

# MODEL A FORD CLUB OF AMERICA

250 SO. CYPRESS • LA HABRA, CALIFORNIA 90631-5586  
562/697-2712 • 562/697-2737

## 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 Area 3 – Cooling System

Use 2011 Restoration Guidelines Revision

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

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

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

1. There should be no evidence of \_\_\_\_\_ anywhere in the cooling system.
2. The finish for all radiators was \_\_\_\_\_ . (*Finish, Color*)
3. From July 1929 to December 1929, three outside manufacturers supplied radiators to Ford. They were \_\_\_\_\_ , McCord and \_\_\_\_\_ .
4. The 1930-31 radiators used \_\_\_\_\_ tubes with a single \_\_\_\_\_ between each tube on the front cooling fins.
5. In April 1930, the radiator mounting bolts were changed to \_\_\_\_\_ ” in length because the spring was lengthened to 1-1/16”.
6. From February 1928 through February 1929 there was a long \_\_\_\_\_ on the fan shroud for the right head light wire.
7. In \_\_\_\_\_ 1930 the radiator splash plate “baffle” was changed from a straight to a \_\_\_\_\_ design. (*See illustration on page 3 – 3*)
8. Radiator hoses did not have a \_\_\_\_\_ imprint.
9. The 1930-31 AA 4 row oblong tube radiator used a \_\_\_\_\_ ” long upper inlet hose.
10. Original hose clamps were either dull \_\_\_\_\_ or \_\_\_\_\_ plated and did not have size numbers.
11. The original fan belt was either \_\_\_\_\_ or \_\_\_\_\_ in color.
12. There were \_\_\_\_\_ styles of water pump castings used during Model A production and they did not have casting numbers or part numbers.

13. Original water pump castings have a shaft hole that is just \_\_\_\_\_larger than the shaft.
14. The water pump packing nut was die \_\_\_\_\_ in 1930-31.
15. The 1928-29 radiator outlet pipe had a bend approximately \_\_\_\_\_” from the forward end.

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