



# Airflow Restorer's Guide

## Volume II: Judging



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# FOREWORD

The *Airflow Restorer's Guide* presents a collection of information intended to guide the repair, maintenance, and restoration of Airflow automobiles. Created in 2020, it owes much of its content to preceding editions of the Airflow Club of America's *Standards of Correctness* manual, especially to the latest, 2014, edition. Work began on the revision in summer 2018.

The Airflow Restorer's guide corrects a small number of errors and omissions in the 2014 *Standards of Correctness*. More than that, it separates the specifications and descriptions of original Airflow configuration (now in *Volume I: Standards of Correctness*) from the show judging policies contained in the earlier work (now in *Volume II: Judging*). In doing so, the new *Airflow Restorer's Guide* supports easy transfer of the requirements and characteristics in Volume I to the example judging sheets in Volume II. This helps ensure that judging is fair (consistent) across models and years of all Airflows.

A clear lesson in preparing the *Restorer's Guide* was that not all Airflows of a given make and year were identically configured. In addition to the collection of factory or dealer-added accessories and options offered, there were documented changes in mid-model year. Many of the best surviving photos of new Airflows are of preproduction models that differed in some details from the production cars that followed. Assembly of cars was labor-intensive, and the labor was provided by people, rarely by a single person. Differences in detail (for example, as in the design and precise location of body pinstripes) have been noted in surviving original cars, and they are understandable.

Despite these realities, it is the goal and purpose of the Airflow Club to encourage restorers to return their Airflows to their original configuration, so far as that is possible and practical. I hope that this work makes that a bit easier.

Many thanks are due to Airflow Club members, current and past Chief Judges, active restorers and owners for their contributions to this work. Jon Clulow, John Spinks, Ron Robbel, John Heimerl, John Heller, Phil Putnam, and Bruce Wallin have all been particularly helpful in sorting out the data, and many more have contributed to reviewing and improving the emerging lists and tables as we went along.

Errors and omissions no doubt remain, and I hope that as they are identified, a future revision of this work will make it even better.

John Boyd, editor  
San Diego, California

Cover: The cover photo was taken by the editor on the University of Virginia Darden House lawn during the 2019 ACA car show judging.

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## Introduction

The purpose of judging of cars at Airflow events is to encourage authenticity and high standards of workmanship in the preservation and restoration of Chrysler and DeSoto Airflows. To help accomplish this purpose, the Airflow Club of America Standards of Correctness Manual has been created and revised from time to time, most recently in 2014. It contains descriptions of the best prevailing information about how these cars were built and delivered to their first owners. This information is a combination of research on original cars, expert opinions and observations over many years, and as such, is subject to continuous review as more information is discovered. Volume I of the *Airflow Restorer's Guide* presents an update and slight reorganization of the 2014 edition. This second volume, *Judging*, outlines the judging process and includes example judging sheets.

Judging of cars at national meets is based on the *Airflow Restoration Guide, Volume I: Standards of Correctness*. As comprehensive a description of how Airflows were constructed as can be practically maintained, it contains specifications for many details that will fall within the control of restorers and maintainers of Airflows. For each of the seven Airflow series, 1934-1937 Chryslers and 1934-1936 DeSotos, some details of construction are known to have varied. In addition to design and component changes documented in the official parts lists, car-by-car variation is occasionally clear in certain details of construction. Parts lists have been found to be unclear or incomplete in some areas, and it is clear that some variation in details occurred on the assembly line throughout the model year. Volume I describes the details and also some of these variations that can no longer be precisely determined. This should be taken into account as the cars are judged.

The *Airflow Restorer's Guide* update of the 2014 Standards of Correctness and introduction of this volume, the *Judging* guide, aligns the requirements across models to the maximum extent possible. A judging guideline has been provided for each requirement, resulting in about 100 of them. In order to ensure fair treatment of Airflows across models, the same judging sheet is used for all. In a few cases, the result might not be quite fair; for example, where 4 points are allocated for deductions on doors, coupes would have an 8-point advantage over sedans. Where an accessory heater is installed but does not work or is not original to known Airflow dealer options, the car with the heater may be at a disadvantage to a car without a heater. It is up to the judging team, under the leadership of the Chief Judge, to keep judging as fair as possible across different cars within a model and across different models.

