

*the Airflow Club . . .*

## HERE COMES the JUDGE

In this great country of ours, and it is still the greatest, we have a history which is unique in many ways from that of any other country in the world. Many things contributed to this greatness, but probably none more than the Horseless Carriage. We have far surpassed any other nation in its adaptation for use by the masses. Many societies, organizations, and Clubs have been created to preserve this rich history for posterity. So, it is only fitting that societies or clubs be organized to preserve the great part played by the automobile. For, now in this day of the "Energy Crisis", we realize more than ever before how great a part it does play in our everyday life.

Since then, this machine has played such a great part, it is certainly worthy of being preserved in its true state for our children in the future to see and enjoy. We of the Airflow Club of America have taken it upon ourselves to preserve that part in which our interest lies, namely, the Airflow car. We feel it has left more of a mark on the history of the car than any other car made up to the present time. But in order to do this, we must have the help of many people. People who are willing to seek out these hidden gems and restore them to their original beauty. Hence comes our number one purpose of the Airflow Club of America i.e. "The preservation, restoration, and exhibition of the Classic Airflow cars and trucks."

But how do we get someone in their right mind (I have been called some kind of a nut, too) to pull a rusted, bent, and dirty piece of tired iron from a garage, or even worse, a junk yard, tow it home, and after many months and even years of work, transform it into a shining masterpiece. There is only one answer, encouragement and the love of old cars.

If old car clubs expect this work to go on, they must do something to keep up the interest among their members. This is where the club annual meets and conventions and even get-togethers comes into focus. At this

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time, members bring their little gems to the meet, are judged, and those who did good work are then recognized at the awards banquet. This is the Club's way of saying "thanks" for a job well done.

Naturally, it then follows that, there must be guidelines for use when restoring these cars to original condition. For we know, that the true value of an antique is when it is restored to the "factory condition." For these guidelines, we go to the factory books and literature printed by the company who built the car, in our case, Chrysler Corp. One of the best of these publications is a parts book. A parts book lists almost every part used in the building of the car and has many pictures of how the parts fit together. Another good source of information is to look at another car like ours that was not in as poor condition as ours was when we found it. This is the one found "in a little old lady's garage that was only used to go to church on Sunday." This then, is another very good reason to attend the annual meet. Here you probably have the biggest selection of other Airflows to look over.

However, you must be carefull in collecting your information that you do not run into what I call a "Production Exception." This happens when a John Doe likes purple so he orders the new Airflow he is buying painted purple (at extra cost, of course). This, then, becomes a "John Doe Airflow" and is no longer a "Chrysler Airflow." It is not then what Chrysler wanted, but what John Doe wanted to have. However, there are Chrysler offered accessories and options and this does not apply to those items.

Then there is the danger of "over restoration." This happens when a restorer buys a new electric buffer and decides to polish everything in sight. We have all seen the Model "X"s with rear axle housings that shine like the fenders. Again, it never left the factory this way.

So let's get on with the restoration, preservation, and exhibition of the Airflows. Remember, if its worth doing, it is worth doing right.



# HERE COMES THE JUDGE

## AIRFLOW CLUB OF AMERICA JUDGING PROCEDURES

### General Instructions

1. Only Airflow models entered by "members in good standing" will be eligible for judging.
2. "Chrysler Corporation" parts books shall be the basis for authenticity.
3. Judging sheets shall be given to the owners only by written request to the Chief Judge following the meet. Enclose a SASE.
4. Ten judges may be used; two for each category, or five; one for each category.
5. In any category where "excessive" is used, it means more than two like defects. The three deduction columns mean: 1st column, minor; 2nd column, moderate; 3rd column, major. A number not printed in these columns cannot be added. Judges must circle the number of points they wish deducted. Only one number can be circled for each item.
6. Original model engine must be in car. This does not mean original engine number.
7. Choice of exterior paint colors shall be limited to those available for that particular model as listed in the "Airflow Story" published by the Chrysler Corporation.
8. In matching carpet and upholstery material, it must be remembered that most materials used originally are not available today. Therefore, if care has been exercised and a reasonable match of texture and color is obtained, they shall be accepted as an equivalent of the original.
9. These safety items are acceptable if installed in a "workmanship manner:"
  1. Turn signals (if not installed by drilling the body or fenders)
  2. Seat belts
  3. Windshield washers
  4. Correct era optional equipment
10. It is the duty of the owner or his designate to be present when his car is being judged.
11. In case of a tie, the Chief Judge shall appoint three members to evaluate the cars in question and determine the best car.

Note: Next month I will discuss and elaborate on "Category I" of the procedures. "Category I" will be included in the Newsletter

Airflowingly, Ellis



# HERE COMES THE JUDGE

## AIRFLOW CLUB OF AMERICA JUDGING PROCEDURES (Cont.)

### CATEGORY I

Group A Body Condition - Exterior - 50 points  
(Do not judge runningboards)  
(Do not judge brightwork)

	Minor	Moderate	Major
1. Excessive cracks, ripples, dents, showing in body shell	2	4	6
2. Excessive cracks, ripples, dents, showing in fenders and fender skirts	2	4	6
3. Excessive cracks, ripples, dents, showing in hood and deck lid	2	4	6
4. Poor fit in doors	2	4	6
5. Poor fit in fenders	2	4	6
6. Poor fit in hood and deck lid	2	4	6
7. Poor condition and fit of roof and fender welt	2	4	6
8. Serial number tag missing or incorrect			2
9. Other (judge specify)	2	4	6
Maximum			50
Total	-	-	-

Group B Body Paint - 50 points  
(Color close to original, but more than a few shades off - 4 points deduction)  
(All other colors - 12 points deduction)

1. Incorrect color		4	12
2. Excessive chips, scratches, blemishes, and dull paint - body	2	4	6
3. Excessive chips, scratches, blemishes, and dull paint on fenders and fender skirts	2	4	6
4. Excessive chips, scratches, blemishes, and dull paint on hood and deck lid	2	4	6
5. Parts or sections not painted	2	4	6
6. Incorrect stripe			2
7. Missing stripe			6
8. Other (judge specify)	2	4	6
Maximum			50
Total	-	-	-

The first Category in our judging sheets is "Body Exterior!" This is the part of an antique car that everyone sees first. If it is beautiful, the car will get the second and third look - if it is not, it will usually get passed by.

