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1976 Pontiac Trans Am 455, garage kept past 28 yrs, Firethorn Red, matching int., A/C, Custom Auto-Sound bluetooth stereo, Tremec 5 sp manual trans, 400 HP, \$56,900

1951 Ford Country Squire Woody Wagon, Ram Jet 350 crate motor, 345 HP, 350 turbo auto trans, \$62,900.

1950 Ford Club Coupe, solid Ivory paint w/hand-painted pin striping, Ride Tech air susp., BFG Silvertown WWW, 350 V8, 350 auto, \$44,900.

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1966 Shelby GT Fastback, Carroll Shelby orig. sold it to Johnny Crawford, 289 hi perf eng, Top Loader 4 sp, \$229,000.

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**CAR QUIZ**

(True or False:)

- Chevy built its last 348 CID engine in 1961.
- In 1950, the Hudson Pacemaker was the top of the line series.
- In mid-season 1950, Ford introduced its 2-door Crestliner.
- In 1951, Studebaker introduced a new 232.6 CID OHV V-8 engine.
- Pontiac discontinued its L-head 6 cylinder engines in 1952.
- Cadillac 346 CID V-8 was introduced in 1935.
- Buick's famous postwar gun sight hood ornament first appeared in 1949.
- All 1956 T-Birds had portholes.
- Oldsmobile's new 88 Series was introduced in 1949.
- Packard's final year for the big 356 CID straight 8 was 1950.

(Answers on Page 1)



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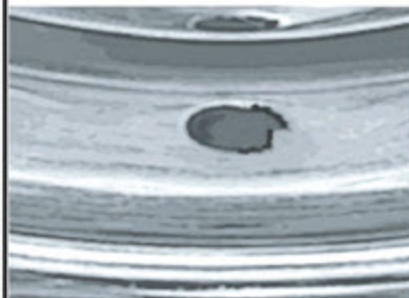


Where can I find a condenser with the correct MFDS for my 1936 Dodge?

Call Antique Auto Parts Cellar at 781-335-1579.

**RESTORATION TIP**

**HOLD that AIR!**



If you are running tubeless tires on your car and you are having trouble with a tire losing air, and it's not the tire, remove the valve stem and check the stem's hole in the rim. Sometimes old rims rust or become irregular around the hole, causing the stem not to seal. Many times the hole can be cleaned up. If it's a rare wheel, the hole can be welded up and a new hole drilled, then the wheel re-balanced.



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## 42nd Annual Rod & Custom Car Show

January 17, 18, 19, 2025

Bend XPO Center  
922 Mississippi Parkway,  
East Moline, IL

Friday 1:00 pm—8:00 pm; Saturday 10:00 am—8:00 pm; Sunday 10:00 am—3:00 pm

Load-in will be Thursday, January 16.

Awards will be on Sunday.  
Loadout after awards.

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Show brought to you  
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## 2025 Rod & Custom Show

January 17th, 18th and 19th, 2025

the Bend XPO 920 Mississippi Boulevard - East Moline, IL 61244

Load in will be from 10am to 8pm on Thursday January 16th  
Load in times will be scheduled in advance of the show



Name \_\_\_\_\_ Address \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ Phone (\_\_\_\_) \_\_\_\_\_  
Your Signature \_\_\_\_\_ Email \_\_\_\_\_  
Year/Make/Body/Style of entry \_\_\_\_\_

This application shall be accompanied by a 3/4 front and a 3/4 rear view photo/s of the vehicle. If photos are not submitted with the application, acceptance of the entry shall be conditioned upon the producer's final approval at load in, after viewing the vehicle. There will be no refunds at this time. Pictures will be returned. **All applications and fees must be entered by December 31st, 2024 to receive show plaque and T-shirt.**

All accepted entries received with payment by December 31st, 2024 will receive a show plaque, event t-shirt (S-XL) and 2 Exhibitor passes, all distributed during load in day. Entries received after December 31st, 2024 will receive 2 Exhibitor passes. Owners may be accompanied by two helpers to help clean and set up car on load in day. Weekend passes will be available for purchase during load in day only and will be paid for at that time. Additional event t-shirts will be available for purchase at the event during public hours.

