

BASIC
PERFORMANCE

INSIDE STREET HEADERS

Dune Buggies & Hot VWs

dune buggies
and

JULY 1999



hot VWs



Blueprinting Basics: Bottom-End Assembly

Project Cabrio: Replacing Struts

**Rarest of the
Rare**

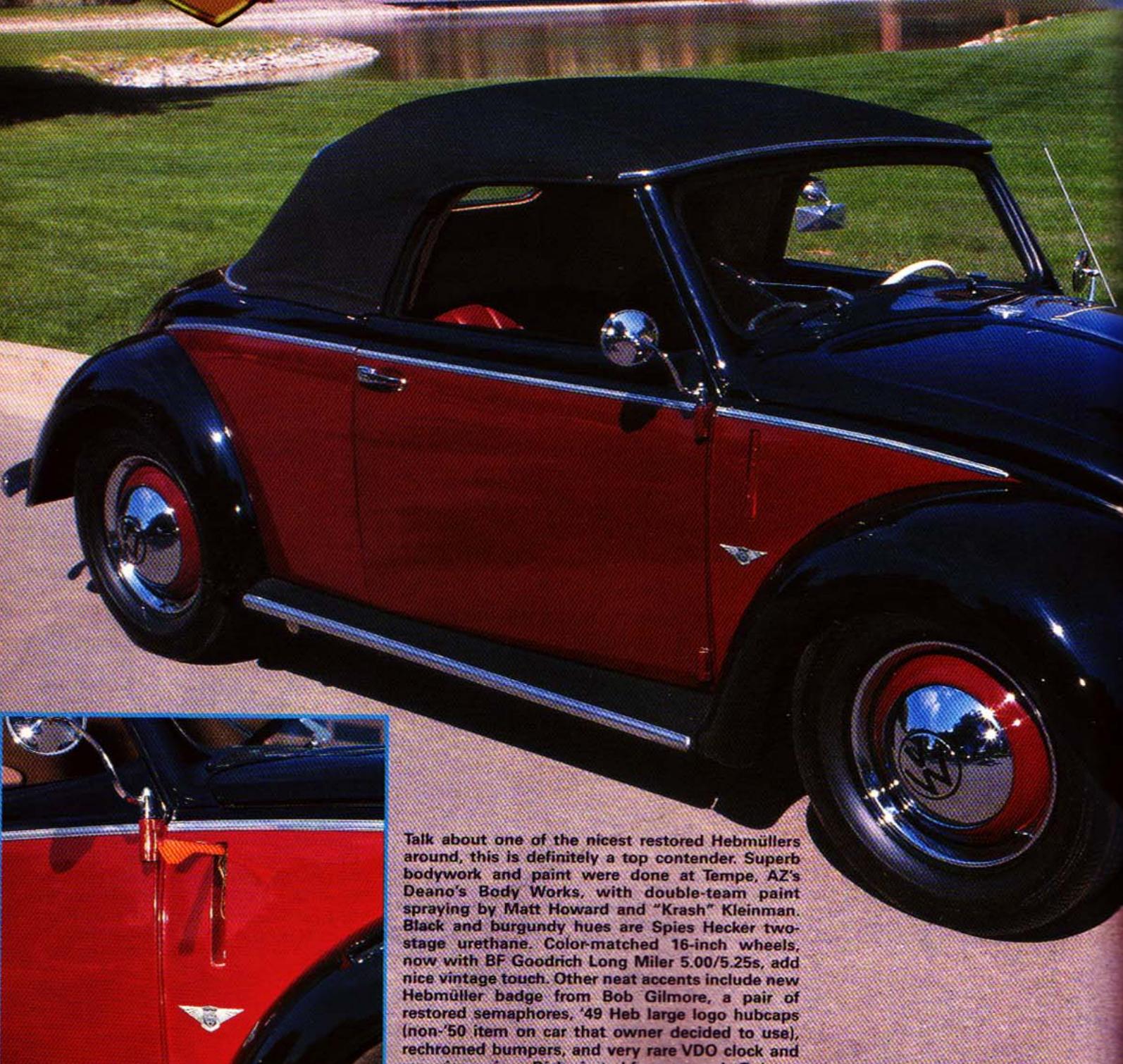
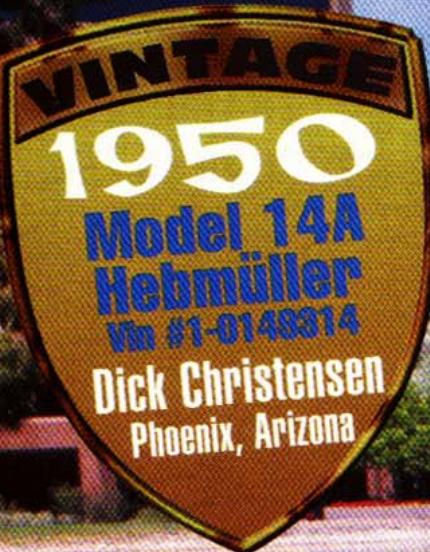
DISPLAY UNTIL 7/5/99

\$3.50 (CANADA \$4.00)

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Talk about one of the nicest restored Hebmüllers around, this is definitely a top contender. Superb bodywork and paint were done at Tempe, AZ's Deano's Body Works, with double-team paint spraying by Matt Howard and "Krash" Kleinman. Black and burgundy hues are Spies Hecker two-stage urethane. Color-matched 16-inch wheels, now with BF Goodrich Long Miler 5.00/5.25s, add nice vintage touch. Other neat accents include new Hebmüller badge from Bob Gilmore, a pair of restored semaphores, '49 Heb large logo hubcaps (non-'50 item on car that owner decided to use), rechromed bumpers, and very rare VDO clock and rear-view mirror Dick pirated from an early Deluxe.