Judged Airflows are accountable for all requirements in Volume I of the *Restoration Guide*. Time constraints, however, may not permit careful judging of every requirement on every car. The Chief Judge will have discretion commensurate with his office to determine how any notable discrepancies should affect the final outcome of the contest.

## General Standards of Judging

The document following, first published in July 2018 as a revision of a previous version dated June 2014, describes the purposes, assumptions, processes, and deportment of the judging team at Airflow meets.

### OBJECTIVES:

- To create an event that awards excellence and dedication to the preservation of Airflows.
- To reward authenticity and originality.
- To reward adherence to quality of materials and workmanship.
- To reward quality preparation of vehicles.
- To have all candidate vehicles judged equally and fairly by judges who are above prejudice and are competent to make independent and informed decisions.
- To have judging results available within 30 days to the participants so they understand the judging results of their car.
- To conduct an event that is rewarding and educational for all parties involved in the judging process.

### PROCEDURES:

All vehicles shall be judged in four distinct categories:

Exterior-including but not limited to quality of:

- Paint-correctness of color and finish.
- Fit of panels and roof insert.
- Chrome or nickel plating of trim pieces.
- Rubber and other seals.
- Correct factory or dealer options.
- Correctness of Chrysler or DeSoto badging.

Interior- including but not limited to quality of:

- Correctness of patterns.
- Originality of materials (headliner, seats, door panels, kick panels, sun visors, etc.)
- Material fit and finish.
- Alignment of seams and components.
- Dash—paint or woodgrain--correct gauges/components; fit and finish
- Lack of wear on components.

Chassis & Engine-including but not limited to quality of:

- Originality.
- Operation: i.e. the ability to drive on the field and demonstrate the working of components such as lights, horn, etc.
- Cleanliness.
- Lack of distressed components such as belts and hoses.
- Appropriate paint and finish.

The Chief Judge shall attempt to assign to each Airflow class judges who have knowledge of the class. Each judge shall do their best to judge each vehicle as equally and objectively as possible with the understanding that no judge has total knowledge about each and every year and model of Airflow. Consideration and allowance will be given to vehicles which have been driven to the meet when judged against cars which have been trailered to the meet.

There shall be a minimum of three judges for each class. For consistency purposes it is preferable that each judge be responsible for only one category (i.e. exterior, interior, chassis & engine); however, judges may be assigned to more than one category and class. Each judge shall be available to assist judges in other categories and classes.

Any judge that has an investment in or an association with any vehicle will recuse himself or herself from judging that vehicle if it is included in a class to which they are assigned. The Chief Judge and/or his assistants shall be called upon for any final determination during the judging process.

The judges may have contact with the owner while judging their vehicle to answer any questions that may arise. Judges are not to open, close, operate or in any way move any component of a vehicle being judged. Unless otherwise required during the judging process judges shall not touch, enter, sit upon or pass through any vehicle being judged without the owner's consent.

The owner or designated representative may be present during the judging as it is understood the owner may be judging other cars. Judges will request the owner or representative to open doors, hood and trunk, and to demonstrate that components are operative other than windshield wipers (in respect of the potential to scratch a dry windshield). If the owner or representative declines a reasonable request the judge shall assume that the component is inoperative and assess the appropriate point deduction.

Time permitting, it is the goal of the Chief Judge and/or assistants to review the results of the judging process with each Airflow owner prior to final determination. This will allow the owner to discuss any mitigating circumstances or misunderstandings that may have occurred in the judging process. The Chief Judge and President will make the final determination regarding any conflict, misunderstanding or scoring ties.

Following the meet, scoring results will be available and provided to the owner of any car being judged upon request no later than 30 days after the meet. Original scoring sheets

remain with and are the sole property of The Airflow Club of America. There is no appeal process or adjustments to the scoring sheets after the judging has been completed.

It is the Club's intent that Airflow judging be a rewarding and educational experience for all parties involved.

## The Judging Process

Airflow Club of America requirements for judging are specified in the club bylaws. For convenient reference, the 2020 approved Bylaws are excerpted here.

### ACA Bylaws ARTICLE VII. JUDGING

Judging of Airflows and the awarding of prizes shall be conducted at National Meets in an effort to encourage owners to restore their cars to high standards of authenticity and workmanship. Entering a vehicle for judging is strictly voluntary on the part of the owner. All Airflows (including modified Airflows) are welcomed at Airflow meets regardless of condition and whether entered for judging. Modified Airflows will not be judged.

