



J2 TECHNICAL ARTICLE

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From Octagon Heaven

ASSORTED BITS AND PIECES OF INFORMATION

- In an emergency, pistons from a 750cc Renault (4cv or 5cv Dauphine) will fit the MG J2 block. Source-VM 210 -(see back side)
- A Morris engine block is identical to the J2 and was cast by the same foundry. Source-VM 210 -(see back side)
- Paint information. Source VM 17
 - Dublin Green BMC Code GN 33
 - Ulster Green BMC Code GN 32 (color of wings)
- Wings on two tones were always the darker color.
The darker color is the second color as listed above and in the previous technical article number 6.
- The MG Car Club, MMM Register can provide details of the color of the car when it left the factor if you provide them with the chassis number. Obtaining information from the MMM Register is done by first becoming a member.
- The J2's built from July 27th until sometime in November of 1932 had a vacuum motor to operate the wipers. After that they were fitted with an electric wiper motor. Source- Barry Walker Pre-War MG Parts Centre.
- Underside of bonnet and underside of fenders(wings) were painted the same color (colour) as the top sides. Source- MMM Register
- VM 180 provided me with a blue print of a MG J4 crankshaft, drawn in 1970 by a member of the Ulster Centre of the MG Car Club. There are notes on the drawing for J2 crankshafts.
- Engine color:
 - Henry Stone, a retired factory racing mechanic says they were dark green. Source-VM 17
 - All 2 seaters - red
 - All 4 seaters - green
 - All racing cars - blue Source-Barry Walker
 - All J2 engines were red. Source- MMM Register

(over)

Notes to the first two bits of information:

The Renault 850cc piston is of 58mm bore which is the equivalent to +0.40". They can be used but they are not strong enough to be used if you want to supercharge or otherwise hop-up the engine. This warning applies to other Renault pistons also. -- Mike Hawke

The morris block is not the same as the J2. Morris M and D blocks were the same. The J blocks had a 3/8 inch studs instead of 5/16 inch and the water passages for the cross-flow head are slightly different. The morrise block can be adapted with out a great amount of difficulty but it is different. -- Mike Hawke