**MODEL T FOR CLUB INTERNATIONAL**

Certified Judges Test on 1909-1912 Model T Fords - **Class T-1 and T-2**

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

\_\_\_\_ 1. All 1909 Model T Fords came with a complete tool kit supplied by the factory.

\_\_\_\_ 2. Mufflers on early cars had cast iron ends, or shells, and were attached to the frame with pressed steel brackets.

\_\_\_\_ 3. The brake rod had a forged end and an adjustable clevis at the other end.

\_\_\_\_ 4. All engine blocks were the “open-valve” type until mid-1911 (approximately engine # 50,000).

\_\_\_\_ 5. Brass hubcaps did not have “Made in U.S.A.” stamped into the cap.

\_\_\_\_ 6. All oil filler caps were made of brass and had the “Ford” script pressed into the mushroom cover.

\_\_\_\_ 7. Very early drag links were one-piece, non- adjustable, forged steel and later in production were the three-piece adjustable style.

\_\_\_\_ 8. All Ford wheels had clincher rims with rounded felloes and oval spokes.

\_\_\_\_ 9. All 1910-1912 Fords used long leather straps to attach the front top bow to the mount near the brass radiator.

\_\_\_\_10. For 1911, the torpedo runabout and open runabout used the same fenders, aprons and running boards.

\_\_\_\_ 11. The Kingston Model 4100 “five-ball” carburetor was used exclusively on early Model T Fords.

\_\_\_\_ 12. Most horns used on early Fords were a triple twist horn manufactured by Rubes or Non-Pareil.

\_\_\_\_13. In 1909-1911, the spark and throttle levers were made of brass-plated steel and had knobs made of hard rubber.

\_\_\_\_ 14. The Ford steering wheel was made of steamed bent wood and painted black.

\_\_\_\_ 15. All open cars were supplied with side curtains from the factory.

\_\_\_\_ 16. The dashboard on 1910-1911 Fords was stained and sealed cherry wood. All open cars had a matching filler board attached to the top edge of the dashboard where the windshield was mounted.

\_\_\_\_ 17. All open cars had diamond tufted, black leather upholstery.

\_\_\_\_ 18. Early in 1912, Ford began to install “black and brass” headlamps and side lamps on open cars.

\_\_\_\_19. Tapered leaf springs were used on the front and rear of the car, and the spring clips were held in place by rivets.

\_\_\_\_ 20. “Figure eight” style spring shackles were introduced early in 1911, replacing the “Mae-West” style shackle.

\_\_\_\_ 21. The tire pump provided with early Fords was the dual barrel brass pump manufactured by the Bridgeport Brass Co.

\_\_\_\_22. By mid-year production in 1912, the jack finally became standard equipment in the Ford tool kit.

\_\_\_\_23. The twelve rivet “clam shell” rear end replaced the single piece, six-rivet design in the summer of 1911.

\_\_\_\_24. The seven-rivet crankcase with the removable inspection cover was introduced in 1910, replacing the one-piece crankcase.

\_\_\_\_25. The starting crank was natural aluminum.

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

\_\_\_\_ 26. The engine number on most Fords up to 1911 was found:  
 a. above the water inlet.  
 b. behind the timing gear housing.   
 c. behind the water inlet.  
 d. none of the above.

\_\_\_\_ 27. Tie rod bolts on 1909 Fords:  
 a. had no provision for oilers.  
 b. were drilled for two-piece brass oilers.  
 c. had “man-hole” style oilers.  
 d. only a & c.

\_\_\_\_28. Early valve stem dust covers were:  
 a. brass with a vertical fluted pattern.  
 b. nickel plated brass.  
 c. smooth brass with a diamond knurled base.  
 d. all of the above.

\_\_\_\_29. The transmission cover (hogshead) used on early Fords was made of:  
 a. aluminum.  
 b. cast iron.  
 c. steel.  
 d. a, b, & c.  
 e. only a & c.

\_\_\_\_30. All cylinder heads made from 1910-1912:  
 a. had the Ford script cast into the head.  
 b. were of the “low-head” design.  
 c. had clearly defined casting dates cast into the head.  
 d. all of the above.  
 e. only a & b.

\_\_\_\_ 31. The color used on all 1911 Ford bodies was:  
 a. Midnight blue with a grey pin stripe.  
 b. dark, Brewster green with black trim.  
 c. Carmine red.  
 d. black.

