MAFCA

THE JUDGING STANDARDS COMMITTEE

TODAY'S PRESENTERS

Who Are We?

- Collection of volunteers appointed by MAFCA President and approved by the MAFCA Board of Directors to support the Model A hobby.

- MAFCA created the first JSC in 1961.

Judging Standards Committee

What Is Our Purpose?

- Maintain, coordinate, publish and update the "Model A Restoration Guidelines and Judging Standards" (**Guidelines**) in conjunction with MARC
- Support the Judges Certification Program
- Provide procedures for judging Model A Fords at National Conventions and sanctioned meets.
- Develop judging score sheets.

Purpose Continued

- Establish minimum vehicle requirements for admittance to various judging classes.
- Maintain an award system for judged vehicles.

What Have We Been Doing?

- Updating the **Guidelines**
- Updating and simplifying the ***JSC portion*** of the MAFCA website
- Processing judging tests and maintaining a database of judges
- Organizing and preparing for judging at national conventions

Publications Available

- “Restoration Guidelines & Judging Standards” (latest edition 2016, first published in 1961)
- “Paint and Finish Guide” (3rd edition)
- “2011 Shock Absorber Booklet”
- “Judging Procedures Manual”
- Judging Forms and Score Sheets
- Tests for Certification of Judges

THE MODEL A

FORD

SHOCK ABSORBERS

1927

1931

by

Steven W. Schmauch

2011

The complete evolution of Houdaille, Ford,
National Acme shocks used on the Model A

MODEL A

JUDGING STANDARDS

&

RESTORATION GUIDELINES

Ford

PUBLISHED JOINTLY BY

MODEL A RESTORERS CLUB & MODEL A FORD CLUB OF AMERICA

MODEL A FORD

PAINT & FINISH

GUIDE

3RD EDITION - REVISED

How Do We Do It?

- Face-to-face meetings and SKYPE meetings
- SKYPE meetings with MARC JSC
- Research the Ford Archives and review of engineering material
- Study original cars, parts and document findings
- Study original pictures and drawings

What Will We Do Next?

- Support activities related to the updated **Guidelines**
- Update Area Judging Tests to reflect Revision 4
- Update Scoring Sheets in coordination with MARC
- Gather information from members to provide clarification or corrections in R3 and R4

What Other Things Do We Do?

- Provide assistance in clarifying the information in the **Guidelines**
- Assist and recommend the selection of a Chief Judge
- Approve and provide variances to the **Guidelines**
- Review articles and seminar topics required for the advancement to Master Judge

Future Plans

- Develop instructional videos to aid in judging
- Provide continued guidance and answer questions on all judging-related matters via mail or email (JSC@MAFCA.com)
- Publicize our activities with seminars, Q & A sessions and articles in The Restorer

REVISION 4

The Latest Revision to the

Guidelines

Several Years in the Making

Almost everything you ever

wanted to know about what it is and where it goes

Sixteen! Yes, 16 Areas Revised

- Some have been edited
- Some have been rewritten
- Some have been created
- Some have been combined

Lots of New Pages

- 330 NEW pages replaced
  135 old pages
- 2.5 times more information

  (and more weight)

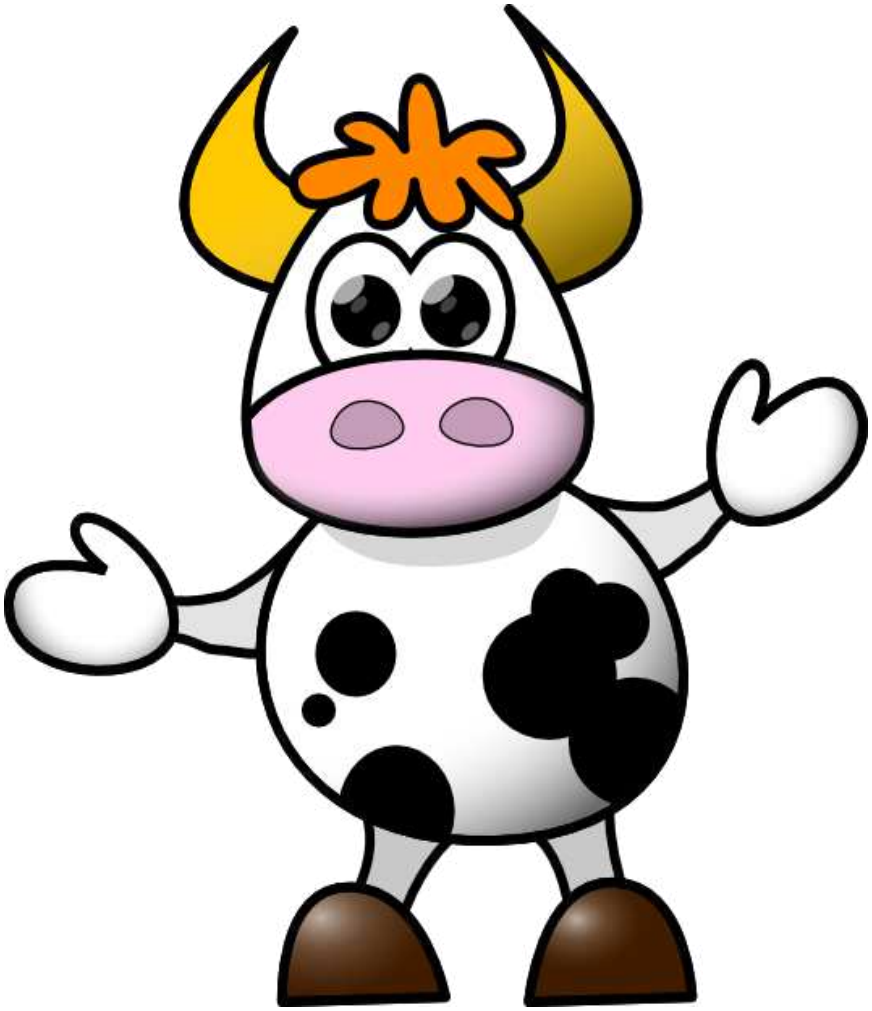
Types of Changes

- Minor editorial changes
- Corrections to previous text
- Corrections to previous **Guidelines**
- Completely NEW material

The Best Part

- Over 500 detailed pictures and illustrations

HOLY COW!



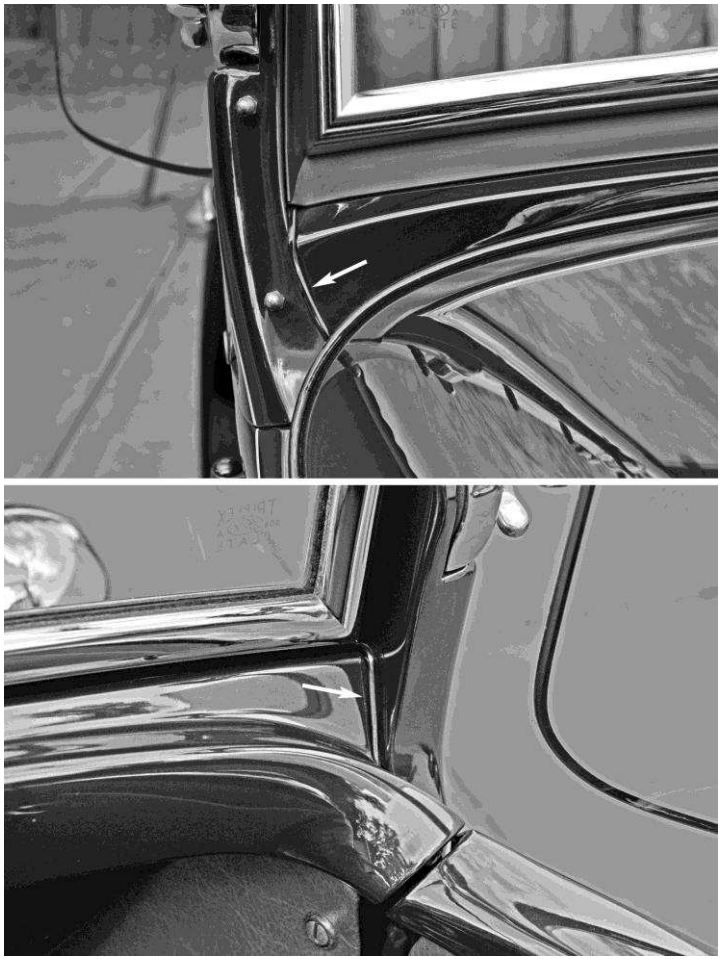
AREA 13 - SHEET METAL

Lots of Twists
and Turns
to
Test Your Metal

What's What?