Area size you will need for your entire display **CHECK ONE:**

Motorcycle (12.5 x 12.5) \_\_\_\_\_ Car (12.5 x 25) \_\_\_\_\_ Standard space \$ 30.00

Electrical Hook Up Yes \_\_\_\_\_ Additional \$50.00 per hook up Electrical Hook Up \$ \_\_\_\_\_

(Any plug-in is considered an electrical hook-up. You will be charged for each one used.)

T-Shirt Size (Circle one) S - M - L - XL 2x or 3x-Add. \$2.00 T-Shirt Add. \$ \_\_\_\_\_

**NO REFUNDS TOTAL \$ \_\_\_\_\_**

**RELEASE:** I accept and assume full responsibility for any injury or loss to me or my property, agents, or employees, at any time, from any cause, in connection with this event. I expressly release Townsquare Media participation in events: in future press releases, advertising, television, radio, magazine, newspaper, and related publications. (If exhibitor is less than 18 years of age, parent or guardian must sign for exhibitor.)

**SIGNATURE REQUIRED:** \_\_\_\_\_ **Date:** \_\_\_\_\_

Please Note: No commercial advertising is allowed with the entries unless they are appearing in conjunction with paid commercial space. A single sign may be used to identify major modifications, who did them, and what equipment was used. Large signs, handbills, banners or distributing of business cards are **STRICTLY PROHIBITED!**

**NO OUTSIDE FOOD OR BEVERAGE MAY BE BROUGHT INTO THE BEND XPO**  
**DO NOT START ENGINES OR TEAR DOWN BEFORE 3:00 PM ON 1/19/25 DUE TO INSURANCE REGULATIONS**

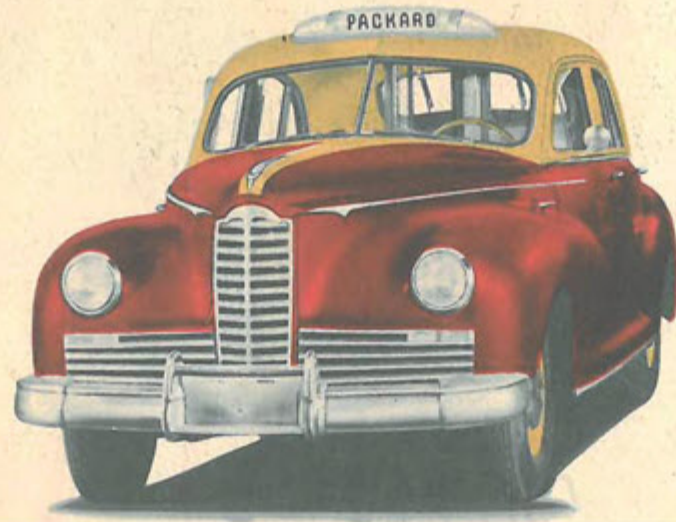
Send this application along with photos and entry fee to:  
(checks made payable to **Townsquare Media**)  
If entry is not accepted, entry fee will be returned

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THE 1-2-3 OF WHAT THEY SEE **in the**  
**PACKARD** *Clipper* **CAB**



**1. PASSENGERS SEE ALL THE LUXURY OF A PRIVATELY OWNED PACKARD!**

It's tops in bookings, thanks to its eye-catching Clipper styling, its full sedan roominess and limousine privacy.

As you see in these photos, the interior is smartly upholstered in genuine leather. Front seatback and upper and lower door panels are trimmed with scuff-proof, easy-to-clean plastic.

