

J2 TECHNICAL ARTICLE

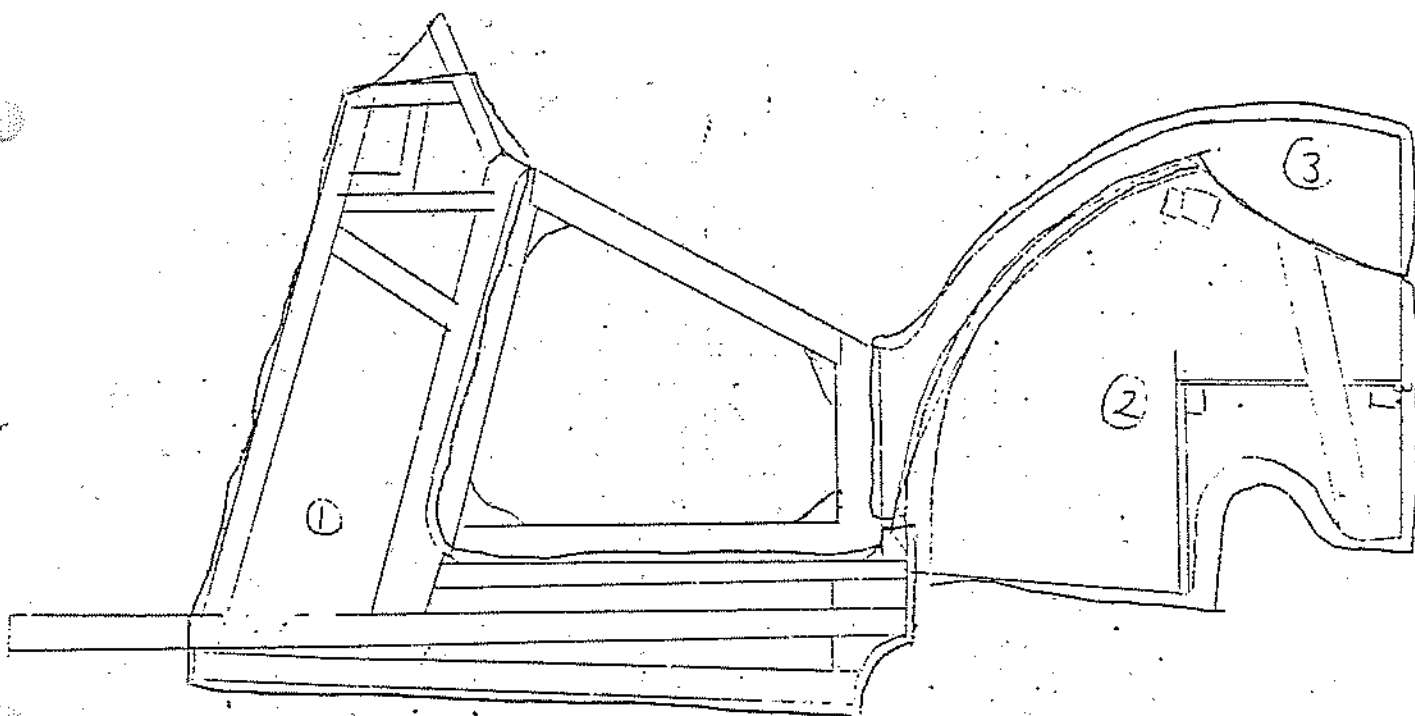
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From Octagon Heaven

Resource: MMM Register Info Letter

PUTTING ON A NEW SKIN



The first drawing shows the outer skin sections pencilled over a bodywork drawing. The body was assembled using steel screws (for strength) and NOT glued (for flexibility). The wooden frame was carefully smoothed. Aluminium was selected for the skin. The easier to fit, sections 1 and 2, were made from 18s.w.g. thickness and the tricky section 3 was of 22s.w.g. thickness. An 8'x4' sheet of 18 g. and one of 22g. would have been sufficient if we had not spoiled some! When you buy ask for "half hard" and roll the sheets carefully. This is semi-softened aluminium and work pretty well. The double curved parts must be made from softened material. This should be done with care!!! as successful softening of the hasty bits is vital for a wellfinished job.

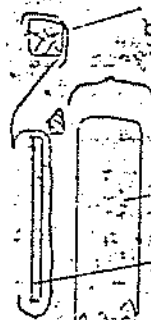
Take the panel and mark out the area to be softened. Rub over this area with a green household soap. Then heat up the aluminium until the soap turns black. This leaves the metal soft and easily worked. Do not soften large areas such as door faces but only, for example, the door edges. Check your technique on some scrap first.

CONTINUED BACK SIDE

The method we found best was to cut out the two No 1's first. NO softening should be necessary. Clamp at the front edges and cut darts back to the frame at the top of the body section, nail to the frame using $\frac{3}{4}$ " brass coated escutcheon pins (to avoid any corrosion). Cut out the inside door-frame to give a $\frac{3}{4}$ " fold over, cut darts and secure. Take this sheet to the middle of the bottom door hinge. Cut section 2 out of the panel initially as a 2'x8' piece. The seam at the back of the car will be hidden by the rear wing stays. Secure the rear section and work steadily around one side.

The detail at the top of the wheel arch is tricky and needs patience. The sketch shows the method of making up used by us. Be prepared to repeat the operation - we amassed a fair pile of scrap in the process of sorting out this problem! The sketch (B) shows the edges at the top and bottom of the wheel arch panel bent over.

Having got this far your expertise should be sufficient for the next stage. Cut out an 8'x2' panel of 22 s.w.g. alii. It may look ridiculous but it does have to be this big! Fasten the top to the back of the car with a 6" edge projecting up over the back of the body.



body section.
Start to tack down the top of section 2 where the nails will be hidden by the rear wing stay. Bend around the sides and mark out, cut away excess leaving plenty of margin. Soften the edges to be folded over. Start to fold down the top edge. A cut will have to be made at the corner but keep it as small as possible. When the body flexes it will open up. If 'exploded' view of hood!! Fold down completely and tack into place. Leave an overlap over the bottom and cut across both panels with a fine hacksaw to get a clean butt joint. By this time the doors can be attacked(?) with confidence. The soap technique leaves the edges so pliable that it really is easy. The infill section at the top of the wheel arch can now be made up using scrap sheet and fitted up before nailing in. With patience, enthusiasm and plenty of spare aluminium sheet the panelling of the ash frame is not too difficult an operation.
P.S. Use fine pliers to hold the pins - the Doc says my fingers x will heal in time!