MODEL T FORD CLUB INTERNATIONAL

Certified Judges Test on 1923-25 Model T Fords – **Class T-5 & T-6**

**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 is a one-piece design with a rolled-in-place sheet metal handle and painted black.

\_\_\_\_2. For the 1924 model year, the TT truck was available as a chassis or with an open C-cab The express or stake bed body was also available.

\_\_\_\_3. In 1924-1925, all enclosed cars came with a Carmine red pinstripe that went around the car, below the beltline.

\_\_\_\_4. Running boards were steel, painted black with a diamond pattern and the Ford logo running lengthwise along the board.

\_\_\_\_5. The hood hold downs were the single-ear type, forged steel and painted black.

\_\_\_\_6. The firewall on all cars and trucks were made of pressed steel and painted black.

\_\_\_\_7. By 1924, there was no wood used in the framework of the enclosed Ford body.

\_\_\_\_8. The muffler used on all Fords had pressed steel ends with an asbestos wrap around the outer muffler shelf.

\_\_\_\_9. The front and rear springs had two spring-loaded, pressed metal type oilers located on the main leaf to provide lubrication to the shackle bushing.

\_\_\_\_10. All Fords came from the factory with engine splash pans.

\_\_\_\_11. All Fords came with nickel plated, valve stem dust covers on each wheel.

\_\_\_\_12. By 1923, the transmission pedals came with a rubber pad to insure the driver’s feet would not slip off the pedal.

\_\_\_\_13. By 1925, the wide-nose four dip pan was used on all cars and trucks.

\_\_\_\_14. The Ford name and “Made in U.S.A.”, found on the driver side, was cast into all engine blocks.

\_\_\_\_15. All 1923-25 Ford cars and trucks had front and rear springs with square-cut ends.

\_\_\_\_16. Oil side lamps were factory installed when the vehicle was not equipped with a starter.

\_\_\_\_17. The tire pump provided with the factory-supplied tool kit was a single-barrel brass pump with the Ford script cast into the base.

\_\_\_\_18. All open cars had black leatherette upholstery with sewn-in vertical pleats.

\_\_\_\_19. All coil boxes had a sloping top, were painted black, and had the ignition switch located on the front of the box.

\_\_\_\_20. The front axle spindle arm was produced with an upward bend so the arm would not come in contact with the front radius rod (wishbone).

\_\_\_\_21. The engine number was always located above the water inlet on the driver side.

\_\_\_\_22. The brake rods had forged ends with an adjustable steel clevis. The brake rods were always painted black.

\_\_\_\_23. The transmission cover was made of cast iron and always had the provision to mount a starter and Bendix.

\_\_\_\_24. When a TT Truck had factory installed starter equipment, the battery was placed between the running board arms on the passenger side.

\_\_\_\_25. If a car/truck was not equipped with a generator, a “block off plate” was installed where the generator was mounted.

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

\_\_\_\_26. The front fenders used on 1924-25 Fords had:
 a. a lip on the front of the fender apron that followed the line of the radiator apron.
 b. were always painted body color.
 c. had a distinguishing pressed rib that went across the middle of the fender.
 d. had a mounting bracket that was held to the fender with three rivets.
 e. only a & b.

\_\_\_\_27. The spring shackle used on all 1924-25 Fords was:
 a. the figure eight style.
 b. the forged steel “L” type shackle.
 c. The two-piece “L” type shackle.
 d. The forged steel “U” type shackle.

\_\_\_\_28. In 1924, Stewart-Warner speedometers were:
 a. a factory installed option.
 b. only used in Ford cars, never in TT trucks.
 c. the only factory authorized accessory.
 d. none of the above.
 e. all of the above.

\_\_\_\_29. The tie rod bolts on 1923-25 Fords:
 a. had no provision for oilers.
 b. had man-hole type oilers.
 c. had spring-loaded, flip top style oilers.
 d. were threaded for Alemite fittings.

\_\_\_\_30. The generator cut-out was mounted to the top of the generator and was:
 a. a rectangular shape.
 b. a rectangular shape with the Ford script pressed into the cap.
 c. a round, cylindrical shape.
 d. painted black.

\_\_\_\_31. In 1925, the firewall data plate was attached to the steel firewall with:
 a. four rivets.
 b. two rivets.
 c. four self-tapping screws.
 d. none of the above.

\_\_\_\_32. The upholstery material found in enclosed cars was:
 a. a walnut brown color.
 b. made of wool fabric.
 c. also a blue color in 1925.
 d. all of the above.
 e. only a & b.