And there's something else that attracts immediate attention—a brand-new seat idea.\*



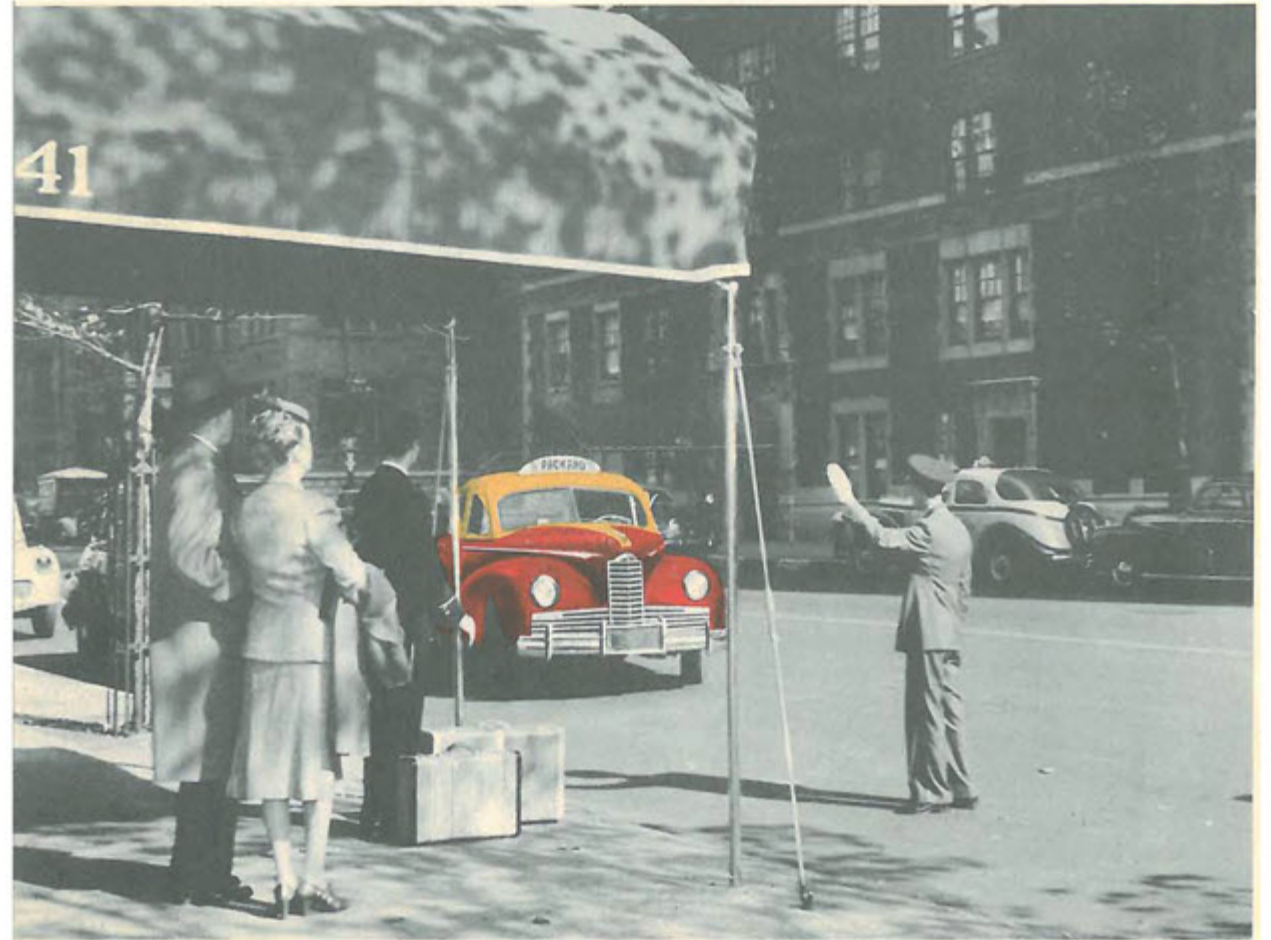
Left: It's a rigid two-passenger seat—wider than a bus seat. It provides generous knee room for rear seat riders.

Right: Two passengers step into it through the right front door, or it can be swung back for left-side loading.

\*For cities where a partition is not required by law, a Clipper Cab with conventional sedan seating is available. See center page.



