

The
BULB HORN

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The Touring Club
www.vmccla.org



THE PURPOSE OF THE VMCCA IS TO PROMOTE TOURING AND ENJOYMENT OF VINTAGE VEHICLES THROUGH THE ACQUISITION, PRESERVATION, AND EXHIBITION OF ALL VINTAGE AND HISTORICALLY SIGNIFICANT VEHICLES AND ASSOCIATED MATERIALS.

The BULB HORN



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Front cover: Greg and Debbie Childs' 1934 Dodge Coupe was photographed during the 2025 79th Revival AAA Glidden Tour® in Owensboro, Kentucky. (Photo by Tracy Leshar)

Back cover: Joe and Cindy Brown's 1966 Sunbeam Tiger drove across the Piano Bridge in Schulerburg, Texas, during the 2025 Texoma Painted Churches Tour organized by the Fredericksburg Vintage Car Club. (Photo by Cindy Brown)

Inside front cover: A 1966 Plymouth Fury ad. (Image courtesy of Tracy Leshar)





Greg and Debbie Childs with their 1934 Dodge Coupe.

Our True Blue 1934 Dodge Coupe

By Greg Childs

By 2004 I had already owned and restored a clone of the 1957 Dodge D501. While I was reading my latest issue of the *Walter P. Chrysler News*, an ad for a 1934 Dodge Rumble Seat Coupe attracted my attention. I was, and remain, a coupe enthusiast, so I called the owner.

To my surprise, the owner and the coupe resided in Montreal, Quebec, Canada, and the price was \$12,500. I was particularly interested in how good the car's photos were and asked him if they were fairly current. "Yes," he replied. It had been painted only a few years earlier. Of course I was concerned with buying a car from across the border. He offered a reassuring, "Not a problem." He would simply drive it across the border with a clear title, and the title could be transferred upon my possession. I agreed to his price on the condition that all of his collection of spare parts would be included.

I also agreed that the arranged car transporter would have a cashier's check made out to him upon the transporter picking up the car. I made the transport arrangements and awaited his call that the car was loaded and on its way. For about two weeks, I eagerly awaited the driver's call. Finally, it came and five days later the driver said he would meet me in Kaysville, Utah, the next day. The coupe delivered right on time. I arrived just as the truck driver unloaded it.





Above: The 1934 Dodge Coupe strikes a period-themed pose in front of a storefront.

Below: Greg and Debbie Childs' 1934 Dodge Coupe pulls into the driveway at Squire Boone Caverns during the 2025 79th Revival AAA Glidden Tour®.





The coupe at home in Greg and Debbie's driveway.

The little 1934 Dodge started right up, and I drove it the few miles home. Sure enough, the rumble seat area was full of boxes with spare parts and literature.

I quickly found that at 4,000 ft and with August heat there was a significant vapor lock problem. And, the car lacked power while it belched blue smoke. As I recall, it was in the same month that I had the half-water-jacket (201 CI) original engine out with plans to install a more modern, but look-alike, 1950 230 CI engine along with an electric pump.

Up jumps the devil! It was easy to fabricate a ¼" spacer plate to compensate for the new engine's shorter block, but a much bigger dilemma arose. In my desire to keep the original transmission and bell housing, the starter would not fit because of the newer, full-water-jacket engine. What was I to do?

A trip to a "starter/generator" shop in Salt Lake City produced a much smaller starter with matching engagement dimensions and pinion gear. The only short-lived problem was that the starter was for a 12-volt Honda. Since the battery was beneath the floorboards, I simply changed the system to 12 volts and rewired the generator. The headlights were a bit of an issue. I resolved this by using 12-volt snowmobile bulbs which I was able to fashion into the buckets. By doing so, I retained the charming old look of the headlights. The original 6-volt trumpet horns are attention getting!



Above: The Childs' canine companion, Round-2, stands guard next to his favorite Dodge.



HERE THEY ARE! THE DODGE WINNERS FOR 1934!



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SEDAN

The
FOUR-DOOR
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COUPE

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RUMBLE
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S P E C I F I C A T I O N S

ENGINE—Dodge 6-cylinder, L-head, with patented Floating Power engine mountings. Bore, 3 $\frac{1}{2}$ " stroke 4 $\frac{1}{2}$ ". Piston displacement, 217.8 cu. in. Taxable horsepower ratio 25.35. Developed horsepower 87 horsepower at 3600 r.p.m. with optional aluminum high-compression cylinder head (6.5:1 compression ratio); 82 horsepower at 3600 r.p.m. with standard cylinder head (5.6:1 compression ratio). Automatic manifold heat control.

CRANKSHAFT ASSEMBLY—Crankshaft drop-forged from special high-carbon steel, balanced at rest and in motion. Seven counterweights. Impulse neutralizer. Four steel-backed main bearings. Aluminum alloy steel-strut pistons. Four rings on each piston.

CAMSHAFT—Driven by silent chain from crankshaft. Four camshaft bearings.

ENGINE LUBRICATION—Force feed from gear-type oil pump, through rifle-drilled cylinder block passages to front end drive chain, to main, connecting rod and camshaft bearings.

CHASSIS LUBRICATION—Pressure grease system.

ENGINE COOLING—Water cooling by centrifugal pump. 17" 4-blade fan. Double action thermostatic water control.

FUEL SYSTEM—Plain-tube down-draft carburetor. Air cleaner, double unit type combined with intake silencer.

ELECTRICAL SYSTEM—Six-volt battery ignition. Fully automatic spark advance. Pedal-operated starter. Special high-tension coil. Battery capacity, 15 plates, 90 ampere hours at 5 amperes discharge.

CLUTCH—10" dry, single plate, with shock-absorbing center, Asbestos facings. Ball-bearing release Pilot bearing, Oilite bronze bushing. Automatic clutch—(optional).

