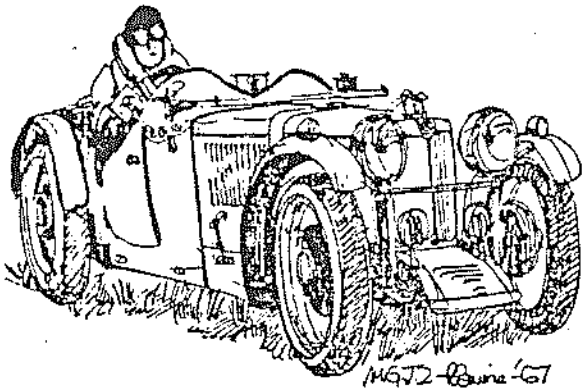




J2 TECHNICAL ARTICLE

Number 246

April 11, 1985

From Octagon Heaven

Source: MMM Reg. Info-letter

ENGINE STAMPINGS/ MARKINGS CONTINUED

J Type Engine Markings - Post Script to Infoletter No.73 Page 7.

Further to my comments on J2 engine markings it would appear that early J2 engines were marked 72 and the later ones (with double crank ballraces) marked 117. J3 engines are marked 72 or 117 depending on whether early or late. Gearboxes and rear axle casings are similarly stamped.

Editorial note---- The writer went on to prove his findings and I can send you that if you wish.

TYRE PROBLEMS

TYRES -- I suffered punctures with the Midget- mostly after racing whilst on the run home afterwards. I seem to have cured it as most of it was due to the tube being "nipped" by the spoke nipple head to nipple pocket gap moving under cornering stress of racing & driving tests, allowing the tube to "creep". This was possibly accelerated by the higher pressures used.

All I have done is replace the PVC tape by 3 layers of 2.5 cm masking tape. This does not creep, does not have a cutting edge and moulds quite well to the irregularities.

PROP SHAFT TUNNEL PLUG -- MAYBE IT WILL FIT THE J2 ?

.....
Tip from Bob Williams.

A good substitute rubber plug for the 'P' type prop shaft tunnel is the Sherpa van jacking point plug, Part Number 2H 8198.