



# The Car Club Beano



British Engineered Automobiles-Nanaimo Order

March—April 2011

69th Edition

Editor & Publisher: Jim Gislason



## The SU Carburetter

Here's a pair of SU's as factory fitted to a 1974 MGB-GT V8 . They produced 2,591 examples from 1973-76 using the Rover 3.5 L.V8 for home market cars only. This engine was actually 60 lbs lighter than the 4 cyl. and provided an extra 50 h.p. In this issue is part 4, the last instalment on the history of the SU carburetter...

...Continued on page 7

## Notes from the Editor

It's been a long winter... but spring is in sight...isn't it? I can't wait any longer so will be in Mexico next week getting a head start ! I hope everyone has their cars all ready to go for the season. I think most of the 'snowbirds' are back and accounted for. A big thank you to Tony Dowell for all his research on the correct oils to put in these old cars.

There's a great swap meet to attend this coming weekend and then Dave's bunny hop run the next...

I'd like to remind all organizers and wagon masters that the more info and pics they can send me *after* an event, the better coverage it will get in the BEANO. I welcome *any* pics from our club members and will gladly find room to post them here... or on the website.

Now that I'm committed to leaving the country, I just KNOW it will be sunny next week ! A good time to get those cars out and see if they work as well ( or better ) than last year.

Looking forward to another fun year as a member of the OECCCIB ( or as it's sometimes known...the Old English Eating Club )

...*Jim*

## Membership Report

We now have 76 members. Do not miss out on any events or emails. A reminder, the memberships are due by April 30<sup>th</sup>. 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. 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 Thursday, April 21st.

...*Candy*

## Music for your ears?

I recently purchased a device that may be of interest to some of you. I know that a lot of people have restored their cars to original condition and that also means an AM radio which unfortunately will have virtually no reception. It's called a RediRad and basically hooks up to ign. power (2) and then plugs into the back of your radio (3) where the antenna plug is... there is also a provision to plug your antenna into it (4) on the chance that there really are some stations out there. This can all be cleverly hidden behind the dash. There is one more cable (1) that has a jack which will plug into virtually any device you happen to have that has an earphone jack... I-Pod, phone, etc. and by tuning the radio to about 1000 khz, it will play whatever's on your device through the existing radio and speaker (s) . The volume is also controllable from your radio. There are models for 12v ( + or - ground ) and also 6v ( + or - ground ) and even one for FM . They have a website at <http://www.rediscoverradio.com/index.html>

...Jim Gislason



## Suffolk SS100 at Sussex Automotive

Seven club members attended Sussex Automotive in February to view the Suffolk SS100 replica that Al Petrie is building for a client in Victoria. The Suffolk SS100 is a very accurate replica of the Jaguar SS100 built from 1938-39 in 3.5 liter engine size. The car was quite fast for its time at 104 mph and very much a bargain at 445 pounds.

Suffolk's car is designed to utilize components from an 1969-1986 Jaguar XJ6, in this case a series 2 model. As virtually all XJ6s imported to North America were automatic transmission, Suffolk have sourced and supplied a 4 speed overdrive gearbox along with the kit. Al explained that because of the difference in chassis width components such as the steering rack, rear half shafts and suspension arms must be shortened to fit. The engine is the 4.2 liter DOHC from the XJ6 which has been balanced, blue-printed and the cylinder head has been reworked.

At the time of our visit the car was running Stromberg 175CD carbs, but there is a plan to change these for sandcast SU H8 carbs when they are available from Burlen Fuel Systems. Al explained that the chassis and power train has to be assembled in a certain order so parts will fit. For example, the steering column has to be installed before the exhaust manifolds because it fits between the manifolds and engine block. We were only able to view the chassis as the body was away for painting at the time. Suffolk has added some nice touches to disguise the modern components. There are steel discs behind the wire wheels to make it appear the car has drum brakes and a V shaped plate that looks like the original Hatford friction dampers to disguise the coil over springs and shocks.

The car looks very good on the tall wire wheels and Blockley tires and Al has done a superb job on the chassis build up. I'm sure the finished product will be very worthy.