Judging is the responsibility of the Chief Judge. The Chief Judge is appointed by and serves at the pleasure of the President with the expectation that the Chief Judge shall serve a term of four or more years. The Chief Judge shall sit as a nonvoting member of the Board. The Chief Judge shall be responsible for and supervise the judging of all entered vehicles at the National Meets. Such responsibility includes the contest rules, establishment of standards of judging, authenticity, selection and supervision of judges, and the awarding of prizes. The Chief Judge shall keep and update the history of prizes and awards presented at each National Meet.

The Chief Judge shall coordinate available volunteers in attendance at the National Meet to assist in judging. The Chief Judge has the authority to deem an Airflow ineligible for judging if the condition of the Airflow suggests that such an action is appropriate.

The judging shall be conducted using a point system devised by the Judging and Technical Committee, determined to be consistent with the Airflow Club Standards of Correctness Manual and approved by the Board.

The ACA Judging and Technical Committee, the Chief Judge, and any volunteer or appointed judges who form the Judging Committees are not prohibited from competing for awards during the judged portion of national meets. The following procedures are to be followed to avoid a judge having a conflict of interest in, or affecting the awarding of points or minimization of point deductions toward, class or show-wide awards at each meet.

No person shall judge a class that contains a car that belongs to them or for which their impartiality might be questioned; for example, in which they have a financial or personal interest. Point ties in each class are to be broken by rejudging of the class by the judging committee assigned to that class.

For show-wide awards, the Chief Judge shall submit to the President a list of experienced judges who are in attendance to serve on a tie-breaking panel. These judges shall be named by the President before the judging commences. In case of a tie



for top-point car, that is, two or more top car scores are separated by five points or less, the President shall select from the Chief Judge's list three judges who do not have a car, or an interest in a car, in the tying group. The panel shall then rejudge the tied cars to determine the winner. The decision of the panel is final, and cannot be overruled by the Chief Judge or the President.

#### Section 1. Classes, Prizes and Awards

- Junior Class – First, second, and third prizes shall be awarded in each of four classes (1934, 1935, 1936, and 1937). First class awards shall be larger or otherwise distinguished from the other awards in the Junior Class
- Junior Best of Show – The Airflow with the greatest number of points in the Junior Division shall be declared the Junior Best of Show. The Junior Best of Show award shall be larger or otherwise distinguished from the first class awards.
- Senior Awards – An Airflow which wins Junior Best of Show becomes a Senior car and may not again compete for Junior Class awards for the next five meets. At the sixth and subsequent meets the owner may opt to compete in the Junior Division again. The car receiving the highest point total among the Senior cars will be awarded a Senior First. The other Senior competitors will be awarded an appropriate recognition prize which is less significant and costly.
- Walter P. Chrysler Bowl – The WPC Bowl will be awarded to the Airflow receiving the highest point total, regardless of whether it is a Junior or a Senior car. Once an Airflow is awarded the WPC Bowl, it is not eligible to receive the WPC Bowl for the next three National Meets, regardless of ownership. WPC Bowl winners shall again be eligible at the fourth meet following their previous award.
- Carl Breer Award – The Carl Breer Award may be awarded at the discretion of the President and Chief Judge. This award recognizes an Airflow which is significant in terms of rarity, provenance or other factors deemed important by the President and Chief Judge.
- Driving Award – Coast-to-Coast License Plate. The first time an Airflow is driven to meets in all of the East, Central, and Western Regions (in no particular order), that Airflow will be awarded a Coast-to-Coast license plate. For successive similar accomplishments, a star will be awarded.
- Longest Distance Driven – The Airflow driven the longest distance shall receive an award. The distance shall be measured from the owner's residence to the Meet using the shortest possible highway route (e.g., as determined by a routing software system.)
- People's Choice – This award shall be determined by popular choice voting by members attending the Meet.
- Hard Luck – This award may or may not be awarded at the discretion of the Chief Judge.
- Long Distance Member – The member traveling the furthest to attend the Meet shall receive this award.