- More information and twice the text
- 3 times the pictures and illustrations
- Better organization with 3 times the number of subheadings

Stanchion Anti-Squeak



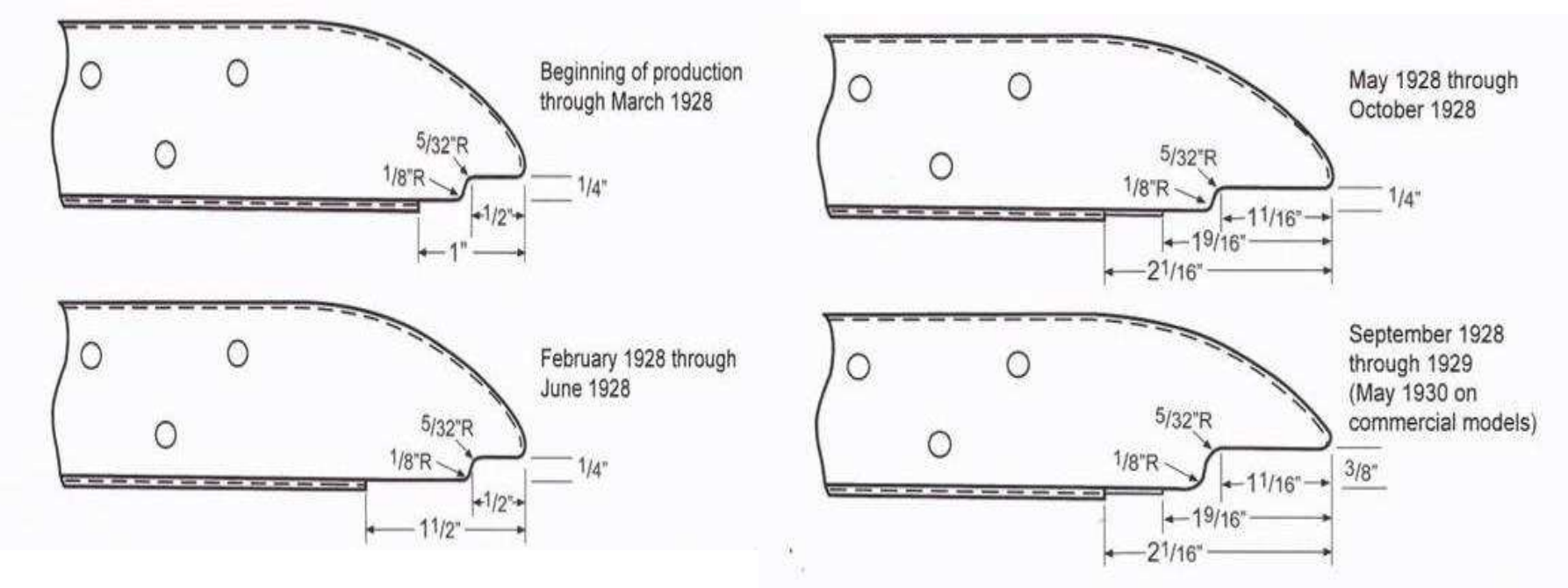
On the Hood

- Reorganized: All hood sections in one place
- New subheadings added:
  - *Hood corner pads*
  - *Hood handles*
  - *Hood panels*
  - *Bumper clips*
  - *Bumper brackets*

On The Hood

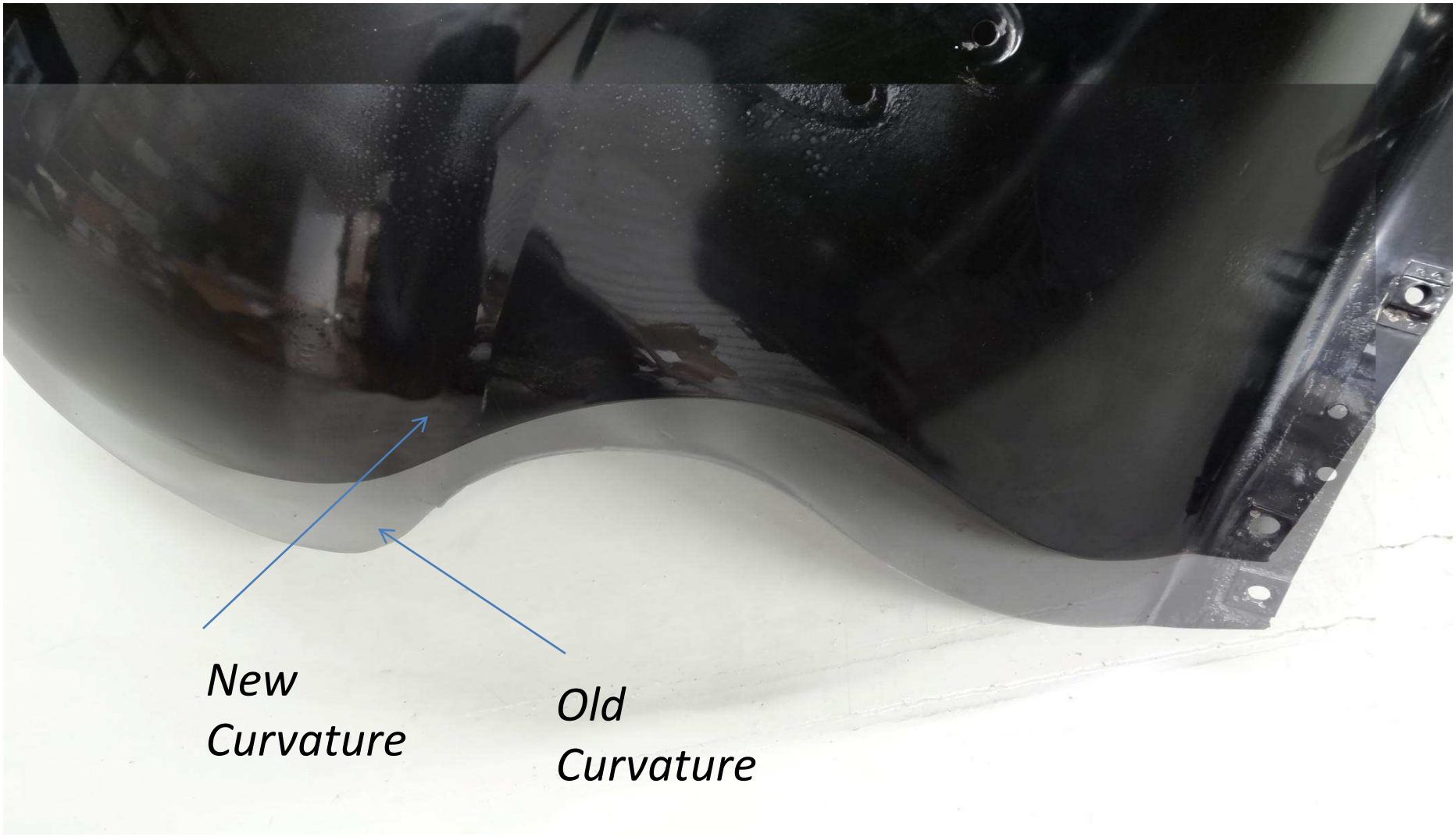
- Additions (examples)
  - *All hood sides were curved top to bottom*
  - *Hood shelf block description*
  - *Very early vehicles did not have bumper brackets*

1928-29 HOOD SHELF



On The Fenders

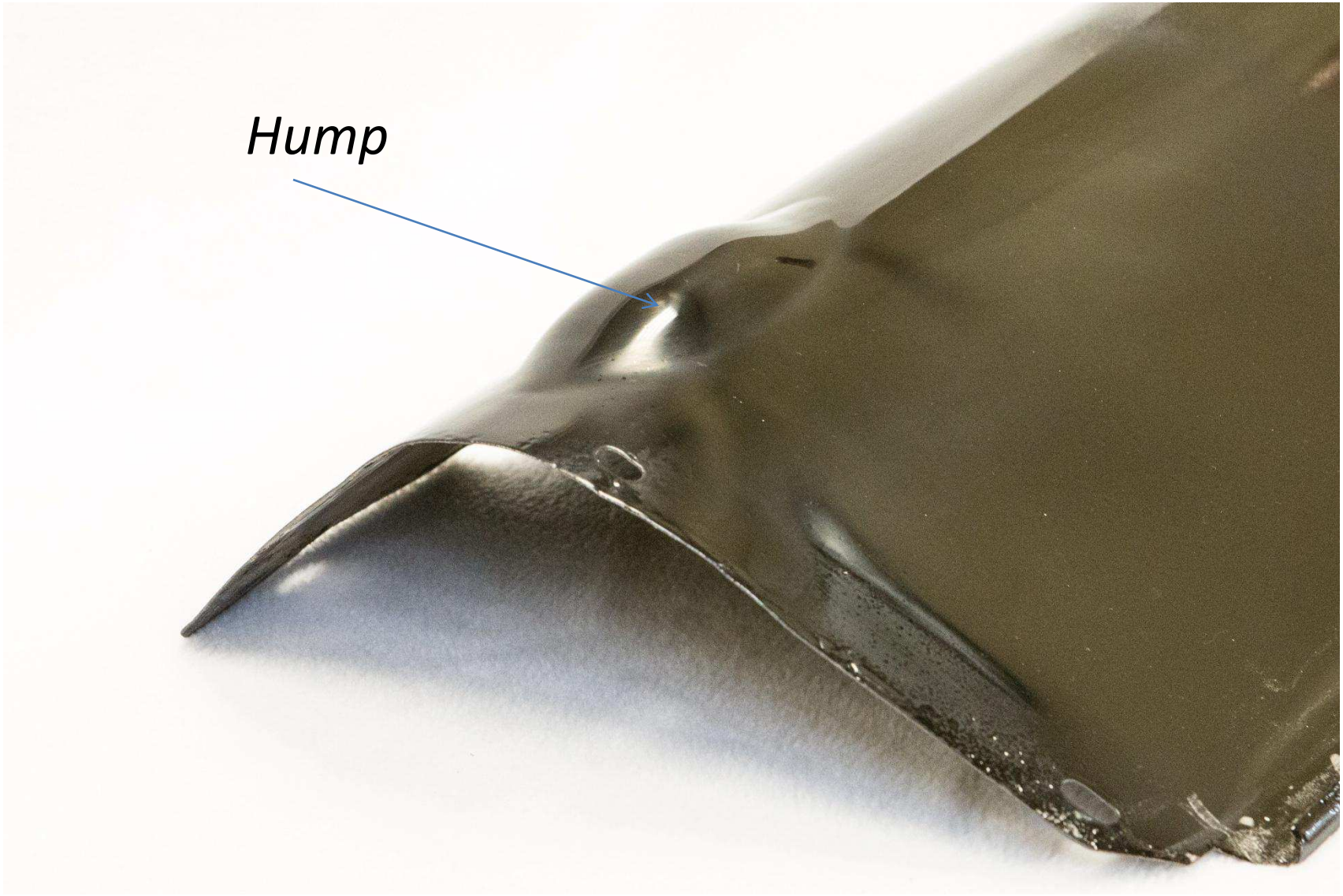
- A number of changes were added
- April 1929 curvature at front skirt changed
- 1930-1931 front fenders added 5 changes
- Added fender-to-bracket bolts subheading
- Fender welt dimensions were added



