

MODEL A FORD CLUB OF AMERICA

250 SO. CYPRESS • LA HABRA, CALIFORNIA 90631-5586
562/697-2712 • 562/697-2737

Judging Standards Test Instructions

2016 Revision Tests.

Areas – 5, 9, 10, 11, 12, 13, 15, 17, 20, 21, 23
Early 1928 Vehicles (new), Station Wagons (new),
Mail Trucks (new), Heavy Commercial Vehicles (new), Canadian Model A's,
Cabriolet(new)

2011 Revision Tests.

Areas – 1, 2, 3, 4, 6, 7, 8, 14, 16, 18, 19, 22,
Convertible Sedan (new)

Test Completion Options:

Option 1: All tests can now be completed on your computer (Windows or Mac) using Adobe Reader or Adobe Acrobat (version 5 or newer). *Adobe Reader is a free program and can be downloaded from www.adobe.com.* Use your mouse or tab key to navigate the test pages. Once the tests are completed, save each test file with a new name, example “yourname_area1.pdf”. *Warning: Do not change or alter the .pdf extension.* Finally, email your test files to jstests@mafca.com for processing.

Option 2: Print the test forms as required and complete them by hand, *please print clearly.* Mail your completed tests to:

RG & JS Tests
MAFCA Judging Standards Committee
250 S. Cypress St.,
La Habra, CA. 90631-5515

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Judging Test Area 4 - Undercarriage

Use 2011 Restoration Guidelines Revision

Name: _____ Date: _____

Address: _____

Email: _____ Phone: _____ MAFCA # _____

1. When judging Area 4, check for authenticity, _____ and _____.
2. There were several forging dies to manufacture the front axle at various times. Initially all axles had two large Ford scripts measuring _____" long.
3. There were _____ of spindle bolt locking pins. The first style had a large head with a _____" long hex portion and was secured with a castellated nut (11/16").
4. There were four types of left and right spindle arms. (True or False)
5. Steering Gear (*Pitman*) Arm – There were _____ of steering gear arms. February 1928 through May 1929 a third style arm was the same as the second style except the sector shaft hole was increased to _____".
6. There were _____ of spring perches used. The third style front spring perch was introduced in May 1928 with a _____.
7. On the fourth style radius rod used from late 1928 through early _____, (*Year*) the thickness of each end of the front C-shape for the spring perches was increased from _____" to _____".
8. All Model A chassis had a _____ front spring with _____ at the spring leaf ends.
9. There were five different rear springs used on _____ and _____ vehicles produced in the U.S.A.
10. The rear spring _____ must _____ the spring used.
11. Frames were painted _____ and no parts were rubbed out.

12. July 1929 through late 1930, the battery support assembly had _____ holes.
13. Beginning in early _____ through the end of _____, shock absorber perch balls were not _____ as a part of the rear axle housing, but were installed separately.
14. The flywheel housing was painted _____ and the flywheel housing shield was dipped in black enamel.
15. There were two transmission cases used. The first case was used to mid _____ and was distinguished by a reversed idler gear shaft with a _____" _____ wide collar visible at the left rear of the transmission case.
16. Running board brackets were _____ from the beginning of production through _____ (*Month, Year*) when a stamped steel design was adopted.
17. A "9 - 34" (19) speedometer gear cap was used _____ (*Month, Year*) thru _____. (*Year*)
18. In April 1931, a reinforcement was spot welded to the front fender bracket at the bottom end adjacent to the frame. These brackets were used on _____ only but were carried as service replacements for _____. For judging purposes these are appropriate for AA trucks only.
19. When judging the rear bumper cross brace, check for _____, _____ and _____.
20. Castle nuts had rounded grooves in _____. (*Years*) Castle nuts with square cut grooves began appearing in _____ (*Year*) and by 1931 were used _____.

* * * * * END OF TEST * * * * *