- Participation Award – An owner bringing an Airflow to a meet for the first time shall receive a participation award board for that car and a tab for that meet. If the owner has a previous board with tabs for the car (e.g., from a previous owner), the owner may add the tab to the inherited board or to the new one at the owner's discretion. At subsequent meets at which the car is present, a meet tab will be awarded.
- Toys, Memorabilia, and Period Clothing – Judging of toys, memorabilia, and period clothing and the awarding of prizes will be conducted at National Meets to encourage the collection and display of such artifacts. All such awards should be smaller than the auto awards. Volunteers approved by the Chief Judge shall conduct judging. The judging shall be subjective in nature, but factors to be considered should include the number of units, rarity and uniqueness, authenticity, originality, quality of restoration, and overall display. First and second place awards shall be given in the toys category. First and second place awards shall be given for memorabilia, defined as anything other than toys and clothing. First and second place awards shall be given in both the men's and women's period clothing categories.

#### Section 2. Prize and Award Expenses

The cost of the license plates and stars for the driving award and the boards and tabs for all cars at national meets shall be borne by the ACA treasury. The region in which the meet takes place shall pay for all other awards. The award expense shall be counted in determining the profitability of the meet.

### Organization of this Volume

The following sections provide a list of judging criteria with nominal point assignments, followed by judging sheets for each of the 7 Airflow year-make models and a supplemental sheet for use in the rather rare event of an Airflow CW being shown.

## Judging Groups and Titles with Maximum Deductions Allowed

|                    | <b>Group</b>                         | <b>Title</b> | <b>Total Deduction</b>        |
|--------------------|--------------------------------------|--------------|-------------------------------|
| <b>Car overall</b> |                                      |              |                               |
| Car overall        | Bolts and screws                     |              | 5                             |
| Car overall        | Modifications                        |              | 20                            |
|                    | Group Deductions                     | 2            | Group Total Max Deductions 25 |
| <b>Chassis</b>     |                                      |              |                               |
| Chassis            | Axles                                |              | 4                             |
| Chassis            | Brakes                               |              | 6                             |
| Chassis            | Exhaust system                       |              | 4                             |
| Chassis            | Frame and floor                      |              | 4                             |
| Chassis            | Fuel tank and straps                 |              | 4                             |
| Chassis            | Hub caps                             |              | 6                             |
| Chassis            | Leaf springs and covers              |              | 6                             |
| Chassis            | Lubrication fittings                 |              | 2                             |
| Chassis            | Muffler                              |              | 4                             |
| Chassis            | Oil pan                              |              | 2                             |
| Chassis            | Shock absorbers                      |              | 4                             |
| Chassis            | Steering assembly                    |              | 3                             |
| Chassis            | Tires                                |              | 6                             |
| Chassis            | Tools                                |              | 1                             |
| Chassis            | Transmission / Overdrive / Driveline |              | 4                             |
| Chassis            | Wheels                               |              | 4                             |
|                    | Group Deductions                     | 16           | Group Total Max Deductions 64 |
| <b>Engine</b>      |                                      |              |                               |
| Engine             | Air cleaner                          |              | 4                             |
| Engine             | Belt, fan                            |              | 3                             |
| Engine             | Carburetor                           |              | 4                             |
| Engine             | Cylinder block                       |              | 6                             |
| Engine             | Cylinder head                        |              | 6                             |
| Engine             | Distributor                          |              | 4                             |
| Engine             | Engine bay                           |              | 6                             |
| Engine             | Engine dust pans                     |              | 4                             |
| Engine             | Fuel supply                          |              | 5                             |
| Engine             | Generator                            |              | 4                             |
| Engine             | Horns                                |              | 4                             |
| Engine             | Hoses / clamps                       |              | 6                             |
| Engine             | Ignition coil                        |              | 3                             |
| Engine             | Manifolds                            |              | 6                             |

|        | <b>Group</b>     | <b>Title</b>               | <b>Total Deduction</b>         |
|--------|------------------|----------------------------|--------------------------------|
| Engine |                  | Oil filter                 | 3                              |
| Engine |                  | Radiator                   | 5                              |
| Engine |                  | Radiator cap               | 3                              |
| Engine |                  | Spark plugs / wires        | 5                              |
| Engine |                  | Starting motor             | 4                              |
| Engine |                  | Steering tube              | 2                              |
| Engine |                  | Tubing                     | 3                              |
| Engine |                  | Voltage cutout / regulator | 3                              |
| Engine |                  | Water pump                 | 2                              |
| Engine |                  | Wiring                     | 6                              |
| Engine |                  | Mfr data plate             | 2                              |
|        | Group Deductions | 25                         | Group Total Max Deductions 103 |

