper.

William Morris was using more and more SU's on his cars by the mid twenties. As per his usual practice, he acquired the company in December 1926. This was

a relief for the Skinner family as they had been keeping the struggling SU Company afloat for some time.

A move to the midlands took place with the Morris takeover. The new facilities were part of the Wolesley factory at Adderly Park Birmingham, another recent takeover of Morris. Carl Skinner was installed as Managing Director.

With all the cars in the Morris group to service, SU production increased rapidly and proved to be the turning point for company. Wilf Webster, who joined in 1929 as assistant draughtsman, recalled money was never a problem. "We could have more or less whatever we wanted" he said and new products were always appearing.

The HV carburetor was introduced in 1929 using a bottom feed float chamber. The Petrolift, successful forerunner of the electric pump also appeared. This replaced the gravity feed gas tanks or vacuum tanks common at this period.

A change to the HV occurred in 1930 with the modification to take the top feed float chamber. The OM and D designs appeared in 1931. The D is a downdraft design and it required a spring in the suction chamber to return the piston to idle position.



**HV Type**



**OM Type**

Herbert Skinner passed away in 1931 and was never to see the best days of his invention. The first SU aero carburetor was developed in 1932 which led to a number being produced covering civil and military aircraft during the mid to late thirties, including the Rolls Royce Merlin engine.

SU would and did make almost anything for anyone requiring a fuel system during the thirties, a time of extremely active development.

In 1936 the name of the company was changed to SU Carburettors Ltd. The thermostatic starting carburetor (automatic choke) was introduced in 1937 along with the well known H type. The H type began the trend of numbering the bore size ranging from 11/8 to 2 inches. This was retained well into the 1960s. 1938 saw the introduction of the hydraulic piston damper, aiding acceleration enrichment.

New pump designs including the HP, LCS and double ended high capacity has now appeared. Virtually all Morris and MG as well as Riley, Wolesley, Alvis, Bentley, SS (Jaguar) were using SU pumps, carburetors or both by 1939. SU was thriving.

The SU factory covered 81,000 square feet and 400-450 people were producing 4000 carburetors and 4000 pumps per week by March 1939. The brass piston replaced the zinc die cast one in 1939. Zinc distorted or grew with age resulting in clearance problems. Production of the HV carburetor was discontinued.

### History of the SU Carburettor Part 3

The outbreak of WW2 saw a significant increase in SU operations. The workforce increased by 300 in six months to 700. This was due to production of aero carburetors for the Rolls-Royce Merlin and Peregrine, and Napier Sabre and Dagger engines. Fuel pumps were also in demand for many military uses.

In late 1939, it was realized a shadow factory was needed as SU were producing the entire supply of carburetors for the Spitfire, Hurricane and many bombers. A duplicate plant was set up at the Riley works in Coventry.

The works were damaged in November 1940 air raids. The first raid set the factory on fire, however the works firemen were able to contain and extinguish the blaze. Three bombs achieved direct hits, two being in the machine shop, but the production line was spared.

No bombs fell on the SU plant during the second raid, but the roof was damaged by falling girders and other debris from surrounding buildings. At this point, the Ministry for Aircraft Production decided to evacuate the factory. Just twelve hours from this decision, RAF trucks began removing the plant to a newly constructed location at Highlands, Shirley. This modern factory was requisitioned from the Co-op. Production continued unabated during the move, as the Riley operation were able to fill any gaps.

Employment rose to 1500 shortly after the move. Weekly output of carburetors was doubled to 200 per week by mid 1940 . A normal working day was 8am to 7pm., but was often strached with workers sleeping by their machines.

1941 saw a second shadow factory set up at Barwell in the Wharf Valley, Yorkshire. Ironically, it was a boot factory that was requisitioned. The factory made the Rolls-Royce Bendix Stromberg carburetor as well as SU.

SU developed a fuel injection pump for the Mosquito in 1942. A patent had been taken out in 1939 by two SU technical staff, but no interest by engine manufacturers was shown at the time. By 1942, it was realized the fuel injection was a significant improvement for aero engines. By 1945 fuel injection was in general use on most British aero engines. This pump was later built under licence in the USA where it was known as the Simmons Injector Pump.