Here's Dick Christensen's latest, restored-right "rarest of the rare"



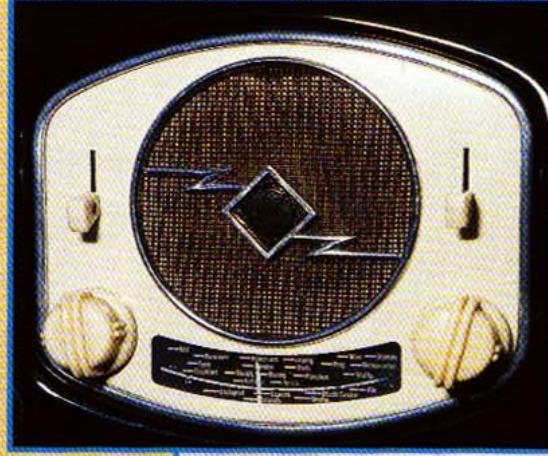
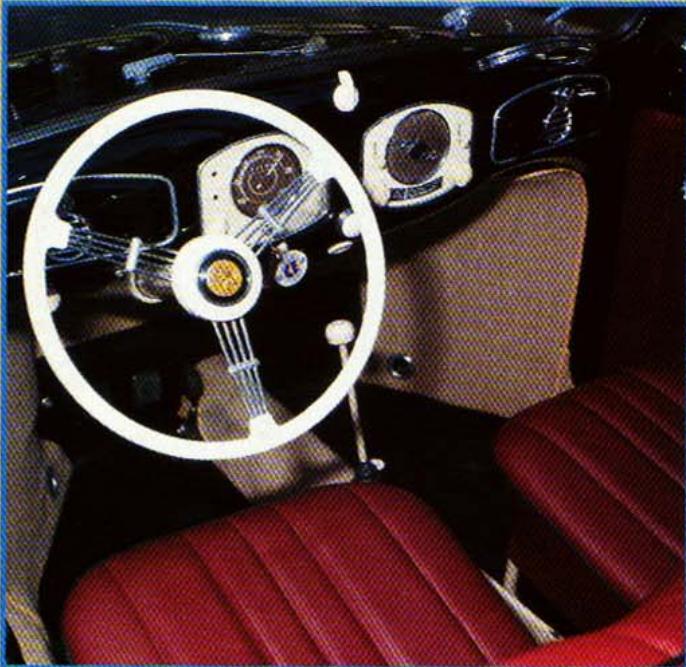
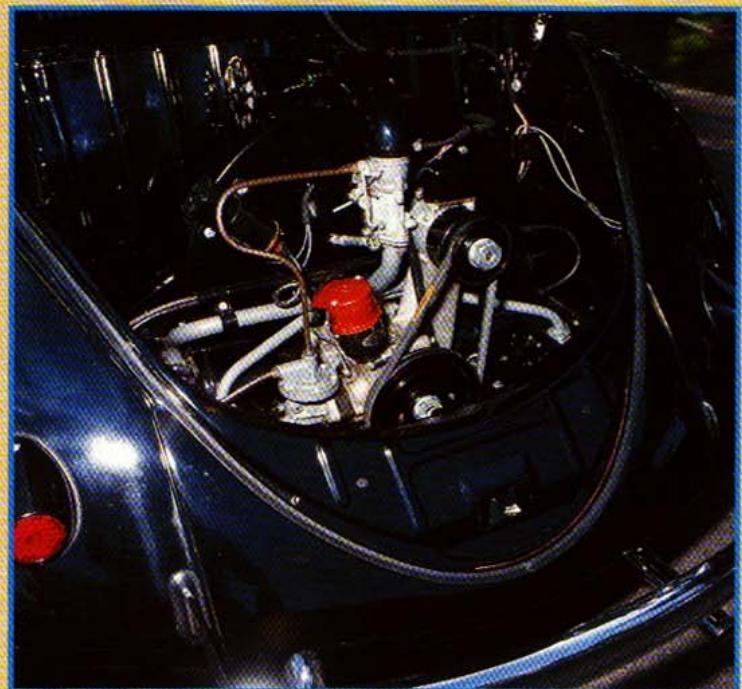
BY ROBERT K. SMITH

Phoenix, Arizona's Dick Christensen, a retired M.D., has also been a long-time VW enthusiast. He's owned a number of Volkswagens over the years, and since 1988, he joined forces with Dan Lawson, of Competition Engineering in nearby Tempe. Dan's more into the VW drag race scene, but he, along with Dick, have also come up with some very outstanding restorations. On the list of really nicely restored Beetles owned by Christensen are a 1947 sedan, a 1949 Police Hebmüller, a 1952 Cabriolet, a 1950 Standard, a 1951 Deluxe, a 1955 Cabriolet, and the Hebmüller featured here.

