

AUGUST 1961 - 35 CENTS

FOREIGN CAR GUIDE

FEATURING
VOLKSWAGEN

- CONTINUING THE NEW PORSCHE SUPPLEMENT
- EXCLUSIVE PHOTOS NEW VW1500
- ROAD TEST: PEUGEOT 404



- CLUB ADOPTS ORPHAN VW
- LILIPUT VOLKSAUTOMOBIL



Above: The VW sports convertible with body by Hebmueller may have been the forerunner of the Karmann convertible, or perhaps the Karmann-Ghia convertible.



Above: The symmetrical, flowing lines of the graceful Hebmueller body are apparent when it is compared with the standard Karmann convertible. Right: With the tops folded down, the Hebmueller convertible appears even more unique. The entire canvas and strut assembly disappears beneath the cowl.



FOREIGN CAR GUIDE

kindred Volks

BY GEORGE N. FREUND / PHOTOS BY THE AUTHOR

grandad of the convertible

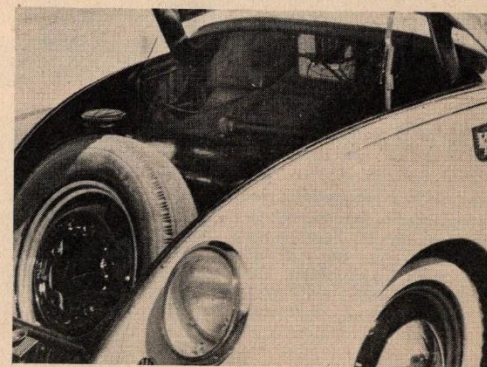
► How many of these two passenger VW Convertibles have you seen lately? Is it a "Kalifornia Kustom", a foreign special, or the forerunner of the Karmann-Ghia convertible?

Actually, the full pedigree of this car is not generally known. We guarantee, however, that it is not a "Kalifornia Kustom". The vehicle registration indicates that it is of 1949 vintage. Volkswagen of America, Incorporated has informed us that this type of vehicle was built by the now-defunct firm of Hebmueller, in Dusseldorf, between the years of 1948 and 1950. At least this confirms the 1949 date. Apparently, Volkswagenwerke A.G. supplied the coachbuilder with the engine, chassis, and running gear. Then the latter performed the enviable

task of sculpturing the exquisite exterior. It is possible that the factory was experimenting with various models at that time, to determine public opinion regarding the acceptance of a soft topped VW. Volkswagenwerke probably contracted several coachbuilders, like Hebmueller and Karmann, to offer their contributions. Karmann's convertible was obviously the one selected. Ken Swan, the proud owner, reports that many standard convertible top parts fit his Beetle, exactly. This resemblance is surely not just coincidental. It may be that Hebmueller's design was not adopted because of the similarity with the Porsche designs of that time.

THE BODY

Let's take a closer look at this con-

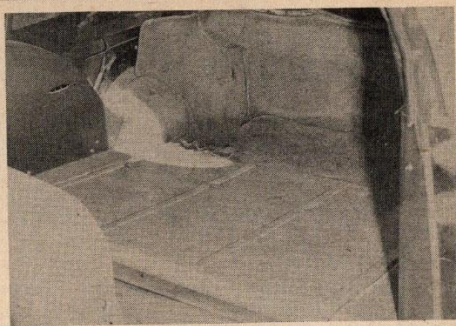


The luggage compartment, containing the familiar spare tire and fuel tank, is similar to other 1949 Volkswagens.