April 1929 curvature change

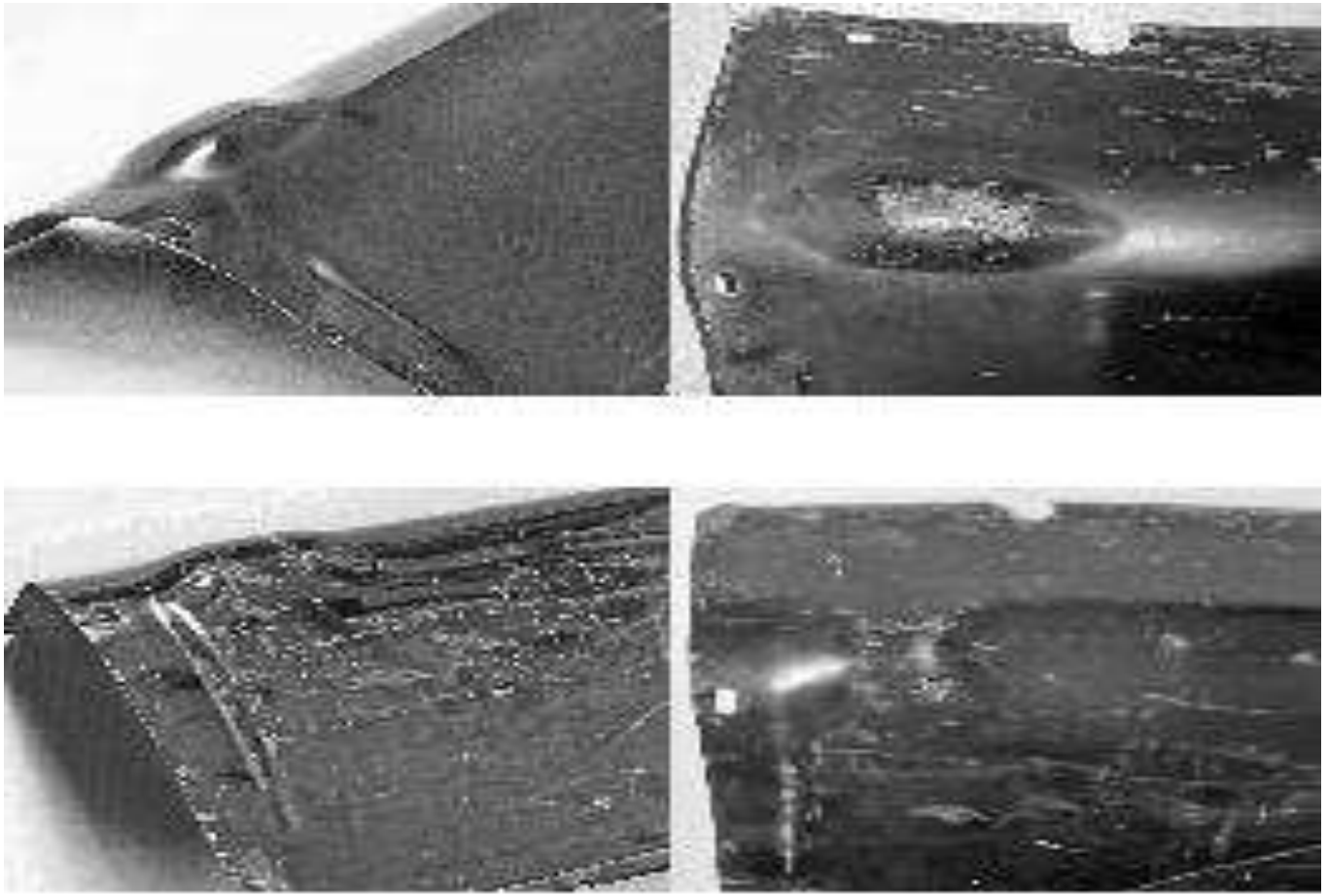
On The Running Board Shields

- Reorganized by date into subheadings
- Changes (examples)
  - Second hump style added
  - Photograph of the earliest hump style
  - June 1930 one piece shield for commercial vehicles
  - May 1931 front flange straight edge to cutout
  - New subheading on attaching hardware



Running board shield-early style hump

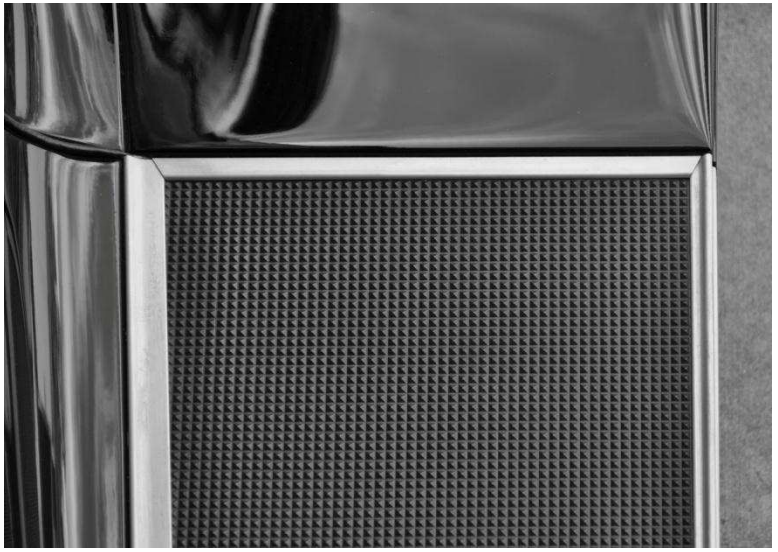
Additional Views



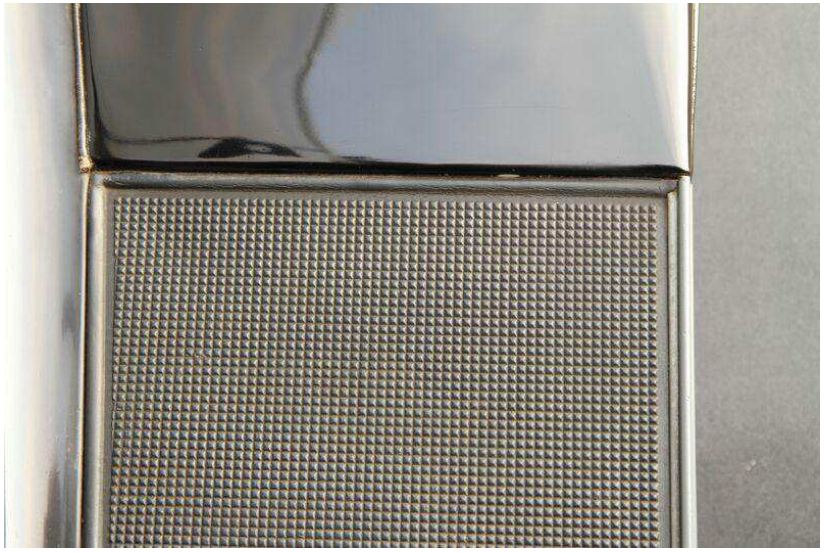
On The Running Boards

- 1928 zinc trim finished with clear lacquer
- 1929 zinc trim buffed and oiled
- Details on the trim installation added
- 1930 Commercial separate from splash shield
- April 1931 reinforcement added
- After May 1931, De Luxe Pickup used passenger running boards

1929 mitered trim



1930 mitered trim



1931 radius-shaped trim

On The Body

- September 1928, front flange of the cowl side panel changed
- January 1930, sill moulding changed
- Cowl ventilator subheading added
- Drip rail subheading for slant window body styles added

AREA 15
EXTERIOR PLATING

What is New in Exterior Plating?

New Information

New Pictures

1928-1929 plating features

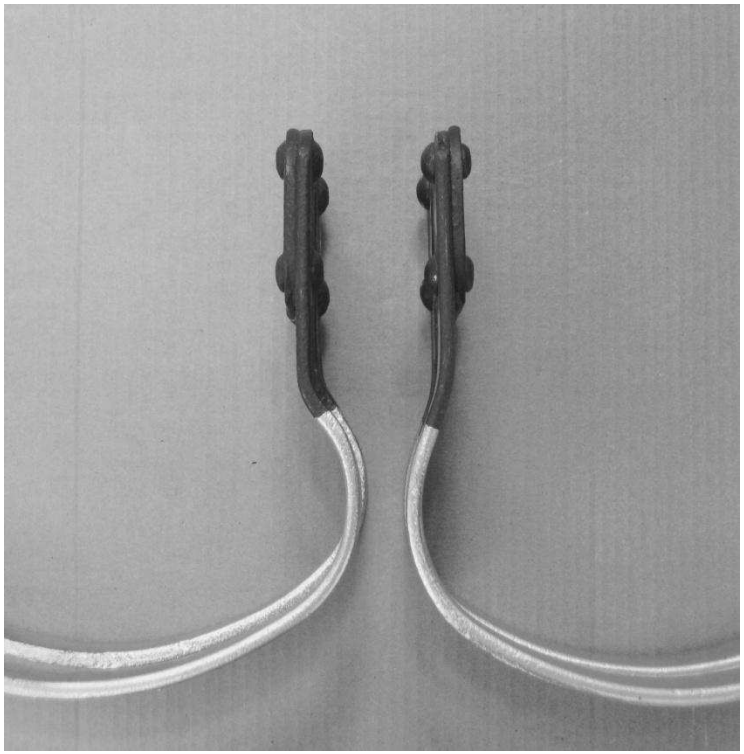
1930-1931 plating features

The exceptions

BUMPERS

- All bumpers were chrome plated
- Bumpers exhibit varying degrees of mill scale on the unpolished edges and backs
- Manufacturer’s logos appeared on most
- Design change on 1928 rear bumpers
- Length change after August 1930

