

DIAL-IN YOUR CAMSHAFT

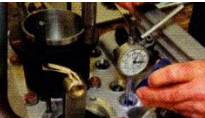
JULY 2016

Dune Buggies & Hot VWs

dune buggies
and

hot VWs

Vintage
special!



Judson Supercharged!

**RAREST OF
THE RARE!**



1951 HEBMÜLLER

FLORIDA: BUG JAM
CALIFORNIA: DRAG DAY
TENNESSEE: BUG-A-PALUZA



COLLECTIBLE!
Johann Höfler
VW Cabrio Toy



1949 SPLIT WINDOW

CONTENTS

JULY 2016

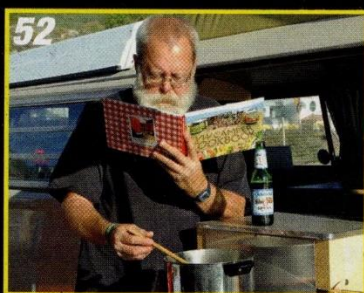
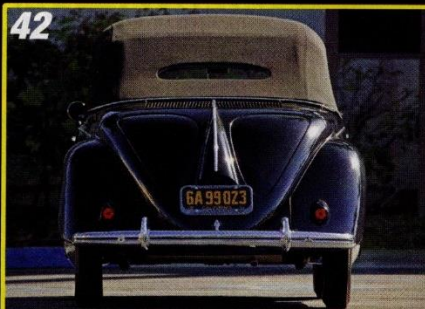
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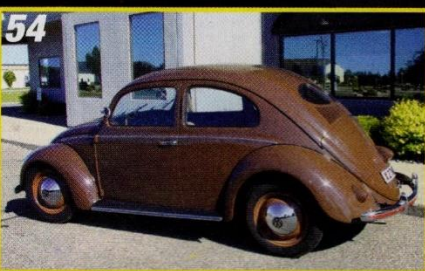
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FEATURES

- 28 TOP DRAWER '66**/*Flawless Bug for the Vegas VW Build-Off*
32 BIGGEST JAM/*2015 Florida Bug Jam weekend was amazing!*
38 DIALING-IN YOUR CAM — THE EASY WAY/*Gary Berg shows how*
41 DER KLEINE KÄFER/*The rare Johann Höfler VW Cabrio H-X210*
42 HELLUVA HEBMÜLLER/*Dave "Pip" Pipoly's refurbished Coachbuilt*
46 RAREST OF THE RARE/*Our annual search for the best collectibles*
48 SHOWROOM GHIA/*Mighty fine '56 coupe with Judson power boost!*
52 VINTAGE CAMPER ACCESSORIES/*A few outdoor living ideas*
54 SEXY SWEDE/*Minnesota's Nancy Lornntson's immaculate '49*
58 TENNESSEE'S BUG-A-PALUZA/*400+ VWs invade Camp Jordan!*
62 IRVINE SIXTY-NINE/*Revived Bug is now a sweet streetmoile!*
66 FAREWELL 'DALE/*The final Hot VWs Drag Day at Irwindale!*
70 ONE FOOT IN THE GRAVE/*Bruce Meyers' unique 90th celebration*



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facebook
<https://www.facebook.com/HotVWs/>



DEPARTMENTS

- 8 SEMAPHORE**
10 BUG MAIL
16 TECH TALK
20 MIDWEST SCENE
22 AIR TECH
24 GRINDING GEARS
26 FYI
71 PARTS BIN
72 COMING EVENTS
80 COMING ATTRACTIONS
81 ADVERTISER INDEX

ON THE COVER: Built by Dave "Pip" Pipoly, this rare Coachbuilt '51 convertible is one "Helluva Hebmüller." Photo by Shin Watanabe. Nancy Lornntson's brown '49 Split was located in Sweden, and underwent a major restoration in Minnesota. Photo by Bruce Simurda. **INSET:** Craig Nickoloff's Judson supercharged '56 Karmann Coupe is on display at Crevier Classic Cars, where it was shot by RK Smith.

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HELLOVA

BY ROBERT K. SMITH

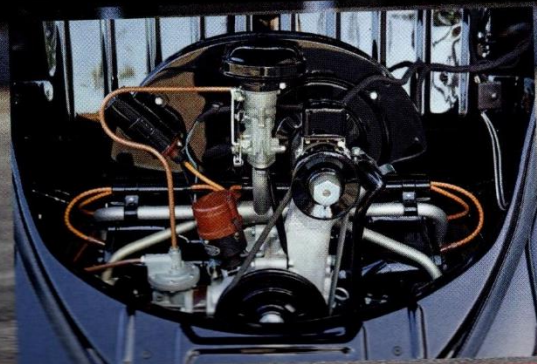
Photos by Shin Watanabe

HEB MÜLLER

During the refurbishing of this rare Coachbuilt '51 convertible that began in 2013, Dave "Pip" Pipoly bought it two years later, and recently finished it for the same Englishman who bought Pip's beautiful red Rometsch Beeskow '56 Cabriolet!

Working at The Compound shop in Paramount, California, Dave "Pip" Pipoly and his crew have for 10-plus years been building early VWs of all years and models, spawning repeat customers, as well! Whether bone stock restoration, semi-custom, or one-off radical, Pip, Mike Davis, and Bob LaCoste make it happen. Last year at this time, Pip (honcho of VW club, Der Blitzkrieg Kafers) just finished his superbly redone '56 Rometsch Beeskow Cabriolet (which we featured in our July Vintage Special issue), numerous on-lookers at shows loved it, and one England enthusiast loved it so much, he had to have it, and bought it!

