

# 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

### 1997 Revision Tests.

Areas – 5, 9, 10, 11, 12, 13, 15, 17, 20, 21, 23 & Canadian Model A's (new)

### 2011 Revision Tests.

Areas – 1, 2, 3, 4, 6, 7, 8, 14, 16, 18, 19, 22

### 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 13 – Sheet Metal

Use 1997 Restoration Guidelines Revisions

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

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

Email: \_\_\_\_\_ Phone No.: \_\_\_\_\_ MAFCA # \_\_\_\_\_

1. Area 13 includes all exterior painted metal panels including the underside of the hood and body.  
(True or False )
2. The hood louvers were changed in Mid 1928 so that they were parallel to the \_\_\_\_\_  
\_\_\_\_\_.(Body, Location)
3. Early (1928) hood handles had an \_\_\_\_\_ rivet on each end of the handles. (Style)
4. The hood bumper was changed in April 1931 from a \_\_\_\_\_ shape to a \_\_\_\_\_ shape.  
(Style, Style)
5. From December 1928 through the end of production, hood corners were a one piece design made  
\_\_\_\_\_ with the sewn seam at the \_\_\_\_\_. (Color, Material, Location)
6. After \_\_\_\_\_, \_\_\_\_\_ all front fenders had a raised area around the front mounting screws.  
(Month, Year)
7. Original fenders had \_\_\_\_\_ completely around the rolled edges.
8. Fender welt material was made of a \_\_\_\_\_ lacquered \_\_\_\_\_ with a \_\_\_\_\_  
core. (Color, Material, Material)
9. In March 1931, a \_\_\_\_\_ was stamped into the inside rear skirt of the sedan fender.
10. The stamped letters "MB" in some 1930-31 rear fenders should match on each fender.  
(True or False )
11. From the introduction of the 1930 models through \_\_\_\_\_, 1930, a \_\_\_\_\_ piece splash  
shield was used. (Month, Number)
12. The 1929 style radiator splash apron had \_\_\_\_\_ formed on both the top and bottom edge.
13. All surfaces on all original front splash aprons had slightly \_\_\_\_\_ surfaces. (Style)
14. The finish of the machine screws attaching the hood shelves to the front splash shield through  
mid 1928 were painted \_\_\_\_\_ while late 1928 through 1929 were \_\_\_\_\_ plated.  
(Color, Finish)

15. The hood latches were mounted so that the edges of the bracket kept them from falling inward throughout production. (True or False )
16. The matting on 1928-1929 running boards was a \_\_\_\_\_ pattern and a \_\_\_\_\_ was used in 1930-1931. (Style, Style)
17. From October 1930 through 1931, the underside of the running boards were coated with \_\_\_\_\_ material. (Color, Finish)
18. Door dovetails were \_\_\_\_\_plated. (Finish)
19. After February 1928, reinforcing ribs on the rear fender body panels of coupes were eliminated. (True or False )
20. Cowl welting was a smaller diameter than fender welting and was painted lower body color. (True or False )

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