

J2 TECHNICAL ARTICLE

Number 252

May 8, 1985

From Octagon Heaven

Source -- John Morris

HOOD BOWS

John Writes again---

Over the winter I did some work on my hood frame and I have a few observations which may be of use to someone.

I had the chance to examine both an "original" and a new hood frame. There were quite a few differences in the two. (That shouldn't surprise anyone at this point.) Aside from the really poor workmanship on the new frame there were differences in the bends along the vertical legs. The purpose of the bends are not really apparent until you try to fold the frame, at which point you find that the bends are there so that it will lay snugly on top of the wheel arches. Once folded, the frame is all but hidden by the rear cloth cover. The new frame has straight legs and doesn't come close to laying on the arches. In fact the ends look like they stick out about enough to whack your elbow. I've seen a couple of cars with this frame. One fellow even had little booties made to cover the ends.

The hood frame is attached to the wheel arches using two fulcrum brackets (B225/160 in the parts book). I believe I have an original bracket because I've seen the same one on other J2s and ~~IT~~ matches the holes in my old body wood. I've enclosed a photo and a drawing of this part so that someone looking to find or make one can do so. I made my second one and I think anyone could make one of these brackets with less tooling than I have and probably make it as good as the original. I measured the placement of the bracket on my old wood and found 14 1/2" from the rear mounting screw center to the rear plywood body panel.

I am going to guess that for attaching the hood frame to the bracket you would use a special thin headed 1/4" bolt. A thin head is needed to clear the folded hood frame. This bolt would have also had a long shoulder and a short thread length. A domed nut would make sense too. The bolt would be positioned head towards the outside.

I "scaled" the F2 hood shown in article 196. The measurements I got come pretty close to the old hood frame when it was on the car. I imagine that these measurements could vary a lot due to placement of the hood frame to wheel arches and the windscreen to the scuttle.

If the above is true then the hood strap lengths in article 219 are incorrect and in fact, do not work with my frame. When I tilted the frame back to get the 15" distance for "c" ("b" is fixed by the frame), I don't come close to the 29" distance for "a".

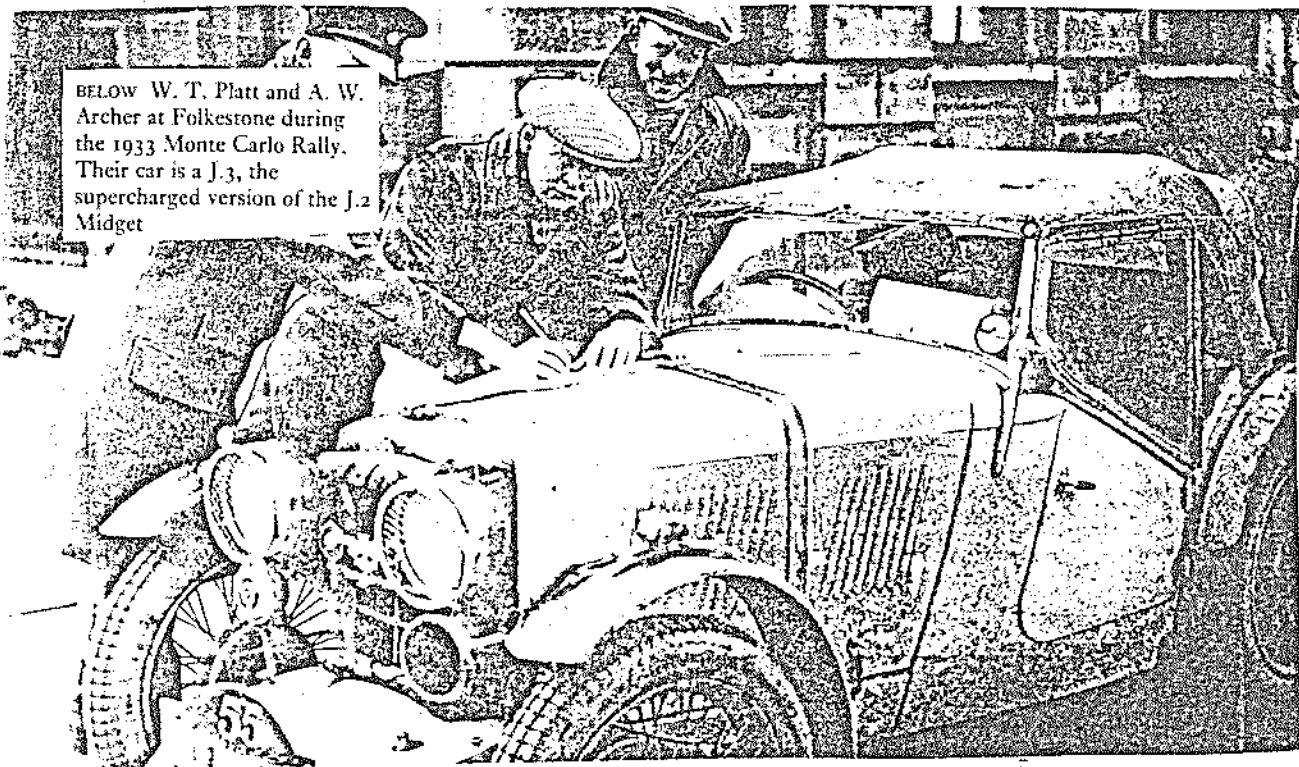
The hood straps on the old hood frame are made of a black canvas type material and are 1 1/2 " wide. They are doubled and stiched in a single row along all

