

Manx Mania



The Newsletter for the Serious-Minded Fun Enthusiast

Published Quarterly

Spring 2011

Pete Condos, Creator of the Thomas Crown Manx

By Nelson Sparks



STEVE MC QUEEN AND FAYE DUNAWAY REPORTEDLY DID 100% OF FILMING IN THE MANX WITHOUT DOUBLES. IT LACKED A ROLLBAR, BUT THERE WERE NO SEATBELTS ANYWAY. DUNAWAY RIPPED UP THE FLOOR COVERING WITH HER HEELS.

In the summer of 1968 at the age of 15, I saw a movie that for me started a lifelong hobby. Steve McQueen, the absolute coolest guy who ever starred in a movie, portrayed a thrill-seeking Boston playboy turned bank robber in *The Thomas Crown Affair*. Among his stable of polo ponies and exotic vehicles, he owned and drove the sheer hell out of a car, like I'd never seen before. With twin

megaphone chrome headers, the engine was as loud as its red orange paint, and it raced up, across, and over the dunes and splashed through the surf in the most exciting minutes of Hollywood film I'd seen, at least until McQueen's next movie, *Bullit*, came out the following year.

Even so, the effect on me was immediate and I undertook to convince my father I was ready to help build

our own version of the Thomas Crown machine, which I learned was a modified Meyers Manx dune buggy. Within weeks, a tangerine-red Meyers Manx kit was in our basement and the work commenced.

An indispensable part of building a dune buggy in the late '60s was to read every word published on the subject in the numerous magazines that covered the subject back then. I

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Manx Mania

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Newsletter Editor/Publisher: Anita Kornoff.

Contributing Writers: Tom Baker, Louis Brooks, Gene Condon, Scott Drolet, Mel Folkertsma, Don Giovanoni, Norm Hardy, Kathleen Iacoboni, Maurice Liang, Dave Mattoon, Bruce & Winnie Meyers, Lorenzo Pearson, Greg Rardin, Joseph Sellars, Nelson Sparks, Jayne Spittler and Joe Spittler

(The opinions expressed here are the views of the individual writers and do not necessarily reflect the opinions of the Manx Club, its board of directors, and/or volunteer staff members.)

MARCH 18-20



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CHECK WEBSITE TO DOWNLOAD REGISTRATION
FORM IF YOU DIDN'T RECEIVE ONE BY MAIL.**

The Go-To Guys

Address Changes/Membership Renewals:

Scott Drolet, Board President/Membership
email: membership@manxclub.com

Manx Club Membership
P.O. Box 9558
Glendale, CA 91226-9558

Run Info and All Other Questions:

Bob Hunter, Events Chairperson
Email: Rhunter8037@sbcglobal.net
Phone: 775/ 771-6428

Meyers Manx Apparel/Buggy Parts Store:

Winnie Meyers, Phone: 760/749-6321
email: manxclub@manxclub.cts.com

Manx Club Website:

Webmaster@manxclub.com
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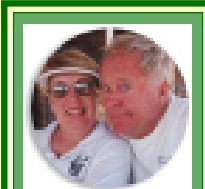
Letters to the editor, your dune buggy stories and photos (*not from cell phones please*) are welcomed and should be sent to:

Anita Kornoff
Email: eskiemanx@charter.net
P.O. Box 264, Genoa, NV 89411
Phone: 805/368-2271
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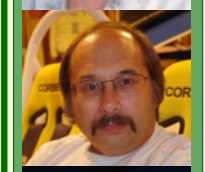
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Message from the President

By Scott Drolet

Spring is finally here!

Okay, I'll admit that message doesn't carry quite the same impact when you're sitting in California as it does in the snow-laden areas. The biggest inconvenience I wrestled with this winter was changing my lawn sprinklers to the *rain* setting because we once had a quarter-inch of rain.



But, I know a lot of you heated up your garage and went to work on your buggy, and the time has finally arrived to roll them out and enjoy all that hard work! We hope you'll now take the time to share the results of your buggy restoration with us. Send pictures, stories, and whatever else you have buggy related and I'll bet Editor Extraordinaire, Anita Kornoff, will figure out a way to include your project in an upcoming edition of *Manx Mania*.

