MODEL T FORD CLUB INTERNATIONAL
Certified Judges Test on 1913-1916 Model T Fords - **Class T-3**

**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. The starting crank handle on the 1915-16 Ford was made of steel and painted black.

\_\_\_\_ 2. The only complete Ford vehicles available in 1913 were the touring, runabout and town car.

\_\_\_\_3. The engine number on Fords from 1913-1916 is found above the water inlet on the passenger side.

\_\_\_\_ 4. On 1915 and 1916 Fords, the tie rod bolts were hex shaped and threaded for brass, two piece oilers.

\_\_\_\_ 5. The front spring with square cut ends was first introduced in 1915.

\_\_\_\_ 6. The Ford Motor Company, Ford-Special speedometer, introduced in late 1914, was standard equipment on all 1915 Fords.

\_\_\_\_ 7. Valve stem dust covers were brass with a knurled base and often marked “Schraeder Universal”.

\_\_\_\_ 8. The striped or ribbed transmission pedals were found on most 1915 Fords.

\_\_\_\_ 9. In 1914, the inspection plate on the aluminum transmission cover had the Ford script embossed into the plate.

\_\_\_\_ 10. The high cylinder head, with the Ford script was first introduced in early 1916.

\_\_\_\_ 11. In October 1913, all cars produced on the moving assembly line were painted black.

\_\_\_\_ 12. The engine block and head were coated with a black colored “Gilsonite” paint.

\_\_\_\_ 13. Some, but not all, bodies produced in 1913 were painted Midnight blue with grey pin striping.

\_\_\_\_14. The chassis on all Fords produced from 1914-16 was painted body color.

\_\_\_\_15. As seen from the side of the car, the rear fender on the 1915 Ford was rounded and followed the line of the wheel and tire.

\_\_\_\_16. The crankcase had the “narrow nose” style with a removable, three-dip inspection plate.

\_\_\_\_17. Rear axle tie rods used from 1913-1916 had visible seams and were of the one-piece stamped design.

\_\_\_\_ 18. The drag link, which connected the steering arm to the tie rod, was made in three pieces that were pinned and brazed together.

\_\_\_\_ 19. Front hubs used in late 1914 and 1915 had a six inch diameter and a machined “collar” that allowed a speedometer road gear to fit the hub.

\_\_\_\_ 20. The cast steel timer was introduced late in the 1915 model year.

\_\_\_\_ 21. K-W supplied a wooden coil box and coils to Ford in 1913.

\_\_\_\_ 22. The “two-piece” driveshaft housing was dropped in early 1914 in favor of a more simple “one-piece” design.

\_\_\_\_ 23. The crankcase with the brazed-on “teacup” was introduced early in the 1914 model year.

\_\_\_\_ 24. In 1913, the wishbone ball cap was made of forged steel and held in place by two studs, springs, nuts and locking wire.

\_\_\_\_ 25. All hood formers used from 1914-1916 were painted black.

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

\_\_\_\_ 26. The casting date found on the engine block identifies when the block was produced. This date can be found:
 a. behind the timing gear cover.
 b. at the back of the cylinder head.
 c. in front of the water inlet.
 d. behind the water inlet on the driver’s side.

\_\_\_\_ 27. The side lamp brackets used on 1915 and 1916 open cars were:
 a. held to the body with two carriage bolts.
 b. riveted to the bottom half of the windshield.
 c. forged steel and painted black.
 d. all of the above.

\_\_\_\_28. The intake manifold used from 1914-1916:
 a. was made of aluminum with core support pins.
 b. was made of cast iron with no markings.
 c. was made of cast iron with the Ford script cast into the body.
 d. none of the above.

\_\_\_\_ 29. The rear mat in the 1913-16 touring car was:
 a. a brown colored cocoa type mat.
 b. a black rubber mat with the Ford script in the middle.
 c. a grey wool mat with bound edges.
 d. an off-white rubber mat with the Ford script in the middle.

\_\_\_\_ 30. The hood on a 1915 Ford was distinguished by:
 a. the use of aluminum and smooth sides.
 b. the introduction of the steel hood.
 c. the introduction of louvers on the side of the hood.
 d. all of the above.

\_\_\_\_31. Tire irons found in the factory-supplied tool bag:
 a. came in pairs.
 b. were sometimes marked “Diamond”.
 c. were often supplied by tire manufacturers.
 d. all of the above.

