

Area 1 - Engine Compartment - 400 points (5000 point system)

Fuel System

Carburetor (see chart) - 45 points: Cad choke rod, driver (see drawing) & seamed tube, black spring, $\frac{3}{4}$ " OD-CS raven washer, $\frac{3}{4}$ " leather washer to 4/29, then 1"

Gas line to sediment bowl (inside car) - 10 points: Flat hex nuts to 10/30, 3/8" tube & flare nickel nuts to 5/28, then 5/16" and unfinished brass, L shaped tube intro 1930

Gas line to carburetor - 10 points (not mentioned in Standards): Should be $\frac{1}{4}$ " terne finish, 9/16" nuts, $\frac{1}{2}$ " nuts with indented firewall

Vacuum line - 10 points: $\frac{1}{4}$ " terne finish, brass fittings, firewall nut unfinished through 1930, then cad plated

Gas shut off valve - 15 points: Painted body color or unfinished, forged steel cad handle to 4/29, stamped steel cad handle to late 29, square shoulder and male packing nut to 5/31, plain nut till mid 30, then copper plated with black washer till mid 31. Shut off (indented firewall), top handle zinc nut, black washer, firewall grommet painted body color

Sediment bowl - 10 points: Cast iron through 4/31, thin or thick outlet OK, lead washer, brass nut, black tension spring was optional; glass bowl type (no description) was a production option from mid 29 to early 31

Firewall Area

Firewall/Hood - 30 points: both un-buffed finish, no extra holes

Patent plate/Body plate & hardware - 10 points: Patent plate, split black or oval nickel rivets 28-29, round head cad drive in rivets 30-31, body style or coach builder plate, rivets or small pan head screws

Radiator support rods - 10 points: 3/8 tubular to mid 29

Speedo cable - 10 points: Raven 15/32", (look inside the passenger side) square cut clamp, anti rattler in tunnel, then 5/16" & clipped corner clamp, split rubber grommet at firewall

Cowl lacing - 10 points: Upper cowl lacing, 7/8" wide, wired down, hook & square nut 28-29, Briggs & Murray 3/16" thicker; Lower cowl lacing $\frac{1}{2}$ " wide, black rivet heads face inward, bottom $\frac{1}{2}$ pan head outward to mid 28, or riveted to the cowl extension; 30-31 cowl lacing, 9/16" wide, end clips with 2 black rivets, split rivet heads inside, tubular outside, 3 cad screws

Firewall Area - continued

Shell lacing - 15 points: Woven 5/8" wide through 2/28, then black split rivets, heads facing out; unfinished mounting screws & thick square nuts till mid 30, then raven with cad nut, flat washer added mid 30, then lock washer late 30, hood corner props not in Standards,

Starter pushrod grommet - 5 points: 3 hole hard rubber to 8/30; split rubber 6/30 to 11/30, with riveted metal cover and painted with firewall after 9/30

Date - 5 points: some firewalls are date stamped mid 28 through 1929,

Engine

Block - 15 points: date serial number, numerals (change 3/31)

Gaskets - 20 points: Head gasket, studs (1/32"), nuts & bolts

Cylinder head - 15 points: No numbers or letters, 'B' high compression 4/31

Intake manifold - 10 points: No vacuum hole till 2/29, electric wiper cars had undrilled boss or brass or steel oval head slotted plug, unfinished or Ford Green, hole was lowered from 3" to 2 1/4" above the carburetor flange in mid 30

Distributor lock screw - 5 points: (no description)

Flywheel housing shims - 5 points: brass or copper slotted round shims

Oil pan - 10 points: Cad or black, no grooves till 2/28, reinforcing strip added 6/28, oil pump cover removed early 29, cad drain plug, copper washer

Oil fill pipe & cap - 5 points: Baffles pointed down & out till 7/29, out & up till 5/30,, then down & in, 4 tang oil cap till 3/29, then 3 tangs

Dip stick - 3 points: Plain or cad bayonet style till 1/28, then loop handle

Valve cover & oil return pipe - 5 points: Valve cover oil outlet lowered 5/29, unfinished thick head bolts and lock washers, oil return pipe gaskets copper asbestos till mid 29, then white or black, unfinished bolts with copper gaskets till 6/30 then brass, no lock washers

Timing pin & cover - 2 points: Wide flange to 11/28, unfinished dome head bolts to mid 30 then raven, side cover lock washers through mid 30 then none, timing pin hex w/copper washer to 1/29, then square, no washer

Pulley - 5 points: One piece, 3 spoke, Ford Green

Engine Mounts, pans & controls

Front engine mount - 20 points: solid mount till 11/28, forged, brass bushing, spring, plain 7/16-20 nut & cotter 11/28-2/29; cast steel, 9/16" washer (delete brass bushing) 2/29 - 8/29; forged, 15/32 washer 8/29-3/30, then a steel stamping, nut painted black after mid 30, 5 different auxiliary springs: 1 3/16", (hole size changes) 1 3/8", bead on top added 7/31, leather stop washer (clipped 7/31)

Rear engine mounts - 20 points: Bolted to flywheel housing, bolt heads wired with plain or raven 18ga wire, rubber pads, forged plate 28-29, clipped corners 30-31, bolts & nuts unfinished to mid 30, then raven

Engine splash pans - 40 points: Bolted to front cross member till 11/28, 1 1/4" front flange with reinforcing roll till 11/29, then front flange reduced to 3/4" to 7/8" and ear and part of flange removed at engine side of pans late 29 through late 31, enlarged exhaust cut out 12/31

Throttle control & linkage - 20 points: 5 styles till 6/28, till 4/29, till 4/30, till 6/31, 5/31 till end (see drawings), straight linkage except spark advance on 400-A, 180-A and 190-A bent 3/8" for lowered steering column