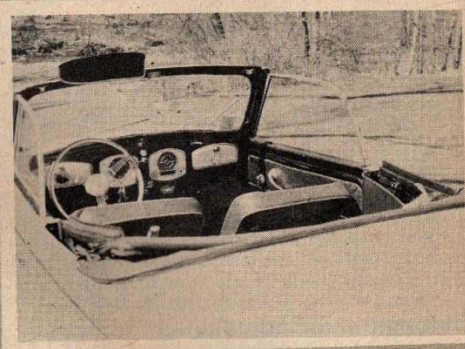
FOREIGN CAR GUIDE

KINDRED VOLKS

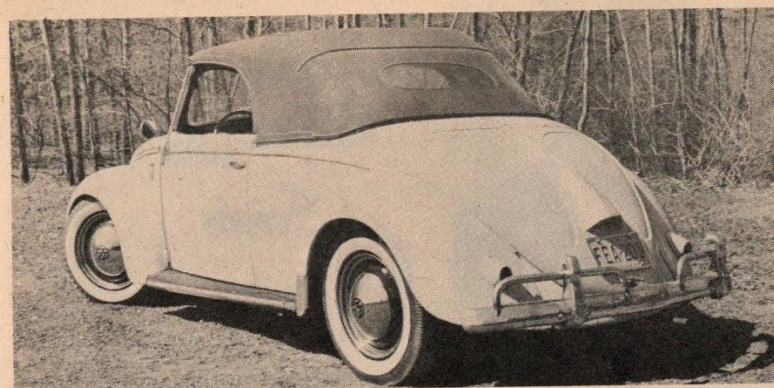
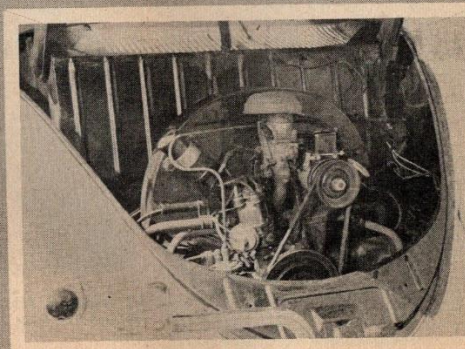
When the rear seat is folded down, it exposes a cavernous luggage compartment which supplements the modest area in front. Again, a great similarity between the Hebmuel-ler body and the Karmann-Ghia is noted.



The interior and steering wheel are not exactly the same as those of ordinary 1949 cars. The quality and appearance suggests early Porsche, rather than VW.

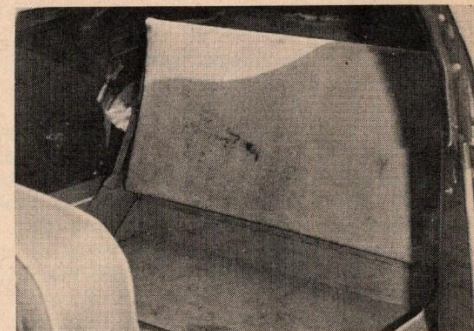


Louvres are stamped in the panel above the lid, rather than on the lid. Support for the lid is quite like that for the front compartment lid. The engine shown is of 1957 vintage, but uses the 1959 air cleaner.



The engine compartment lid is surprisingly similar to the luggage compartment lid. The licence plate light is contained in the neat cowlings above it.

The rear seat is to be used occasionally, like the one in the Karmann-Ghia convertible. It can be seen that the interior has not yet been restored.



vertible. Its lines are more symmetrical and pleasing than are those of the conventional cabriolet. The absence of the square-appearing standard top is immediately noticed; as is the absence of a rear quarter window. The contour and arrangement of the engine compartment lid bears a marked resemblance to the luggage compartment lid. The symmetry of the front and rear of the car, along with the sloping contour of the side window, blend to give the Hebmuel-ler body its distinctive charm. The unique license plate light speaks for itself.

The rear seat is designed similarly to that of the present day Karmann-Ghia. It serves as an occasional seat, but can also be folded down to expose a rather capacious luggage compartment, and catch-all area. This space is extremely convenient since the forward luggage compartment on all early models was modest, at best.

DRIVING IMPRESSIONS

While we were still happily gazing at the refreshing design of the body, Ken graciously offered us the keys to his little jewel. You can just picture
(Continued on Page 76)

ARE YOU CHANGING YOUR ADDRESS? - - -

To avoid missing any copies on your subscription, please notify us of your new address if possible about a month ahead of your moving date. We can have our mailing department correct your metal address plate in time to mail your copy to your new address. We also suggest that you notify the post office of your new address, however they will not forward copies of magazines to your new address unless you pay extra postage. When you notify us, please give first your "old" address and then your "new" address to facilitate our mailing list correction. (Please enclose a clipping of your old address from a recent wrapper.) Address your notice to **SUBSCRIPTION ADDRESSING DEPARTMENT, c/o this magazine, 215 Park Ave. So., New York 3, N. Y.**

CHANGE OF ADDRESS

Use this coupon as a convenient way to notify us of your new address: Fill-in and mail to **SUBSCRIPTION ADDRESSING DEPARTMENT, c/o this magazine, 215 Park Ave. So., New York 3, N. Y.**

(Name of magazine) _____
Subscriber's name _____
Old address _____
City _____
Zone _____ State _____
New address _____
City _____
Zone _____ State _____
(Please enclose clipping of old address from recent wrapper.)

automobile design runs in cycles like the rest of history.