The category is divided into two sections. Group A, Body Condition, and Group B, Body Paint. This sequence is also the proper sequence when restoring a car. You must first have the body in perfect condition before the paint is applied. Any defects that you do not want to show will not be hidden by the paint. In fact, the paint will only magnify these places. So, before any paint is sprayed on the car, make sure you have it the way you want it to look. Also, make sure all doors, trunk lid, hood etc. fit properly. I have talked to too many people who have told me the same story, "if I had seen it before I painted the car, I would have fixed it. Now if I fix it, I will chip the paint." Many of the things would have been easy to fix, but there is no doubt that some paint will be chipped and or scratched. So don't be in a hurry to "get the paint on!"

As to the second part, Group B, all the colors that were originally offered by Chrysler for Airflows are printed in the March 1973 NEWSLETTER with modern colors cross referenced to match the original colors. I will be glad to furnish this information to any member that does not have this issue of the NEWSLETTER. I would also recommend that laquer paint be used rather than enamel for many reasons. First, to

Here Comes the Judge - Cont.

use enamel, you must have ideal, dust-free conditions which the average restorer does not have available or access. Second, if it becomes necessary to "spot" a section, you cannot spot it with laquer if the car was painted with enamel. The laquer will lift the enamel. Third, runs or other imperfections in the paint can be rubbed out of laquer. And finally, you cannot get a deep gloss "as smooth as glass" with enamel.

In reality, the whole story of the Body Exterior is - "be sure your preparation is the best that can be done before any thought of painting comes into your mind." This will save you time and money in the end.

Airflowingly yours, Ellis



# HERE COMES THE JUDGE

## AIRFLOW CLUB OF AMERICA JUDGING PROCEDURES (Cont.)

### CATEGORY II

#### Group A Engine Compartment - 78 points

Includes under hood electrical parts  
 Electric fuel pump permissible if not visible under hood or obvious  
 Blocks - black Head - aluminum  
 Carburetors: DeSoto - Carter, Chrysler - Stromberg  
 Wire type hose clamps required  
 Four points deducted for incorrect Airflow engine  
 Ten points deducted for incorrect engine of same design  
 Twenty points deducted for totally incorrect engine

	Minor	Mod- erate	Major
1. Incorrect engine	4	10	20
2. Wrong color	1	2	3
3. Missing or incorrect under hood sheet metal (includes body tag - 2 pts.) . . . . .	2	4	6
4. Poor fit or damaged under hood sheet metal	2	4	6
5. Unclean - includes inside radiator	1	2	4
6. Poor running or sounding engine . . . . .	2	4	6
7. Excessive leaks - oil, gas, water, exhaust	1	2	3
8. Missing, damaged or incorrect cooling parts	2	4	8
9. Missing, damaged or incorrect fuel system parts . . . . .	2	4	8
10. Missing, damaged or incorrect electrical parts	2	4	8
11. Other (judge specify)	2	4	6
Maximum	78		
Total			

#### Group B Wheels and tires - 22 points

Tires must be matched in pairs, front and rear  
 Check for "sunburst" on 1936 car wheels

1. Wrong size or type	2	4
2. Un-matched in pairs		2
3. Un-clean or rusty . . . . .	1	2
4. Poor paint or damaged rims	1	2
5. Cut, checked or worn tires (worn $\frac{1}{4}$ to $\frac{1}{2}$ - 2pts, $\frac{1}{2}$ or more 4)	1	2
6. Other (judge specify)	1	2
Maximum	22	
Total		

This category deals mostly with the running ability of the car. It also happens to be a part of the restoration that many feel they can cut short - maybe save some money and time in the process. However, if you do, it will probably some day catch up with you and maybe sooner than you expect. Some really take the old saying to heart, "out of sight, out of mind." Many adapt this to the Airflow - they feel what is inside the engine block, transmission case and differential case won't hurt you because they can't see inside. That is like backing into a lion's cage thinking you won't get hurt because you can't see the lion. Further, don't trust the old fellow you bought the car from either, he may have told you he just overhauled the engine, but look for yourself. Some people think an engine overhaul is cleaning the carbon off the head and then using the old head-gasket to put it back together.

After an engine has set for a long time and then put into use, many times I have seen the rings break. Its a good idea to take the engine down and install a new set of rings even if the cylinder walls are not worn. Of course, if they are worn beyond limits the engine will have to be bored and oversize pistons used. Another item well worth doing

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(Here Comes the Judge cont.)

is the replacing of the rod bearings. Once a bearing is disturbed, there is a good chance it will not fit like it did before it was removed which may result in bearing noise.

Always clean the parts before the item is reassembled. You can do a much better job cleaning when they are disassembled. This goes for the radiator too. I have never bought an old car that had a clean radiator in it. Oh yes, take the oil pump apart and clean the gunk and goo out of the passages. Your overhaul job won't last long if you starve the bearings etc. for oil. A word of caution, however, be sure you use the same thickness gaskets when you put it back together for this will have an affect on the oil pressure.

