

## J2 TECHNICAL ARTICLE

Number 128

November 25, 1982

From Octagon Heaven

### THE HORN WHICH ONE IS CORRECT ?

As of this point no one is agreeing as to what is correct and what happened in the horn department.

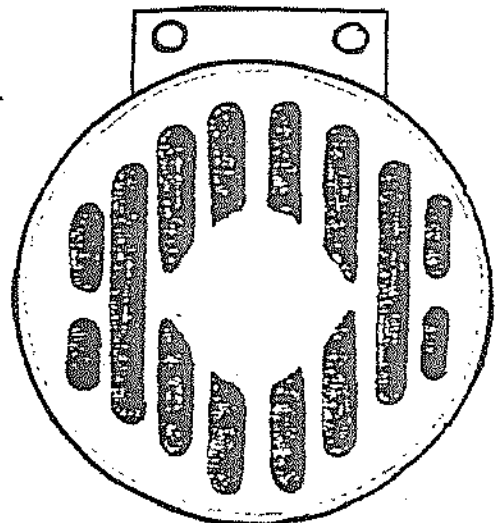
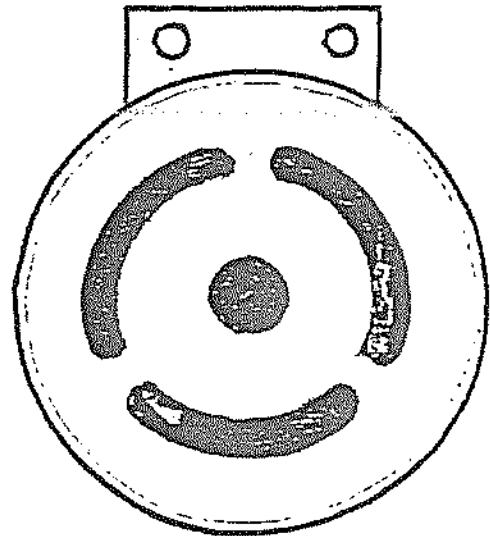
One authority says that the early J2's were fitted with the one with 3 curved slots on the face. The same authority said later J2's had the vertical slotted horns. He also felt that all 1933 and 1934 J2's with swept wings had the lucas altete horns with chrome ring and nuts (like the TC).

The other good authority said that he felt that the two horns were used alternating, based on which style was available. This authority made not reference to a change over to the lucas horn.

In looking though the many pictures of MMM cars I tend to agree with the latter authority.

- example, the 1932 Autocar Magazine published August 5th, 1932 shows a J2 with the vertical slotted horn. That was 9 days after the J2 went into production. The registration number RX 9980 is different from the proto type car pictures which also has the verticle slotted horn.

- I would like to know more about the famous J2 registered as RX 9980 for it was rebuilt as a swept wing and pictured in the 1933 sales material! As far as the 1933 swept wing J2 having the later (TC) type horn, I have not seen any pictures of early J2's showing it. The first time I have seen the (TC) type horn was on a



M.G. N series car. Pictures of the P series cars which follow the J series still use both of the horns as sketched on page one.

The shell of the horns were painted black and the face were chrome plated. The "ear" which was used to bolt the horn to the bracket which secured it to the head lamp bar was also painted black.

Interesting as to my J2 when purchased and brought to the states had two of the verticle slotted horns and with both functioning, the system produced less then what I would consider as adequate!