

# TOOL INFORMATION SHEET

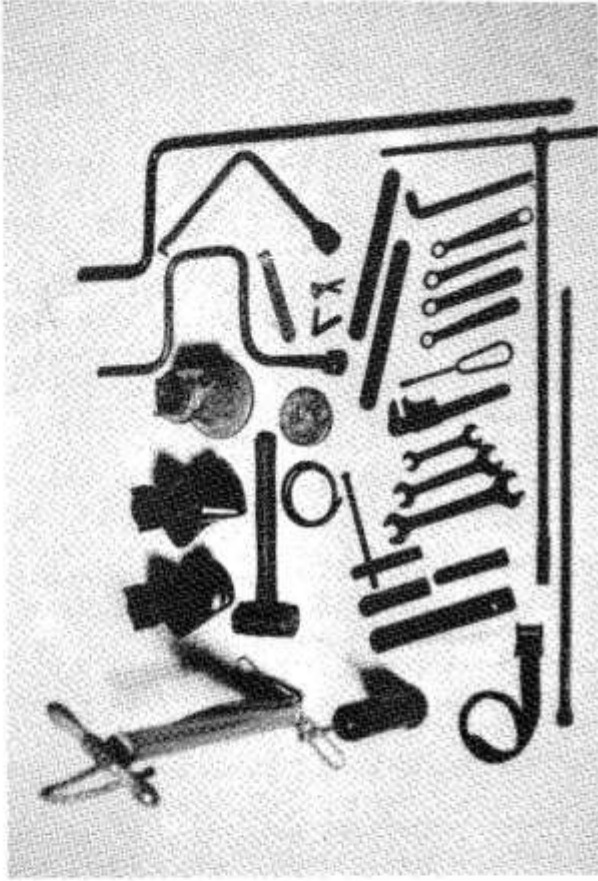
LONG LIVE KING DICK

BY Todd Clarke and Steven Clarke

Have you ever excavated through the crust of oil soaked rust scale in the corner of your boot and unearthed cheap looking tools reminiscent of those in the Handy Andy tool kit you owned as a child? Well, before you toss them over your shoulder into the path of your neighbor's oncoming lawnmower, please take a moment to see if the words "King Dick - Made in England" are inscribed upon them. If so, you have just discovered original MGA tool kit bits. Look harder, behind the rusty, dusty, frequently jammed boot lid latch assembly and you may find a tommy-bar. Now, take a mechanics magnet and probe along the edges of the boot, through the wads of candy wrappers and you might find even more. Yes, your MGA boot may be a King Dick tool mine!

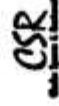
Unfortunately most MGA owners threw the original tools away when they bent or broke upon being used. Alternately, the tools were kept for household use when the car was sold or wrecked. Taking these factors into account, it is hard for the new wave of MGA owners to find KING DICK and friends.

Following is a list of the tools usually included in the MGA tool kit when bought new. I have attempted to be as complete and specific as possible in my descriptions. If you should find inconsistencies with your King Dicks, don't be concerned as the tools were altered from time to time and may have been excluded during certain production periods. Please write if you have specific questions or information to add. (detailed descriptions, illustrations and photos of other original tools supplied with British vehicles of this period are particularly welcome).



- ✓ AAA8447
- ✓ AAA4258
- ✓ ACG5247
- ✓ BXS0708
- ✓ BXS0010
- ✓ BXS1112
- ✓ JEN0708
- ✓ JEN0010
- ✓ JEN1112
- ✓ AJD0018
- ✓ ACA6216
- ✓ ACH6245
- ✓ ACH6805
- ✓ 07H2724
- ✓ 2H2640
- ✓ ACH5490
- ✓ ACA5218
- ✓ AJJ279
- ✓ AJJ281
- ✓ AMK0958
- ✓ 07H2724
- ✓ IG7872
- ✓ BHA4007
- ✓ BHA4076
- ✓ AHH16090
- ✓ AHH6124
- ✓ ACA5217
- ✓ 88G829
- ✓ AHH5899

- ✓ Bag—tool
- ✓ Strap—tool bag
- ✓ Toll—tool
- ✓ Spanner—box— $\frac{1}{2}$  x  $\frac{1}{2}$  (U.N.F.)
- ✓ Spanner—box— $\frac{3}{4}$  x  $\frac{1}{2}$  (U.N.F.)
- ✓ Spanner—box— $\frac{1}{2}$  x  $\frac{1}{2}$  (U.N.F.)
- ✓ Spanner— $\frac{1}{2}$  x  $\frac{1}{2}$  (U.N.F.)
- ✓ Spanner— $\frac{3}{4}$  x  $\frac{1}{2}$  (U.N.F.)
- ✓ Spanner— $\frac{1}{2}$  x  $\frac{1}{2}$  (U.N.F.)
- ✓ Spanner—box—sparking plug
- ✓ Tommy bar
- ✓ Spanner—tappet adjusting (ring type)
- ✓ Spanner—cylinder head
- ✓ Gauge—tappet feeler (-015')
- ✓ Spanner—adjustable
- ✓ Screwdriver (recessed head screw)
- ✓ Screwdriver
- ✓ Pliers
- ✓ Lever—tyre (spoon)
- ✓ Spanner—tyre valve
- ✓ Screwdriver—distributor and gauge
- ✓ Key—rear axle drain plug
- ✓ Pump—tyre with connection
- ✓ Grease gun
- ✓ Handle—starting
- ✓ Jack—lifting
- ✓ Tommy bar—jack
- ✓ Brace—wheel
- ✓ Hammer—copper
- ✓ Spanner—hub cap



