

# 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 22 – Wheels, Tires and Valve Stems

Use 2011 Restoration Guidelines Revisions

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

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

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

1. Early style 21" wheels used with the single brake system had a \_\_\_\_\_" deep hub flange; later style wheels had a \_\_\_\_\_" deep hub flange.
2. Throughout production, Kelsey Hayes wheels had \_\_\_\_\_ different spoke spacing's and Ford wheels had \_\_\_\_\_.
3. Wheels were dipped and runs and puddles are acceptable only on original unrestored vehicles. (True or False )
4. Prior to June \_\_\_\_\_, all wheels were dipped in \_\_\_\_\_  
\_\_\_\_\_. (Paint)
5. Colored wheels were first dipped in \_\_\_\_\_, then sprayed with a final \_\_\_\_\_ coat.
6. Except for Taxis and Station Wagons, standard tire sizes for 1928, 1929, and 1930-31 passenger vehicles were: \_\_\_\_\_, \_\_\_\_\_, and \_\_\_\_\_, respectively.
7. The background colors for the 1930-31 Goodyear tire logo, was \_\_\_\_\_, \_\_\_\_\_ and \_\_\_\_\_ over a stippled background.
8. Tire tread and sidewall patterns were unchanged throughout production for Goodyear tires. (True or False )
9. From \_\_\_\_\_ through \_\_\_\_\_ (Months) 1928 a short style acorn lug nut was used; thereafter an acorn lug nut \_\_\_\_\_" to \_\_\_\_\_" (inches) in length was used.
10. "Made in USA" appeared on hubcaps produced through \_\_\_\_\_  
\_\_\_\_\_. (Month, Year)

11. Prior to April 1929 all hubcaps were \_\_\_\_\_ plated; April to December 1929 hubcaps were \_\_\_\_\_ or \_\_\_\_\_ plated.
12. Early 1930 hubcaps had none or a \_\_\_\_\_ liner; later hubcaps had a \_\_\_\_\_ liner.
13. Early 1930 hubcaps had a \_\_\_\_\_ edge at its contact with a hub; later hubcaps had a very \_\_\_\_\_ at the hub contact. (*Profiles*)
14. All tires and valve stem hardware must match. (True or False )
15. The visible parts of typical 1928-29 tire valve hardware illustration includes: a \_\_\_\_\_ bushing and a \_\_\_\_\_ cover.
16. All visible tire valve hardware was unpolished nickel plated. (True or False )
17. On all wheels, including spares, the hub caps were installed so the valve stem was perpendicular to, and pointed to the top of the Ford Script. (True or False )
18. Schrader 6700X and Dill VS-127 valve stems with TR-83 were used on the Model A. (True or False ) (*See Valve Stem Chart page 22-6*)
19. Schrader and Dill used \_\_\_\_\_ different valve stems throughout production. (*See tables page 22-6*)
20. The diameter of the knurled part of the 880 Schrader valve cap was \_\_\_\_\_" to mid-late 1929; thereafter, it was reduced to \_\_\_\_\_".
21. Bridgeport rim nuts differed from Schrader rim nuts by not having any \_\_\_\_\_ in the 8 lengthwise flutes.
22. Side mount carrier flanges on passenger vehicles were marked "L" or "R" throughout production. (True or False )
23. Both wheel carrier flange ends were made thicker from \_\_\_\_\_ to the end of production. (*Month, Year*)
24. Early style rear wheel carriers were 3 piece \_\_\_\_\_ steel; later carriers were made with malleable cast iron. (*See Rear Spare Wheel Carrier Chart page 22-13*)

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