



J2 TECHNICAL ARTICLE

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Number 203

From Octagon Heaven

Source : MMM Register Infoletter
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MORE ON COACH WORK

Interesting! Note;reference to drawing in infoletter number 70 is the drawing shown in tech article number 188

There may be someone somewhere who looked at the diagram showing a J2 body frame in Infoletter No.70 and noticed that it differed in many ways from their own cars body frame. As far as I can establish body frames were constructed to two entirely different designs although the external shape and dimensions were indistinguishable. I think that most J2 body frames were of the type shown in Infoletter No.70 (which I will call A) and all the replacement frames currently manufactured are also to this design.

It looks as though the earlier cars had the other type of body frame (which I will call B) the differences are highlighted in the accompanying sketch. When rebuilding my car J2484 (Nov 1932) the ash frame was suffering from all the usual complaints and I decided to have a go and make one myself. Before too long I needed to check measurements on other peoples cars, and soon discovered that every one elses seemed different. Even the body irons are different!

Anyway, I got the thing finished eventually and now it is panelled in no one will know the difference. Another interesting observation is that there was absolutely no evidence to suggest that my cars body had ever been repanelled at any stage (it was all steel) but the metal was formed directly over the ash frame - there was no plywood panelling beneath - ther still isn't !

Another detail difference peculiar to my car (and Mike Hawke's I seem to remember) is the windscreen. Now some J2s seem to have a detachable component either side of the windscreen frame into wich the eared butterfly screws fit. Mine has no detachable parts, the windscreen adjusting knob screws directly into a serrated lug wich is part of the windscreen frame. I suspect this is another clue if the body frame is of the "B" type. So, if your screen fits this description, don't throw it away amidst cries of non original - instead, whip off a few trim panels and examine your ash frame. Talking about non-original windcreens - a Morris 8 Tourer windscreen with chopped down uprights looks very similar to the one worn by the works prototype J2. So the major differences between body frames A and B are;

Continued..
on
back side

- (1) screen mounting blocks,
- (2) door construction
- (3) "Sill" or under-door section - In B it is made from one solid piece of ash - as is the wheel arch above wing. (in A both are made from several jointed pieces)
- (4) On B where doors meet front shut face, bottom curve is formed by a shaped block but in A the curve is cut into the upright itself.
- (5) The Wheel arch below wing on A is formed in steel but in B it is made entirely of ash.
- (6) The brace inclined slightly forwards situated just behind the rear axle position does not exist in B.
- (7) The body irons are not similar.

I know this has nothing to do with cycle wings or flared wings - someone once told me one was a Mulliner and the other Carbodyes. Presumably B is Mulliner if this is so. ??

A.B.

Single wheel arch above wing made from single piece of wood - more usually 3 pieces.