Bumpers



Bumper Clamps

Forged, plated clamps

Or stainless clad clamps

Headlamps

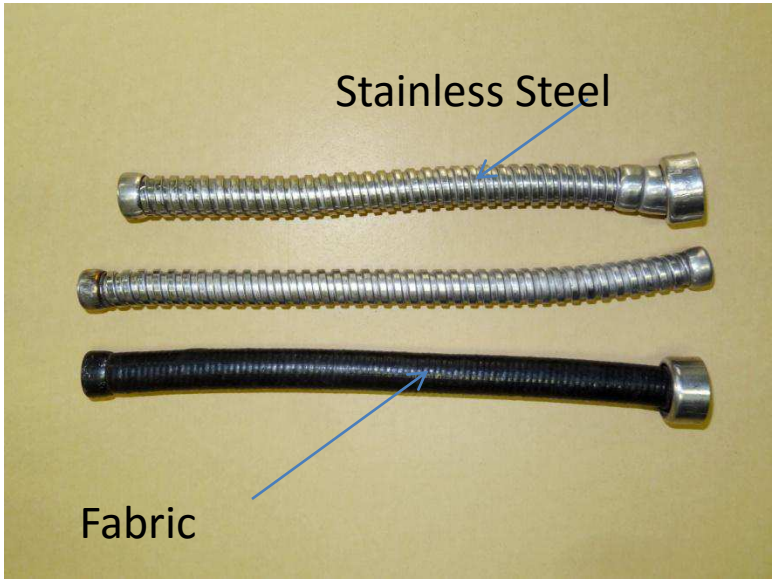
- Early headlamp cases had no markings
- 1928-29 headlamp cases were nickel plated
- There were exceptions to nickel plating
- 1930-31 headlamp cases were stainless steel
- Markings on headlamp cases match

Lamp and Horn Conduits

- Conduits came in two sizes
- Plating on 1928-29 conduits
- There were exceptions
- Early conduits were nickel plated brass
- Later conduits were stainless steel

CONDUITS

Horn and Lamp Conduits



Differing Styles

Conduit Differences

Cowl Lamps

- Early lamps on three body styles only
- Later lamps changed shape and were stainless steel
- Assembly hardware changed from screws to rivets

COWL BAND

- Only three body styles in 1929 had cowl bands of plated base material
- Later cowl bands were stainless steel
- Length change made (shortened)

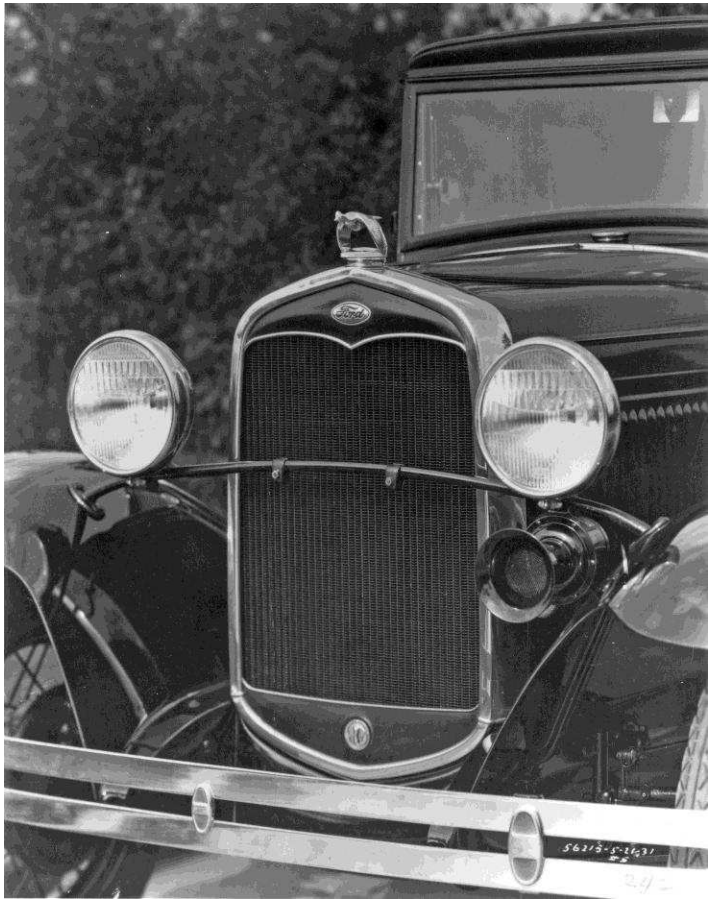
Gas and Radiator Caps

- 1928-29 bright nickel plated
- 1930-31 stainless steel
- There were exceptions
- Multiple suppliers on stainless steel caps

RADIATOR SHELL AND NAMEPLATE ASSEMBLY

- 1928-29 shells were bright nickel plated
- There were exceptions
- 1930-31 shells were stainless steel
- There were exceptions

1931 Radiator Shell



Insert painted lower body color or black

WINDSHIELD

Body style determined

- windshield material
- construction
- paint
- plating

REAR LAMPS

- Early lamp cases were nickel plated
- There were exceptions
- Changed from DUOLIGHT drum tail light to DUOLAMP teacup tail light
- Later lamp cases and doors were stainless steel
- Commercial rear lamps were magnetic steel and painted black

OUTSIDE DOOR HANDLES

- Early standard vehicles had bright nickel plated brass
- There were exceptions
- Some body styles had thin, die cast, scroll shaped handles, nickel plated
- Later outside handles progressed from chrome plated brass components to finally being all stainless steel components

OUTSIDE DOOR HANDLES

- Coupe/Tudor, Sedans and Commercial

AREA 17 - TOOLS

The Big Picture

On

The Latest Revisions

What is New?

- New information
- New illustrations
- Pictures, Pictures, Pictures!

Suppliers

Markings and suppliers clarified (examples)

- Moore Drop Forge is now Moore Drop Forging
- Manzel Forge is identified with the letters “M” or “M-L”

Oil Cans

- New dates and clarifications
- Used through April 1928 not May 1928
- Ford script and trademark
- Spout was always straight

Varieties of Oil Cans – Script, Trademarks

Note different appearance between cans.

Grease Gun

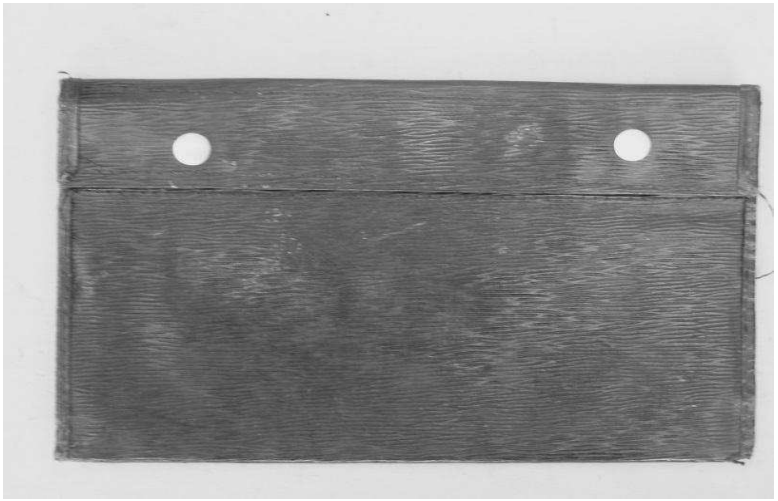
- Dull nickel plated
- Alemite Lubricator/The Bassick Mfg. Co. through June 1929
- Alemite Lubricator/Alemite Corporation through EOP
- Fine knurl on Bassick and coarse knurl on Alemite

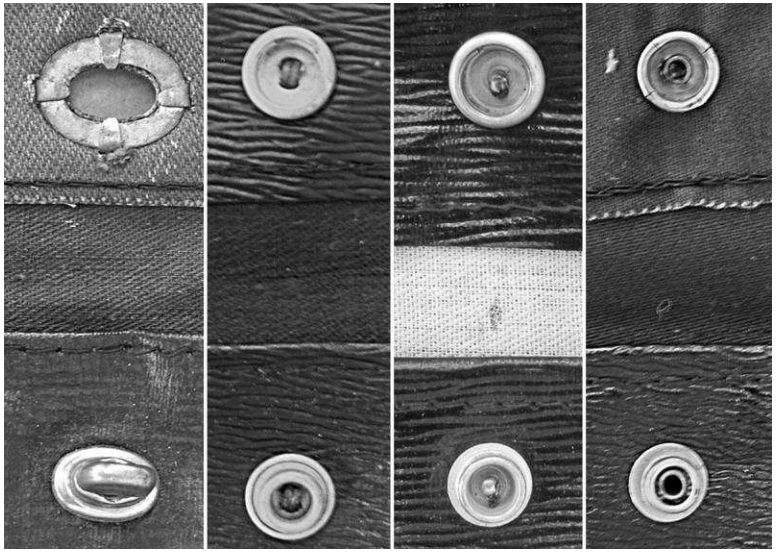
Grease Guns with Markings

Tool Bags

- Fabric
  - Black Rubber Cotton Fabric
  - Medium Fine Long-Short Grain Top Material
  - Whipcord
- Fasteners
  - Four types of fasteners

