

# MODEL A FORD CLUB OF AMERICA

250 SO. CYPRESS • LA HABRA, CALIFORNIA 90631-5586

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## 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](http://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 [jestests@mafca.com](mailto:jestests@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

# Judging Test Area – Canadian Model A's

Use 2016 Restoration Guidelines Revision

Name: \_\_\_\_\_ Date: \_\_\_\_\_

Address: \_\_\_\_\_

Email: \_\_\_\_\_ Phone: \_\_\_\_\_ MAFCA # \_\_\_\_\_

1. INTRODUCTION: One of the most distinctive features of the Canadian-built Model A was the use of \_\_\_\_\_ instead of standard slotted head machine and wood screws
2. AREA 1: Initially, the patent data plate was attached to the right side of the firewall, but at times it was located on the left side. From late 1928 through 1931 patent data plates were not used, even though holes were drilled in the firewall. (True or False )
3. AREA 1: A new breather cap with three large tangs was introduced in August 1929 It was used interchangeably with the earlier breather cap with \_\_\_\_\_ through the end of production.
4. AREA 1: The three-point front engine support bracket was introduced in December 1928. Early rear engine supports were riveted to the frame. A second type, which was the same as the USA rear engine support, was used until June 1928. Thereafter, through the end of production, \_\_\_\_\_ rear engine supports were utilized.
5. AREA 2: In December 1928, the rounded type starter switch was introduced. Some switches were attached to the starter with \_\_\_\_\_ supplied by the \_\_\_\_\_.
6. AREA 2: The generator cutout had a letter "C" stamped under the Ford script (True or False )
7. AREA 2: Champion 3X spark plugs were used throughout Canadian Model A production. Canadian spark plugs were identical to U.S. spark plugs except for the wording "\_\_\_\_\_". On the opposite side of the porcelain, Canadian spark plugs had the words "\_\_\_\_\_".
8. AREA 4: Fender brackets are the same as those used in U.S. production. However, forged front fender brackets were commonly used with 1930 and 1931 front fenders. During 1930, the rear fender brackets were changed from a \_\_\_\_\_ to a \_\_\_\_\_.
9. AREA 5: EXHAUST SYSTEM. The reinforced design manifold was used from \_\_\_\_\_ to the end of production.
10. AREA 5: GASKETS. The second design for the intake and exhaust manifold gaskets was used from \_\_\_\_\_ to \_\_\_\_\_.

11. AREA 6: CHOKE ROD. The 21" choke rod was used through 1928. In \_\_\_\_\_  
\_\_\_\_\_ the carburetor adjusting rod (choke rod) was increased to \_\_\_\_\_".
12. AREA 7: EARLY BRAKE SYSTEM. The early brake system without \_\_\_\_\_  
\_\_\_\_\_ brakes was used until \_\_\_\_\_.
13. AREA 8: GAS GAUGE AND TANK. In late 1931 the steering column was attached to a bracket,  
which bolted to the body structure behind the front dash rail, eliminating the gas tank mount.  
(True or False )
14. AREA 8: In early \_\_\_\_\_ three versions of a \_\_\_\_\_ 7-tooth steering assembly were used  
through \_\_\_\_\_.
15. AREA 13: HOOD. The \_\_\_\_\_ \_\_\_\_\_ \_\_\_\_\_ was used  
\_\_\_\_\_.
16. AREA 15: Canadian bumper clamps were identical to U.S. bumper clamps for all years.  
(True or False ).
17. AREA 15: From early 1928 through January 1929, the Canadian radiator shell emblem was an  
extremely dark blue vitreous enamel that appeared to be \_\_\_\_\_  
\_\_\_\_\_.
18. AREA 17: Grease guns produced during mid and late \_\_\_\_\_ were marked with  
\_\_\_\_\_  
\_\_\_\_\_.
19. AREA 17: The \_\_\_\_\_ jack was used from June 1930 to \_\_\_\_\_.
20. AREA 17: In 1930, two different variations of the owner's manual existed. One was  
\_\_\_\_\_/ \_\_\_\_\_ in color. The second was \_\_\_\_\_/ \_\_\_\_\_ in color.
21. AREA 18: Rear lamps frequently had a \_\_\_\_\_ which read  
\_\_\_\_\_ or \_\_\_\_\_.
22. AREA 19: The most common horn used on a Canadian Model "A" was the \_\_\_\_\_.
23. AREA 20: Heinze/Ames wipers were \_\_\_\_\_ in Canadian assembly  
plants.
24. AREA 22: Schrader or Dill valve stem hardware was frequently supplied on Canadian Model "A"  
vehicles, some with \_\_\_\_\_  
\_\_\_\_\_.
25. AREA 23: Some 1928 Canadian Model "A" vehicles were equipped with \_\_\_\_\_  
\_\_\_\_\_.