And now for the second part of Category II. Tires. Always, if at all possible, buy a fresh set of new tires for your Airflow. Remember, a blow-out can put you and your shiney Airflow in serious trouble. Our Airflows are not like a Model T that will only go 30 mph. Also, when buying these tires, get the proper size. As I have had many requests from members requesting the size they should buy for their car, I will list them below:

All DeSotos and CY Chrysler - 6.50 X 16

Chryslers C-U, C-1, C-9 - 7.00 X 16

Chryslers C-V, C-X, C-2, C-3, C-10, C-11, C-17 -  
7.50 X 16

Chrysler model C-W - 7.50 17

I keep thinking that a "new" restored Airflow that won't run is like a set of false teeth that you can't chew with - it hurts!

Airflowingly, Ellis



# HERE COMES THE JUDGE

## AIRFLOW CLUB OF AMERICA JUDGING PROCEDURES (Cont.)

### CATEGORY III

#### Group A Undercarriage Mechanical Components - 50 points

Includes: springs, shock absorbers, steering assembly, brake system.  
Transmission and differential housing - black  
(Do not judge steering wheel)

		Minor	Mod- ate	Major
1. Incorrect, worn, or damaged steering parts		2	4	8
2. Incorrect, damaged or missing exhaust parts		2	4	8
3. Incorrect worn, or missing suspension parts . . . . .		2	4	8
4. Incorrect, worn or damaged brake parts		2	4	8
5. Excessive fluid leaks		2	4	6
6. Poor paint or rust on units . . . . .		2	4	6
7. Other (Judge specify)		2	4	6
	Maximum -	50		
	Total			

#### Group B Frame and undercarriage sheet metal - 50 points

Includes: runningboards, floorboards, under fenders.  
Floorboards and frame - black  
Under fenders - exterior body color  
Dust and road film from recent driving shall not be  
a basis for point deduction (undercoating - 4 point  
deduction)

1. Unclean, dirty or rusty		2	4	6
2. Poor or wrong color paint		2	4	6
3. Components not installed in "workmanship manner" . . . . .		2	4	6
4. Dented or damaged parts		2	4	6
5. Poor fit in floorboards or sheet metal		2	4	6
6. Runningboards worn, chipped or damaged . . . . .		2	4	6
7. Missing or incorrect parts		2	6	8
8. Other (Judge specify)		2	4	6
	Maximum -	50		
	Total			

Because this part of the car is rarely seen by few, many restorers tend to give this category their least and improper attention. But, when you give it the second thought, realize what it covers (steering, brakes, suspension etc.) it would suggest that this category should actually be called and considered "The Safety Category" when you realize how important it is. So, don't short-cut this one. Among other things, it really doesn't do you much good to get an Airflow rolling if you can't stop it!

I have found that the best way to restore the underside is to first put the car up on four good stands. When I say four good stands, I mean good! You are going to be underneath working and I mean working. Therefore, be sure the car is stable before risking your life. In the past, the body was usually or nearly always removed from the frame, but now I do not believe this is always necessary to get a good job - there are exceptions and based on your facilities, you make your judgement. However, I do like to have the engine and transmission, exhaust system and drive shaft removed. Following that, remove the floor boards and the undercarriage is pretty well exposed. Now is the time to make your decision on the body.

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Several items should be automatically replaced. One big item is all the brake line hose and wheel cylinder cups (also master cylinder). Before rebuilding brake cylinders, make sure the cylinder wall does not have any pits and are in good condition. The new cups will not hold the brake fluid if they are bad or defective. In addition, be sure to inspect the tie-rod ends and the king pins to be sure they are not too worn. Another item which I always replace is the exhaust system (exhaust pipe, muffler, tail-pipe). Usually they are badly rusted and in many cases are not the right type or fit because they were replaced with a "universal" type.

Cleaning the chassis is just a PLAIN, DIRTY, DUSTY job of wire brushing and scraping. After an hour underneath, you usually look like a coal miner. This is the perfect and most appropriate time to remember who it was that said; "if you ever need any help, just let me know." What do I recomend? Just pick up the phone - call them and tell them - HELP!

Airflowingly yours,

Ellis

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# HERE COMES THE JUDGE

## AIRFLOW CLUB OF AMERICA JUDGING PROCEDURES (Cont.)

### CATEGORY IV

Group A Upholstery - 42 points  
Includes: trunk compartment  
Seat covers (unless clear plastic) 6 points deduction

	Minor	Mod- erate	Major
1. Incorrect or missing seats and material	2	4	6
2. Incorrect or missing side panels and material	2	4	6
3. Incorrect or missing headliner and windlace - - - - -	2	5	6
4. Worn, stained or dirty seats	2	4	6
5. Worn, stained or dirty side panels - - - - -	2	4	6
6. Worn, stained or dirty headliner and or windlace	2	4	6
7. Other (judge specify)	2	4	6
Maximum 42			
Minus -			
Total			

Group B Floor Covering - 28 points  
Loop pile carpet 4 points deduction

1. Incorrect or missing front carpet	2	4	6
2. Incorrect or missing rear carpet - - - - -	2	4	6
3. Worn, stained and/or dirty front carpet	1	2	4
4. Worn, stained and/or dirty rear carpet - - - - -	1	2	4
5. Worn, missing and/or incorrect pedal pads - gear shift boot	1	2	4
6. Other (judge specify)	1	2	4
Maximum 28			
Minus -			
Total			

Group C Instruments, dash, garnish mouldings,  
window channels, steering wheel, and units

1. Missing or incorrect items	2	4	6
2. Non-working and defective parts - - - - -	2	4	6
3. Worn or dirty parts	2	4	6
4. Poor finish on parts - - - - -	2	4	6
5. Other (judge specify)	2	4	6
Maximum 30			
Minus -			
Total			

We are now on a restoration phase which is probably the most difficult in finding a good replacement of the original - the material for the interior. In working with the mechanical end, when you find a fuel pump with the right number on it, you know it will fit, but there isn't a number on replacement material for you to search in making your selection. Usually the automobile manufacturers had a run of material made by the mill for a particular model and seldom used it again.