Back in 1995 is when Dick became the owner of this very rare Hebmüller, which he bought from Loren Pearson of West Coast Metric, in Harbor City, California. Loren spent nearly two years on the bodywork alone, then sold the car to Christensen, who invested a few more years, and mucho money, before complete restoration in early 1998. As you can see, the end result is one pristine piece, which could easily be displayed in any car museum.

To get this project rekindled, Dick sent the body and its respective parts (fenders, hood, decklid, doors, etc.) to Deano's Body Works in Tempe. There, owner Dean Calderwood put this car in the hands of "Main Man" Matt Howard, "Krash" Kleinman, Forrest Jones, and Chris Howard, who all handled the bodywork, off and on, over an 18-month period. Even though the majority of metal work was already done, the Deano's crew went over everything again, making sure there was no evidence of rust anywhere, all surfaces were flat, and all pieces fit perfectly. Then, after the body shell and its removable parts were prepped for paint, "Krash" and Matt took care of the actual spray painting (using two separate spray guns, the "double team" applied four coats of Spies Hecker black and burgundy urethane, followed by another four coats of clear urethane). After sufficient drying time, all freshly painted pieces were color-sanded with 1000-grit wet/dry sandpaper, finish-sanded with 2000-grit, and finally buffed to a mirror finish.

And while the body was being refurbished, Dick Christensen, Dan Lawson, Dave Sweinhagen, and Kris Eichenauer worked diligently on the pan to make it a rolling chassis (factory 16x3-inch wheels are now wrapped with BF Goodrich 5.00/5.25-16 Long Miler tires). Once it was stripped down to bare bones, it got sandblasted, then powdercoated black, thanks to the guys at

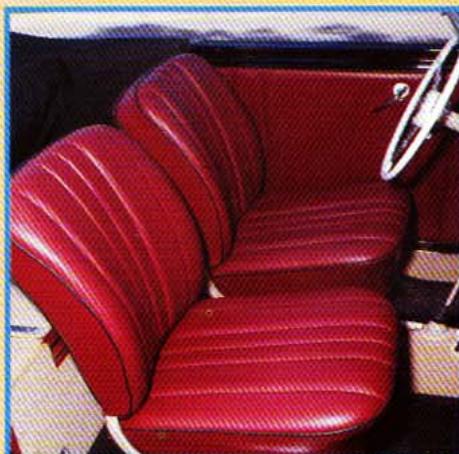


Fit/finish is excellent throughout, just check dash and upholstery for example. Refurbished speedometer is like new, Koch's-redone Petri steering wheel (with St. Christopher horn button) is impressive, and rare Telefunken radio is a hard-to-find, mint piece. Burgundy leather seats, tan square-weave carpet, and black canvas top were all handled by Chris Hankins at VIP Interiors in Tempe. In addition to awesome exterior, interior, and 25-horse "correct" engine, undercarriage is just as nice, thanks to Competition Engineering crew.

Arizona Powder Coating. When it was hauled back to Competition Engineering, the pan was painstakingly put together, using N.O.S. components wherever possible, but for the most part, the suspension stuff was rebuilt, and detailed. The mechanical brakes were anewed with religned shoes (and new cables), and new clutch and accelerator cables were installed, as were front wheel bearings, and factory lever-type shocks all around. Arizona Transaxle's Bill Capatch gets credit for rebuilding the original 1950 tranny, while CE's Dan Lawson assembled the 1131cc 25-horse engine, utilizing N.O.S. parts like crankshaft, connecting rods, Kolbenschmidt 74.95mm pistons and cylinders, not to mention new heads (flycut for more power), cam, lifters, pushrods, 26mm carburetor, and factory single tip exhaust, with chrome tip.

Now that the undercarriage and body were done, the CE gang bolted the body to its pan, and wow, it was like going back in time to the Hebmüller factory in





Wuppertal, Germany, in 1950. A little wiring, engine installation, gas tank mounting, line running, and the car was basically a "turn-key" driver, so about all that was left to do was the interior. Dick, Dan, and crew got the dash looking really good, thanks to a redone speedometer cluster, rare Telefunken radio, correct knobs, and a Koch's restored ivory Petri steering wheel,

with St. Christopher horn button. Also, there's an accessory clock/rear-view mirror setup, very rare. Upholstery-wise, the seats were rebuilt and covered with black piped, burgundy leather by Chris Hankins at VIP Interiors in Tempe. Hankins also handled the tan square-weave carpeting, as well as a new black canvas top.

Everyone who worked on this master-

piece did an outstanding job. Just look closely, at any aspect here, and you'll see that top quality workmanship and attention to detail are evident throughout. Dick, and his wife Peggotty, are very happy with the finished Heb, and even though this is another Christensen "rarest of the rare," you ain't seen nothin' yet — there's also a fully restored 1943 sedan ready for its debut! •

