MODEL T FORD CLUB INTERNATIONAL
Certified Judges Test on 1917-1922 Model T Fords – **Classes T-4 & T-6**

**True and False Questions:** Write “T” for true and “F” for false in the black space preceding the question. If any part of the statement is false, the entire question is false.

\_\_\_\_1. The factory supplied tool kit included a jack, tire pump and two tire irons.

\_\_\_\_2. The rear floor covering in a touring car was a black woolen mat with bound edges.

\_\_\_\_3. The engine block was of the closed valve design with two valve cover doors until 1920, when the single valve cover was introduced.

\_\_\_\_4. Hubcaps were all nickel plated with the Ford script and “Made in U.S.A.” stamped into the cap.

\_\_\_\_5. The oil fill cap used on 1918-1922 had six flutes on the mushroom cover and a fine screen to keep out large pieces of debris.

\_\_\_\_6. The standard non-demountable Ford wheel had clincher rims, rounded felloes and round spokes.

\_\_\_\_7. All Fords came with rounded crown fenders that followed the line of the wheel.

\_\_\_\_8. In 1921, a green-visor headlight lens was introduced to reduce the glare to oncoming traffic.

\_\_\_\_9. All Fords came with a polished brass steering gear case and brass plated spark and throttle levers with stubby ends.

\_\_\_\_10. From 1917-1921, the coil box was a Ford design with a sloping cover. All cars that were starter-equipped had the switch on the front of the box.

\_\_\_\_11. The steering wheel used in 1921 was made of a hard-rubber material known as “Fordite”.

\_\_\_\_12. All open cars were supplied with side curtains from the factory.

\_\_\_\_13. Firewalls were made of stamped steel shaped to accommodate the streamlined hood introduced in 1917.

\_\_\_\_14. Headlamps were powered by the magneto unless the car was equipped with a starter.

\_\_\_\_15. The upholstery material used on all open cars was referred to as “leatherette”.

\_\_\_\_16. When a car was starter equipped from the factory, an instrument panel was installed in the car.

\_\_\_\_17. All Ford cars had a rear axle with the “straight-tube” design with no reinforcing ribs on the backing plates.

\_\_\_\_ 18. The Holly N-H carburetor was introduced in 1920.

\_\_\_\_19. The front radius rod (wishbone) that mounted below the front axle was introduced in 1921.

\_\_\_\_20. The Model TT truck was only sold as a chassis from 1917-1920. Factory steel truck cabs were introduced in 1921.

\_\_\_\_ 21. All Fords came equipped with engine splash pans.

\_\_\_\_22. The pressed steel timer was introduced in 1918 and became the “standard” until 1927.

\_\_\_\_23. Brass topped, Champion X spark plugs were used on all Fords from 1917-1922.

\_\_\_\_ 24. The “high” cylinder head was introduced in late 1919.

\_\_\_\_25. The dash shield found below the coil box was made of two sheet metal pieces.

**Multiple Choice Questions:** Select the one answer that completes the sentence, and place the letter for the answer in the black space preceding the question.

\_\_\_\_26. The frame to firewall brackets used on most Fords from 1917-1922 were:
a. forged steel and mounted to the top of the frame.
b. pressed steel and mounted to the side of the frame.
c. quite weak and broke easily.
d. easily identified because the part number was cast into the bracket.

\_\_\_\_27. A fully equipped Model TT truck came with:
a. front fenders and running boards.
b. a stake bed body.
c. a combination bed body.
d. none of the above.

\_\_\_\_28. The tie rod and spindle bolt oilers used on all Fords from 1918-1922 were:
a. the brass two-piece type.
b. the man-hole style.
c. the spring-loaded, pressed metal style.
d. Alemite fittings.

\_\_\_\_29. The crankcase introduced in 1917, and used for many years was:
a. the narrow nose, three dip style.
b. the wide nose, three dip style.
c. the wide nose, four dip style.
d. the enclosed style.

\_\_\_\_30. The only bright nickel plating found on Fords produced from 1917-1922 was on:
a. the steering gear case and spark and throttle levers.
b. the hubcaps.
c. the radiator fill neck and radiator cap.
d. Valve stem dust covers.
e. all of the above.