So, what to do? We usually try to select a match as follows: 1. Select the kind of material that was used originally (i.e. broadcloth, mohair, leather etc.), 2. Select a color tone as close as possible to the original (i.e. light tan, dark brown, dark red etc.), 3. Select a texture as close as possible to the original (i.e.



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(Here Comes the Judge - cont.)

plain, herringbone, ribbed etc.). If you follow these three items you should come up with a satisfactory material.

Equally important to the selection of material for your car is that every seam, pleat and button is in the exact same place as it was in the original. Be sure to use binding, piping and wire-on as it was in the original.

One more item on upholstery - be sure you buy material that is "fresh stock" and not material that has laid around for years, dry rotted, faded and already has moth holes in it. Beware of a supplier who tells you he has a roll of the original because if he does it must be 35 or 40 years old.

In the interior there is another item which always catches one's eye - the wood graining on the dash and window frames of those cars which had it originally. This can be renewed with reasonable success. I have done it myself and have also noted an increasing number of people offering this service in ads of the monthly magazines.

One last note. When you do get your interior re-upholstered, always, always be sure you keep a generous supply of moth crystals in your car. Moth and beetles can ruin in a short time what it took you a long time and considerable expense to do.

Airflowingly yours,

ETL:-



# HERE COMES THE JUDGE

## AIRFLOW CLUB OF AMERICA JUDGING PROCEDURES (Cont.)

### CATEGORY V

Group A Brightwork - all exterior and interior - 40 points

	Minor	Moderate	Major
1. Incorrect or missing parts	2	6	10
2. Incorrect plating of parts	2	4	6
3. Excessive pits, dents, or scratches	2	4	6
4. Excessive peeled or worn plating	2	4	6
5. Incorrect alignment or damaged parts	2	4	6
6. Other (Judge specify)	2	4	6
Maximum - 40			
Total			

Group B Electrical and lighting - 40 points

Includes accessories

Plastic covered wire will be a basis for point deduction

Do not judge plating of chrome plated units.

Sealed beam lights - 6 points deduction

1. Non-working lights	1	2	4
2. Non-working units	2	4	6
3. Incorrect or missing units	2	4	6
4. Broken or damaged units	2	4	6
5. Incorrect or poor wiring	2	4	6
6. Incorrect accessories	2	4	6
7. Other (Judge specify)	2	4	6
Maximum - 40			
Total			

Group C Glass - window - 20 points

1. Excessive chips or scratches	1	2	4
2. Clouding	2	4	6
3. Cracked	1	2	4
4. Other (Judge specify)	2	4	6
Maximum - 20			
Total			

We are now considering the last category in our judging procedure. This is one that very few of us can do ourselves - chrome plating. It requires special equipment, a know-how, and, oh yes, money! The price of chrome has jumped by leaps and bounds in the last few years, or even the last year as most of us know. Then too, most platers will not touch "pot-metal." "Pot-metal" was used on Airflows quite extensively. There are quite a few platers who will do steel, such as bumpers etc., but those who will do "pot-metal" are scarce as "hen's teeth." If a chrome plater gives you a real cheap price for plating your parts, better be careful for it may be money wasted. Check your parts closely for cracks and have them welded or repaired before sending them to the plater. Plating will absolutely not cover any defects, and repairs after plating just means it has to be done all over again.

As for the second group in this category, Electrical, I haven't had a particular problem. Wiring diagrams are fairly easy to find and their are advertisements by



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people who will make new wiring harnesses from your old one. The big problem, which you may come up against, is when you just don't have a light at all. Then you can only just hunt until you find one. That is getting more difficult every day.

The last group is Glass. This is just a matter of taking your old piece to a glass shop and having a new piece cut.

We have now reached the end of my articles on the judging procedures. If you have followed the form in your restoration, you should have a real sharp car. Now I want to leave you with a word of caution - Don't neglect or abuse your Airflow after you have put the finishing touches on it. It won't stay good very long if it does not get T.L.C. - that is tender, loving care. The day has arrived when the the supply of N.O.S., new, old, stock parts for these Airflows has disappeared from the market. I know for I had a fair stock of N.O.S. parts a short time ago, but now, I have practically nothing. The only things now available are parts reproduced from the original and they aren't too many because of the high price involved in reproduction. So, take care of your Airflow like one of the family.

Ellis Claar

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--- These are the current AIRFLOW CLUB OF AMERICA JUDGING PROCEDURES ---

1. Airflow models only entered by "members in good standing" will be judged.
2. "Chrysler Corporation" parts books shall be the basis for authenticity.
3. Judging sheets shall be given to the owners only by written request to the Chief Judge following the meet. A SASE should be enclosed.
4. Judges will be selected by the Chief Judge as he deems necessary.
5. Deductions cannot be made in a particular item that exceed the "Maximum Deduction" printed on the sheet.
6. Original Model engine must be in car. This does not mean original engine number.
7. Choice of exterior paint colors shall be limited to those that particular model listed in the "Airflow Story" published by Chrysler Corporation.
8. In matching carpet and upholstery material, it must be remembered materials used originally are not available today. Therefore, if care was exercised and a reasonable match was obtained, they shall be accepted as equivalent to original.
9. These safety items will be accepted if installed in a "workmanship manner". A. Turn Signals if not installed by drilling body or fenders. B. Seat belts. C. Windshield washers. D. Correct era optional equipment.
10. It shall be the duty of the owner, or his substitute, to be present when his car is judged.

11. In case of a tie, the Chief Judge shall appoint three members to evaluate the cars in question and decide the best car.

12. The Chief Judge can at his discretion, disqualify a car from receiving the "Best of Show" award if he believes the car has been changed to the point that it no longer upholds the true Airflow standards.