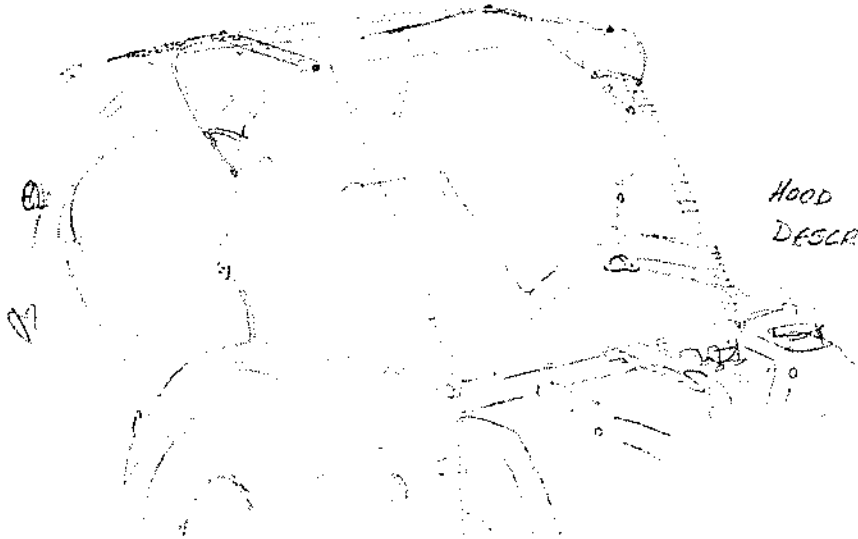
(OVER)

edges so that no raw edges show. The screw method was used to attach them to the frame. These straps do not have the lift-o-dot fasteners at the ends as I thought they should have. Instead they have 1/2 I.D. brass grommets or eyes like you might find on a tent or boat cover for tying to. This led me to believe that the straps were replaced or at least the fasteners wore out and were swapped for the grommets. I've looked at three other J2s and several Ps in relation to this. The P-types all had the lift-o-dot straps and they all had the longer studs at the windscreen and body fastening points. The longer studs were to handle the strap and hood lift-o-dots, one on top of the other. So far none of the Js examined had the long studs. The ones on the windscreen are usually have a length of only 3/8" (including the wrench hex but not the threads) which isn't long enough to handle two fasteners (even without canvas to add thickness). The windscreen studs will handle one lift-o-dot and a brass grommet. I wonder if the grommet straps were used early with the lift-o-dot straps coming along later. Unfortunately, the J2s I refer to above were either missing the straps or were using clearly non-original methods so the grommet theory cannot be confirmed.