Speaking of weather, sometimes rain can show up when you least expect it and really spoil the party. That, unfortunately, is what happened with our *Meyers Manx Kick-Out raffle*. Once I dived into the logistics of putting the raffle together, I found that the State of California has incredibly rigid regulations that not-for-profit 501C7 organizations have to meet in order to hold one. Unfortunately, we would need to overcome staggering obstacles . . . The biggest? Ninety percent of the proceeds need to benefit a charitable organization. That means if the club purchases a \$4,995.00 *Kick-Out* kit for use as a raffle prize, we'd need to sell a staggering \$49,950.00 in raffle tickets to make 90%, or \$44,955.00, available for donation. Making matters more difficult is the rule that none of the funds raised from the raffle can benefit our members: we'd need to donate the \$44,955.00 to a registered charity within California. Further regulations mandate that the raffle prize be awarded within twelve months from the first ticket sale regardless of the number sold, and there's even a rule that prohibits us from distributing the tickets over the internet. It soon became apparent that the State really discourages the use of raffles to raise funds. I know a lot of you were looking forward to this contest, as was I. I've learned a big lesson through this, and I'm sincerely sorry for letting my enthusiasm outpace my ability to make it happen.

No need to dwell on the negative though, there's still a lot of promise lying ahead in 2011. Most of my resolutions from last year will carry over into this one: Teach my son Jake how to drive, spend as much time as I can in a buggy, and value every minute I get to spend with you guys.

Until the next issue, Buggy On!
-Scott Drolet

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Manx Club's Big Bear Bash July 8th, 9th & 10, 2011



Camp Tanda

The Club's most popular run of the year! Registration/flyers to follow separately. Watch our website manxclub.com for updates

Pete Condos, Creator of the Thomas Crown Manx

(continued from front page)

learned the Thomas Crown Manx had been built by Pete Condos, the owner of Con-Ferr, a large 4WD business and Meyers Manx dealership in Burbank, California. I mentally filed the information about Con-Ferr away until one day in 2007 when I was

visiting with Bruce and Winnie and learned they were often in touch with Pete and that he was retired in Simi Valley. Jumping on the chance to speak with him, I called and introduced myself and then, over a couple of very enjoyable (for me at least) telephone conversations, interviewed him about the Thomas Crown Manx and his career. It was a real Hollywood story.

Pete Condos was born in 1925 and raised in a Northern Chicago suburb. Pete spent his teens in local garages working on cars and earned a welding certificate before graduating from high school. In 1942 he joined the Navy and served on the Battleship Nevada. After the war, he returned to Chicago where he built and raced roadsters and coupes and was a charter member of Andy Granatelli's Hurricane Hot Rod Racing Association.

In 1949 he briefly relocated to Southern California, built more hot rods, and was a member of the S.C.T.A. and Throttlers Hot Rod Club. He returned to Chicago from 1950 to 1954 where he built the prototype chassis for the Muntz Jet Car Company.

In 1954 he moved to Southern California for good, working in metal fabrication and building more cars. At this time, as an avid hunter, he began to



PETE CONDOS TEST DRIVING THE RECENTLY COMPLETED THOMAS CROWN MANX.

frequent the nearby deserts and mountains and saw firsthand the advantages of 4WD in rough terrain. In 1961 he bought one of the first International Scouts and immediately wanted to modify and upgrade it, but seeing an absence of aftermarket accessories, he designed and built his own.

Using his considerable four-wheeling experience and fabrication skills, he built skid plates, heavy-duty bumpers, spare tire mounts, and eventually his signature roof racks. Public and dealer interest was immediate, and so Pete quit his day job, and in 1961, with a junior partner, Frank Ferraro, formed Con-Ferr, opened a shop, and began to manufacture accessories full bore. In 1962 Pete acquired Frank's shares and the company continued to grow. Pete was approached by Toyota to produce accessories for the new Land Cruiser and became a Land Cruiser dealer. In 1965 they relocated to 300 North Victory Boulevard in Burbank and added a Jeep dealership and were known as *America's Largest 4WD Emporium*. Not long after that, Pete noticed the rise of the dune buggy and recognizing its potential, became an official Meyers Manx dealer.