13. In the event a member purchases a Senior Car and wishes to restore or re-restore it, he can write a letter of request to the Chief Judge asking for the car to be returned to the Junior Class. The Chief Judge will evaluate this request, and either approve or disapprove the application.

14. Judging shall be conducted in two phases: Phase One - All cars will be sight judged by a team of Judges. From these results, cars will be selected to participate in Phase Two judging. Phase Two - All cars selected from Phase One will be point judged by a team of judges. From these results cars will be selected to receive Awards at the "Awards Banquet".

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**EDITOR'S NOTE** - In the interest of informing all Club members of the content of our current judging standards, the full set of Judging Categories are printed in this "NL" starting on page six. The actual sheets are printed on five pages of 8 1/2" by 14" stock. This information is provided to us through the courtesy of Chief Judge, Ellis Claar.



## Current Airflow Club Judging Standards Used at Our National Meets

PLEASE NOTE that the following copy is printed in a very compressed format from the original physical documents. The maximum allowable deduction is shown in parenthesis, for each item judged.

### CATEGORY I

#### Group A - BODY CONDITION, 50 points.

(Do not judge running boards or brightwork)

1. Excessive cracks, ripples, dents showing in body shell (8).
2. Excessive cracks, ripples, dents showing in fenders and fender skirts (8).
3. Excessive cracks, ripples, dents showing in hood and deck lid (6).
4. Poor fit in doors (6).
5. Poor fit in fenders (6).
6. Poor fit in hood and deck lid (6).
7. Poor condition and fit of roof and fender welt (6).
8. Serial number tag missing or incorrect (2).
9. Other - judges specify (2).

#### Group B - BODY PAINT, 50 points.

(Color close to original, but more than a few shades off, 4 point deduction. All other colors, 12 point deduction. Do not judge wheels or under fenders.)

1. Incorrect color (12).
2. Excessive chips, scratches, blemishes, and dull paint in body (8).
3. Excessive chips, scratches, blemishes, and dull paint in fenders and fender skirts (7).
4. Excessive chips, scratches, blemishes, and dull paint in hood and deck lid (7).
5. Parts or sections not painted (6).
6. Incorrect or missing stripe (8).
7. Other - judges specify (2).

### CATEGORY II

#### Group A - ENGINE COMPARTMENT, 78 pts.

(Includes underhood electrical parts. Electric fuel pump permissible if not visible under hood. Block, black. Head, aluminum. Carburetors: DeSoto, Carter; Chrysler, Stromberg. Wire-type hose clamps required. Four points deducted for incorrect Airflow engine. Ten points deducted for incorrect engine of same design. Twenty points deducted for totally incorrect engine.)

1. Incorrect or wrong color engine (20).
2. Poor or wrong color paint on sheet metal or mechanical parts (4).
3. Missing, damaged or incorrect underhood sheet metal (8).
4. Poor fit or underhood sheet metal or mechanical parts (6).
5. Unclean - includes inside radiator (4).
6. Poor running or sounding engine (6).
7. Excessive leaks of oil, gas, water, exhaust (4).
8. Missing, damaged, or incorrect cooling parts (8).
9. Missing, damaged, or incorrect fuel and oil parts (8).
10. Missing, damaged, or incorrect electrical parts (8).
11. Other - judge specify (2).

#### Group B - WHEELS and TIRES - 22 pts.

(Tires must be matched in pairs, front & rear. Check for "sunburst" on 1936 cars.)

1. Wrong size or type (4).
2. Unmatched in pairs (2).

3. Unclean, damaged or rusty (4).
4. Poor paint or missing stripe (6).
5. Cut, checked, or worn tires. Worn 1/4"-1/2" -2pts.; 1/2" or more, -4 pts. (4).
6. Other - judges specify (2).

### CATEGORY III

#### Group A - UNDERCARRIAGE MECHANICAL COMPONENTS - 50 points.

(Includes springs, shock absorbers, steering assembly, and brake system. Do not judge steering wheel. Transmission and differential housing are black.)

1. Incorrect, worn, or damaged steering parts (8).
2. Incorrect, damaged, or missing exhaust parts (8).
3. Incorrect, worn, or missing suspension parts (8).
4. Incorrect, worn, or damaged brake parts (8).
5. Excessive fluid leaks (8).
6. Poor paint or rust on units (8).
7. Other -judges specify (2).

#### Group B - FRAME and UNDERCARRIAGE SHEET METAL (Including running boards) - 50 pts.

(Floorboards and frame are black; under fenders are exterior body color. Dust and road film from recent driving shall not be basis for point deduction. Undercoating, 6 point deduction.)

1. Unclean, rusty, or undercoated (6).
2. Poor or wrong color paint (6).
3. Components not installed in "workmanship manner" (6).
4. Dented or damaged parts (6).
5. Poor fit in floorboards or sheet metal (6).
6. Running boards worn, chipped, or damaged (10).
7. Missing or incorrect parts (8).
8. Other - judges specify (2).

### CATEGORY IV

#### Group A - UPHOLSTERY - 42 points.

(Includes trunk compartment. Seat covers, unless clear plastic, six points deduction.)

1. Incorrect or missing seats and material (10).
2. Incorrect or missing side panels and material (8).
3. Incorrect or missing headliner and windlace (6).
4. Worn, poor fit, or soiled seats (6).
5. Worn, poor fit, or soiled side panels (5).
6. Worn, poor fit, or soiled headliner and windlace (5).
7. Other - judges specify (2).

#### Group B - FLOOR COVERING - 28 points.

(Loop pile carpet - 6 point deduction.)

1. Missing or incorrect, front (7).
2. Missing or incorrect, rear (7).
3. Worn, poor fit, or soiled, front (4).
4. Worn, poor fit, or soiled, rear (4).
5. Worn, missing, or incorrect pedal pads and boot (4).
6. Other -judges specify (2).