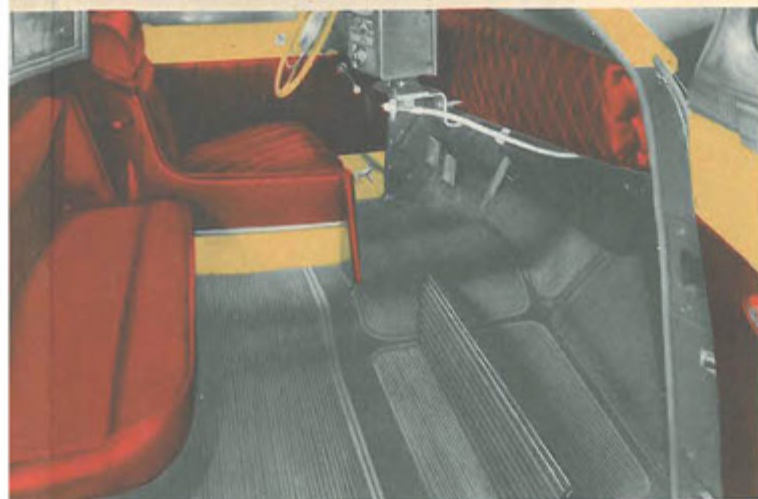
**2. DRIVERS SEE PLEASURE CAR HANDLING EASE**



*Quick Turning, Easy Parking.* Wheelbase of the new Clipper Cab is 120 inches, turning radius only 21 feet. Parking is easy—and there's a back-up buzzer

available as an accessory to protect pedestrians against injury and to promote your peace-of-mind. It's the handiest cab of its size you ever took through city traffic.





*Arm Chair Comfort* is here with luxury cushion, and natural-support seatback. Steering and shifting are feather light. Front seat latch is at your side. To make change, you simply slide back the clear plastic panel. Windshield wipers are two-speed electric.



Convenient reading light is at your shoulder. Radio and underseat heater are popular extras. Note, too, the special footrail for front seat passengers, and the safety pad on instrument board.



*Side-Guard Bumpers* and high bumper guards cut down on bumper hooking, and protect fenders better. Clipper styling is unmistakably Packard.



*Here's Abundant Room*, over an easier-to-handle 120" wheelbase. Crash pads, on the instrument board and the front seatback, are new safety features.



*Gas Tank Signal* speeds filling, ends spillage. When its whistle stops, tank is filled to proper level with allowance for gas expansion.



*Power-Operated Back Window*, for cleaner, better ventilation, has control button on dash. Window can be opened to any position. Red signal light on dash warns driver if any passenger doors are open.



**PACKARD**  
*Clipper*  
**CAB**



*More and Better Bookings* are a proved, long-familiar experience with operators of Packard cabs. Distinctive Clipper styling now heightens Packard taxi appeal. No question about its ability to get business now. No question about its high re-sale value later.



*Upheep Cutlors*—these are typical: Windows have metal frames; door latch is special for heavy-duty cab work; door check is husky—but if broken can be replaced in about 10 minutes, without welding. Doors have no-slam rotary latches.



*Beauty That Stands Up*—it's a real taxi interior. Upholstery is genuine leather, over cushions built for long service. Plastic trim on doors and front seatback is scuff-proof, easy to keep clean. Every detail of design contributes to more paid mileage, lower upkeep cost.

**3. OPERATORS SEE MORE PAID MILES, LESS TIME IN THE SHOP**

*~Because It's Taxi-Engineered!*

**HEAVY DUTY BRAKES**

Rear brakes are same as used on the big Packard Super Clipper (12 x 2). Really s-t-r-e-t-c-h the time between relining jobs.

**NEW OIL-SAVER RINGS**

Revolutionary new non-clogging oil control rings mean better drain-back of oil in cylinders, better lubrication with lower oil consumption.

**THRIFTY "6" POWER**

A big, 105-HP Packard Six with new long-life, upkeep-cutting features. Brings you special taxi engineering in a precision-built power plant. See back cover for condensed specifications.

**HEAVY DUTY GENERATOR**

Extra-capacity generator and voltage regulator keep battery up, even at slow speeds.