The rise and fall of SAF in Gaggenau was dedicated entirely to the Volksautomobil. The plant later passed into Benz hands and now serves the Daimler Benz combine. The world—or at least the German

portion of it—wasn't ready for a popular car in 1904, which makes the Liliput Volksautomobil resting on a platform on the ground floor of the Mercedes museum in Stuttgart twice as interesting to believers in a people's car.

The idea seems right and you begin to muse: "Now, if they'd thrown in the doors," or . . .

KINDRED VOLKS

(Continued from Page 29)

our excitement as we slid behind the wheel. The dashboard is attractive, yet quite functional. It has the same general appearance as the dashboard of the early Porsches. Two glove compartments were used at each extreme of the dash, while inward panels contained the speedometer and radio panel. The whole assembly could be easily reversed for right hand drive operation.

The air-cooled four fired up instantly; purring with the sound that soon became music to our ears. Once we were under way, we realized that this is really quite a sports car. The steering was solid and very positive; somewhat reminiscent of the MG of the same vintage. Shifting the four speed crash box was even more of a thrill. After changing cogs up through the ranges, and down again, we were convinced of the car's sporting ancestry. The owners of late models, having synchromesh on all gears don't know what a driving pleasure they are missing. The stick slipped lightly, yet positively, requiring only a slight pause between gears to obtain synchronization. Downshifting required double clutching, or box shifting but is easily mastered and contributes to the mode sportiff of the car.

We became accustomed to the car almost immediately, but the mechanical brakes required that the driver be a gearbox virtuoso to stop the car in a reasonably short distance. Normally, the brakes were not needed for cornering. A quick downshift usually suf-

ficed. We hadn't had this much fun behind the wheel since our ride in the 1945 VW sedan at the Volkswagen Club of America Convention, last year. Of course, the convertible is in much better condition than the old '45 was.

RESTORATION

The photos show that the car is in very good condition, but is not yet completely restored, since Ken and his attractive wife, Helen, use the 1949 and a 1955 Convertible for daily transportation. Often, the 49er eagerly makes trips from eastern New Jersey to the hills of Pennsylvania.

When Ken bought the car, it was in an abhorrent state of neglect and disrepair. The previous owner left the car in such poor condition that it would not even begin to pass the New Jersey State Inspection. In less than ten days of spare time, Ken brought the car to respectable operating condition, and passed the state inspection with flying colors. In that short time, this is the work which was done. Bald tires were replaced with new tires and rims. The faulty windshield wiper motor was repaired, and new wiper blades and arms were installed. The car had only one wiper. The head and parking lights were rewired. A stop light switch and wiring were installed. The "machts nichts" sticks, or trafficators were put in working order. Worn out arm-type shock absorbers were replaced with tubular ones.

After the car had passed inspection, Ken's work on restoration began anew. The growling front wheel bearings needed replacement. Most of the electrical system was bad, and needed wiring. One roof latch was missing, as was most of the weather stripping. Neither of the windows operated, and needed replacement or repair of the regulating mechanism. The exterior trim was painted instead of chromed. So chrome hub caps and bumpers were borrowed from a later model sedan. The missing accelerator

pedal and spare tire were purchased. Since the oil in the crankcase was like tar, and the engine ran quite poorly, Ken decided to swap the powerplant for a later model. Now the convertible is powered by a rebuilt 1957 engine which surely gives the old car power that it never knew before.

The unique coachwork by Hebmueler neatly clothes the mechanisms of a true sporting machine. The crisp exterior of the car is matched by the steering and handling qualities which certainly are sporting enough. The late model engine brings the performance to a level which is nearly comparable with other sports cars of its era.