With his Burbank location so close to the movie studios, Pete wasn't too

surprised, one day in the Spring of 1967, to get a call from Steve McQueen. He explained that the script of his next film, then titled *The Crown Caper*, (for which McQueen was an uncredited producer) called for a Jeep to be driven at speed in the dunes. Having seen the airborne

Meyers Manx on the recent (biggest selling) issue of Hot Rod Magazine, McQueen wanted to discuss the possibility of using a Meyers Manx rather than a Jeep.

A meeting was held at Paramount and the basic concept, price, and schedule was hammered out. Pete contacted Bruce and a *three-way deal* was agreed to. For P.R. consideration, Bruce contributed two bodies in white gelcoat, as a primary and spare, which were delivered to Con-Ferr by Vic Wilson.

Pete said the unique details of the Crown Manx were worked out with McQueen *eye-to-eye*. Pete says they had differences of opinion and arguments but McQueen was a "good head. He would visit the shop with five or six cronies looking over his shoulder."

Originally, McQueen had a Porsche engine in mind, but Pete convinced him that a 140 hp, 4 carb, Corvair Corsa engine would deliver the performance and keep the costs within budget. There were certain points of the standard Meyers Manx design McQueen didn't like, such as the bug-eye headlights and the unfinished sides of the body. He also wanted a boat-style wrap around windscreen. Pete came up with the idea of the headlights recessed in the hood and the extended

(Pete Condos—concluded)

skirts on the sides. The windscreen also required reshaping the cowl.

The challenge was that though metal fabrication was the Con-Ferr forte, the changes to the body required extensive fiberglass work, with which they had little experience. They proceeded by trial and error. To extend the sides, they pop-riveted 16-gauge aluminum on as a mold, but the first time it warped from the heat of the fiberglass setting. When they solved the fiberglass issues they worked on the windscreen. To form the Plexiglas, they took a toaster oven and cut the back out. They inserted the long sections inside and heated where they needed to bend. They first tried cardboard as a mold for the Plexiglas, then aluminum.

One of the most curious details on the car is the adjacent gas fillers on the hood. Pete said it was McQueen's idea—something he'd seen on race cars. The other obvious race car items were the wheels and tires.

American Racing specially made the wheels, which were so wide in the rear that extra webs were cast on the front of the spokes. The Firestone racing tires were obtained from Pete's old hot rod buddy from Chicago, Andy Granatelli, from his STP Indy race car supply.

When the construction and interior was complete, they had a couple extra days before it was to be delivered. Pete said they took advantage of it to shoot on a really first class paint job in their shop. McQueen wanted the car fire engine red, but Pete figured it would be too dark and decided fire engine orange was called for. After the paint, it was pin striped and the Con-Ferr lettering was added on either side of the early Meyers Manx hood emblem sticker. There were several different back seat tonneau covers

made. One had raised headrests, one was upholstered flat with a chrome luggage rack and one was a simple platform for mounting a camera.

The car was shipped to the East Coast for filming but as soon as they tried it on the beach, they discovered the wide, smooth tires had no grip in the sand. A film crew member flew the tires back with him on an airliner, and Pete had treads cut with a tire groover and sent them back. Driving



CON-FERR, SIGN LETTERED ON EITHER SIDE OF EARLY MANX HOOD EMBLEM STICKER.

aggressively for the camera, McQueen disregarded the standard Corvair engine/VW transmission caution to be gentle with the throttle and clutch in first and the transmission failed more than once.

Despite the setbacks, the Manx performed brilliantly on camera and was the breakout star of the hit movie. Afterward, Pete used a picture of McQueen in the Manx in his catalog but his people came unglued. Pete had earlier signed a release and Con-Ferr received no credit for the design or build of the Manx in the film credits.

