

On Jacks – Concours by Roger Moment

One aspect of concours is recreating a car the way it was when delivered new. This effort can turn into a bit of an historical study and scavenger hunt, after you get the basic car finished and then are able to turn attention to the many nitty details. Such can be the case with tool kits. At one time very little was known about the various items that comprised such kits, and you might have been satisfied with having a jack in the boot that looked like it might be original. Then a number of articles were written (HIGHLIGHTS/ AUSTIN-HEALEY MAGAZINE vol. 16 no. 5; vol 17, no. 6-7; vol. 19, no. 3) pointing out which items came with what cars, and it became apparent that the 100 had a different jack than the 100-Six and early 3000, whose jacks were different still from the later 3000s. Now, even more distinguishing details have come to light, which may be of interest to many Healey owners, if only from the historical perspective, but should be of particular value to those preparing a car for concours.

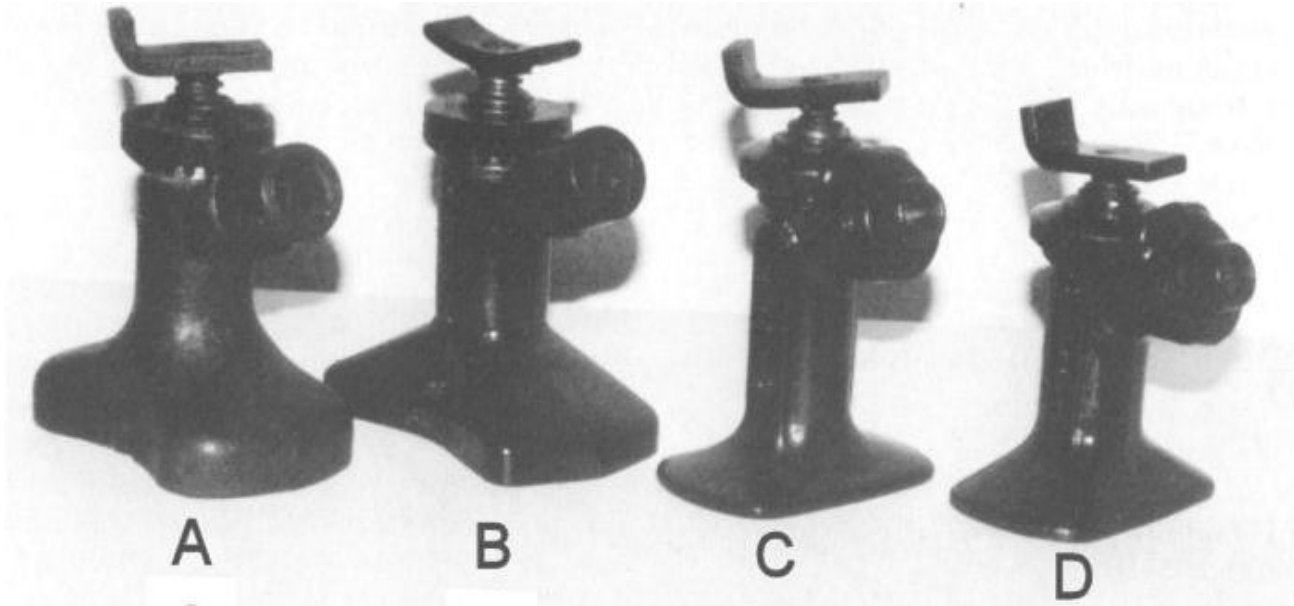


Figure 1

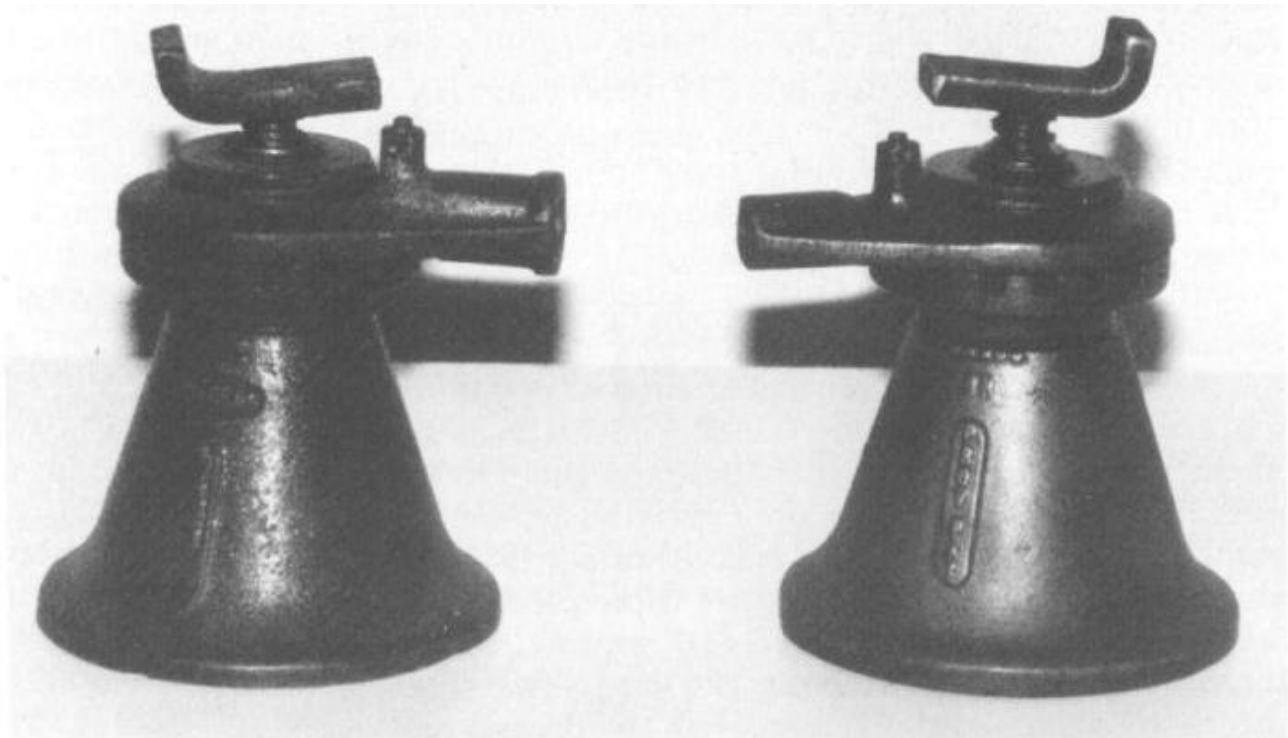


Figure 2

