

# 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 18 – Lamps

Use 2011 Restoration Guidelines Revisions

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

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

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

1. From the beginning of production through February 1929 a \_\_\_\_\_ position switch was used.
2. Beginning in February 1929 to the end of production, the head lamps had \_\_\_\_\_ lenses.
3. In 1930-1931, the head lamp rivets, latch springs and studs were \_\_\_\_\_.
4. Some 1928 head lamp bars had one or more \_\_\_\_\_.
5. Beginning June 1929, front license plate clips suspended the license plate from \_\_\_\_\_ the head lamp bars.
6. All vehicles were shipped with a single rear lamp on the driver's side. In \_\_\_\_\_ a second rear lamp on the passenger side could be ordered.
7. The tail lamp door (rim) screws were changed to \_\_\_\_\_ plating with the introduction of the stainless steel rear lamp in 1930.
8. Beginning of production until March 1928 \_\_\_\_\_ holes (type) were used in rear lamp lenses.
9. The rear lamp mounting bracket that was used for the September 1928 Coupe was part number \_\_\_\_\_.
10. Cowl lamp reflectors in the lamp were \_\_\_\_\_ plated

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