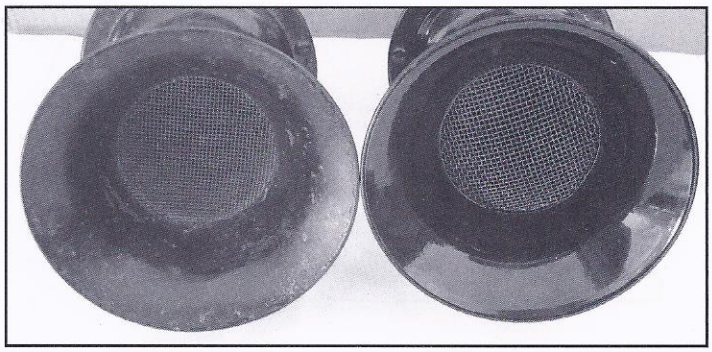


Flat horn screen (left) and convex screen (right).

In early 1928, a new second model with a convex screen featured a motor cover with a large Ford script above an Ames diamond insignia. The vertical ribs on the rear of the motor cover and the oval patent plate on the horn bell were discontinued at this time. The cover hole locations were also standardized to match those on the Sparton horn. In late 1928, the Ford script was discontinued on the motor cover, but all other features of the second model horn were retained. This last cover was used through early 1930. The third style horn also had a convex screen.

Two Ames insignias were phased into production and continued through early 1930. *A horn without either or both insignias in 1928 should not be downgraded.* The Ames diamond insignia was stamped on the lower edge of the horn bell. An Ames insignia may also be found on the rear of the motor base flange (location varied) and the rear face of the horn (mounting) bracket. Ames horns were not used after early 1930. Rim nuts were 3/8" hex (wrench size).

STEWART-WARNER

Only one model was made. Ford script was used on the motor cover through mid 1928 and discontinued thereafter. All horn motor covers were one piece and had the standard Sparton hole spacing. "Stewart-Warner" script and "Made in U.S.A." were stamped on the lower edge of both the motor base and the horn projector flange (horn bell). This horn was used from late 1928 to the end of production. All had convex screens. Rim nuts were 7/16" hex (wrench size).

E.A. (Emanuel Aufiero)

These horns were only produced for 1928-29 vehicles. The first variation had a one piece motor cover with the center area stamped out further than the outer circumference. Hole spacing for the motor cover and tone adjustment screw was 17/32". The cover was embossed with the E.A. name and address, and the F.M. model identification. Beginning in mid 1928, the rear center of the one piece motor cover was stamped in, reversing the shape of the early motor cover. The markings on the motor cover were the same but the hole spacing was changed to match the Sparton horn. E.A. was stamped on the bottom of all motor base flanges and most projectors (bells). E.A. horns used both flat and convex screens in early 1928 and a convex screen thereafter. Rim nuts were 13/32" hex (wrench size).

G.I.M. (General Industries Manufacturing)

The G.I.M. horn was used from mid 1928 through 1931. The motor cover was a one piece type with an indentation in the center. The first variation had an embossed Ford script and a 1/4" tall G.I.M. trademark stamped in the center of the motor cover. In September 1928, the Ford script was discontinued. In 1929 the stamped G.I.M. mark was reduced in size to approximately 3/16". Beginning in November 1929, the mark on the motor cover was embossed (7/16" tall). Hole spacing was standard and all models used convex screens. The horn projectors all had a trademark stamped on the rim, generally near the top. The motor base flanges had the same small trademark after September 1928 (location varied) along the lower portion of the flange. Rim nuts were 3/8" hex (wrench size).