A number of documented original cars have been turning up at West Coast Meets and AHCA Conclaves, which are very original, down to the tool kits. By gathering information from these cars, it has become possible to assemble a more organized picture of how the jack versions fit with the cars over the years. There are always exceptions to rules, so the following information should be viewed with this in mind. Any owners of original cars having jacks that don't fit into the pattern to be described are encouraged to contact me so that the data base can be expanded.

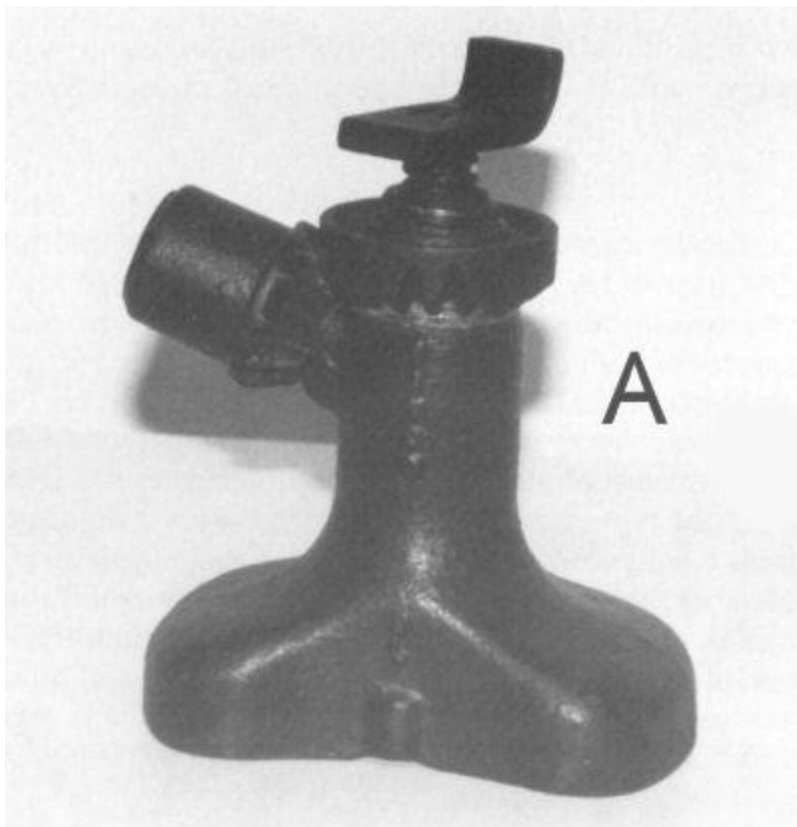


Figure 3

There were two basic styles of jacks—an earlier gear-driven screw type, of which there were four different versions as shown in Figure 1 and a later cone/pot type driven by a ratcheted screw arrangement, as shown in Figure 2. The earlier jacks were all probably painted black (though at least some examples painted the same gray as the top-bows have been found in early Mk1 3000s). The later "pot" jacks were painted a Chinese red, and differed from each other only in the addition of a reinforcement lip around the handle socket opening, sometime in 1962.