To attempt to capitalize at least partially on the movie publicity, Pete decided to pull a mold from the spare body and with Bruce's okay, produce and sell Queen Manx replicas. However, after only one or two bodies

were made, the Con-Ferr fiberglass shop caught fire and the mold was destroyed.

The next opportunity Pete recognized was the need for an alternative to the VW chassis. The buggy craze had depleted the stock of donor VWs in the junkyards and inflated their prices. Pete also knew the junkyards were flooded with Corvairs for as little as \$10. Using his fabrication expertise, he designed and manufactured the

Con-Vair chassis, which enabled use of Corvair running gear in a standard fiberglass buggy. Pete said it was an overnight success and he "kept a guy building them day and night." He sold six to seven hundred but other people began to copy them and finally the buggy craze died. In 1972 he sent unsold stacks of them to be scrapped.

Pete was keenly interested in organized racing. He was cofounder of the National Off Road Racing Association (NORRA), and in fact first coined the now

universally used term *Off-Road*, which he believed was more inclusive to the sport than four-wheeling.

Pete custom built Manx and 4WD Baja racers for himself and others, including McQueen and fellow actor James Garner. He continued racing himself until 1973 and in 1980 was named the *S.E.M.A. Off-Road Man of the Year*. Pete sold Con-Ferr in 1998 but in retirement continued to work on projects in his own small shop. Pete Condos passed away in July 2008.



Editor's Note:

You can check out a couple of videos of the Thomas Crown buggy in action at: <http://www.youtube.com/watch?v=hzejlo4ZJ0I> and <http://www.mcqueenonline.com/tcadunebuggy.htm>

Winnie's Whims or Reminiscings

By Winnie Meyers



As eloquent as most of the magazine writers are, rarely do they get their facts straight, nor do they ever check their writings with their subjects after the initial interview for proofing. Such was the case of the article run last issue from *Car & Driver* magazine. I think all in all the articles are quite good, but there are always those little annoying mistakes or misinterpretations.

After reading *The Father of the Dune Buggy* once more, I was again mostly pleased with the article, but still the bothersome errors. Though Larry Webster is an accomplished writer, some of the facts are incorrect and help to start the ever-so-prevalent mistakes that are then carried on in subsequent articles. Here are just a few of the little mistakes I found.

- Bruce's family did not live in Newport Beach; he was raised in Palos Verdes, Hermosa Beach and Los Angeles. He later moved to the Newport area in the '50s.
- Bruce was dropped off for about five months on a Coral Atoll (Penrhyn Island) to build a trading post for a wealthy businessman. From there he then went to Tahiti before coming home.
- Bruce was not influenced particularly by the Empi Sportster. He was already tooling the floorpan-model Meyers Manx when somebody showed him a picture of an Empi Sportster—however the Monocoque Manx had already been out for about a year.
- Ted Mangels, Bruce's high school friend, never surfed.
- Webster neglects to say that the Baja 1,000 (or Mexican 1,000) was started by the record run Bruce and Ted made in *Old Red*.
- Bruce and I did not move in with my parents and we built a little apartment adjoining their house. After their deaths, we bought out my sisters and maintain the household here.

So, the mistakes aren't real bad actually, but when the director of the San Diego Automotive Museum decides to use some of the facts from that article, it grows. They too, used the passage from the article stating that Empi was an influence. We corrected them on this but I don't think they believed us because after all it had been in print! I was really appalled that the museum would not correct these little mistakes they'd made as I was under the impression that when you went to a museum you would find the truth—not so necessarily. They also totally misunderstood the facts concerning the elapsed time records preceding the Baja 1,000 off-road race, as do many people.

After Bruce and Ted beat the existing Motorcycle elapsed time record in *Old Red* from Tijuana to La Paz by over five-and-a-half hours, the Mexican 1,000 off-road race was born. In the first race, Meyers Manx's won overall and in their class, however Bruce was not the driver of those cars. The car that Bruce drove had mechanical problems and was not able to finish that first race in 1967. In 1968 Bruce raced a Tow'd and crashed, badly injuring his legs. He did not race again until 2003 with a Manxter sponsored by BF Goodrich.