\_\_\_\_32. Mufflers used from 1913-1916 had:
 a. cast iron ends and three steel straps to hold the asbestos cover.
 b. pressed steel ends and three steel straps to hold the asbestos cover.
 c. no tailpipe.
 d. pressed steel brackets to hold the muffler to the frame.

\_\_\_\_ 33. The rear top strap that attached the rear bow to the body was made of woven cotton in:
 a. 1913.
 b. 1914.
 c. 1915.
 d. all of the above.

\_\_\_\_34. The Holley carburetor used from 1914-1916 was the:
 a. Model H-1.
 b. Model G.
 c. Model S.
 d. Four ball type.

\_\_\_\_ 35. The style of fan used on Fords from 1913-1916 had:
 a. four steel blades riveted to the steel hub.
 b. four steel blades screwed to the aluminum hub.
 c. four steel blades riveted to the aluminum hub.
 d. four steel blades riveted to the brass hub.

\_\_\_\_ 36. Wood felloe wheels were:
 a. manufactured by Hayes and Prudden
 b. had rounded felloes.
 c. only manufactured by Ford.
 d. only a & b.
 e. only b & c.

\_\_\_\_ 37. The brass radiator used on Fords had:
 a. three rivets holding the filler neck.
 b. the Ford name in large script.
 c. “Made in U.S.A.” stamped into the radiator.
 d. all of the above.

\_\_\_\_ 38. For 1914-1916, hood boards (hood cleats) were made of wood and
a. painted body color.
b. varnished and left natural.
c. neither painted nor varnished.
d. covered with a piece of sheet metal and painted black.

\_\_\_\_ 39. The spark and throttle levers on the steering column:
a. were nickel plated steel with stubby ends.
b. were brass plated steel.
c. had hard rubber knobs on the ends.
d. none of the above.

\_\_\_\_ 40. The black and brass lights supplied on1913-1914 Fords were manufactured by:
a. Victor.
b. Jno. Brown.
c. Edmund and Jones.
d. Corcoran.
e. all of the above.
f. only a, b & d.

\_\_\_\_41. For 1913 and early 1914, the oil filler cap was made of brass with:
a. the Ford script embossed in the mushroom cap.
b. “Made in U.S.A.” pressed into the cap below the Ford name.
c. a fine brass screen covering the opening.
d. all of the above.

\_\_\_\_ 42. The speedometer supplied by the factory in early 1914 model Fords was:
a. the Stewart-Warner Model 100.
b. the Stewart-Warner Model C.
c. the Stewart Warner Model 26.
d. not supplied. No speedometer was ever factory installed in 1914.

\_\_\_\_ 43. Single-twist horns provided on all 1913-14 and early 1915 Fords were manufactured by:
a. Saxon, Rubes and Non-Pariel.
b. Rubes and Non-Pariel.
c. Non-Pariel and Saxon.
d. Klaxon and Standard.
e. only b & d.

\_\_\_\_44. The frost plugs found on the engine block were changed from a thread-in design to pressed-in welch design on:
 a. 1913 models.
 b. 1914 models.
 c. 1915 models.
 d. 1916 models.

\_\_\_\_ 45. The spark plugs used on Fords from 1913-1916 were:
a. Champion X spark plugs.
b. Champion plugs with brass tops.
c. Ford script Champion plugs.
d. AC spark plugs.

\_\_\_\_ 46. The last year that Ford supplied open cars with all leather seats was:
a. 1913.
b. 1914.
c. 1915.
d. 1916.

\_\_\_\_ 47. Top sockets found on open cars were:
a. painted black and had a rectangular cross section.
b. painted black and had an oval cross section.
c. painted black and easily collapsed by one person.
d. none of the above.

\_\_\_\_ 48. The steering wheel spider was:
a. polished brass.
b. cast aluminum and painted black.
c. forged steel and painted black.
d. made from white oak.

\_\_\_\_ 49. The 1913 open Ford windshield assembly:
a. was painted black.
b. was made of steel and the top half folded forward, away from the driver.
c. was made of steel and the top half folded back toward the driver.
d. was made of brass and the top half folded forward.
e. only a & b.

\_\_\_\_ 50. The crankcase front bearing, or motor mount:
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.

**BONUS QUESTION:**

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

1.

2.

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\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_