This article will concentrate on the earlier jacks.

Reading from left to right, Jack A in Figure 1 has been found in BN 1 cars built prior to 1955. Jack B appears to be of more limited applications, and is suspected of being used only during part of 1955, on late BN 1 and early BN2s. Jack C was used on BN2s, 100-Six and 3000 MKI models, up through BT7 10564 and BN7 10610, after which the "pot" type jack was supplied. Jack D has been found in one 1960 3000, and may have been used, on a random substitution basis, up to the change-over to the "pot" jacks.

Details of Observations

Two original 1954 BN1 tool kits have been studied, both of which contained Shelley jacks (Jack A). These have the word CINCH (perhaps malformed 6INCH?) cast into the side opposite that where the word SHELLEY is cast. The bearing surface is an "L" shape. The handles for these are three-piece, consisting of two shaft sections 7/16" square, and a Tommy bar of 3/8" rod about 12" long. The shaft pieces are each about 14" long, with the driving end a 3/4" "ball" shape, containing one spring-loaded 1 / 4" ball. They slip together with a sleeve.

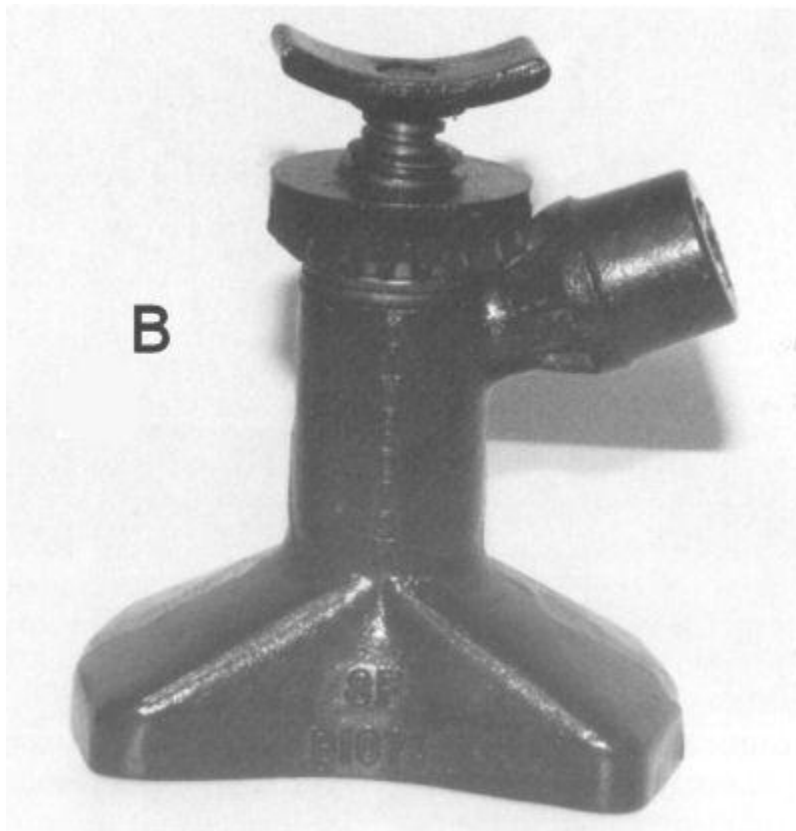


Figure 4

On some 1955 BN1 cars, a King Dick jack has been documented. (Jack B). This has a gentle "U" shaped saddle atop the screw, and the letters SF B 1 077 cast into the base. The handle for this jack is essentially like that of the Shelley, except that each piece is 21" long, and there are two 1/4" spring-loaded balls in the 3/4" square driving end.