So now you have it, though I've only touched on the subject. It just proves out the theory that you can only believe half of what you read.

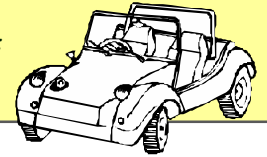


Buggy Life

by Don Giovanoni, #1387

dlgiovanoni@hotmail.com

In this column I share tips/insights concerning our treasured fiberglass dune buggies that I have used firsthand over the years. I hope that fellow buggy enthusiasts will in turn share their tips and suggestions with me so I can pass them along in the column. Product recommendations and reviews are also welcome. Suggestion for future topics: What would you do differently if you were building your buggy today? Or, what advice would I give to a new or potential buggy owner?



Nut-n-bolt or *don't be the one that breaks down* is the theme of this treatise. *Nut-n-bolt* is a racer phrase for going through the car before an event. It certainly applies to an off-road adventure, or even as a spring ritual for a street only buggy. For an extreme off-roader I recommend creating a checklist; it wouldn't hurt for the annual street once over as well.

When I go through this ritual on my Manx, it is amazing how many turns some nuts and bolts move even though they are always part of the drill. The bolts holding the body to the chassis, roll bar to body, and windshield bolts are always good for a cinch down. I guess the fiberglass compresses in time. It is amazing how squeaks go away after tightening the body parts. Spring plate bolts don't seem to loosen but are worth checking anyway, as are the large pivot bolts for the IRS trailing arms. Losing a pivot bolt on the road or trail can ruin your day.

Check the front wheel bearings for play. If you have a link pin front end, *always* check the link pins, as they seem to loosen every time after a buggy is off road. Check for loose tie rod ends and bent tie rods. If the steering box has a lot of play, it can be adjusted. I always check the bolts on the steering coupler, as they are kind of critical.

Brakes deserve a once over as well. How do the flexible lines look? When was the last time the brake fluid was changed? Black fluid is not only yucky but also probably full of moisture that will rust wheel and master cylinders as well as contribute to a mushy pedal. Adjust those drum brakes. I will repeat my tip for the easily confused like myself—take a white paint pen and put arrows on the backing plates indicating which way to turn the stars to tighten up the linings.

Check the transaxle lubricant and top off if necessary. This requires the buggy to be level in both planes to see if the lube is up to the bottom of the fill plug hole. How do the CV joint or swing axle boots look? If torn/leaking, fix them now.


Don't forget wheel bolts or lug nuts. Tighten them in a crosswise pattern, especially with stock drum brakes to minimize distortion that may show up with a pulsating pedal. Torque them properly, 12mm (five bolt)—70-80 ft. lbs., 14mm (4 bolt)—85-95 ft. lbs.

Fuel filters seem to get ignored; air cleaners, especially gauze K&N type need cleaning and oiling. Check or change the plugs. How are the spark plug seals? What do the fuel lines look like? A split fuel line spraying fuel on the headers is no fun on the street or trail (DO keep a fire extinguisher in your buggy just in case). Check the point gap (if still using points) and condition of the cap and wires. Give a tug to the spade connectors on the engine, if any are loose, crimp slightly with pliers.

These checks may look intimidating on paper, but a good nuts-n-bolts session only takes a pleasant afternoon at most. While there is no guarantee that you won't break down on a Club run or Sunday drive, at least you can avoid the embarrassment of something obvious failing. Like a good Boy Scout, be prepared.

As always, I am open to your feedback and opinions. Please share comments or tricks with me so I can pass them on to the rest of our membership.

*Drop me a line anytime at
dlgiovanoni@hotmail.com.*

—Don 

Save The Date! May 20 - 22, 2011

**The Manx Club's First Run at
Kernville, California
Details and registration forms
to follow by mail.**

*Be sure your club membership dues are current
in order to receive all newsletters and mailings.
Expiration date is printed on your address label.*

Does the Manx Club Go Offroad?

You betcha!