**Exterior**

|          |                  |                                |                                |
|----------|------------------|--------------------------------|--------------------------------|
| Exterior |                  | Bumpers / guards / rear fender | 8                              |
| Exterior |                  | Doors                          | 8                              |
| Exterior |                  | Fenders                        | 8                              |
| Exterior |                  | Fuel tank cap / grommet        | 3                              |
| Exterior |                  | Handles                        | 8                              |
| Exterior |                  | Headlight doors                | 4                              |
| Exterior |                  | Hood                           | 4                              |
| Exterior |                  | Lights                         | 8                              |
| Exterior |                  | Paint                          | 12                             |
| Exterior |                  | Pin stripe                     | 6                              |
| Exterior |                  | Radiator grille                | 5                              |
| Exterior |                  | Running boards                 | 8                              |
| Exterior |                  | Top                            | 4                              |
| Exterior |                  | Trim                           | 10                             |
| Exterior |                  | Wheel shields/skirts           | 8                              |
| Exterior |                  | Windshield wipers              | 4                              |
| Exterior |                  | Window frames                  | 8                              |
|          | Group Deductions | 17                             | Group Total Max Deductions 116 |

**Interior**

|          |  |                   |   |
|----------|--|-------------------|---|
| Interior |  | Battery box       | 2 |
| Interior |  | Clock             | 1 |
| Interior |  | Dashboard         | 5 |
| Interior |  | Door panels       | 8 |
| Interior |  | Door sills        | 6 |
| Interior |  | Floor cover (mat) | 5 |

|          | <b>Group</b>     | <b>Title</b>                          | <b>Total Deduction</b> |
|----------|------------------|---------------------------------------|------------------------|
| Interior |                  | Garnish moldings                      | 6                      |
| Interior |                  | Glass                                 | 8                      |
| Interior |                  | Handles / knobs / switches            | 8                      |
| Interior |                  | Headliner                             | 4                      |
| Interior |                  | Hot water heater                      | 2                      |
| Interior |                  | Instruments                           | 6                      |
| Interior |                  | Mirror                                | 2                      |
| Interior |                  | Panels, rails, straps, visors, shades | 6                      |
| Interior |                  | Pedals / shift lever                  | 3                      |
| Interior |                  | Radio                                 | 2                      |
| Interior |                  | Seats (cushion / back)                | 8                      |
| Interior |                  | Serial tag                            | 1                      |
| Interior |                  | Steering wheel / post                 | 4                      |
| Interior |                  | Trunk Interior                        | 3                      |
| Interior |                  | Trunk: spare tire                     | 2                      |
|          | Group Deductions | 21                                    |                        |
|          |                  | Group Total Max Deductions            | 92                     |
|          |                  | Grand Total Max Deductions            | 400                    |

## Judging Sheets Overview

The provided sheets are intended as nominal. They may be revised from time to time as the Judging and Technical Team with the Chief Judge deem necessary. Frequent changes are discouraged, however, as changes can diminish year-to-year consistency.

Note that the judging sheets provide, for each standard, the deduction for poor condition (coded COND), the deduction for incorrect component (coded WRONG), the total deduction (coded TOT), and the maximum allowed deduction for this standard.

Sheets provided:

1934 Chrysler except CW  
1935 Chrysler except CW  
1936 Chrysler except CW  
1937 Chrysler except CW  
1934 DeSoto  
1935 DeSoto  
1936 DeSoto  
Supplement: All Chrysler CW

## Judging Sheets by Model

Soft copies of each judging sheet are available for download on the ACA official web site at [www.airflowclub.com](http://www.airflowclub.com) under the Members tab, in the Airflow Restorer's Guide. It is suggested that the Chief Judge ensure a copy of each of the 8 sheets has been obtained prior to the meet in time for copying. The judges' sheets contain a summary of each model's standards, reducing the need of the judges for an immediately available copy of the standards in *Airflow Restorer's Guide* Volume I. It is recommended, however, that the Chief Judge have a ready copy.