On at least two BN2 cars, a later type of Shelley jack has been found, having a 7/16" square drive. This is identical to the jack also found in some 100 Six and early 3000 cars. One particularly notable difference from the earlier Shelley and King Dick jacks (which are identical to each other with respect to this detail) is that the drive gear on this later type Shelley is held to the jack body by a retaining ring mounted with two 6-40 round-head slotted screws. This jack also has W21 cast vertically down the side opposite that with the name SHELLEY cast into it. Below the 21 is the number 55, oriented horizontally. A similar Shelley jack having W23 cast vertically, and 54 horizontally, has been found in a car built in August 1954. Other versions of this jack used on BN2s made in 1956 had 56 instead of 55 cast there.

| Serial Number | Part Name | Part Number |
|-------------------------|--------------------------|--------------------|
| C. 138031 - C.E. 227338 | Lifting jack with handle | 3H 1532 |
| C. 227339 - 229079 | Lifting jack with handle | 11B 5152 |
| C. E. 229080 onward | Lifting jack with handle | 11B 5195 |

Emerging Trends

Part of the confusion is that Austin used its own set of parts numbers. These differed from the suppliers' parts numbers which were frequently marked on the item in some way. However, from all this data, a somewhat consistent pattern emerges. It is also supported by the Austin-Healey 100 parts book which lists the following for jacks:

Note the very limited range of cars using the 11 B 5152 version. I believe, then, that these jacks can be identified as follows:

A. 3H1532 is the Shelley jack (Jack A), with CINCH (6INCH) cast vertically down the side opposite the SHELLEY, and has a 3/4" square drive hole. It has an "L" piece atop the lifting screw. Note that the base has some unique casting features, as seen in Figure 3. The handle pieces are each about 14" long. Each handle piece has 3/4" ball-like ends, one with hole for a Tommy bar, and the other with one spring-loaded ball to help hold it into the drive hole.



Figure 5

B. 11B5152 is the King Dick jack (Jack B). This is very similar in design, and it also has a 3/4" drive hole. It has a gentle saddle for the lifting piece atop the screw. The handle pieces are each 21" long, but the 3/4" ball on the drive end has two spring-loaded "locking" balls. There were relatively few of these jacks used, at least as indicated by the chassis number range in the parts book, and these cars estimated to have been built in the period July-September, 1955, covering BN1s and BN2s.

Figure 4 shows this jack, and some differences from the earlier Shelley can be seen. Figure 5 illustrates a close-up of the drive gears of IIB5152, which are quite similar between the King Dick and Shelley. Note the thrust bearing pack consisting of two bearing plates sandwiching a thin ball-bearing race, and positioned under the large gear.

C. 11B5195 is a Shelley jack having LJ21 cast vertically down the side opposite the SHELLEY (see Jack C in Figure 7). Below the 21 is a number that probably corresponded to the year the jack was made-55, 56, etc. The numbers are cast in raised letters, just like the LJ21, and would have required modifying the mold each year-i.e. this "year" number was not just stamped in on a flat area of the jack body. This jack was used on most of the BN2s (the bottom number should read 55 or 56), and also on all 6-cylinder cars up through BN7 10610 or BT7 10564 (the bottom number would read 57, 58, 59, or 60). One documented exception is a 1954 BN1 that had this style jack, but with the number 54.