As Events Director Bob Hunter ramps up for the Club's second visit to Calico this March 18-20, longtime member Joseph Sellars shares some of his memories from last year's maiden Calico run, along with some great photos...

March 2010

On Friday's run at Calico, I followed Mel down the *Canyon of Hell* along with several others. There were quite a few places where the trail needed to be rebuilt in order to drive down it without tearing up the buggies. It was a fun ride with no breakdowns.

On Saturday's run we were with John Farris's group. Ian Nells from Australia was my passenger. Ian, or *Nelly* as he likes to be called, wanted to see all of the wide open desert. Fellow Aussies Mick and Andrew also had rides for the run. This was the *intermediate run* and was a fairly easy one with sand washes, dirt trails and broken up pavement on the trail up to the towers. Getting to towers involved a steep drive up a hill and we were rewarded with an amazing 360-degree view from the top of the hill. It was a tad bit windy up top but that keeps the clouds away. I had a great time, the campground was fantastic, and Saturday night's dinner was a good time for all.

—Joseph Sellars

PHOTOS COURTESY OF JOSEPH SELLARS



Carvorting in



THE AUSSIES AND JOSEPH OUT ON THE TOWN (FROM LEFT MICK CONWAY, IAN KNELL (NELLY), JOSEPH SELLARS, AND ANDREW ERMEL)



ENJOYING THE VIEW

Calico 2010



THE CALICO HOUSE RESTAURANT



GENE CONDON TAKES ON THE TERRAIN IN GADGET

Manx Fold-Down Windshield

By: Dave Mattoon (Member #10)

After 41 years of Manx ownership, I completed a dream of having a fold-down windshield. The inspiration was a Model T Ford I drove around town in the '50s as a teenager. The T's windshield folded down and the breeze was wonderful on hot days. I've found that the Manx is much faster and goggles are a necessity! The original Manx design is very straightforward and lends itself to this project:

1. With the old glass and bottom spreader bar removed, an oak strip is placed on the Manx nose right on top of the dash screws. A piano hinge is placed on this strip.
2. For backstops with the windshield folded up, oak strips are inserted in the inner side and top groove.
3. A Wink rear view mirror and Spectre hood pin are hung from the windshield frame.
4. A windshield pattern is made from 1/4" lauan plywood, screwed to the hinge, and trimmed to fit within the windshield frame and over the hood pins.
5. The lauan template is a pattern to cut the Speedglass windshield.

Materials and Sources:

1. Stainless Piano Hinge 3" Wide X 4' Long (Part # 1582A434 @ MCMMASTER-CARR.COM)
2. Speedglass Windshield 24" X 48" X 1/4" (Part # F24X48-4 @ PERCYSHP.COM)
3. Wink 4-Panel Mirror 27 3/8" Wide (eBay)
4. Oak Board 1X3 4' Long (Lumber Store)
5. Oak Board 1X2 3' Long (Lumber Store)
6. Brass Strip 1" X 12" X 3/32" (Lumber Store)
7. Stainless Hood Pin Kit (Spectre 42563 @ Autozone)
8. Black foam weather-strips with adhesive on 1 side 3/4" wide X 3/8" thick (Lumber Store)
9. Black Nashua #398 duty duct tape 1 1/2" wide (Home Depot)

Procedure:

1. Remove windshield, glass, and bottom spreader. Reinstall outer windshield frame.
2. Cover the 10 truss head dashboard screws with black duct tape.
3. Place a strip of black foam weather-stripping across the dash just behind the fiberglass nose.



4. Cut oak board #4 (see Material List) to fit within windshield at the bottom over the dash. Bevel the front edge 35 degrees. Temporarily install with screws from each side using the existing spreader bar holes. Make sure it is flat across, otherwise the piano hinge will bind.
5. Cut 7/16" strips from both edges of board #5. Place a 36" strip in the upper windshield inner groove and two 12.5" strips in the side windshield inner grooves.
6. Cut the piano hinge to length and fit over oak board #4. Temporarily install with 2 screws.
7. Make a template from 1/4" lauan, screw to the piano hinge, and trim so it fits the inner windshield curve.
8. With the template up, trace the arc of each wiper blade. Drill a 1/2" hood pin hole 1 3/8" down from the top and in the middle of the wiper blade arcs. Make sure the wiper blade will clear the hood pin scuff plates.



