MODEL T FORD CLUB INTERNATIONAL
Certified Judges Test on 1926-27 Model T Fords – **Class T-7 & T-8**

**True and False Questions:** Write “T” for true and “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 1926 Fords came from the factory with nickel plated head light rims and radiator shells.

\_\_\_\_2. Wire wheels were standard equipment on enclosed models for the 1927 model year.

\_\_\_\_3. Paint colors were available for enclosed cars in 1926.

\_\_\_\_4. The gas tank on all models was located under the cowl, allowing fuel to flow easily to the carburetor.

\_\_\_\_5. The engine hood was painted body color.

\_\_\_\_6. Front and rear bumpers and a stop light was an option that was supplied by Ford.

\_\_\_\_7. The 1926 model was referred to as the “Improved Ford”.

\_\_\_\_8. The steering wheel was 17” in diameter, made out of wood and painted black.

\_\_\_\_9. All closed cars had a “wrap around” visor that had an internal steel frame covered in black leatherette.

\_\_\_\_10. Top sockets on open cars were called a “one man top”.

\_\_\_\_11. The steering column gear case was brass plated made from a single casting and the spark and throttle rods were also brass plated with stubby, flat ends.

\_\_\_\_12. The Stewart-Warner Model 490 speedometer was a factory installed accessory in 1926-27.

\_\_\_\_13. The firewall on open cars was integral with the body and painted body color.

\_\_\_\_14. The coil box was painted black and mounted under the hood onto the cylinder head.

\_\_\_\_15. Oil sidelights were a factory installed option on starter-equipped Fords.

\_\_\_\_16. Many Fords came equipped with a flat-tube radiator that included a nickel-plated filler neck and cap.

\_\_\_\_17. Unlike earlier Fords, the splash aprons bolted directly to the front and rear fenders.

\_\_\_\_18. In 1927, car bodies were no longer available in black as a standard color.

\_\_\_\_19. All Fords came from the factory with engine splash pans that were painted black.

\_\_\_\_20. Electric equipment was standard on all Ford cars.

\_\_\_\_21. When a TT Truck was ordered with a cab, a black rubber floor mat with the Ford script was installed.

\_\_\_\_22. The chassis of all Model T cars and trucks was always painted black.

\_\_\_\_23. If a starter and generator were ordered on a Model TT Truck, pneumatic tires also had to be ordered.

\_\_\_\_24. The valve stem dust covers were deleted on all cars in 1927.

\_\_\_\_25. Hubcaps on wood and wire wheels were always stamped with the Ford name in script and “Made in U.S.A.”, and were nickel plated.

**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 hood boards were:
 a. styled to follow the line of the hood.
 b. painted body color.
 c. attached to the frame and fenders with hex nuts.
 d. always left natural.

\_\_\_\_27. The ignition switch was redesigned for 1926 in that:
 a. the switch assembly always had an ammeter.
 b. the switch was painted black.
 c. it was oval-shaped and nickel plated.
 d. it was located near the driver on the left of the instrument panel.

\_\_\_\_28. The standard tail lamp was:
 a. mounted to the left rear fender.
 b. had a red plastic cover over the “inkwell” style lens.
 c. always painted black.
 d. none of the above.
 e. all of the above.

\_\_\_\_29. The upholstery material used on enclosed cars was:
 a. blue with grey pin stripes on the seats and a gray headliner.
 b. gray with a red or green stripe on the seats and a gray headliner.
 c. walnut brown on the seats with a brown headliner.
 d. solid gray wool on the seats with a gray headliner.

\_\_\_\_30. The running board arms used on cars were:
 a. longer to accept the new, wider running boards.
 b. painted body color.
 c. the same as the TT Truck.
 d. none of the above.

\_\_\_\_31. The battery used on starter-equipped cars:
 a. had a metal cover.
 b. was mounted under the car on the driver’s side.
 c. had a hard rubber case.
 d. all of the above.

\_\_\_\_32. The rear axle housing was changed in 1926 by:
 a. increasing the size of the ring and pinion gears.
 b. moving the gear oil fill plug to the driver’s side of the housing.
 c. riveting the pressed steel, brake backing plate to the cast outer housing.
 d. casting reinforcing ribs to the outer housing.