\_\_\_\_ 32. The engine hood was made from:  
 a. steel with riveted hinges.  
 b. steel and aluminum with riveted hinges and louvers.  
 c. aluminum with riveted hinges.  
 d. only a & c.

\_\_\_\_ 33. Hood boards in 1909 and 1910 were painted:  
 a. with varnish and left natural.  
 b. body color.  
 c. black.  
 d. body color *or* black.

\_\_\_\_ 34. The color of the chassis for all 1911-1912 Fords was:  
 a. the body color.  
 b. black.  
 c. dark green.  
 d. natural steel.

\_\_\_\_ 35. In 1911 and 1912, Ford running boards were made of steel with:  
a. the Ford name running lengthwise on the board.  
b. the Ford name in script running cross wise in the center of the board.  
c. multiple pressed diamonds and the Ford name in block letters.  
d. multiple pressed diamonds and the Ford script running cross wise in the center.

\_\_\_\_36. In 1911 and 1912, all Fords came equipped with:  
 a. the Stewart and Clark Model 11 speedometer.  
 b. The Model 26 Warner AutoMeter speedometer.  
 c. The Stewart and Clark Model 24 speedometer.  
 d. The Stewart and Clark Model 26 speedometer.

\_\_\_\_ 37. Which coilbox manufacturer did not supply coil boxes or coils to Ford in 1909-1912? a. Kingston.  
 b. Jacobson-Brandow.  
 c. Heinze.  
 d. K-W.

\_\_\_\_38. Ford introduced the “two-piece” spindle in:  
 a. 1909.  
 b. 1910.  
 c. 1911.  
 d. 1912.

\_\_\_\_ 39. The single piece aluminum timer became standard in:  
 a. 1909  
 b. 1910.  
 c. 1911.  
 d. 1912.

\_\_\_\_ 40. The axle filler plug and the crankcase drain plug were:  
 a. a hex design with a brass washer.  
 b. round design with a “screwdriver” slot.  
 c. made of brass.  
 d. both different from one another.

\_\_\_\_ 41. The hubcap wrench, part number 1349:   
a. had a “Mae-West” shape with two wrench hexes and a hex opening for the hubcap.  
b. had straight sides with two wrench hexes, and openings for the hubcap and wheel bearing.   
c. was cast steel with two hex openings.  
d. none of the above.

\_\_\_\_ 42. The headlights used on the 1910 Ford were the:  
 a. Jno Brown Model 15.   
 b. E & J Model 466.  
 c. Atwood Castle Model 35  
 d. only a & b.  
 e. none of the above.

\_\_\_\_ 43. The hood former which had clearance notches for hinge pins and exposed bumps on the edge was used in:  
 a. 1909-1910.  
 b. 1910-1911.  
 c. 1911-1912.  
 d. 1909-1912.

\_\_\_\_ 44. What brass windshields were used on the 1910-1912 Ford?  
 a. Automatic and Vanguard.  
 b. Rands and Vanguard.  
 c. Automatic and Rands.  
 d. Automatic and Troy.

\_\_\_\_ 45. The first year for the forged steel wishbone ball cap was:  
 a. 1910.  
 b. 1911.  
 c. 1912.  
 d. none of the above.

\_\_\_\_ 46. The crankcase front bearing, or motor mount on 1911-1912 Fords:  
 a. was secured to the frame with two “U” bolts and castle nuts.  
 b. held the front spring securely to the frame.  
 c. was painted black.  
 d. all of the above.   
 e. only a & c.

\_\_\_\_ 47. The coil box switch key was:  
 a. made from brass and was able fit all switches.  
 b. made from hard rubber.  
 c. made by Ford so that all cars could be started with one style key.  
 d. unique to each coil box manufacturer.

\_\_\_\_ 48. The front floor mat on open cars was:  
 a. natural rubber in an off-white color.  
 b. black rubber.  
 c. grey woolen carpet material.  
 d. cocoa mat material.

\_\_\_\_49. The tapered rear axle shaft was introduced in:  
 a. 1910.  
 b. 1911.  
 c. 1912.  
 d. none of the above.

\_\_\_\_ 50. Generally, up to July 1909, most runabouts were painted:  
 a. Carmine red with black highlights and no pin striping on the body.  
 b. dark green with black highlights and red pin striping on the body.  
 c. Pearl grey with black highlights and no pin striping on the body.  
 d. Midnight blue with grey pin striping on the body.

**BONUS QUESTION**:

Name three places where one might find a “stamped” number on a Model T (Hint: like a VIN or production number.)

1.

2.

3.

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

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