The yellow convertible is one of two such cars that we know of in this country. The other car is reported to,

NICE CAR

Wipe it off every nice day with a \$3 KozaK Auto Dry Wash Cloth and you'll NEVER have to hose it. KOZAK will even DRY wash a nice car that is so dirty you can hardly tell the color of the paint. Been doing it for 35 years now . . . for people whose cars are ALWAYS clean . . . this \$3 investment will return you fifty in car wash savings. And has been so Guaranteed to 13 million buyers since 1926. Mail coupon to:

KOZAK Auto Dry Wash

"made by people you can depend on to do the right thing" ©

KOZAK, 362 S. Lyon St., Batavia, N.Y.

Please send postpaid at once:

SUPER \$4 KozaK (lasts 4 times longer)	REG. \$3 KozaK (millions use them)
<input type="checkbox"/> 1 for \$4	<input type="checkbox"/> 1 for \$3

☐ **SPECIAL HALF PRICE OFFER:**
1 Super (\$4) + 2 Regulars (\$6) =
\$10 value for \$5, as a special offer at this time.

FOREIGN CAR GUIDE

FOREIGN CAR GUIDE

be located near Chicago. Even though the restoration is only partially complete, owner Ken Swan would not consider selling it for anything short of the price of a new Porsche. Even then, you would probably have to twist his arm.

Owning and driving this car is a very special thrill. It draws crowds at traffic lights, restaurants, and VW dealerships as well. Ken Swan has a perfect right to feel proud of his VW Hebmuehler, especially since he is performing all of the restoration work by himself. ●

OFF THE BOOKSHELF

(Continued from Page 33)

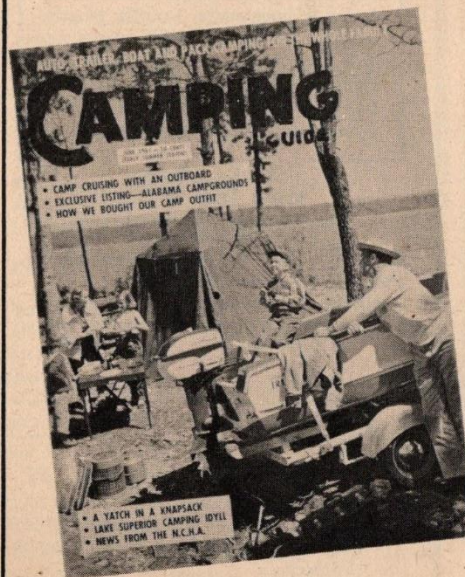
of WW II. Originally published as a series during the summer of 1960 in the Wall Street Journal, the book was produced to give a "close-up look at different methods a number of individuals had used to overcome the for-

midable obstacles to the acquisition of great wealth"; the book comes to the conclusion, as pointed out in the introduction by Warren H. Phillips, Managing Editor of the Wall Street Journal, that there is as much chance today as ever, if not more, to climb the ladder to the pot of gold.

Of particular interest to automotive enthusiasts, are the success stories of Kjell H. Qvale (pronounced Shell Cavalli) the west coast distributor for British Motor Cars, and Robert Petersen, the man who heads the west coast publishing empire that produces Hot Rod, Motor Trend, Motor Life, Teen, Guns and Ammo, and innumerable other magazines.

Qvale, the son of a Norwegian sea captain, started on his road to riches as a Willys dealer. From there he bounced into an MG dealership when the foreign car bug bit; his secret of success was getting in on the ground floor of the foreign car boom in the

ON SALE AT YOUR FAVORITE NEWSSTAND



All readers of this magazine who like the out-of-doors will be interested in reading the new magazine, **CAMPING GUIDE**, which is edited for those thousands of enthusiasts who are aware of the grand times to be had in the camping sites from coast to coast. And inexpensive too!

Camping Guide will help you with ideas for when to go, what to take and what to expect in the way of facilities. Each issue carries news of camp sites, the newest equipment and the latest information for planning your summer camping fun.

CAMPING Guide,
215 Park Avenue South, New York 3, N.Y.

☐ Enclosed find \$2. (\$2.30 outside U.S.A.)
send me the next 5 issues of CAMPING
Guide

NAME

ADDRESS

CITY ZONE STATE

☐ Enclosed find 50c—please mail a copy of
the current issue to:

NAME

ADDRESS

CITY ZONE STATE