

# MODEL A FORD CLUB OF AMERICA

250 SO. CYPRESS • LA HABRA, CALIFORNIA 90631-5586  
562/697-2712 • 562/697-2737 • FAX 562/690-7452

## 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 [jstests@mafca.com](mailto: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 for Area 7 – Brake System

Use 2011 Restoration Guidelines Revisions

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

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

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

1. The brake rods should be \_\_\_\_\_ and not \_\_\_\_\_.
2. The changeover to the separate emergency brake system began as early as \_\_\_\_\_, \_\_\_\_\_ . (Month, Year)
3. The cast iron brake drum was introduced in \_\_\_\_\_, \_\_\_\_\_. (Month, Year)
4. The pedals used with a multiple disc clutch used a \_\_\_\_\_” shaft and did not have any \_\_\_\_\_.
5. The ribbed surface of the final version of the brake pedal was made of \_\_\_\_\_ steel and introduced in \_\_\_\_\_, 1930.
6. In \_\_\_\_\_ of 1929, a \_\_\_\_\_” (Size) button shaped upset was added to the rear extension of the brake pedal to cross shaft rod.
7. The third style two piece service brake cross shaft, introduced in May of 1928 was used with the \_\_\_\_\_ brake rods.
8. The emergency brake cross shaft used from May 1930 extended \_\_\_\_\_ the frame side rails and the levers were \_\_\_\_\_ to the shaft.
9. Beginning in mid 1929, the front brake shaft was attached to the spring perch with hex \_\_\_\_\_ and \_\_\_\_\_.
10. The front actuating levers should slant \_\_\_\_\_ when the brakes are released.
11. Beginning in mid 1928, all rear brake camshaft brackets used a \_\_\_\_\_ type cone shaped, \_\_\_\_\_ plated lubricator fitting.
12. The ribbed backing plate from early 1929 through early 1930 had a round \_\_\_\_\_ with a \_\_\_\_\_ bottom.

13. Brake rods were \_\_\_\_\_” in diameter through April 1928.
14. Brake return springs used from July 1931 to the end of production were made of \_\_\_\_\_.
15. From the beginning of production to October 1929, a special brake pedal \_\_\_\_\_.  
(2 words) was used to attach the brake light switch.

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