#### Group C - INSTRUMENTS - DASH - GARNISH MOULDINGS - WINDOW CHANNELS - STEERING WHEEL and UNITS - 30 points.

1. Missing or incorrect parts (8).



## Current Airflow Club Judging Standards Used at Our National Meets

PLEASE NOTE that the following copy is printed in a very compressed format from the original physical documents. The maximum allowable deduction is shown in parenthesis, for each item judged.

### CATEGORY I

#### Group A - BODY CONDITION, 50 points.

(Do not judge running boards or brightwork.)

1. Excessive cracks, ripples, dents showing in body shell (8).
2. Excessive cracks, ripples, dents showing in fenders and fender skirts (8).
3. Excessive cracks, ripples, dents showing in hood and deck lid (6).
4. Poor fit in doors (6).
5. Poor fit in fenders (6).
6. Poor fit in hood and deck lid (6).
7. Poor condition and fit of roof and fender welt (6).
8. Serial number tag missing or incorrect (2).
9. Other - judges specify (2).

#### Group B - BODY PAINT, 50 points.

(Color close to original, but more than a few shades off, 4 point deduction. All other colors, 12 point deduction. Do not judge wheels or under fenders.)

1. Incorrect color (12).
2. Excessive chips, scratches, blemishes, and dull paint in body (8).
3. Excessive chips, scratches, blemishes, and dull paint in fenders and fender skirts (7).
4. Excessive chips, scratches, blemishes, and dull paint in hood and deck lid (7).
5. Parts or sections not painted (6).
6. Incorrect or missing stripe (8).
7. Other - judges specify (2).

### CATEGORY II

Group A - ENGINE COMPARTMENT, 78 pts. (Includes underhood electrical parts. Electric fuel pump permissible if not visible under hood. Block, black. Head, aluminum. Carburetors: DeSoto, Carter; Chrysler, Stromberg. Wire-type hose clamps required. Four points deducted for incorrect Airflow engine. Ten points deducted for incorrect engine of same design. Twenty points deducted for totally incorrect engine.)

1. Incorrect or wrong color engine (20).
2. Poor or wrong color paint on sheet metal or mechanical parts (4).
3. Missing, damaged or incorrect underhood sheet metal (8).
4. Poor fit or underhood sheet metal or mechanical parts (6).
5. Unclean - includes inside radiator (4).
6. Poor running or sounding engine (6).
7. Excessive leaks of oil, gas, water, exhaust (4).
8. Missing, damaged, or incorrect cooling parts (8).
9. Missing, damaged, or incorrect fuel and oil parts (8).
10. Missing, damaged, or incorrect electrical parts (8).
11. Other - judge specify (2).

#### Group B - WHEELS and TIRES - 22 pts.

(Tires must be matched in pairs, front & rear. Check for "sunburst" on 1936 cars.)

1. Wrong size or type (4).
2. Unmatched in pairs (2).
3. Unclean, damaged or rusty (4).
4. Poor paint or missing stripe (6).
5. Cut, checked, or worn tires. Worn 1/4"-1/2" -2pts.; 1/2" or more, -4 pts.
6. Other - judges specify (2).

### CATEGORY III

Group A - UNDERCARRIAGE MECHANICAL COMPONENTS - 50 points. (Includes springs, shock absorbers, steering assembly, and brake system. Do not judge steering wheel. Transmission and differential housing are black.)

1. Incorrect, worn, or damaged steering parts (8).
2. Incorrect, damaged, or missing exhaust parts (8).
3. Incorrect, worn, or missing suspension parts (8).
4. Incorrect, worn, or damaged brake parts (8).
5. Excessive fluid leaks (8).
6. Poor paint or rust on units (8).
7. Other - judges specify (2).

Group B - FRAME and UNDERCARRIAGE SHEET METAL (Including running boards) - 50 pts.

(Floorboards and frame are black; under fenders are exterior body color. Dust and road film from recent driving shall not be basis for point deduction.

Undercoating, 6 point deduction.)

1. Unclean, rusty, or undercoated (6).
2. Poor or wrong color paint (6).
3. Components not installed in "workmanship manner" (6).
4. Dented or damaged parts (6).
5. Poor fit in floorboards or sheet metal (6).
6. Running boards worn, chipped, or damaged (10).
7. Missing or incorrect parts (8).
8. Other - judges specify (2).

### CATEGORY IV

#### Group A - UPHOLSTERY - 42 points.

(Includes trunk compartment. Seat covers, unless clear plastic, six points deduction.)

1. Incorrect or missing seats and material (10).
2. Incorrect or missing side panels and material (8).
3. Incorrect or missing headliner and windlace (6).
4. Worn, poor fit, or soiled seats (6).
5. Worn, poor fit, or soiled side panels (5).
6. Worn, poor fit, or soiled headliner and windlace (5).
7. Other - judges specify (2).

#### Group B - FLOOR COVERING - 28 points.

(Loop pile carpet - 6 point deduction.)

1. Missing or incorrect, front (7).
2. Missing or incorrect, rear (7).
3. Worn, poor fit, or soiled, front (4).
4. Worn, poor fit, or soiled, rear (4).
5. Worn, missing, or incorrect pedal pads and boot (4).
6. Other - judges specify (2).

#### Group C - INSTRUMENTS - DASH - GARNISH MOULDINGS - WINDOW CHANNELS - STEERING WHEEL and UNITS - 30 points.

1. Missing or incorrect parts (8).
2. Non-working and defective parts (6).
3. Worn or dirty parts (6).
4. Poor finish on parts (8).
5. Other - judges specify (2).

### CATEGORY V

#### Group A - BRIGHTWORK (All exterior and Interior) 40 points.

1. Incorrect or missing parts (12).
2. Incorrect plating of parts (8).
3. Excessive pits, dents, or scratches (6).
4. Poor, peeled, or worn plating (6).
5. Incorrect alignment or damaged parts (6).
6. Other -judges specify (2).