The production of automotive carburetors and fuel pumps resumed in 1945. The manufacturing venue was moved to Erdington, Birmingham in 1947.

1947 also saw the "Skinner" connection ended. Lord Nuffield (William Morris) called a meeting with senior men from the Nuffield Organization, including Carl Skinner, now 65, and announced their retirement.

Aluminum die castings were introduced in 1948, replacing zinc and brass, a direct result of experience gained during the war. There was a plentiful supply of aluminum left over from was production.

Improvements and developments were a yearly occurrence after the war. 1950 saw the introduction of dustproofing and with formation of BMC in 1952, a larger market for SU products was at hand. In 1954 part-throttle mixture weakening for six cylinder single carburetor applications (Rover P4) and the HD (diaphragm) model were introduced.

The HS type appeared in 1958, the year of Carl Skinner's death. 1962 saw the delrin float needle and 1963 nylon floats appeared on the HS carburetor. A mechanical fuel pump and the AED (automatic enrichment device or choke) were introduced in 1967.

*...submitted by Doug Unia*



**HD type**



**HS type**

## Minutes of Jan. 20th , 2011 Meeting

The meeting was called to order at 7p.m. by Chairman, Malcolm Hargrave. The 35 attending members identified themselves and their vehicles.

The minutes from the November 16, 2010 AGM were approved.

### Announcements and Information

Meeting Format and Location: Based on feedback from the recent questionnaire, members indicated they wanted technical information. To accommodate technical presentations, the meetings will start at 7 p.m.

MOTION :“Due to increased operating costs for the OECC Central Island Branch, the Executive strongly recommends an increase in 2011 annual dues to \$25.00 per single member, and \$30.00 per dual membership, effective January 1,2011.”

Seconded: Dennis Millard

Voted: Passed Unanimously

Treasurer, Bill Grace reported \$2,587 total cash on hand.

Howard Lockhart reported a good turnout and a great time on the 2<sup>nd</sup> Annual Polar Bear Walk “sobering up walk” at Neck point and Buffet at Pipers Pub. Bowling at Brechin Lanes with Margie on February 20<sup>th</sup> and dinner at Alexandra’s Bistro is our next event.

Candy Francis confirmed that 60 members had signed up and were eligible for the Membership Fee Early Bird Draw. There was great excitement and when the drum roll ended Robb Moffatt was declared the winner!

Branch Restoration Award: After much discussion and suggestions on how to administer a Branch Restoration Award, it was decided that there is a need to establish rules and guidelines. Malcolm will find out how other clubs do it and report back.

Al King correctly identified Merv’s Mystery Car of the Month as the Austin A35.

Jim Gislason won the 50/50 draw of \$22 - \$5 less because he didn’t have his name tag

The members were given lots of information and enjoyed Doug Unia’s technical presentation on Distributor Vacuum Advance. He passed around several display examples. If you have ideas or would like to make a presentation please contact Doug Unia at [55omdu6@telus.net](mailto:55omdu6@telus.net)

Please remember that Coffee/Tea is available on the honour system for \$1 a cup.

It would be appreciated if you could please help stack chairs at the end of the meeting.

Meeting Adjourned at 8:20 p.m.

...Darla Millard

## Upcoming Events

### **Bowling with Margie Sunday Feb 20th**

followed by dinner at Alexandra's Bistro  
Bowling starts at 4pm but be there about  
3:30. The cost for bowling is \$8.75  
Please contact Margie at  
[mgsabourin@gmail.com](mailto:mgsabourin@gmail.com) or 250-753-9168  
and let her know if you are bowling and/or  
staying for dinner.  
She needs to know by Tuesday Feb 14th

### **Sussex Car Clinic April 15th**

See ad in this BEANO

### **6th annual Restoration fair & Swap Meet**

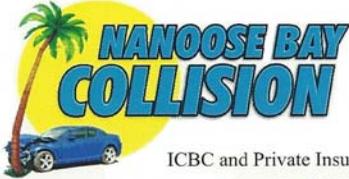
**April 17** Please see South Island branch  
website for details <http://www.oecc.ca/sib/>

### **Empire Days parade May 22**

Wagon master: Al Thomson

### **California Cruisin' June 11—June 18**

Wagon master: Marge Sabourin



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