Another one of Pip's clients was Eric Henrickson, a Nor-Cal early vintage VW lover who bought a '51 Hebmüller from Jesse James back in 2012, and a year later commissioned Pip to bring it back to life. So Eric brought the Heb to Pip, so he could see first hand what was needed. As soon as Pip eyeballed the car, thoroughly checked it out, and knowing how Eric likes his cars, suggested, "We need to do a full-on resto." Eric agreed since he wanted to look like it just came off the factory's assembly line. For those not familiar with Hebmüller history, in 1948, as the 25,000th VW Beetle rolled off Wolfsburg, Germany's factory assembly line, Volkswagen's new leader, Heinz Nordhoff was informed about a plan to outsource a sport Kabriolet two-seater, incorporating the Beetle's running gear. Enter Joseph Hebmüller and his company, Joseph Hebmüller & Sons Coachworks, a reputable auto body builder for 60 years, based in Wülfrath, West Germany. By December, three Hebmüllers were produced, and by June 1949, close to 50 had rolled off the assembly line. A month later, a fire demolished much of the factory, not to mention many Hebs in various stages of construction. However, some production help came from Karmann





Coachworks in Osnabruck, West Germany, and by February 1953, the last of 696 Kabriolets were sold. The reason was a month prior, financial assistance was denied, and Hebmüller was forced to close the doors!

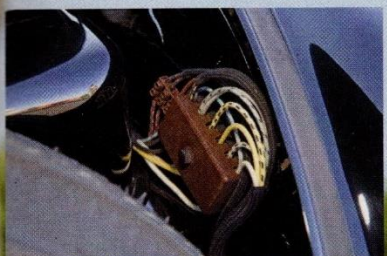
Back to this '51's resto process, Pip and crew tore down the body and separated/disassembled the pan, then sent the body to the blasters. Come to find out the pan had the wrong pan-halves so they were cut-out and replaced with new pan sections thanks to Gerson and his KlassicFab "green panels," then Huntington Beach's Mark Hunter squirted semi-gloss black on the bare pan. The trans was sent to Fullerton's Rancho Performance Transaxles, where Shan Crenwelge (Pip calls him the "King of Split-Cases") would totally rebuild the gearbox to factory specs. The stock 1131cc 25-horse engine was disassembled, its case blasted

and tumbled, cylinder heads rebuilt at Griffin's Machine Shop, then the longblock was assembled by DBK member, Phil Deez. Per Pip, "All the original hardware, nuts, bolts, carb linkage, etc. were prepped and blasted in-house then sent out for plating, while the engine tin was blasted/prepped and sent to Mark Hunter. Original carb, distributor, heater boxes, and top end were rebuilt and assembled at The Compound. The front end was also done in-house - new king & linkpins, rebuilt steering box, painted beam, with all other suspension components powdercoated in semi-gloss black."

After the bare body was blasted at Orange County Blasting in Orange, CA, when it came back to Pip's shop, the blasting exposed as Pip puts it, "some crazy old repair work in a couple spots. We replaced both aprons with Wolfsburg parts, along with the spare

tire well. Both heater channels and convertible support rails were changed out, thanks to Gerson's Split Window replacements, and the metal from dash to gas tank (prior repair with aluminum panels) was taken out in favor of a nice original VW part. Also both rear bumper body brackets came from an Oval Window, so Wolfsburg parts to the rescue. And both door bottoms had been reworked with later non-ribbed doors, so we repaired them with the correct ribbed door bottoms that came from KDF Service Parts. After we finished up all the metal work, Dee Short knocked-out most of the finish bodywork, then we sent the Heb to George Aguilar at DV8 Kustoms in nearby Bell Gardens. There, the crew totally fine-tuned the body, then sprayed it all with PPG two-stage black paint, finishing it off with a color-sand & buff job, inside and out!"





Once the paint was done, and the body back at The Compound, Pip, Mike Davis, and Bob LaCoste were ready for assembly, since they already restored all the door mechanisms, window frames, glass, gauges, etc. First thing that went in, though, was a very nice cloth wire/cloth loom wire harness that came from John Henry of Zar Werks. Pip noted, "We did complete disassembly, assembly, and resto in-house, except for the paint and top."

Upholstery-wise, Pip's crew took the front Keiper-recliner seats apart, then had their bases blasted and powdercoated. The rear seat, however, was thoroughly thrashed, so they built a new one, and wood rear shelf, while the carpet kit came from Lenny at West Coast Classic Restoration in Fullerton, California. After "LA Manuel" stitched the seats and door panels, using red vinyl, Pip's crew installed it all. Then they hauled the Heb to Downey, home of Collins Auto Trim, where Tom Scott handled the top's needs. With the already detailed top's frame (blasted, coated, zinc plated hardware) assembled at Compound headquarters, Tom ordered napped cotton beige headliner material, then his convertible top ace, David Rios, made the headliner from scratch, installed it and wood bows, then followed suit with the installation of a new Stayfast canvas black top.

Debuted at the Classic at Orange County Fairgrounds in Costa Mesa, California last year, this "Helluva Hebmüller" was the talk of the town, so much so that onlookers were in shock as they walked around it to see its awesome details. By day's end, this rare '51 nabbed Best of Show Vintage....what an accomplishment, and then some! Big Congrats to Pip and his Compound crew for going that extra mile to resurrect this Heb to factory specs, make that much better than it rolled off the assembly line!!!

hVWS