**6-PLY TIRES**

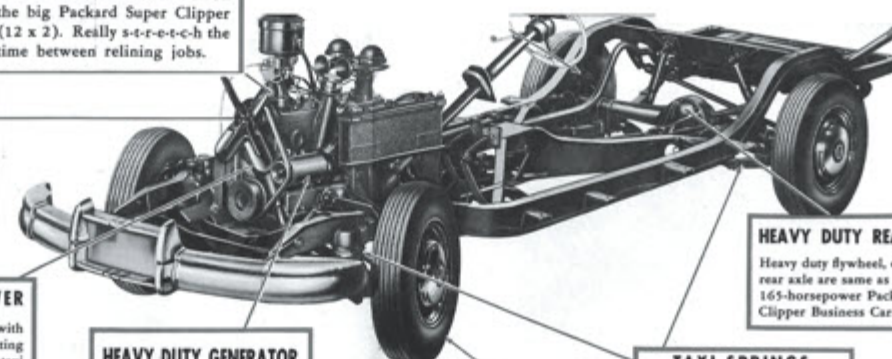
Vital to thrifty cab operation, so we make them standard equipment. Heavy duty. Size 7.00 x 15.

**HEAVY DUTY REAR AXLE**

Heavy duty flywheel, clutch, and rear axle are same as in the big, 165-horsepower Packard Super Clipper Business Cars.

**TAXI SPRINGS**

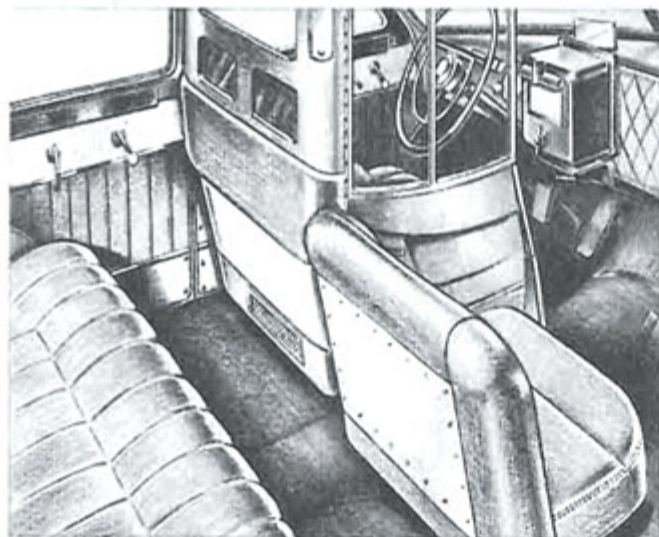
Taxi engineering includes springs with the proper frequency for this special-purpose work, thus adding to Packard's unrivaled comfort.





## Your choice of two new types

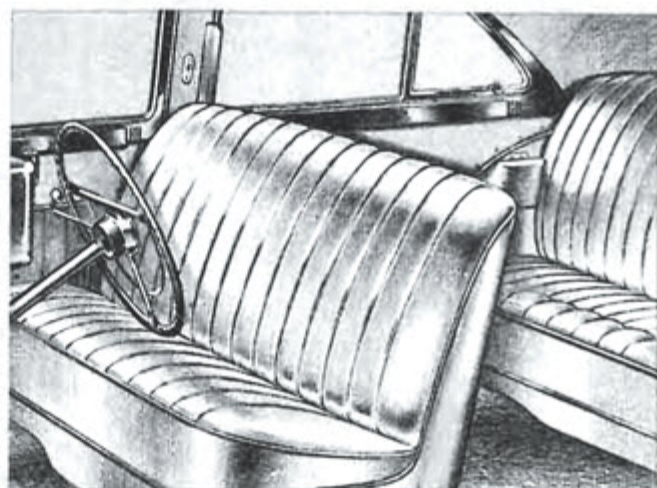
### THE PARTITION-TYPE CLIPPER CAB



This type body separates driver from passengers, and conforms with most large-city ordinances. It is the ultimate in taxi beauty. But the Clipper Cab is also available with conventional sedan seating, as shown at the right.

### A CLIPPER CAB WITH CONVENTIONAL SEDAN SEATING

Same genuine leather trim and plastic panels, same taxi-engineering — but in this type body the partition and separate front seats are replaced by a conventional sedan front seat. Its price is lower than the partition-type cab.



