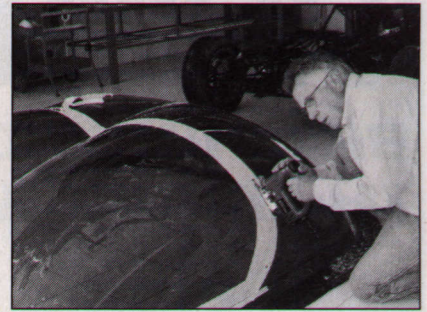
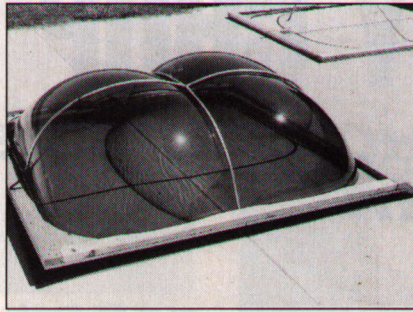


well. Sheets of 4x8-foot Lucite are normal stock, but larger pieces may generally be special ordered by your fabricator of choice from the manufacturer. The largest bubble I have made is some 5 feet in height and 10 feet in diameter, and is mounted on top of the National Rod and Custom Car Hall of Fame Museum. The "Electra" is the largest bubble I've had blown for a car, and was made from a 6x10-foot sheet of Lucite.

When you receive your bubbletop, it will have approximately a 4-inch flange around the bottom. This flange can be incorporated into a support ring or trimmed. A sturdy metal or glass support ring is advisable to both finish and support the lower edge of your bubble, especially if you have only half of it open, like the Forcasta, Futuristia, Electra, etc. (Predicta's top is one piece). The support ring also gives you a method to use rubber seals to the body. A word of caution: Lucite breaks easily if drilled. To attach Lucite to the body (if you're using a two-piece bubble) it is best to use a quickset windshield urethane sealant material, if your body is altered to make the finished top fit perfectly. Fiberglass resin and urethane sealant can also harm the top's surface, so be careful—neatness counts. Also, over-spray from painting your car can be very harmful to a top's finish. To clean a top, never use thinners or solvents, use only static-free plastic cleaners and wax. And don't wipe off dust with a dry rag either, always use plenty of water.

To better explain the process, some of the photos I've included are historic, and some are from building a bubble windshield for my latest creation, the "Starliner," an all-wheel-drive RSV (recreational sports vehicle). I will use only the front portion of the full bubble I'm working on in the photos. The reason for the conduit is to determine the exact height at the back edge of my windshield. I had to blow a complete bubble to maintain perfect optics. I hope we never turn off the bubble machine—long live bubble-topped cars!



*Returned from the bubble-blowing machine, the fresh bubble is ready to be marked and cut to the shape for Starliner's windshield. Note that the shape is defined with masking tape to prevent scratching, then cut with a fine-tooth bladed jigsaw.*



*Remember when I said to save that plywood cutout? Well here's where you'll need it, to form the lower attachment ring and flange to perfectly mate your freshly blown bubble to the car's body. Here we also see the ring at the rear a little further along the road to completion, along with a vintage photo of the Predicta with its finished top.*



*Here's a sneak preview of the "Starliner" with its double-bubble windshield, in the form of an M.K. John rendering.*

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