Tool Bag



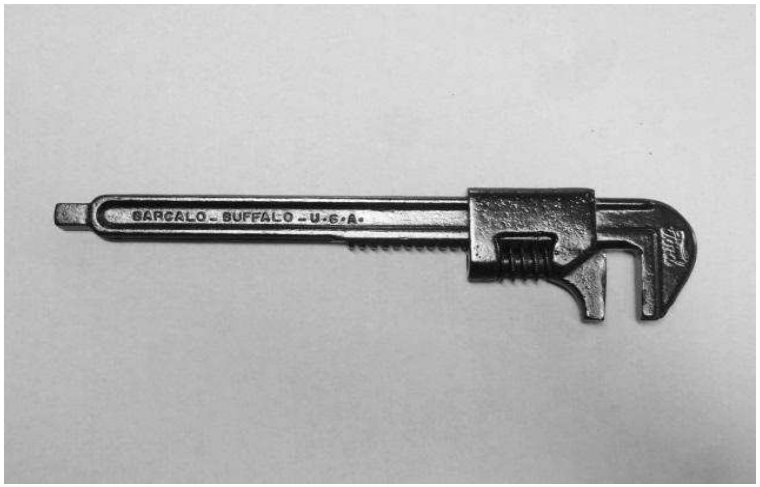


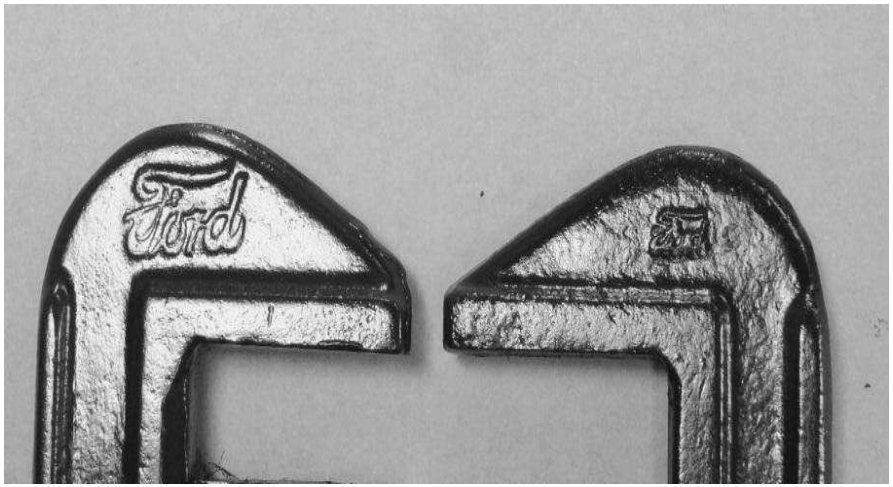
Adjustable Wrench

- 9 ¼ inches in length with square end
- Two manufacturers with Ford script on fixed jaw through April 1928
- Thereafter no script through EOP

Adjustable Wrench

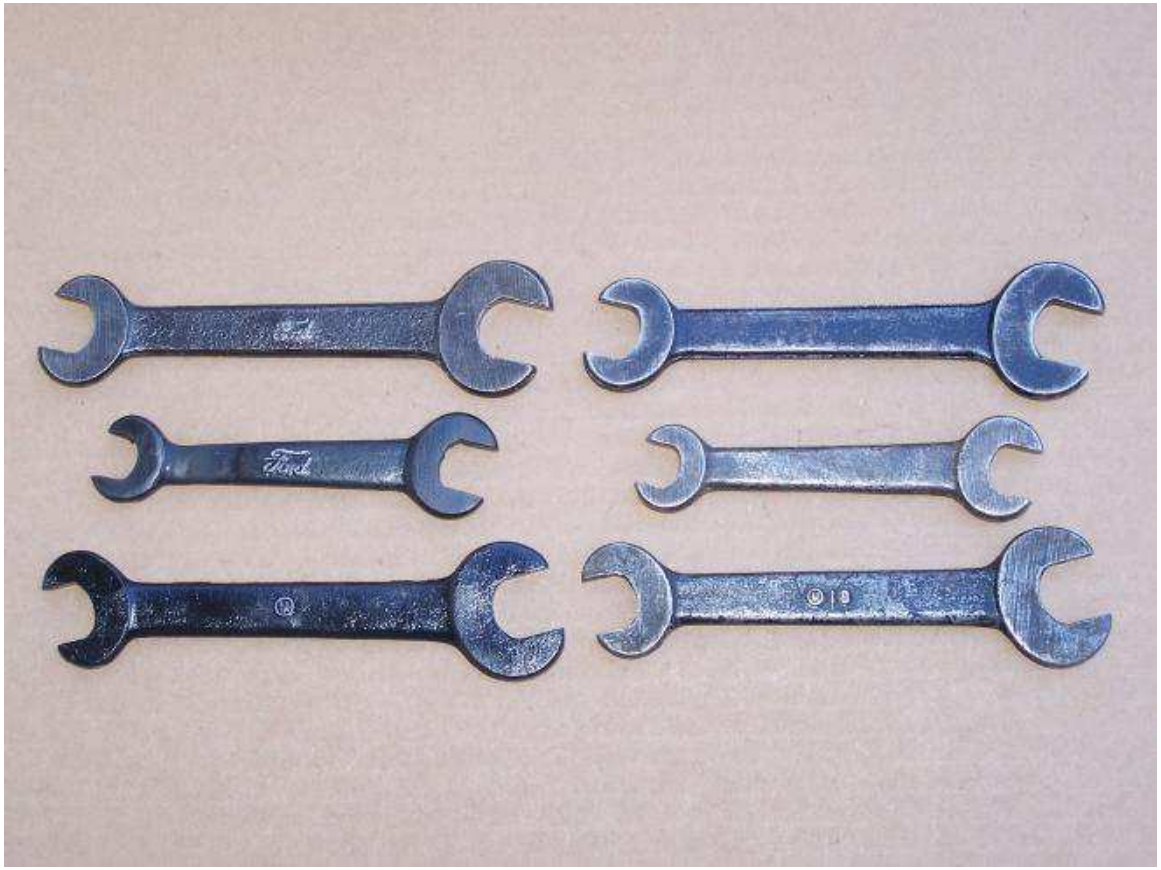
Script used through April 1928 **Barcalo (large) and Moore (small)**





Open End Wrenches

- Most wrenches with embossed “M” or circle “M”
- Some early wrenches had script and/or part numbers
- Ford script eliminated in May 1928
- “Ford USA” added in December 1931