\_\_\_\_33. The engine block for 1926-27 was changed by:
a. providing a machined boss so the transmission cover could be bolted to the block.
b. providing a machined surface for the starter.
c. providing screw-in type freeze plugs.
d. machining the front cover to accept a distributor.

\_\_\_\_34. The crankcase was reinforced by using:
a. brackets that were bolted to the crankcase between the transmission cover and engine block.
b. straps that were used between the transmission cover/engine block mount and the crankcase support arms.
c. thicker steel used in the crankcase.
d. the four-dip inspection plate.
e. only a & b.

\_\_\_\_35. The oil filler cap:
a. had the Ford script pressed into the cap.
b. had “Made in U.S.A.” pressed into the cap.
c. had a mushroom shape with three flutes.
d. all of the above.

\_\_\_\_36. The front engine mount, or crankcase front bearing:
a. was secured to the frame with two “U” bolts and castle nuts.
b. held the front spring securely to the frame.
c. was a one-piece “Y” shape with the provision for a screw to hold the lower valence.
d. all of the above.
e. only b & c.

\_\_\_\_37. The front fenders on the TT Truck:
a. were the same as the 1926 “Improved Car”.
b. were stronger than the car fenders because of the severe use they would receive.
c. the same as the front fenders used on 1925 truck.
d. flat and had a bill on the front tip of the fender.

\_\_\_\_38. The front timing gear cover differed from earlier covers in that:
a. the cover was cast from aluminum.
b. a steel block off plate was always used with starter-equipped cars.
c. the oil fill hole was much larger than earlier versions.
d. the fan adjustment boss was removed.

\_\_\_\_39. The type of carburetor used on most 1927 Fords was:
a. the Kingston Regenerator.
b. the Holley N-H.
c. the Holley Vaporizer #6250.
d. the Kingston Vaporizer.

\_\_\_\_40. The fan pulley was:
a. made from aluminum.
b. mounted into the fan bracket that was integral with the water outlet.
c. adjusted by loosening the fan bearing bolt and turning the adjustable eccentric.
d. all of the above.
e. only a & b.

\_\_\_\_41. The TT Truck could be ordered with:
a. the combination truck body.
b. the express body.
c. the C-Cab.
d. the enclosed cab.
e. all of the above.

\_\_\_\_42. The spark plugs used on most 1926-27 Fords were:
a. AC spark plugs.
b. Brass-top Champion X spark plugs.
c. Autolite spark plugs.
d. Ford spark plugs.

\_\_\_\_43. By 1927, the valve cover door:
a. did not have a hole punched out for the carburetor control rod.
b. continued to have a hole for the carburetor control rod.
c. was held in place by three round-headed bolts.
d. was not painted.

\_\_\_\_44. The head bolts on late 1927 Fords:
a. were forged, and much stronger.
b. had a rounded head and were nickel plated.
c. included a washer below the bolt.
d. none of the above.

\_\_\_\_45. In 1927, the vehicle number was now located:
a. only on the engine.
b. only on the frame.
c. on the engine and frame.
d. on the warranty plate.
e. only a, b & d.

\_\_\_\_46. Wire wheels hubs:
a. had six lug nuts.
b. were five inches in diameter.
c. had five lug nuts.
d. could also be used with wood wheels.

\_\_\_\_47. The front radius rod, or wishbone was:
a. mounted on top of the front axle and had a strengthening brace below the axle.
b. was mounted below the axle with no strengthening brace.
c. was eliminated in 1927.
d. was mounted to the crankcase with two bolts.

\_\_\_\_48. The 1926-27 frame had:
a. a longer rear cross member.
b. stronger brackets that mounted the two front fenders.
c. six body mounting brackets.
d. the emergency ratchet riveted to the frame.
e. all of the above.

\_\_\_\_49. The fuel tank was filled:
a. through the cowl vent in all cars but the Fordor sedan.
b. by lifting the front seat out of the car.
c. by removing the pot metal fuel cap.
d. all of the above.
e. only a & c.

\_\_\_\_50. The front and rear springs:
a. had flip-top oilers on the main leaf.
b. had square-clipped ends on the spring leaves.
c. were painted black.
d. all of the above.

**BONUS QUESTION:** Name three colors that were available on Ford welded spoke wire wheels.

1**.**

2.

3.

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

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