#### Group B - ELECTRICAL AND LIGHTING - 40 points.

(Includes accessories. Plastic covered wire will be basis for point deduction. Do not judge plating of chromed units. Sealed beam lights, six point deduction. Do not judge underhood electrical parts.)

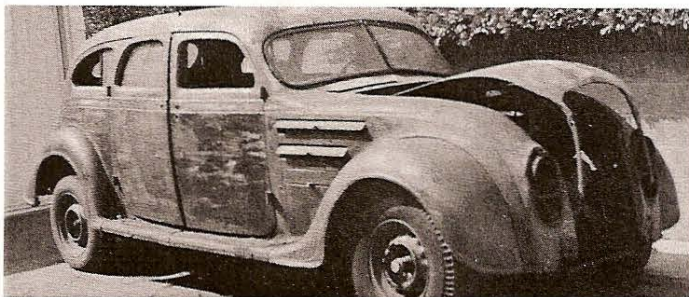
1. Non-working lights (6).
2. Non-working electrical units (6).
3. Incorrect or missing parts (8).
4. Broken or damaged units (6).
5. Incorrect or poor wiring (6).
6. Incorrect accessories (6).
7. Other - judges specify (2).

#### Group C - WINDOW GLASS - 20 points.

1. Excessive chips or scratches (6).
2. Clouding (6).
3. Cracked (6).
4. Other - judges specify (2).

Provided for your information by A.C.A.  
Chief Judge, Ellis Claar of Greensburg, PA

## Wanna Judge This One ?



Sam Scoles of Paramount, CA brought this '34 Chrysler from Nebraska earlier this yr.



- Non-working and defective parts (6).
- Worn or dirty parts (6).
- Poor finish on parts (8).
- Other - judges specify (2).

#### CATEGORY V

##### Group A - BRIGHTWORK (All exterior and Interior) 40 points.

1. Incorrect or missing parts (12).
2. Incorrect plating of parts (8).
3. Excessive pits, dents, or scratches (6).
4. Poor, peeled, or worn plating (6).
5. Incorrect alignment or damaged parts (6).
6. Other - judges specify (2).

##### Group B - ELECTRICAL AND LIGHTING - 40 points.

(Includes accessories. Plastic covered wire will be basis for point deduction. Do not judge plating of chromed units. Sealed beam lights, six point deduction. Do not judge underhood electrical parts.)

1. Non-working lights (6).
2. Non-working electrical units (6).
3. Incorrect or missing parts (8).
4. Broken or damaged units (6).
5. Incorrect or poor wiring (6).
6. Incorrect accessories (6).
7. Other - judges specify (2).

##### Group C - WINDOW GLASS - 20 points.

1. Excessive chips or scratches (6).
2. Clouding (6)
3. Cracked (6). 4. Other - judges specify (2)

### **Current Judging Procedures**

1. Only Airflows models entered by "members in good standing" will be judged.
2. "Chrysler Corp." parts books shall be the basis for authenticity.
3. Judging sheets shall be given to the owners only by written request to the Chief Judge following the meet. Enclose a S.A.S.E.
4. Judges will be selected by the Chief Judge as he deems necessary.
5. Deductions cannot be made for a particular item that exceeds the "MAXIMUM DEDUCTION" printed on the sheet.
6. Original model engine must be in car. This does not mean the original engine number.
7. Choice of exterior paint colors shall be limited to those that a particular model used as listed in the "AIRFLOW STORY" published by Chrysler Corp.
8. In matching carpet and upholstery materials, it must be remembered materials used originally are not available today. Therefore, if care was exercised and a reasonable match was obtained, they shall be accepted as equivalent to original.
9. These safety items will be accepted if installed in a "workmanship manner". A. Turn signals if not installed by drilling body or fenders. B. Seat belts. C. Windshield washers. D. Correct era optional equipment.
10. It shall be the duty of the owner, or his/her substitute, to be present when the car is judged.
11. In case of a tie, the Chief Judge shall appoint three members to evaluate the cars in question and decide the best car.
12. The Chief Judge can at his discretion, disqualify a car from receiving the "BEST OF SHOW" award if he believes the car has

- been changed to the point that it no longer upholds the true Airflow standards.
13. In the event a member purchases a Senior Car and wishes to restore or re-restore it, he/she can write a letter of request to the Chief Judge asking for the car to be returned to the Junior Class. The Chief Judge will evaluate this request, and either approve or disapprove the application.
14. Judging shall be conducted in two phases: Phase One - All cars will be sight judged by a team of Judges. From these results, cars will be selected to participate in Phase Two judging. Phase Two - All cars selected from Phase One will be point judged by a team of judges. From these results cars will be selected to receive Awards at the "Awards Banquet".

### **Judging Standards for Modified Airflow Cars**

Members of the Airflow Club who own modified Airflow vehicles must request that their Airflow be entered in the "MODIFIED CLASS" prior to the National Meet in any given year. Modified Airflow Vehicles will be subject to current standards used in judging standard Airflow vehicles with the only exception being "NO DEDUCTIONS" will be made for non-authentic equipment or modifications.

The number of placement trophies will be determined by the size of this class. Airflows entered in this class will not be eligible for the Club's "Best of Show" trophy. This is necessary due to the "no penalty" provision for non-authentic equipment or modifications.

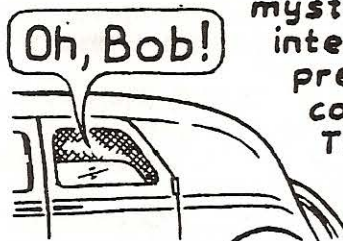
Entries in the "MODIFIED CLASS" require pre-registration to be eligible for judging. Entry forms are available by writing to the Club's secretary or president.