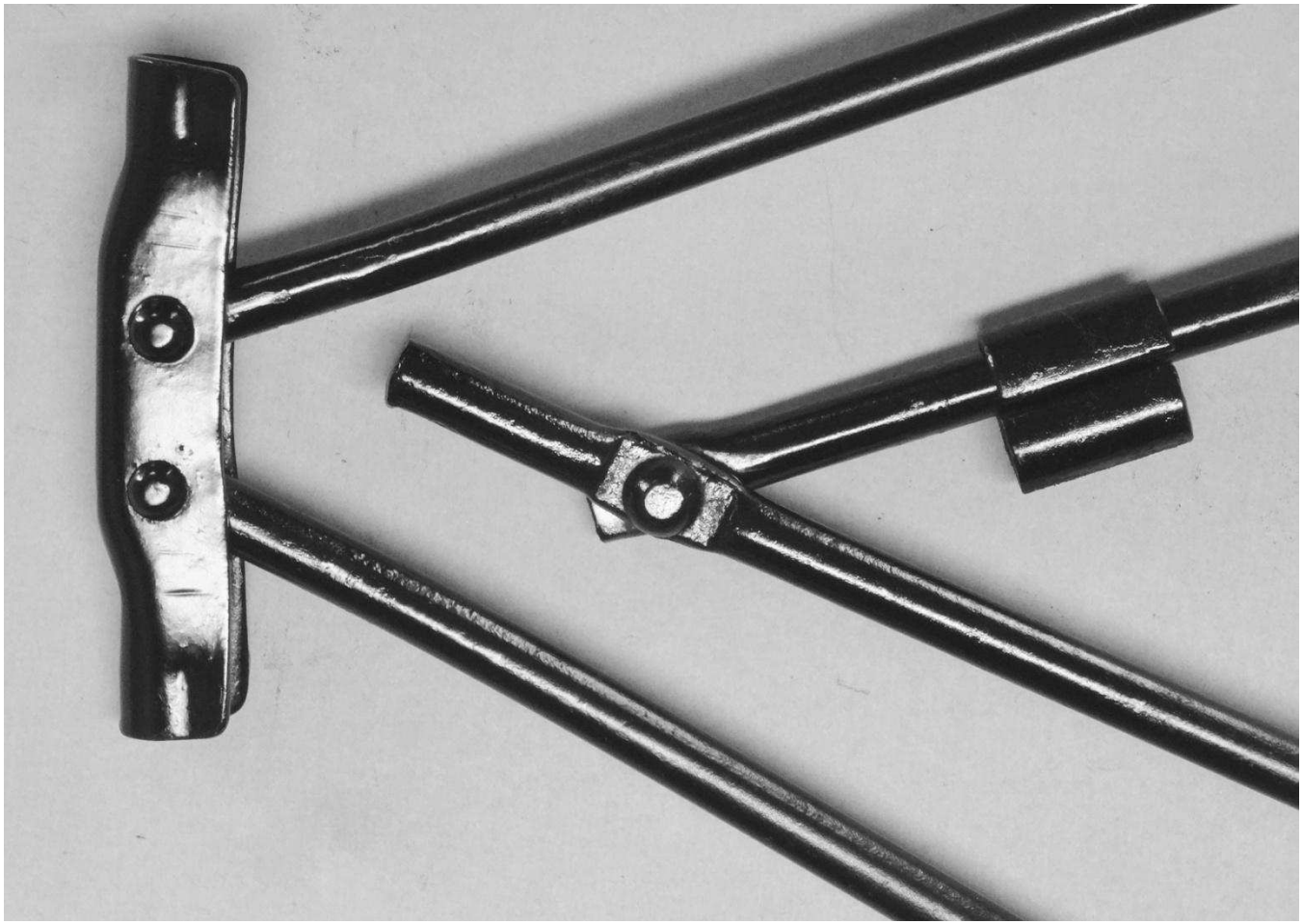
Script and Embossed Markings

Screwdriver

Rounded portions on handle

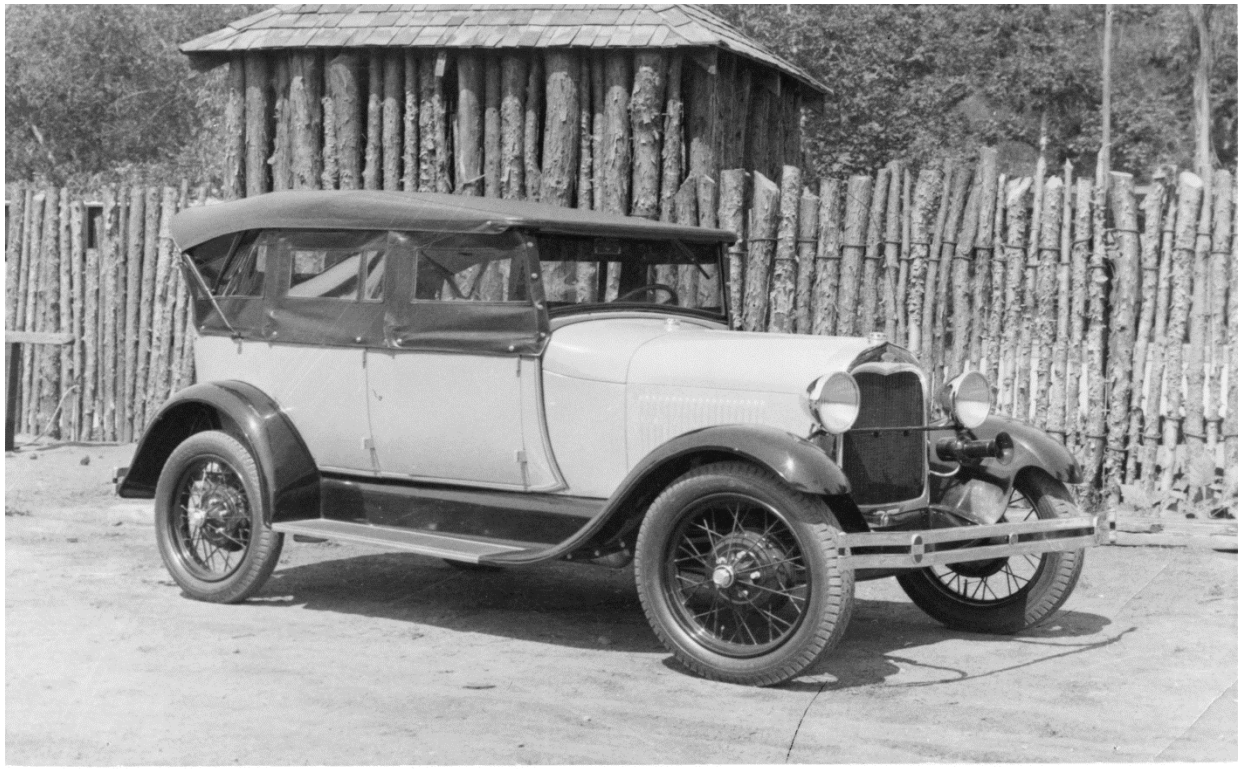
“B” Trademark

Jack Handle



Tire Pump Hose Details

EARLY 28’S



1928 Phaeton

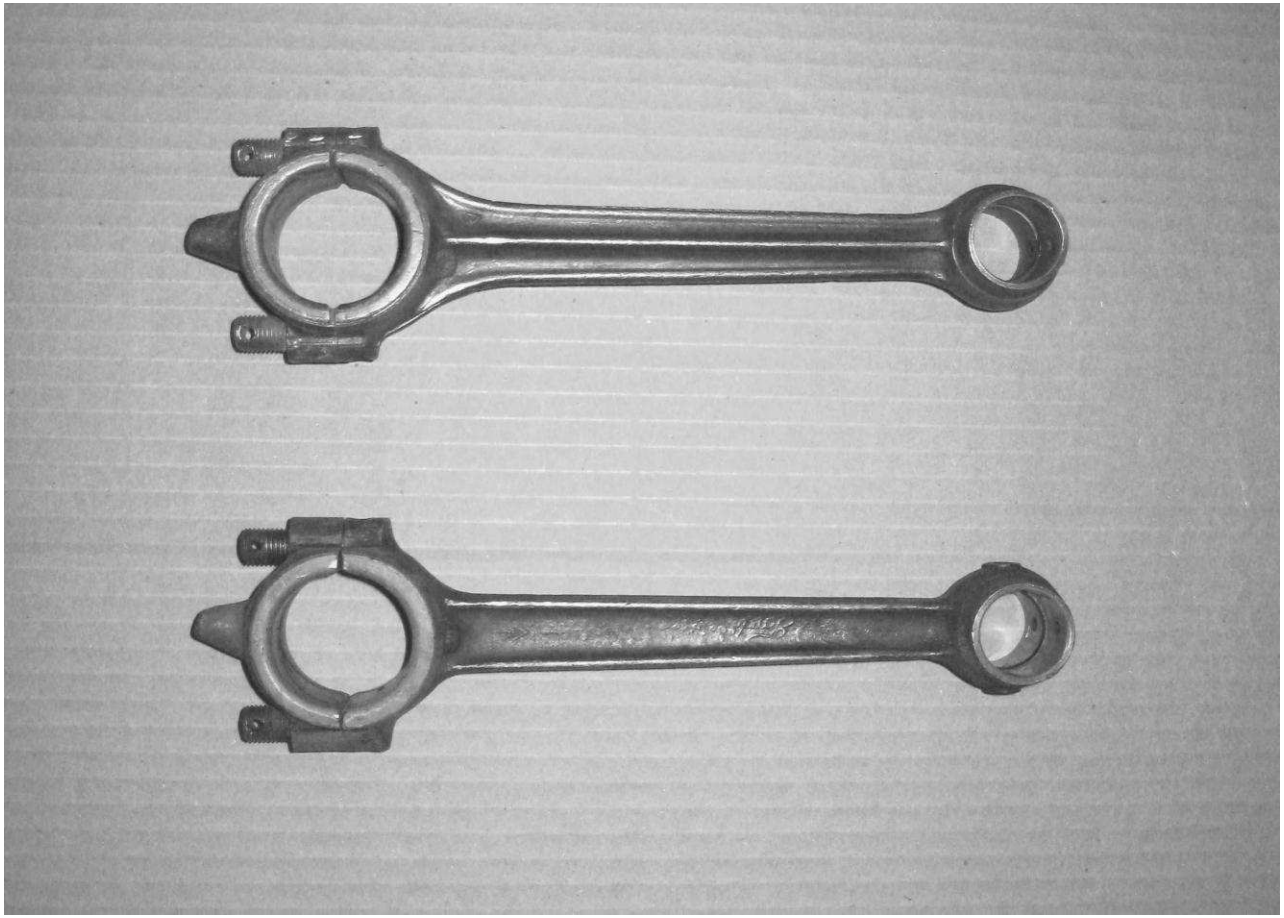
Many Changes and Additions

- More photos added
- 1927 engine numbers expanded to 5275
- January through June engine numbers to 224,276
- Early Specialty Cars moved to other areas
  - Taxicab
  - Town Car
  - Station Wagon

Production Dates

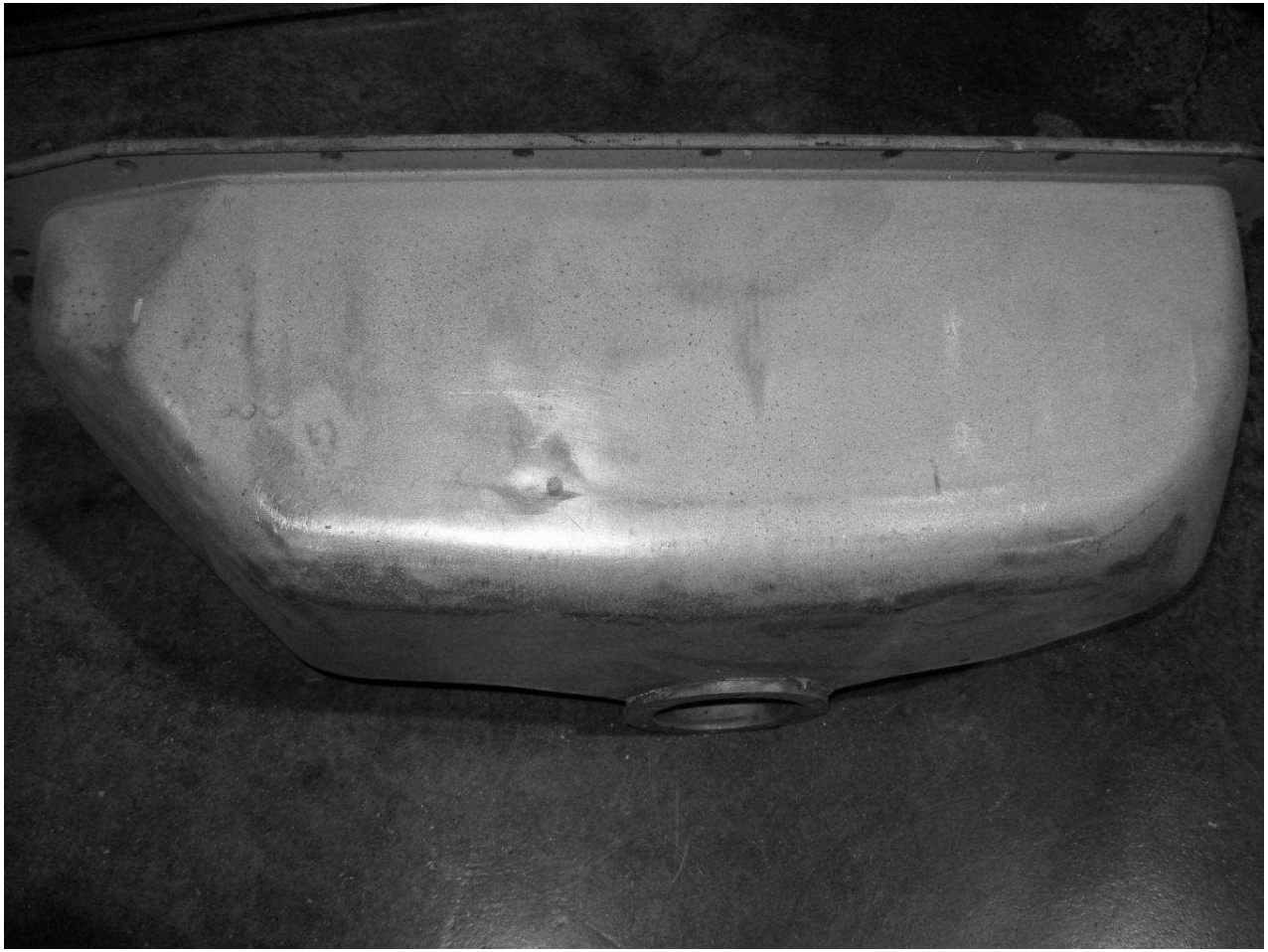
- Production start dates for plants corrected
- 22 plants added to the list
- Distinction between “Very Early” and “Early Vehicles” was dropped and information was combined

