

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.* 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 23 – Shocks and Shackles

Use 1997 Restoration Guidelines Revisions

Name: _____ Date: _____

Address: _____

Email: _____ Phone No.: _____ MAFCA # _____

1. Shock covers were positioned so that filler plugs were approximately _____ degrees from top center.
2. In early 1930, an _____ cover was adopted to provide a better seat for the shaft seal.
3. Shock mounting bolts were designed with a _____ shaped head and were unfinished.
4. Beginning in 1930, shock arms were redesigned to provide _____ at the shock cover.
5. In addition to Houdaille and Ford Motor Co., shocks were also manufactured by _____ and _____.
6. In _____, the grease fitting was moved to the lower inside area of the shock link. (Month, Year)
7. The front and rear shackle bars had _____ (not rounded) edges.
8. In mid-1928, a _____ shackle was introduced.
9. **Area 23 - Shocks and Shackles** is worth _____ points.
10. Shocks should be _____, with no evidence of _____.

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