### STORAGE GUIDE

A B C D E F G H  
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A. Grease Gun  
B. Box Spanners/Tommy Bar  
C. Tyre Levers  
D. Key, rear axle Plug  
E. Open End Spanners  
F. Adjustable Spanner  
G. Screw Drivers  
H. Ring Spanner(s)  
I. Tyre Valve Spanner & both Gauges

- An original TECALMIT grease gun -

- exploded view -

## TOOL DESCRIPTIONS

- 1) BAG - large for tools, constructed of a coated jute material. Held all tools except the wheel brace (disc wheels) which was most likely stored on the spare wheel between its cover and stuffed tool bag. \* (Very late units made from plastic.)
- 2) STRAP - for large tool bag. Two of these were fixed through and around boot wall just above spare tire to hold bag in place. \*
- 3) ROLL - for small tools, constructed of a coated jute material. 9 pockets. See illustration. \* (Later units made from plastic).
- 4) BOX SPANNERS - four of these were supplied and are designed to be nested inside one another for tidy storage. Inscribed. KING DICK MADE IN ENGLAND. Plated black.
- 5) TOMMY BAR - for turning box spanners. Plated black.
- 6) OPEN END SPANNERS - three were supplied. Inscribed, KING DICK MADE IN ENGLAND. Plated black.
- 7) ADJUSTABLE SPANNER - inscribed KD. Plated black.
- 8) SPANNER - cylinder head, 12 pt. ring type. Three styles known. A. Unusual knobby handle, inscribed KING DICK MADE IN ENGLAND VADIUM. B. Rounded handle, inscribed CYLINDER HEAD. Plated black. C. See later of TAPPET.
- 9) SPANNER - tappet adjusting, 6 pt. ring type. Two styles known. EARLY, inscribed KING DICK MADE IN ENGLAND. Plated black. LATER, combination style including 12 pt. cylinder head ring spanner. Inscribed KING DICK. Plated black.
- 10) SCREWDRIVERS - recessed (phillips #2) & regular. Recessed which is not in photo was a standard style screwdriver with wooden handle. Regular, made from round stock as shown in photo. Inscribed KING DICK MADE IN ENGLAND. Plated black.
- 11) KEY - rear axle (and in some cases transmission) drain plug. Produced from bar stock, about 1½" long. Not in photo. \*
- 12) TYRE PUMP - varnished wood handle with steel body which was painted a metallic blue colour. Colourful fabric covered hose with solid brass connections. Inscribed on bottom SUTTY MADE IN ENGLAND.
- 13) GREASE GUN - see photos for detail of an original TECALMIT produced unit. Various sizes of this style gun were supplied. Similar type shown in group photo. Originals featured a cast white metal body with brass and steel guts. Could be used for applying either grease or heavy oil.
- 14) PLIERS - not in photo. Similar to type found in VW Beetle tool kits. Plated black.
- 15) TYRE LEVERS - two were supplied. Inscribed DUNLOP MADE IN ENGLAND. Plated black.
- 16) TYRE VALVE SPANNER - produced from 1/8" brass round stock with one end machined to fit tyre valve. About 1½" long. Not in photo. \*
- 17) TAPPET FEELER GAUGE - plated black steel handle with free moving feeler. Inscribed KING DICK on handle. .015 & .017 versions were available.
- 18) SCREWDRIVER & FEELER GAUGE - for adjusting distributor points. Steel, zinc plated. Inscribed LUCAS.
- 19) STARTING HANDLE - painted black with loose fitting plated sleeve.
- 20) JACKS - three styles known. "1500" style-screw type, rectangular base with three piece handle. Inscribed SHELLY. Painted black. "1600" style-screw type, hour glass base with three piece handle. Inscribed KING DICK. Painted black. "Late 1600/1600 Mk. II" style-ratchet screw type with one piece handle which also acts as lug remover. Inscribed SHELLY. Painted an orange colour.
- 21) WHEEL BRACE - for removing lugs and hub cap. Inscribed KING DICK. Painted black.
- 22) COPPER HAMMER - for removing spinners and other parts no longer wanted. Wood handle. #1 inscribed on head.
- 23) "HUB CAP" SPANNER - for removing hex style spinners which were required on MGAs sold in Germany and Switzerland. Not in photo, same as supplied with later British cars exported to North America.
- 24) HUB CAP LEVER - for solid wheel cars fitted with ratchet style jack.
- 25) BLEEDER TUBE WITH STORAGE TIN - round tin labeled (black on yellow) "The British Lockheed Hydraulic Braking System Bleeder Drain Tube, Warning - use only Genuine Lockheed Brake Fluid".

\* Reproductions available from CLARKE SPARES