*...submitted by Doug Unia*



## Bowling with Margie Feb. 20 2011

Bowling took place at Brechin Lanes. About 30 attendees came to the event, some had never attended this social event before. Some brought their own bowling shoes but for those (most?) who were a little rusty, the gutter rails were thankfully in place! The lights were dimmed for the second game with disco lights dazzling... Some interesting rules were instituted for that round such as bowling with your other hand or bowling between someone else's legs, and Irene Thompson won a prize for her soon to be infamous 'boomerang ball'. All had a great time with lots of laughs and the group then moved on to Alexander's for great food and the usual boisterous discussion.



## Thompson Machine Ltd. Field Trip March 14 2011

Twenty five members of the Nanaimo OECC club met at Thompson Machinery Monday morning at 8:30 am. Thompson Machinery had closed the shop down for us while giving the tour. Our guide has worked there for many years and seemed very knowledgeable about his subject. He answered all questions in an informative matter. As the place isn't designed for tours it was hard to hear him some times, especially when some of the other members were carrying on their own conversations at the same time.

This shop repairs engines only or some piece of machinery which needs similar repairs. You bring your engine or part to the door and they fix it. They do not take it out or put it in your vehicle or boat.

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I think all members enjoyed and learned a lot from the tour. I certainly did. Afterwards 10 or so members retired to the Nanaimo Bakery to have a coffee or breakfast and discussed the tour.

Our thanks go to Doug Unia for arranging the tour.

Other tours of the same sort would be appreciated by the members. Examples, car body repair paint shops, upholstery repair, electric repair starter/ generator/ alternator shops.

...Submitted by Glen Stainsby

## History of the SU Carburettor Part 4

1969 saw the appearance of the spring loaded metering needle, and the throttle over-run valve. Jet temperature compensation on HS8 carburetors was introduced in 1971 and the HIF (internal float) model in 1972. Jet temperature accommodation (the waxstat jet) was expanded to HS4 and HS6 carburetors in 1975. The ball bearing suction chamber and improvements to the part throttle weakener appeared in 1976.

By 1976 SU's position, a small factory within the decaying British Leyland Motor Holdings, changed again. It became part of SU/Butec, the Service and Parts division.

The HIF44E (choke size now in mm rather than imperial) with electronic control for the choke, idle speed and fuel cut-off was introduced in 1982.

A few years later, the melding of SU/Butec into Austin Rover fuel Systems saw SU's identity disappearing.

The Company was acquired by the Hoburn Eaton Group in 1988. HBE was taken over by the USA based Echlin Corporation by mid 1990 and then Echlin was acquired by Dana Corporation in 1998. The company traded under the name of Dana SU Automotive.

By the early eighties, SU were considering the ending of production of pairs of HS carburetors (MGB, Midget, Spitfire etc.) but were encouraged to continue by Burlen Services.

Burlen's were set up in 1971 and became involved with SU carburetors in the 1974 fuel crisis, at which time they were appointed as agents. A period of co-operation beneficial to both companies followed. A joint venture to save the defunct Solex UK production took place in 1985.

Burlen Fuel Systems was formed in 1986 and are responsible for the re-emergence of the brand following years of neglect.

The final production of HIF and KIF carburetors were produced at Birmingham on August 16, 1994. In June 1996 Burlen committed to the continuation of the production of SU carburetors for the future. "The SU Carburettor Company Ltd."

was acquired by Burlen in 1997.

The official closure of what was the SU factory occurred in November 2001. All new carburetors, pumps parts etc. are now produced by Burlen's in Salisbury, Wiltshire.

*...submitted by Doug Unia*



**HIF Type**

## OECC Mystery Bag Auction

A Brown Bag Auction will be held April 21<sup>st</sup>, at our monthly meeting.

What is a Brown Bag Auction you ask?

A Brown Bag Auction is a fun way for our Branch to raise some money to assist in the purchase of a projector to enhance our Tech presentations at our monthly meetings.