New Photos



X Beam Connecting Rod

Early Oil Pan

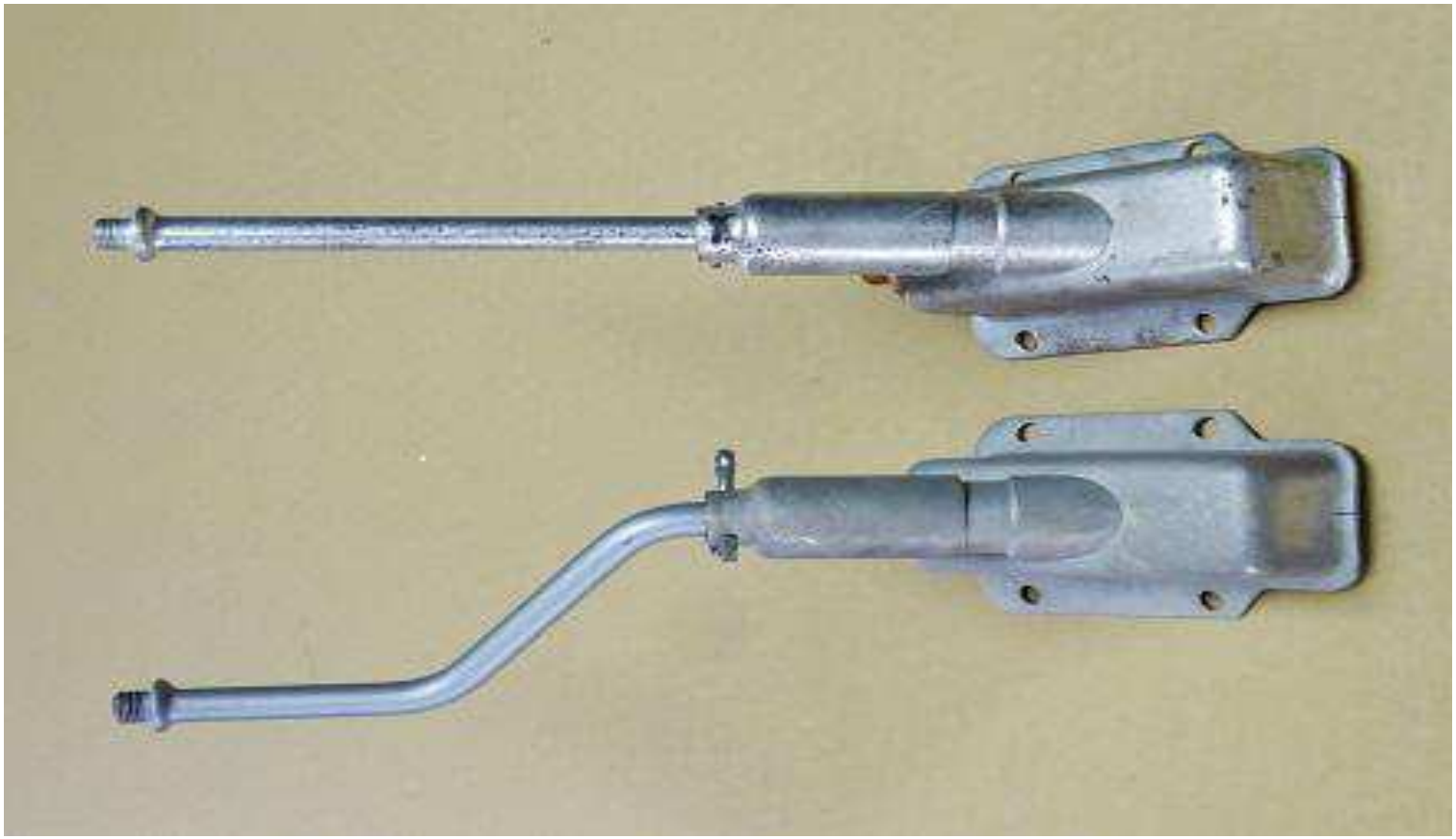


Oil Pan Tray

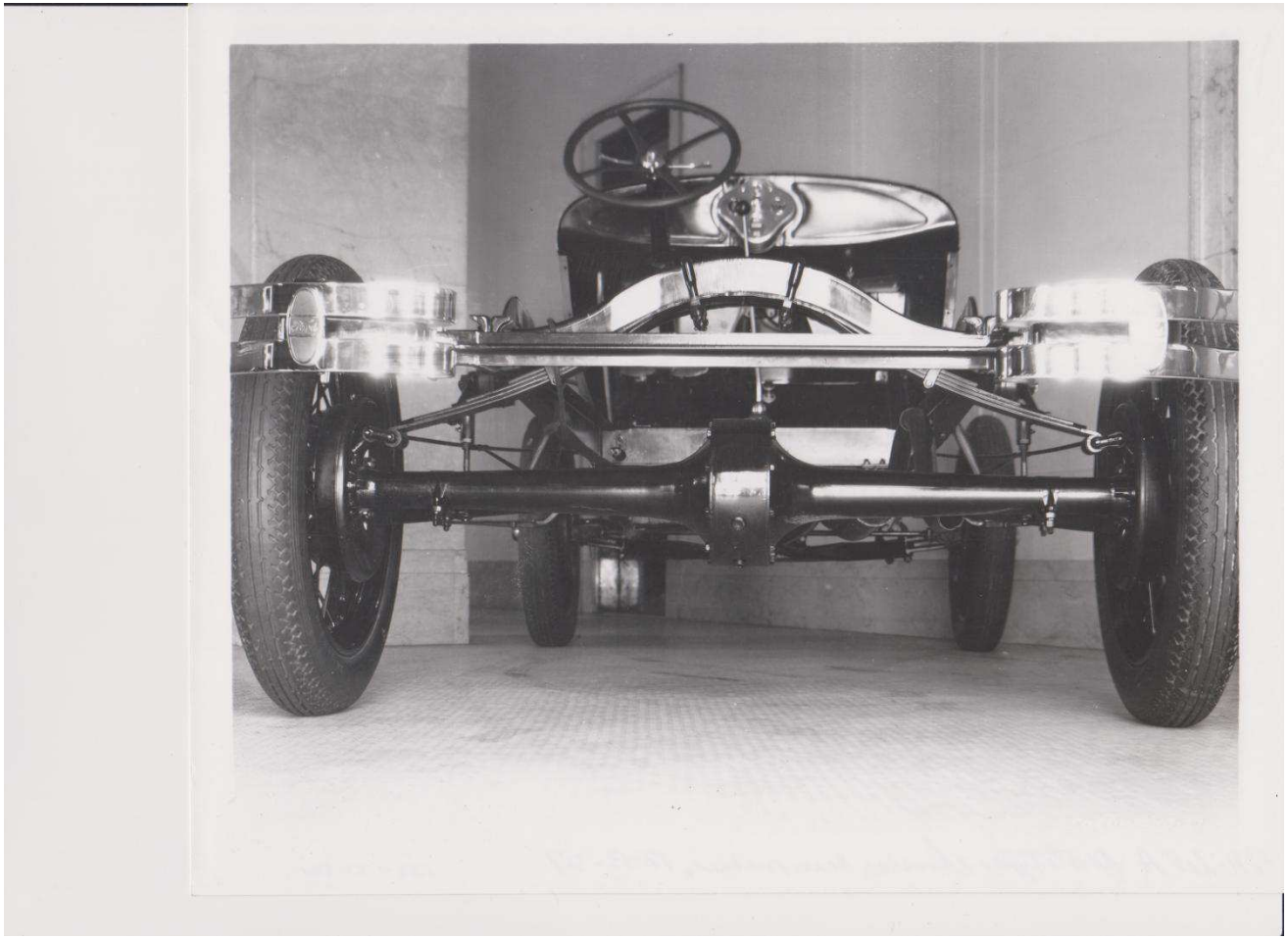
Offset Starter Rod

- Most of the information was moved to Area 2
- The picture remains in this section
- Most cars through March 1928 had the offset rod
- Some Early 28’s had a straight rod
- Location of the hole in the firewall determines which rod should be used