TRANSMISSION—Dodge constant-mesh, easy-shift type. Three speeds forward and one reverse. All helical gears. Silent in all speeds, including reverse. Ball and roller bearings.

FREE WHEELING—Selective cam-and-roller type. Located in rear of transmission. Operates in all forward speeds. Automatically locks out in reverse.

FINAL DRIVE—Hotchkiss type. Two-inch tubular propeller shaft, statically and dynamically balanced.

FRONT SUSPENSION—Dodge "Floating-Cushion" Wheels in independent front springing system. Action of coil springs supplemented by double-acting hydraulic shock absorbers.

REAR AXLE—Semi-floating type enclosed in steel-stamped banjo housing. Spiral bevel gears of nickel alloy steel. Eight roller bearings.

STEERING—Famous Dodge Cross-Steering system. Semi-irreversible. Worm-and-roller type.

CHASSIS FRAME—X-type. Double kick-up. Bridge construction. Side channels, 6" deep, with 2" flanges.

SPRINGS—In "Floating-Cushion" Wheel front suspension; matched coil springs, rustproofed. In rear suspension; semi-elliptic, mounted outside of frame channels. Squeak-proofing Super-Oilite inserts between leaves. Silent-U non-sway shackles. Steel spring covers, standard.

BRAKES—Dodge hydraulic, 4-wheel, internal-expanding, self-equalizing and weatherproof. Ribbed 10"

cast-iron brake drums with cast-in steel backs. Separate hand brake, 6" cast-iron drum, on transmission.

SHOCK ABSORBERS—Two-way hydraulic, incorporated in "Floating-Cushion" Wheel front suspension. Single-acting hydraulic in rear.

WHEELS—Five demountable steel-spoke artillery wheels. Wire wheels optional. Drop center rims.

TIRES—6 25/16, 4-ply, non-skid, Airwheel type.

WHEELBASES—117" and 121"

BODIES—Safety All-Steel, rustproofed. Insulated against sound, heat and cold. Duplate safety plate glass in windshield and in ventilator wings. Automatic windshield wiper. Adjustable inside visor. Rear view mirror. Cowl ventilator. Closed bodies wired for radio.

INSTRUMENT PANEL—Satin finished, indirectly lighted. Includes speedometer, ammeter, fuel gauge oil pressure gauge, engine temperature indicator, large glove box, windshield control crank, free-wheeling control, cowl ventilator control. Special ash tray in instrument panel layout, removable for replacement by radio control.

VENTILATION—Special Dodge 7-point draftless ventilation system. Pivoted "butterfly" wings and rising glass panels in front windows. Rising glass panels in rear door windows. "Butterfly" wings in rear quarter windows.

NOTE—Special equipment at slight additional cost.

Dodge Brothers Corporation reserves the right to change prices and make improvements in its cars without incurring obligations on cars sold previously.



Miss Cary Mason and her brother, William, look over the patented Floating Power engine mountings in the new Dodge. "I never knew a car could ride so smoothly—be so free from vibration," declares Miss Mason, who is one of Baltimore's most talented tennis players. "One could ride incredible distances and never feel fatigued in the new Dodge."

THE NEW DODGE "Clicks" with Baltimore's Younger Set

FROM the cavalier days of Lord Baltimore, the younger set of the border social capital has always demanded smartness and graciousness in every phase of living.

As they once chose a horse for blood lines and "bottom," today they pick the brilliant new Dodge, for style, performance, and its rugged ability to "take it" for miles and years.

Ask your Dodge dealer about the "Show-Down" Plan. Make this big new Dodge prove itself to you. Check its 23 extra features against all that rivals offer. Then, remember, its cost is just a few dollars more than lowest-priced cars!

DODGE BROTHERS CORPORATION

Advertisement endorsed by Department of Engineering,
Chrysler Motors



Mrs. J. Proctor Brady, Jr. & Mrs. Howard Myers, Jr. enjoy a Dodge "levelized ride." With "Floating-Cushion" Wheels, the new Dodge seems to step over bumps and ruts. Rough roads are ironed out. Even rear-seat sedan passengers enjoy a smooth ride.



The Misses Hannah & Gladys Wight two of the younger set's loveliest members, say: "There is a patrician air about this new Dodge. It is fitted with so many surprising luxuries, it responds so readily—and it rides so comfortably. It is a wonder that a car with so many features costs so little."



Mrs. James Lyon Hall charming and ardent equestrienne, says: "The ventilating system in this new Dodge provides fresh air, free from drafts. But most important, it permits ventilation in all sorts of weather conditions. The fact that the windshield can be opened so easily is a great factor, it seems to me, in summer comfort."

New Bigger DODGE \$ 690

* The new, bigger Dodge on 117-inch wheelbase: Coupe \$690; Coupe with rumble seat \$740; Two-door Sedan \$740; Four-door Sedan \$790; Convertible Coupe \$790; On the 121-inch wheelbase: Brougham \$880; Convertible Sedan \$920. *List prices at factory, Detroit, subject to change without notice. Special equipment at slight additional cost.



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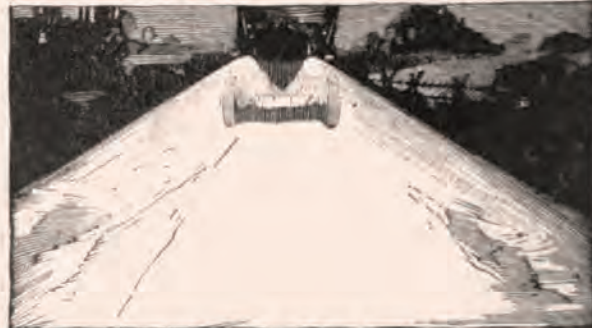


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