## Condensed Specifications

**Engine:** L-Head, 6 cylinders, 105 B.H.P. @ 3600 RPM. Removable precision type main and connecting rod bearings.

**Engine Lubrication:** Full pressure lubrication to all main, connecting rod, camshaft and piston pin bearings, also to valve tappets.

**Fuel System:** Single tube down-draft carburetor, automatic choke, automatic heat control, idling control, pump with filter.

**Clutch:** Special semi-centrifugal single dry plate type 11 inch diameter. Ball throw-out bearing, permanently lubricated.

**Transmission:** Synchronized, carburized, helically cut gears, 9 ball and roller bearings.

**Frame:** X-member type frame, box section side rails.

**Brakes:** Packard Servo-Hydraulic, oversize self-energizing type service brakes. Mechanical handbrake operating rear wheel brake shoes.

**Steering System:** Worm and three tooth roller type gear, mounted on double row needle bearings and two tapered roller bearings, 21 ft. turning radius.

**Wheelbase:** 120 inches.

**Bodies:** All steel body, safety glass throughout. Genuine leather upholstery, partition or sedan type seating.

**Standard Equipment:** Twin horns, driver's sun visor, double two-speed electric windshield wipers, door rear-view mirror, special outside bonnet lock, power operated rear window, rear compartment reading light, two combination stop and tail lights, new side-guard bumpers and guards front and rear.

**PACKARD** *Clipper* **CAB**

ASK THE MAN WHO OWNS ONE



**The Importance of Good Ignition Cables**

What effect does poor or worn-out ignition cables have on the performance of an automobile engine?

Why is one make or brand of cable good and another poor in quality?

Why is it necessary to replace high tension cables periodically?

What is it that wears out cables while in use?

These are questions that are often asked by the car owner, and the answers to them should be properly understood by all service men who contact the car owner.

To answer the first question intelligently, we must first understand the requirements of high tension cable. The most important function of all is that it shall convey the high tension surge of electricity from the coil to the spark plug efficiently, or without loss, so that the charge of gas in the engine is completely ignited and with as little waste of energy as possible. First, then, the cable must be thoroughly insulated so that the electrical energy does not leak off into surrounding material, or become grounded to the engine before reaching the spark gap.

Rubber compounds are essential in insulating high voltage currents. It is the one material which combines the necessary high dielectric, flexibility, and other requirements of a satisfactory insulating material. But ordinary rubber is an organic compound, a vegetable product, and therefore it is subject to more or less rapid deterioration from the effects of heat, oil, moisture, abrasion, cold, and corona. To protect the rubber from these, cotton braids and lacquer coatings have been used over the rubber with considerable success. But because these too are of vegetable origin, the extent of their protection is limited. A recent development is a protective sheath of synthetic rubber compound which is inorganic and therefore much more resistant to these destructive agents.

Continuous or excessive heat will char braid and cause lacquer to lose its elasticity and become brittle, eventually permitting the oil from the engine to soak in and attack the rubber. Rubber absorbs oil like a sponge absorbs water. When these destructive elements have had their effect, then moisture gets in and completes the destruction. Cable that has absorbed moisture ceases to function at all, and the engine stops.

The effect of worn-out or faulty cable therefore is first to weaken the spark, and second to retard the spark. The first causes poor ignition of the combustible mixture, and the second means that the spark is not properly timed to get maximum results of combustion.

At the point during one cycle of operation when the primary circuit is completed in the distributor, the coil produces a secondary voltage of 15,000 volts, more or less. It takes a short interval of time for this voltage to reach its maximum. At some point during the building-up of this secondary voltage, the resistance of the spark gap breaks down and immediately the coil pressure drops to zero. If there is a loss of energy in the cable due to any cause what-

ever, then it takes just a little longer interval of time for it to reach a point where it will jump the spark gap. It is this extra interval of time that gives the retarded spark.

**Why Some Brands are Better—**

The answer to this question lies first in the core which may be tinned or untinned; the tinning of the copper strands protects the copper from the chemical effect of the sulphur in the rubber compound.

The rubber may be of the very best quality, properly compounded and properly vulcanized, or it may be just the opposite. In the first case, the laboratory tests will show a cable of high dielectric strength; in the latter, the insulating properties of the cable will be poor.