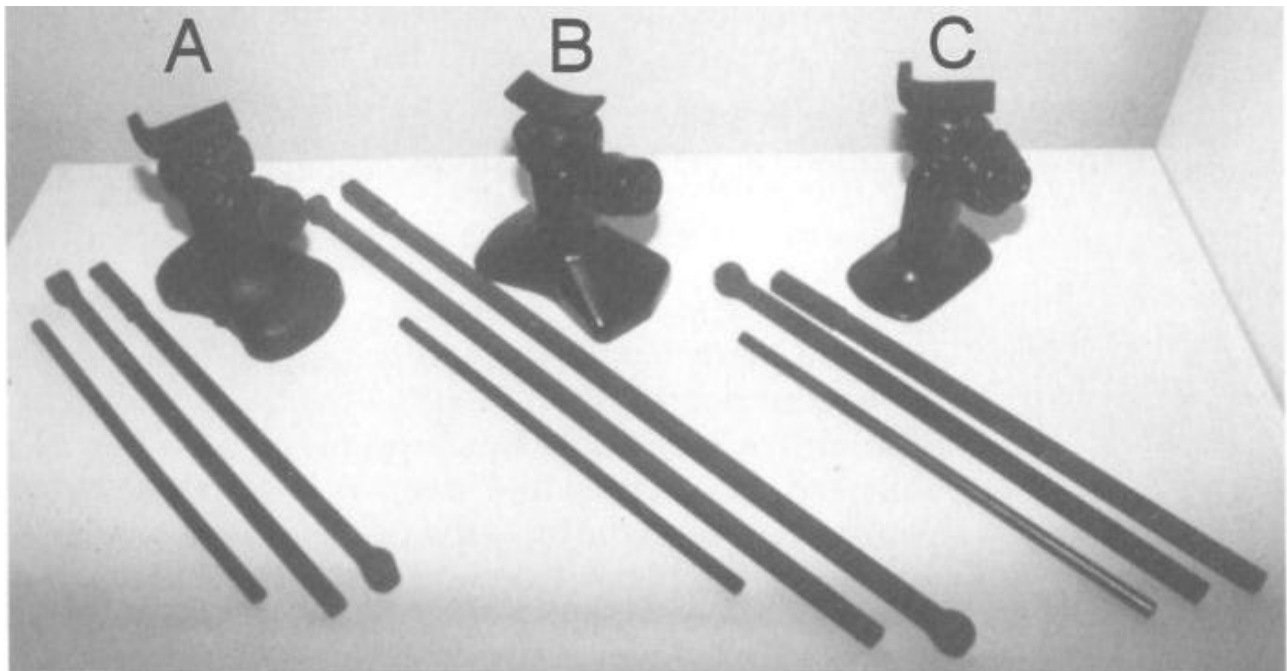


Figure 6

D. The part number listed for 100/6 cars in the early parts book is also 11 B5195 for jack with handle. Later the part number shows up as 2H2099 / AHB8827 for the lifting jack less handle, and part number 11 B5196 for the handle alone. In all documented examples, the bottom number, apparently representing the year of manufacture, corresponds to that of the car (or one year earlier-one of the first 50 BT7s, manufactured in early 1959, was found with its original jack, which had the number 58 cast on it). In any case, it would seem inappropriate for a car to have a jack with date higher than that of the year the car was built, and none has so far been found with that condition.

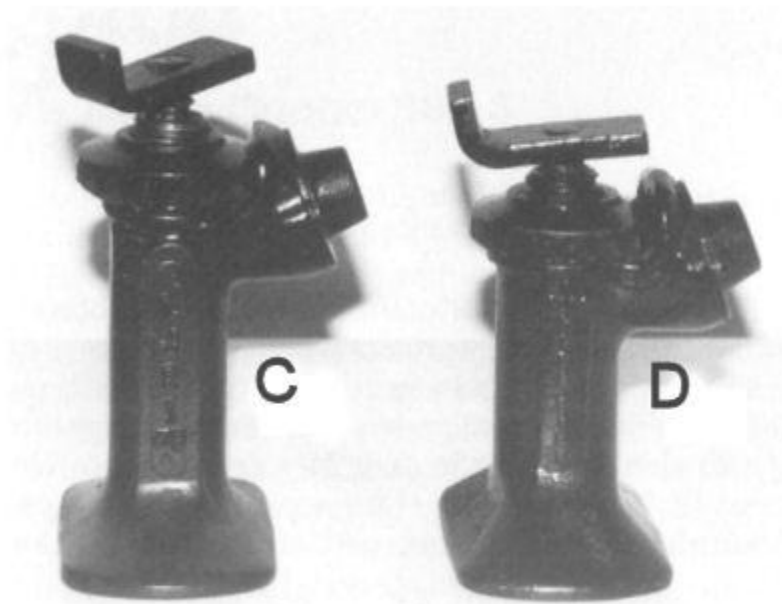


Figure 7

The shafts for all these jack handles have 7/16" square rod. For the 11 B5195 there is a single spring-loaded ball in the driving end. All three styles have a 3/4" ball with hole for Tommy bar at the other end. Each section of the 11 B5195 shaft is about 14" long, as on the early Shelley jacks. The photo in Figure 6 shows a comparison between the three jacks and their handles. Perspective makes the shaft sections on the left appear shorter than those on the right, but they really are the same length.

In at least one 3000 Mk 1 car, a King Dick jack has been found that has B 1881 cast into the base (see *The Original Austin-Healey* by Anders Clausager, p. 74). This jack is slightly shorter than the 11 B5195 Shelley jack, but is of almost identical design (see D in Figure 7). The jack handle is identical to that of the Shelley version.

One final note. Even if you find the correct jack for your car, you will find it virtually useless. If you actually have a flat tire, the only way the original jack will fit under the jacking points specified in the owners' manual is to excavate out some ground to provide sufficient clearance. A very usable alternative is one of the scissors jacks supplied with Japanese cars and frequently available at junk yards or sold at auto parts suppliers. You will find these compress down to only a couple of inches of height and thus will easily slide into the narrow space under your car.

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