*Items for the Brown Bag should be Auto/Club related, (something British).*

*Items are placed in a container and should not be visible.*

*Bag or container may be dressed or decorated, large or small. (The more interesting packages raise the most money)*

*Identify package as His or Hers.*

*Packages auction off by Ken Tanquay*

*Winner of each package open it as soon as received it, (before next package is auctioned).*

*Treasurer to log name of each winner and \$ paid.*

*All funds raised go to our Branch to assist in paying for the purchase of the projector.*

Bring your donations for the Auction to the meeting in April. The Auction will take place immediately after our business portion of our meeting, in place of the technical presentation. Use your imagination, bring your brown bags to donate, and let's make this a very fun event.



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**Doug Unia**

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## Minutes of February 17th , 2011 Meeting

The meeting was opened at 7 pm by the branch chairman Malcolm Hargrave, with 43 people present. Two guests, Adam Walker and Mike Coe, were introduced.

The Chairman noted that the Minutes of the 20<sup>th</sup> January meeting had been Emailed to all members, and also published in the Beano; it was therefore moved by Marge Sabourin, seconded by Al Thompson, that the Minutes be accepted as published (**Carried**).

Malcolm told us that he and Bill Grace had attended the Club (formerly known as “the Society”) Executive meeting in Delta on 22<sup>n</sup> January. He outlined the main points that had been discussed (these are as noted in the Chairman’s Note on Page 2 of the Jan-Feb 2011 Beano). Although the Club Executive discussed some changes to the level of membership fees, our CIB fees will remain as currently set, at least for this year.

Our Treasurer Bill Grace next circulated the latest financial statement and told us that the Branch has \$2,514 in the bank and in cash.

Events Coordinator Howard Lockhart reviewed the fairly long list of events coming up – notably the Bowling on 20<sup>th</sup> February, the Sussex Auto Car Clinic on 17<sup>th</sup> April, the Nanaimo Parade on 22<sup>nd</sup> May, and the California Cruisin’ (Disneyland) trip in June (Marge Sabourin expanded on the Bowling, and on the California trip). Doug Unia also added in a tour of Thompson’s Automotive that he has organized for Monday 14<sup>th</sup> March.

Vice Chairman, Candy Francis , then spoke on membership and told us that we had 65 fully paid-up members so far – about the same as at February last year.

There followed some discussion on Club and Branch awards – the rules for the current awards were reviewed, and the suggestion for a branch Restoration Award was discussed further (e.g. the car must be shown at our annual Brits on the Beach show, and must have complete background information and photos, including evidence of condition before the restoration was commenced).

Next was a discussion on whether the Branch should proceed with purchase of a projector (for technical and other presentations) – especially in relation to the Motion for Purchase which had been discussed at the August and September 2010 meetings and put on hold due to shortage of funds, until the February 2011 time-frame. After some discussion – during which Bill Grace noted that he was now forecasting a surplus of \$1300 for the close of 2011 - Candy reintroduced her motion that the Branch purchase

a projector at a cost not to exceed \$800. The Motion was seconded by Howard Lockhart (**Carried**).

In the course of considering the projector, the idea of holding 'Brown Bag Auctions' of British car-related items – which had first been suggested by Steve Harris at the 21st September 2010 meeting (as a fun way of raising funds for the branch) – was again discussed. It was eventually agreed that: (1) the Brown Bag Auctions should be tried as a fun event, perhaps once a year instead of the Tech session on that occasion; and (2) the first Brown Bag Auction could be held at the 21<sup>st</sup> April club meeting.

Merv Steg's Mystery Car of the Month (the Peel 250) was correctly guessed by Ken Tanguay. Then, after a brief update on the state of the British car industry by Tony Dowell, the 50/50 draw was held and won by Michael Davies.

The first part of the meeting was finished at 7:55 pm and was followed by a most interesting Tech Presentation on brake lines by Doug Unia.

The branch meeting was adjourned at 8:45 pm  
....*Al Thompson, acting secretary*

## Minutes of March 17th , 2011 Meeting

Chairman Malcolm Hargrave opened the meeting at 7:02 pm with 42 people present. Malcolm noted that the minutes of the February meeting had been circulated by Email. As there were no suggestions for changes, it was proposed by Malcolm, seconded by Judy Unia, that the minutes be accepted as circulated (**Carried**).