The braiding process and the lacquer treatment or sheathing process are very important operations in order to increase or prolong the life of the rubber, which is the insulating medium. When these break down, the cable will soon lose all value as a conductor of high tension current.

**Why Replace Cables—**

A chain is no stronger than its weakest link; if one fails, the whole system fails. The ignition system of an automobile engine consists of a battery, a coil, a distributor, and the spark plugs. All would be useless were it not for the primary and secondary cables which link them together. Worn-out cable in the automobile is like hardened arteries in the human system. Neither can function properly, and both will give trouble in an emergency.

**Why They Wear Out—**

It has already been shown that oil, heat, moisture, and age tend to break down the cable and render it ineffective. Corona is an electrical effect that deteriorates rubber compounds rapidly and is very little understood by the average car owner. The surge of high tension current through the cable builds up an electrical field surrounding the cable. This field of energy is so strong that it breaks down the surrounding air, breaking it up into its constituent parts—chiefly, nitrogen and oxygen. The oxygen combines to form "ozone", and it is this element that attacks the organic rubber compound if it is not properly protected. Rubber that has been subjected to "ozone" for a considerable period of time loses its elasticity, cracks down to the core, and renders the cable useless.

Abrasion, due to vibration or careless handling, wears out the braid and lacquer, subjecting the cable to the full effect of hot oil and oil vapor. Moisture provides a path of leakage for the current. Cold stiffens the cable so that any slight bending will tend to crack open both the lacquer and the braids; and if the rubber is not in good condition, it too will crack and the cable is rendered useless.



**The Importance of Good Ignition Cables** (Continued)

All of the above conditions tend to become greater with age, and finally a point is reached where the spark at the spark gap is no longer sufficient to properly ignite the gas mixture.

Automobile engineers have mutually agreed that high tension cable, to be acceptable, must undergo certain standard tests. Manufacturers of original equipment cable must subject their product to these rigid tests. In selecting cable for replacement purposes, the same exacting requirements should be met.

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AVAILABLE AT  
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**ORIGINAL  
6V  
ARTICLE**

**Use a Colder Type Plug to Correct:**

**Rapid Gap Growth Pre-Ignition Burned Electrodes**

**Resulting From:**

**Sustained High Speeds Long Upgrades Too Hot a Plug  
Heavy Loads Hot Climates**

**Use a Hotter Type Plug to Correct:**

**Gas or Oil Fouling**

**Resulting From:**

**Light Loads Long Idling Periods Start-Stop Driving  
Cold Climates Too Cold a Plug**

**Use non-resistor plugs on pre-'60's cars without electronic ignition. With electronic ignition, use resistor plugs.**

**10 mm thread: 5/8" hex 14mm thread: 13/16" hex**

**COLDER PLUG**



*Low insulator seat quickly carries heat from core making a cold plug*

**HOTTER PLUG**



*High insulator seat allows core to retain heat making a hot plug.*






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Southern Wheels  
**Shop Safety Tips**  
...with Wayne Smith  
from Dependo Rent-all



## SHOP RAG HAZARD

Shop rags may look clean but are they really? According to a 2011 gradient survey it was found that 100 % of the “clean” towels collected from 26 different facilities still still contain grease, oil and heavy metals. If only shop rags could talk they would tell us a tale of places they have been that would give you second thoughts: Automotive shops, heavy equipment, electronics, chemical plants, food and beverage processing, printers, treatment plants and other businesses.

Fresh to your shop.

Commercial launderers like any other business have to control costs. It is common to use cold water and as little cleaner they can to make a profit and provide a service. Residual contaminants in shop rags can cause nervous system damage, dermatitis, cancer and skin and kidney disease.

The 12 most common contaminants are:

*Barium, Cadmium, Chromium, Cobalt, Lead, Mercury, Molybdenum, Nickel, Silver  
Strontium, Zinc, Oil and Grease*

Some people use shop rag service because that is what they always have done and think it is cheaper. An industry analysis shows with hidden cost of laundered towels including fuel surcharges, disposal and lost towels, each towel costs 18 to 28 cents per use.

