



J2 TECHNICAL ARTICLE

Number 168

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From Octagon Heaven

SPARE TYRE RACK TOP BRACKET

Question -- Was the bracket originally chrome plated or painted?

Would believe that my "authorities can not agree on this one either!

Well maybe one makes some sense as the total assembly was modified during the years of production.

Originally all parts of the fuel (petrol) tank and spare tire rack were chrome plated. It would make sense that this piece also was chrome plated.

Some time around January 1933 (technical article Number 21) Service Information Sheet 4J tells about the rust problem and the change from tank straps from chrome plated to painted. All other parts were left chrome. This means that the spare tyre rack was still chrome plated. It may be that at that point that the top bracket was started to be painted but yet it was a part of the tyre mounting assembly so it is possible that it was still chrome.

The hardware used to mount the bracket to the body were bolts, not screws. All nuts were covered by the interior trim. The hardware was then also plated (if the bracket was chrome plated).

SPARE TYRE LEATHER STRAP

Now my sources come together in full agreement that there was never a WORKS alternative assembly of leather. It was always a steel strap. It is also agreed that some competition owners replaced the steel unit with a leather strap with buckle thinking that it was faster to remove and replace the spare tire. That modification was not a works alternative.

