

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 & 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.* 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 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 *****