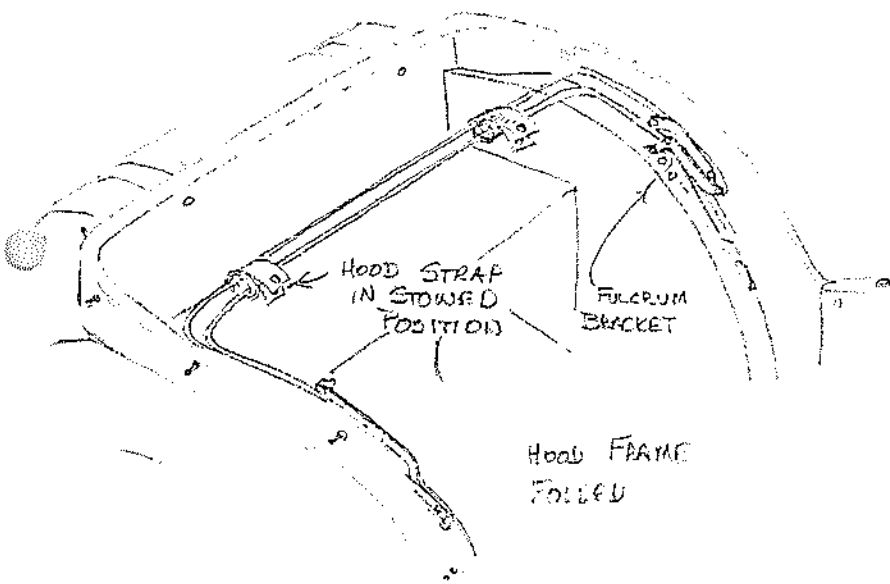
I'll mention a couple of things about side curtains since there is still some questions. I believe that at least some J2s follow the hood & curtain pattern shown on the F2 in article 196. I base this on several things. Firstly, I've seen period photos of this style hood & curtains. I'm sending along two, one of the prototype (which you may have seen) and a second of a "production" J3. I feel the photo of the J3 carries a bit more weight than the one showing the prototype since the J3s came along in late 1932, well into the production of the J series. The front (door) curtain frame outline is clearly defined in both photos. Also to be seen are the four screws (rivits?) which attach the mounting pegs to the bottom of the frame. As for the rear curtain, I would guess that it is not attached to the front curtain (see the J3 photo) but I thought at first that it was. It appears to be snapped to the hood at three places using regular "snap" buttons (about 1/2" dia.) as used on jackets, clothing, etc. These snaps can be seen in the picture and are clearly not the lift-o-dots. The lower front corner uses a lift-o-dot while the lower rear is a mystery (grommet vs lift-o-dot or?).

BELOW W. T. Platt and A. W. Archer at Folkestone during the 1933 Monte Carlo Rally. Their car is a J.3, the supercharged version of the J.2 Midget

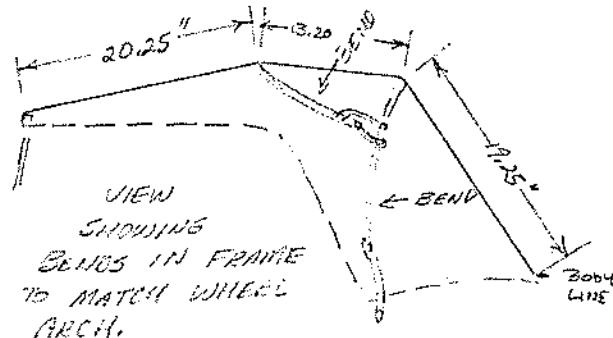




HOOD FRAME AS DESCRIBED



HOOD FRAME FOLDED



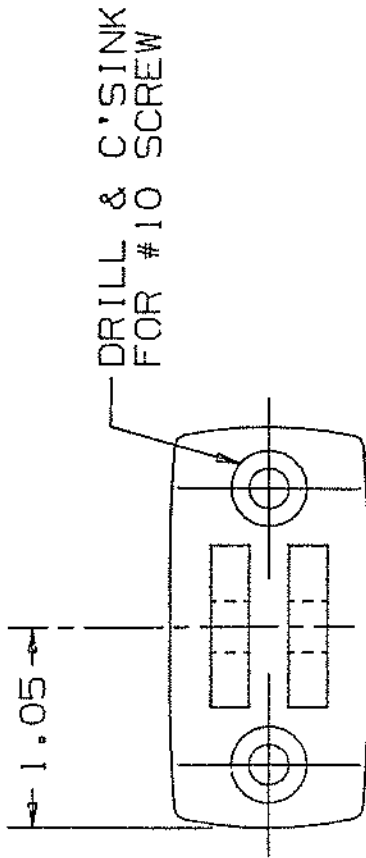
VIEW SHOWING BENDS IN FRAME TO MATCH WHEEL ARCH.

MEASUREMENTS ARE "SCALED" FROM THE FZ IN ARTICLE #196

NOTE: I "SCALED" FROM THE 19" WHEEL WHICH REALLY MEASURES 20.5" ACROSS!

NOTES:

1. MEASUREMENTS WERE TAKEN FROM A SAMPLE REMOVED FROM A 1932 J2.
2. PART IS A BRASS CASTING FINISHED ALL OVER (EXCEPT UNDER BASE) THEN CHROME PLATED.
3. THE PART INCLUDING THE INSIDE OF THE SLOT WAS PROBABLY HAND POLISHED. MY SAMPLE IS IRREGULAR IN SHAPE.



HAND GRIND TO THIS CONTOUR.