A safer cleaner solution:

The advantage of disposable wipes are they are clean and safe, they don't contain contaminants. If you are prepping a part for painting, it will be a lint free solution that won't scratch. They are great for scrubbing or wiping with solvents. Disposable wipes are better for the environment, contributing to less than one tenth of one percent of industrial wastes placed in landfills. Over 245 million shop rags hit the landfill each year and 250,000 lbs of hazardous sludge from laundry waste water is treated each year.



Is it a safety issue, environmental or cost issue? You decide. I just purchased a box of Scott disposable shop rags for .20 cents each or in larger granites can be had for .15 cents each.

*“Remember Keep it Safe Keep it Fun”*



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STAINLESS  
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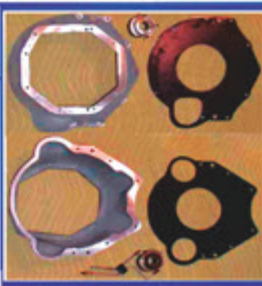
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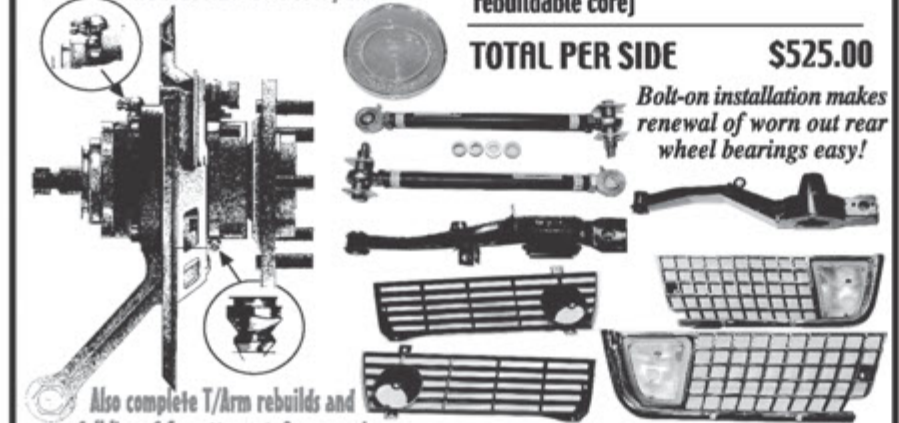
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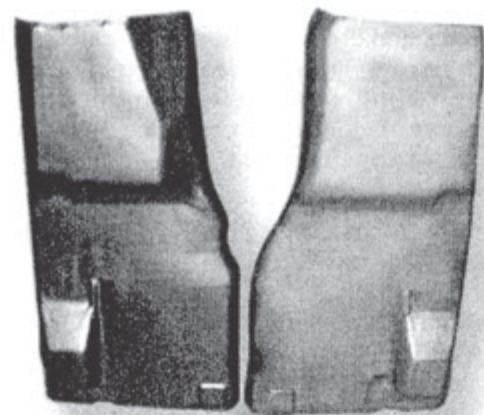




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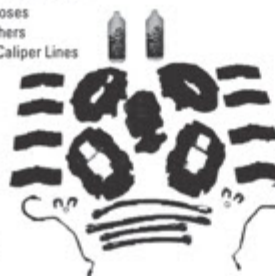
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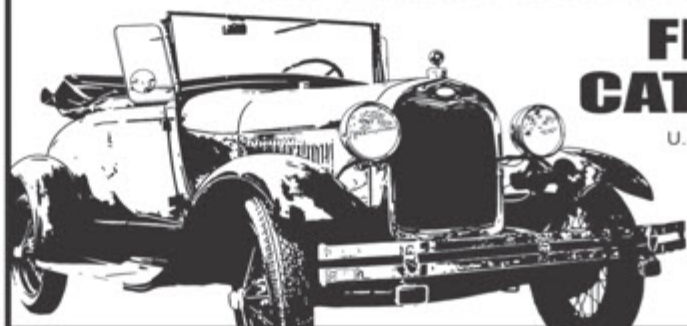
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