\_\_\_\_31. The front floor mat found in open cars was:
a. made of black rubber with the Ford script embossed into the mat.
b. made of white rubber with the Ford name embossed into the mat.
c. made of black wool carpet with the edges bound.
d. a brown colored cocoa mat material.

\_\_\_\_32. The engine number is found:
a. below the water inlet.
b. between the center exhaust ports.
c. behind the water inlet.
d. above the water inlet.

\_\_\_\_33. The forged steel “L-shaped” shackle replaced the two-piece fabricated shackle:
a. in 1918.
b. in November 1920, during the 1921 model year.
c. the “U” shaped shackle replaced the fabricated shackle.
d. the figure eight shackle replaced the two-piece shackle.

\_\_\_\_34. The pressed steel running board brackets replaced the forged steel brackets in:
a. mid-year 1920.
b. 1922.
c. 1917.
d. mid-year 1919.

\_\_\_\_35. The gasoline sediment bulb was:
a. bronze with a wrench hex at the base.
b. brass with a wrench hex at the base.
c. cast iron with a wrench hex at the base.
d. brass without a wrench hex.

\_\_\_\_36. Front and rear square cut springs were used on all Fords except:
a. 1917.
b. 1919.
c. 1921.
d. 1922.

\_\_\_\_37. The forged steel drag link was used:
a. from 1917 to the end of production.
b. starting in 1921.
c. starting in 1922.
d. none of the above.

\_\_\_\_38. When optional demountable rims were installed at the factory:
a. the car was mounted with a spare tire holder.
b. starter equipment was also installed.
c. only closed cars could have this option from the factory.
d. only a & b.

\_\_\_\_39. The single piece split end radius rods with the visible seam were used in:
a. 1918.
b. 1919.
c. 1921.
d. 1922.

\_\_\_\_40. Walnut brown fabric with loop pile brown carpet was installed in the enclosed cars in:
a. 1919.
b. 1920.
c. 1921.
d. 1922.

\_\_\_\_41. The muffler used from 1917-mid-1920 was:
a. the cast end muffler with three bolts holding the muffler together.
b. the “one-bolt” muffler with cast iron ends.
c. the “one-bolt” muffler with pressed steel ends.
d. the one piece muffler with welded ends.

\_\_\_\_42. The hood boards (hood cleats) were made of:
a. pressed steel and painted black.
b. wood and painted black.
c. wood and left natural.
d. none of the above.

\_\_\_\_43. The radiator used from 1917-1922 was the:
a. brass radiator with the Ford script pressed into the upper tank.
b. “low” radiator with a nickel plated pressed steel cover.
c. “low” radiator with a pressed steel cover that was painted black.
d. “high” radiator with the pressed steel cover that was painted black.

\_\_\_\_44. Oil side lamps and the oil tail lamp were used on cars:
a. supplied with a starter and generator.
b. specially ordered from the factory.
c. that were not starter equipped.
d. only b & c.

\_\_\_\_45. Grease cups (dope cups) found on the rear axle, driveshaft and steering bracket were:
a. made of brass.
b. made of steel and nickel plated.
c. made of steel and painted black.
d. made steel and painted silver.

\_\_\_\_46. The tops on open cars were:
a. made of black leatherette in the “cobra grain” pattern.
b. made of a masonite-type material and painted black.
c. made of smooth textured black leather.
d. made of smooth textured black leatherette.

\_\_\_\_47. The pressed steel floorboard pedal trim with rounded openings was introduced in:
a. 1917.
b. 1918.
c. 1919.
d. 1920.

\_\_\_\_48. The transmission cover (hogshead) used for 1917-1922 was made of:
a. aluminum.
b. cast iron.
c. steel.
d. none of the above.

\_\_\_\_49. The one-piece “Y” shaped crankcase front bearing (motor mount) was introduced in:
a. 1919.
b. 1920.
c. 1921.
d. 1922.

\_\_\_\_50. When a Model TT truck was equipped with a starter, the battery was mounted:
a. near the rear of the truck.
b. under the floor board on the passenger side.
c. inside the truck body (bed of the truck).
d. between the running board brackets on the driver’s side.

**BONUS QUESTION:**

The steering wheel on 1917-1922 Fords was made of two different materials. What were these materials?

1.

2.

**STATEMENT:** I have taken this test in order to become a certified judge of the MTFCI, and I will not share or divulge questions or answers from this test.

Signed\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_Date\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_