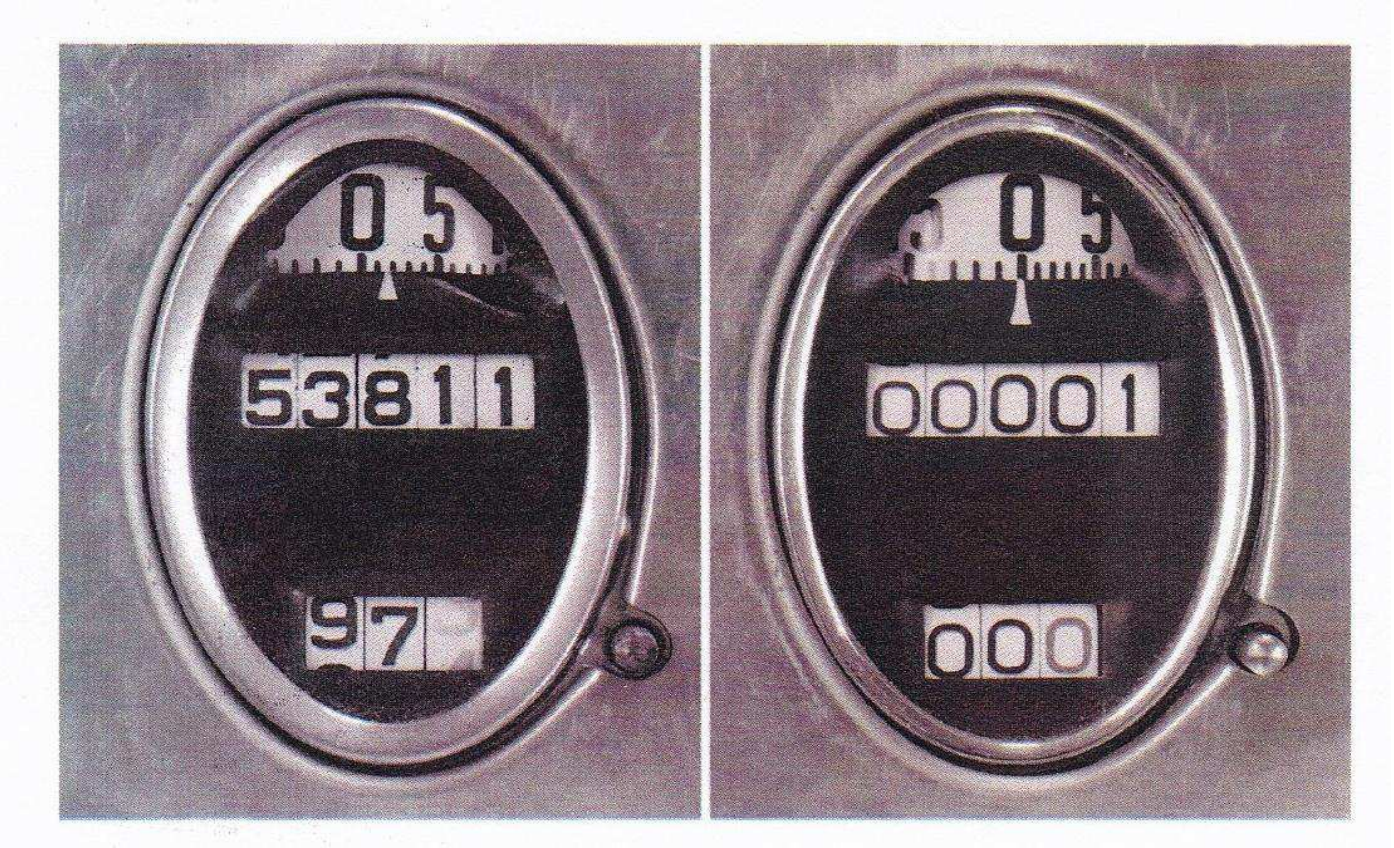
Another New Photo



Rear Bumper Arms



Early Speedometers



Note the differences in number style and bezel and reset switch

Backing Plates

Without Ribs

With Ribs

Steering Column Pad

Diamond

Pyramid

Swap Meet Question

WOULD YOU PASS THIS UP?

Ford Script on Early Cars

- Distributor cap
- Front axle
- Battery cable terminal
- Armored cable clip
- Brass tag on headlight harness
- Spring leaves and hangers
- Crank handle
- Shackle bars

Ford
Ford

Revision 4

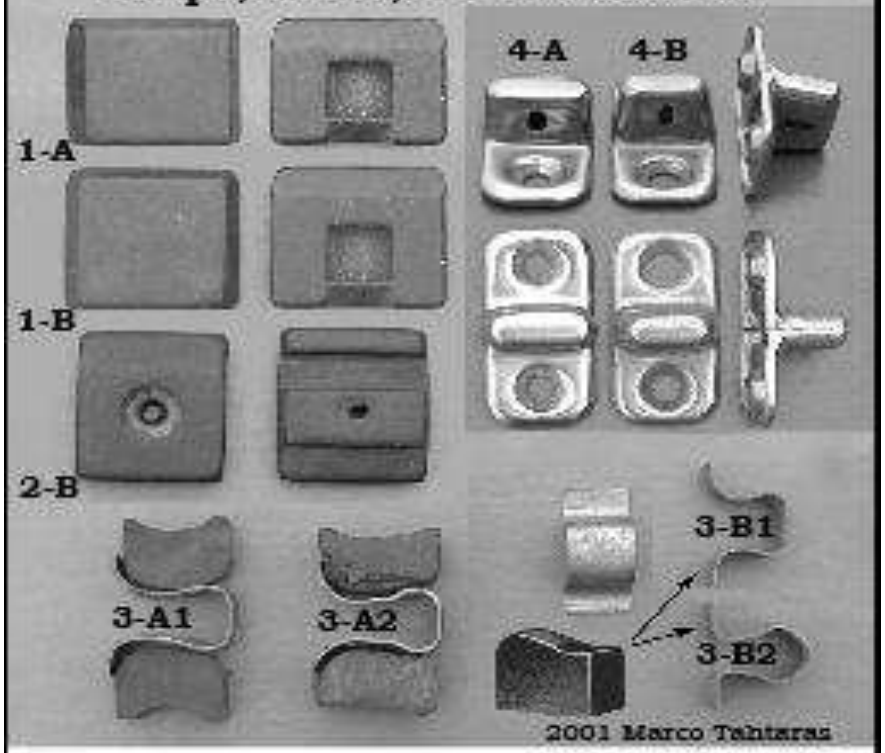
Provides new information

Lots of details

Lots of great pictures

And the opportunity to improve your knowledge about Model A Fords

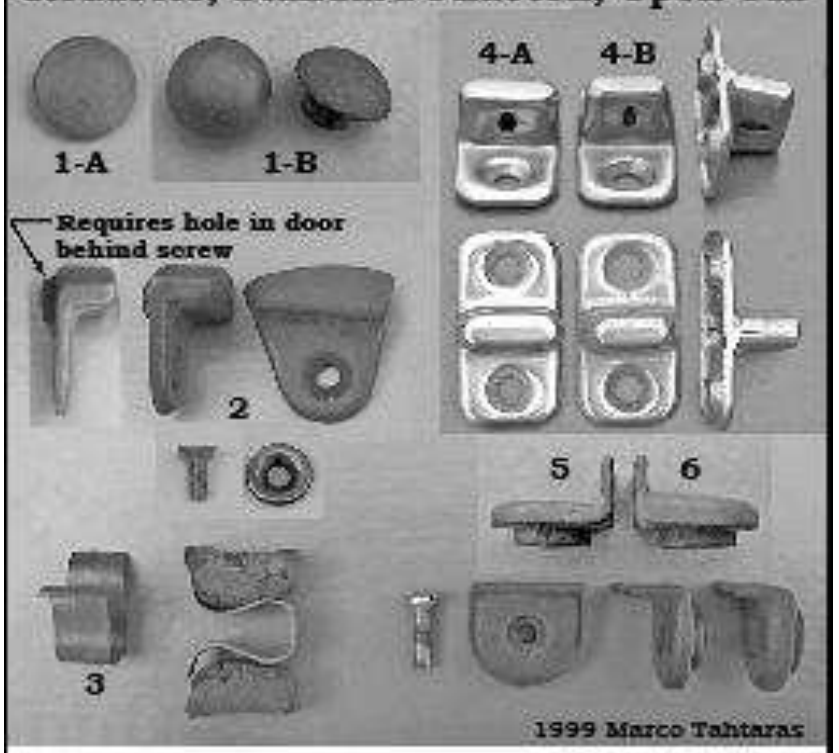
Door Bumpers and Dovetails
Coupe, Tudor, 82-B Closed Cab



#1-A - Lower door bumper - short (option)
#1-B - Lower door bumper - long (option)
#2-B - Upper door bumper - long (option)
Short option not shown
The short/long options were for selective fit as needed
#3-A1 - 1928-29 bodies unused version
#3-A2 - Same as A1 after seventy years of use
#3-B1 - 1930 bodies through mid-1930
#3-B2 - Replaced 3-B1 in late 1930
#4-A - 1928-early "30 dovetail"
#4-B - Mid 1930 through 1931 dovetail"
Dovetails are physically interchangable

"Also used on Roasters, Standard Phaetons, and Open Cabs, following the same timeline

Door Bumpers and Dovetails
Roadster, Standard Phaeton, Open Cab



#1-A - Hinge pillar bumper 3/16" thick - 1928 through 1931
- Lock pillar bumper upper - 1928 through June 1930
#1-B - Hinge pillar or lock pillar bumper 5/16" thick - Alternate for 1-A for selective fit.
#2 - Lock pillar bumper upper (on door), Right side shown - July 1930 through 1931
- Screw and washer - Raven finished
#3 - Dovetail (bronze) spring and dovetail rubber on door - Mid 1928 through 1931.
#4-A - Mid 1928 through early 1930 dovetail
#4-B - Mid 1930 through 1931 tapered dovetail
#5 - Door bumper on rear edge of door - All years
#6 - Door bumper on door bottom -1928 through early 1930. Eliminated with the introduction of the door bottom weatherstrip channel

QUESTIONS?