### **New Participation Award Given at National**

Our Club's Chief Judge, Don Mitchell, has inspired a new award this year to be presented to each member who brings an Airflow to a National Meet in coming years. This award plaque will have spaces for participation to cover a 5 year period.  
**BRING YOUR AIRFLOW TO SEATTLE !!!**

### **Did You Know ...** by Edward Fogelmark

The Town Sedan bodied cars, featuring dark corners in the rear seat and a mysterious image, were intended for VIPs, who preferred to travel incognito and invisibly. The discovery, that none of the owners had reached the age of 25, puzzled the Marketing Division. Was the TS not used as intended? We will never know.





**--- These are the current AIRFLOW CLUB OF AMERICA JUDGING PROCEDURES ---**

1. Airflow models only entered by "members in good standing" will be judged.
2. "Chrysler Corporation" parts books shall be the basis for authenticity.
3. Judging sheets shall be given to the owners only by written request to the Chief Judge following the meet. A SASE should be enclosed.
4. Judges will be selected by the Chief Judge as he deems necessary.
5. Deductions cannot be made in a particular item that exceed the "Maximum Deduction" printed on the sheet.
6. Original Model engine must be in car. This does not mean original engine number.
7. Choice of exterior paint colors shall be limited to those that particular model listed in the "Airflow Story" published by Chrysler Corporation.
8. In matching carpet and upholstery material, it must be remembered materials used originally are not available today. Therefore, if care was exercised and a reasonable match was obtained, they shall be accepted as equivalent to original.
9. These safety items will be accepted if installed in a "workmanship manner". A. Turn Signals if not installed by drilling body or fenders. B. Seat belts. C. Windshield washers. D. Correct era optional equipment.
10. It shall be the duty of the owner, or his substitute, to be present when his car is judged.

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12. The Chief Judge can at his discretion, disqualify a car from receiving the "Best of Show" award if he believes the car has been changed to the point that it no longer upholds the true Airflow standards.

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**EDITOR'S NOTE** - In the interest of informing all of our Club members of the content of our current judging standards, the full set of judging sheets will be published in the next "NL". The sheets are printed on six legal-sized sheets. The forms will be condensed in size, but not in content. Stay tuned...



much is forgotten about what happened on the judging field on Saturday, until about two or three weeks before the next meet rolls around. Then we get an inspiration to fix up a few places that don't "look right" before we hit the road for this year's gala affair.

So this brought me to the thought of seeing what happened last year. I began to dig into my file marked "Airflow Judging Forms." Maybe some interesting side-lights may come up that will help someone who is in the process of restoring a car or those who want to take a second look at their restored car.

First, an overall look at percentage figures. Below is a list of the categories and groups and the percentages that were lost in them:

Category I (outside paint & body)	
Group A - 27%	
B - 23%	Total 25%
Category II (engine)	
Group A - 16%	
B - 4%	Total 13%
Category III (undercarriage)	
Group A - 12%	
B - 15%	Total 14%
Category IV (interior)	
Group A - 20%	
B - 18%	
C - 16%	Total 18%
Category V (chrome, lights, glass)	
Group A - 22%	
B - 16%	
C - 5%	Total 16%

We see now that Category I gets the booby prize for causing the most trouble with a 25% loss of points. And the best in Category II with only a 13% loss of points. These figures bear out some of the members' feelings that our Airflows may not out-shine some other antique cars, but they sure run like a scared rabbit. Even the next poorest and next best categories still follow this trend - the poorest being upholstery and the best being undercarriage.

Now let us take a look at the individual items in the category and see where the most trouble lies.

Category I - 82% of the cars had deductions for poor preparation of body shells.

(continued under "What People are Doing")

Page 5-1

(Here Comes the Judge from The Air-flows)

This was the worst single item, however, as a close runner-up was fender welt with 64% of the cars losing on this one. Also another sidelight, the body shell lost more points than the fenders, hood or decklid.

Category II - This is the category where Airflows excell. However, incorrect equipment was the hazard in this one as 82% of the cars lost points on it. The biggest single item was not having wire type clamps on the hoses. An interesting item, no car lost points for unclean or rusty wheels. (They all must have been round too, because I didn't see any points deducted for square wheels)

Category III - The big one here was the exhaust system. Over twice as much was deducted for this than any other single item. However, second place was won by "Incorrect or missing parts." Better take a peek under your car and see if there is any parts hanging on the frame from your neighbor's "Model A."

Category IV - The interior didn't fare too good. 20% of points were lost because of worn and stained seat cushions. Another disaster area was the carpets - 45% of the cars had "loop pile" carpets on the floors. Please, this wasn't used until the 1950's.

Category V - Here, 22% was lost on chrome. This is a real tough item, anyway. Did you ever try to get a piece of pitted pot metal re-chromed? Your chances are about as good as a snowball in the Arizona Dessert. (I still haven't forgotten crossing it on my way to San diego) Plastic wire caught a good many, too. Glass seemed to be a breeze because only 1% lost on this one.

All in all, I am convinced we are getting a good crop of better restored beauties. For instance, let me give you a few examples of points scored by a car then and the points scored by the same car a few years later. (Some scores I had to correct because we changed the total number of possible points during those years)

Car 1 - (1970) 370	- (1974) 429
Car 2 - (1970) 320	- (1972) 470
Car 3 - (1971) 345	- (1974) 434
Car 4 - (1971) 347	- (1974) 458

There we many, many more too, But I only have the records since I was Chief Judge to compare. If the next 5 years brings forth as many beautiful cars as the last 5, there is sure going to be a superb gathering of the Classic Airflows at the National Meet in 1980. Hope you are there with yours to see it.

Airflowingly yours,

/s/ Ellis