



## TRICKY'S PUG 309

**EVEN THOUGH TEAM FC309 STRUGGLED A LITTLE IN 2017, THEY CERTAINLY ENDED THE SEASON ON A HIGH!**



Yep, the dreaded turbo-boost gremlin dug his heels in and remained undetectable even to this day. But despite driving pretty much normally aspirated, we still managed a quadrangle of Class-A wins and a few seconds, finishing in the top three every time out.

But to say we finished on an extreme high would be an understatement, and we are going into 2018 better-equipped than ever before in 25 years. You see, when you have a car that really is only 50mm off the ground – and I mean 50mm at any given point, not just a spoiler, wing or sill hanging down – raising the car to change wheels or work on it is a blooming nightmare.

Up until now we have used a pile of assorted wooden blocks to roll up on, a beefed up quicklift formula car jack, trolley jack and four axle stands. Not only have we transported all these items all over the UK, and back again, a million times, but the complex circus and palaver that goes with it took in the region of 15-20 minutes to perform and fast became a common joke.

Then came a gift from God (well we saw someone else with them, but...). A pair of neatly fabricated frames and pistons, painted gloss black and a little pump on a stand. "WE WANT ONE!" we both said in unison.

Branded QuickJack, I was on the phone the very next morning to the company down in Alton, Hampshire, requesting our desires.

Emma was extremely helpful during my enquiry, emphasising the intended requirements on the model supplied, basically to ensure the capacity and required dimensions can be met. The most critical being the span from jacking point to jacking point, though there is slight flexibility, with careful placement of a selection of hard rubber blocks to achieve perfect position.

And that was it really. We picked them up, read the instructions which made it quite simple to hook up, with the additional requirement to purchase two litres of automatic transmission fluid (AQF) and a set of jump leads and we were away.

To be fair, this system would be so easy to use on any modified or standard height car,

and only a set of four wooden blocks a mere 40mm thick were required to raise the Pug enough to slide the frames under and into position. Once the rubber blocks are confirmed in position, its just a simple push of a button on the bright orange controls and into the sky she goes. It probably takes no more than four minutes from wheels stopped to full height reached. And here's the best bit. A trick use of pivot points and latches means that, once fully jacked, you can lower the car just a few millimetres and a pair of safety latches lock out, meaning you can work under the car and it's as safe as houses!

The hydraulic hoses connect and disconnect with dry break couplings, so you can leave the car on the ramps and take the hoses, pump and controls away without any spillage and the car stays in the air.

Then when you want to lower the car again, you just connect up, raise the ramps just a few millimetres, release the safety latches and down she goes. Even a kid could do it! By far the best money we've spent in years!



Quick, Jack!



These are for skiing you say?



Getting high on our own supply



Another tasty couple of bits of silverware



It could have been better, but was still a pretty good year

### THIS MONTH

<b>PARTS</b>	
BL-5000SLX QUICKJACK.....	£1,335.60 inc VAT
Total .....	£1,335.60

**Contacts**  
**QuickJack**  
 01420 481 388  
[www.quickjacklift.co.uk](http://www.quickjacklift.co.uk)

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