Treasurer Bill Grace then gave a brief overview of our financial state - it's good with \$2,232 in the bank. He also circulated detailed financial sheets for all to view. Our Events Coordinator, Howard Lockhart, then brought us up-to-date on Events.

There was only one past event and that was the tour of Thompson's Automotive machine shop on 14<sup>th</sup> March. It was a very successful tour, organized by Doug Unia; 25 people attended the morning tour, with a goodly number taking in breakfast at the Nanaimo Bakery afterwards. Future events included the annual Sussex Motors car clinic on 15<sup>th</sup> April, the Victoria Swap Meet on 17<sup>th</sup> April, and our annual Bunny Hop Run on 24<sup>th</sup> April. In connection with upcoming events, Tony Dowell suggested a one or two day outing to Gold River if there is sufficient interest – Saturday 20<sup>th</sup> August was

suggested as a possible date. By show-of-hands several people indicated an interest in a Gold River run – either as a one day outing, or as an overnight trip.

On the matter of club membership, Vice Chairman Candy Francis reported that we have 71 paid-up members so far for 2011. All previous members need to pay memberships prior to 30<sup>th</sup> April.

Our Beano Editor, Jim Gislason told us that he and Cathy are proposing a photo contest to provide more photos for the on-line Beano, and also to enable a winning photo to be placed on the opening page of our branch website. Jim also advised the members that a digital projector – the purchase of which had been approved by the membership at the 17<sup>th</sup> February 2011 club meeting – had now been bought (from NCIX in Richmond BC, at the good price of \$563, including tax) and would be demonstrated during the course of the evening (*it was, and members seemed well satisfied*). Presentation Coordinator, Doug Unia, volunteered to be the custodian of the projector.

It was suggested by Merv Steg that each candidate for the Branch Restoration Award (discussed at the February meeting) be required to make a presentation on his/her restoration project using the new projector. Members thought that was a good idea.

As **New Business**, there was discussion on: **(1)** a proposal by Adrian Rice and Steve Wareing that the Branch develop skills and tools inventories, and a list of recommended parts and service suppliers, for the benefit of all members – Steve will circulate these ideas to members by Email; **(2)** who will be in charge of the Annual Banquet this year – nobody volunteered to take charge, but Marilyn Tarry volunteered to help out, and Malcolm volunteered his wife Janet (!) to help out as well; **(3)** Brits on the Beach and the need for people to help Adrian and Steve – the following people volunteered: Merv Steg (Flyers), Howard Lockhart (Sound System), Candy Francis (Membership Table), Judy Unia (Regalia Table) and Laura Taylor (Food – to be confirmed); and **(4)** the proposed Brown Bag Auctions and who will be in charge – Ken Tanguay will check with the original ‘idea man’ Steve Harris for further guidance, and Ken also volunteered to be our Auctioneer.

No one guessed Merv Steg’s Car of the Month – this time the Bernard Scorpion 4 – and Mike Lyall won the 50/50 draw. The main meeting was adjourned at 8:50 pm. In lieu of the Tech Presentation this month, there was a very timely and worthwhile round table discussion on “Getting the Car Ready for the Season”, led by Doug Unia

... *Al Thompson, acting secretary*

## Upcoming Events

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

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

### **Bunny Hop Run April 24**

Wagon master: Dave Harris

### **ABFM Van Dusen Gardens May 21**

Wagon master: Open

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

Wagon master: Dennis Millard

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

Wagon master: Marge Sabourin

### **Fathers Day Picnic Beacon Hill June 19**

Wagon master: Al Thompson

### **Chemainus Rotary Parade June 25**

Wagon master: Howard Lockhart

### **Salt Spring Vintage Vehicle Show July 3**

Wagon master: Open

### **Brits On The Beach July 17**

Transfer Beach, Ladysmith

### **Upcoming Monthly Meetings...**

Apr. 21, May 19, June 16, July 21

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