

J2 TECHNICAL ARTICLE

From Octagon Heaven

Number 42

October 22, 1981

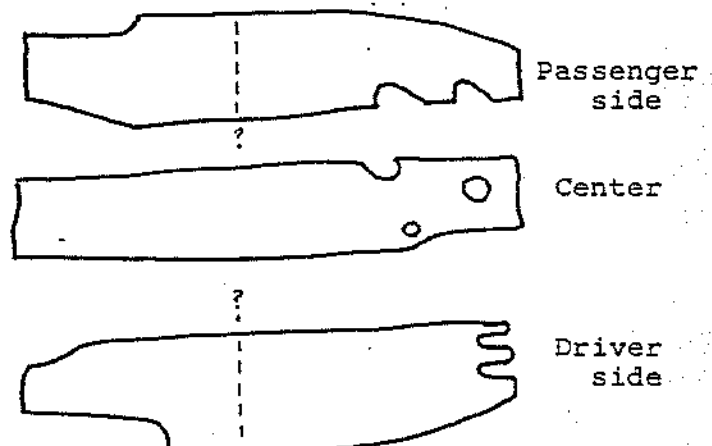
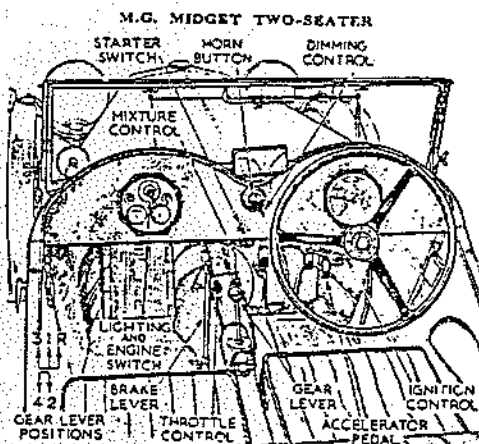
CARPETS, WITH SOME QUESTIONS

The response from the U.S. Owners was a firm "Do not know" with a couple saying different from the later T-Series but their descriptions then went in completely opposite directions. Our MMM Register friends in England gave me some information that made some sense and they claim to have seen originals.

We can conclude that there was carpet over the floor boards by looking at the 1932 "AUTOCAR ROAD TEST" magazine which has been reproduced in the "M.G. Sports" and the "M.G. 1929-1934". This artist drawing of the J2 cockpit clearly shows the driver side and passenger side plus passenger footrest and driver's rubber mat.

It is believed that the color of the carpet matched the color of the seats and that the driver's rubber mat was just laid on top of the carpet. The material of the carpet is believed to be the same short-pile material like used in the later T-Series. Rubber mats were black.

There is some question as to if there were five pieces or three pieces plus the footrest piece and the driver's rubber mat. It is possible that there was a production change sometime along the way from a three piece to a five piece set up.



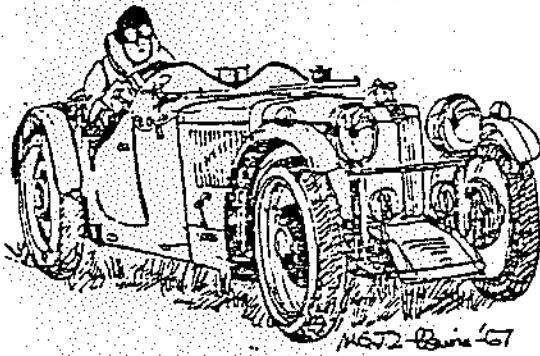
The center carpet covered the propeller shaft tunnel and gearbox but not the clutch housing. It had a hole for the gear lever remote control. The front part, over the gearbox was backed with a leather-like material, presumably to stop the carpet from getting oil-soaked.

(continued back side)

This leather backing was not fixed to the center carpet, except at the very front there it was lapped over the center carpet and there sewn, giving the appearance of a leather trim edge.

The passenger and driver floor carpets were the shape of the floor and edged with matching leather piping. Two lift-a-dots in front of each seat base held them in position.

It is believed there was a black leather gaiter at the base of the hand-brake lever.



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THE CENTRAL LUBRICATION SYSTEM - PAINT-CHROME- BRASS CONTINUED

The central or grouped lubrication system has the following finish:

- "Instruction Plates" (mounted on bulkhead supports) are Brass plated with black engraved instructions similar to engine plates and serial number plates.
- Oil zerks, and fittings on the instruction plates - non-painted
- All oil lines to lubrication points - non-painted
- All lubrication plates for springs and brake shaft - painted Black
- Lubrication plates on brake cables are - unpainted
- All clips and supports for lubrication tubs are unpainted.

THE BRAKE CABLES - PAINT- CHROME- BRASS CONTINUED

- all cable shields and chassis mounting brackets were unpainted

THE FUEL (PETROL) LINES -- PAINT - CHROME - BRASS CONTINUED

- All fuel lines were unpainted. They were not chromed!

THE ENGINE COLOR --- PAINT- CHROME - BRASE

another good source is telling me that engines in racing cars (the J3 and J4) were blue. The engines in saloon cars were green (J1) and the engines in two seater cars were red (that would be the J2).