



J2 TECHNICAL ARTICLE

Number 88

From Octagon Heaven

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THE TOOL BOX

There was no tool box fitted as standard equipment on the J2. The J1, both open 4-seater and saloon had a tool box. No tool box on the J2! Various accessory manufacturers did provide tool boxes as "bolt-on-goodies".

One particular one was made by C.M.I. and comprised of a plywood tool tray approximately 2" deep and hung from the two diagonal tie bars which support the bulk head to the tub schuttle. It was shaped to fit between the fire wall (bulk head) and the schuttle, the rain channel and the bonnet side and was covered internally with black felt.

BRAKE SKINNING (TURNING THE BRAKE DRUMS)

(continued from tech article Number 56)

One old time MMM Register authority recommends not to "skin" the brake drums over .0100 over the original 8" diameter. Thus if you gauged the drum over 8.0100 you may be running on the weak side of safety. Regardless the radius as shown in tech article must be held. If the radius is not held the drum has a tendency to fail at the radius, crack and break off in use!

While I just quoted one "authority" that says 8.0100 inch is max on skinning, another active J2 racing owner says that the max is 8.0500 inches.

I am inclined to accept the 8.0500" as 5/100 is just slightly less than 1/16th inch and I believe that sounds like a safe amount, considering the thickness of the drum stock..