\_\_\_\_33. The horn button:
 a. was made of a hard rubber material known as “Fordite”.
 b. was located on the top of the steering column.
 c. also acted as the headlight switch.
 d. was mounted on the instrument panel.

\_\_\_\_34. A “new” and unique feature for 1924 Ford model enclosed car was:
 a. a floor heater.
 b. roll-up windows.
 c. a speedometer.
 d. a variety of different colors on the body.

\_\_\_\_35. Open car tops were:
 a. made of a smooth textured black leatherette.
 b. made of black leatherette with the “cobra” grain pattern.
 c. the “two-man” style.
 d. only a & c.

\_\_\_\_36. The steering wheel spider was:
a. forged steel and painted black.
b. pressed steel and painted black.
c. pressed steel and nickel plated.
d. cast brass and painted black.

\_\_\_\_37. The high radiator with the black painted steel shell was:
a. introduced in June, 1923.
b. found on all 1924 models.
c. always combined with a valence panel that fit at the bottom of the radiator.
d. all of the above.
e. only b & c.

\_\_\_\_38. The windshield found on all 1923-25 Fords:
a. had hinges that allowed the top of the windshield to fold toward the driver.
b. had forged braces that mounted the side lamps.
c. was painted black and was the slanted design.
d. had wing nuts that allowed the bottom half of the windshield to open.

\_\_\_\_39. The side curtains found on open cars:
a. were provided with all vehicles.
b. were made of the same material as the top.
c. were held in place with nickel plated “Murphy snaps” and “Lift-a-Dot” fasteners.
d. all of the above.

\_\_\_\_40. If you wanted a starter on your Model TT truck:
a. you had to order a stake bed or commercial body.
b. you had to order a steel cab (open or closed).
c. you had to order pneumatic rear tires.
d. you had to order a battery as an extra cost option.

\_\_\_\_41. The fan assembly on all 1923-25 Fords was:
a. the four blade riveted design.
b. the four blade, one piece design that was screwed to the aluminum hub.
c. the two blade, one piece design that was screwed to the aluminum hub.
d. four blade, two piece design that was screwed to the brass hub.

\_\_\_\_42. The timer used on all Fords was:
a. made of cast iron with an internal roller brush.
b. the pressed steel design with a roller brush.
c. made of bakelite with a roller brush.
d. made of pressed steel with integral, internal points.

\_\_\_\_43. The horn was:
a. a magneto horn mounted to the engine when a starter was not installed.
b. a battery horn mounted to the engine when a starter was installed.
c. always painted black.
d. all of the above.
e. only a & b.

\_\_\_\_44. The carburetors available on Fords from 1923-25 were:
a. The Holly N-H and the Kingston L-4.
b. The Holly N-H and the Kingston L-2.
c. The Holly Model G and the Kingston L-4.
d. The Holley Vaporizer and the Kingston Regenerator.

\_\_\_\_45. The front radius rod was:
a. mounted below the axle and attached with castle nuts and cotter pins.
b. painted black.
c. held to the crankcase with two studs, springs, castle nuts and retaining wire.
d. all of the above.
e. only b & c.

\_\_\_\_46. The engine oil filler cap:
a. was stamped steel and mushroom shaped with three flutes.
b. had the Ford script and “Made in U.S.A.” stamped into the to.
c. was stamped steel and mushroom shaped with six flutes.
d. was stamped brass and nickel plated.

\_\_\_\_47. The rear axle housings:
a. were of the “straight tube” design.
b. had reinforcing ribs on the backing plates.
c. had the filler plug located at 1 ¾” below the center line.
d. had the pinion opening angled rather than the earlier “step” design.
e. all of the above.

\_\_\_\_48. The floor coverings found in all open cars were:
a. made of off-white rubber with the Ford script pressed into the rubber.
b. made of black rubber.
c. made of black rubber in the front a wool carpet in the rear.
d. made of black rubber in the front and nothing in the rear.

\_\_\_\_49. The gasoline tank sediment bulb was:
a. made of cast iron with a wrench hex at the base.
b. was mounted to the firewall for easy access.
c. made of cast brass.
d. made of cast iron and mounted outside the frame.

\_\_\_\_50. The crankcase bearing or motor mount:
a. held the front spring securely to the frame.
b. was painted black.
c. was a one-piece, “Y” shaped steel forging.
d. all of the above.

BONUS **QUESTION:**

Identify two new features/changes/upgrades from the 1923 Ford that are found on the 1924 model Ford.

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 divulge answers from this test.

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