9. Make 3 L-shaped brackets to hold the Wink Mirror and the upper Spectre hood pin. Hang the brackets with a small screw in the rear side of the windshield frame.
10. With the template down, mark and drill a 1/2" hole through the Manx nose for the other hood pin.
11. When the windshield goes up and down and everything fits together properly, mark the rear side of oak strip #4 so that it is even with the rear of the piano hinge.
12. Remove everything, trim the rear side of oak strip #4, and paint the wood pieces.
13. Screw the Luan template to the Speedglass and cut to size with a saber saw.
14. Screw the Spectre hood pin scuff plates to both sides of the hood pinhole.
15. Reinstall everything.
16. Put on your goggles and drive away!



New! Manx Club Antenna Flags



Our new, heavy, red nylon flag measures 10" x 13.5" with a reverse image of the cat design on both sides (eliminating any *image bleed through*). A tunnel-style pocket runs down one end to allow mounting it at the top, or anywhere along the length of a whip antenna. This beautiful flag is handmade in California by a top-notch sail maker and will be unveiled at the upcoming Calico Run. You may pick yours up at the run, or if you can't attend, please send an email to membership@manxclub.com for information on how to have one shipped to you.

\$25 each plus \$5 postage/handling

Some Guidelines to Help Identify an Original Meyers Manx

- The dashboard of the 1st floorpan model is made of ABS plastic surrounded by a steel frame inside the fiberglass hood.
- The hood has a small bump on its nose, measuring 2" wide by 2 1/2" tall. This bump wore a silver and black sticker on the first 150 kits or so into early 1967, at which time the larger black and silver plastic emblem covered this bump. Meyers Manx's had smooth hoods with no other air scoops, ridges, furrows, or bumps other than the two little windshield wiper bumps.
- Two tubular steel struts may be in place to stiffen the lower edge of the body at either side of the license plate. This continued to the end of 1971.
- The 1st floorpan model, produced into the '70s, had stiffening tubes glassed under the fenders from the pedal bulkhead to the engine bulkhead. A very few were first made of cardboard tubes glassed in and later a few with 2" vacuum cleaner hose glassed in place, but finally a fiberglass shape was tooled, which formed a tubelike structure under both fenders.
- In the rear package area was molded a battery sump and a spare tire well.
- If the car had a serial number tag— it will be located between these two sumps, pop-riveted onto the vertical surface of the fiberglass, just above the tunnel. The 2nd floorpan model was called the Manx 2.

There were a few hundred Manx 2 bodies produced from late 1968 to late 1970. Some of these were produced while Bruce was still with the company. Those kits have serial numbers starting with "A." Some of these kits had the stiffening tubes under the fenders. The Manx 2's produced after Bruce left the company had 4-digit serial numbers and no longer had the reinforcing tubes under the fenders. All Manx 2's are identified by a larger bump on the hood, the omission of the battery box sump and the spare tire well in the rear package area (the package area was flat across the back) and the hood and dash were molded as one piece. All Manx 2's were tagged with a serial number.

If you think you have a real Meyers Manx you can find out for sure by following the instructions on the manxclub website and contacting:

The Manx Registry

PO Box 1491 , Valley Center, CA 92082

TEL. 760-749-6321

(please, call only during working hours:

8:30 a.m.—5:30 p.m., Pacific Time)

FAX (760) 751-0610 Email: mrsmanx@gmail.com

Your buggy need not be an Original Meyers Manx in order to join the Manx Club.



Fiberglass Narcosis*

* *narcosis* [när'kôsis] a state of stupor produced by a chemical or drug.

by Mel Folkertsma,
aka Mohave Mel

I have been looking for a few good quotes about buggies. Quotes were found about politics, religion, sports, marriage, life and death, but almost none about buggies. With due respect to these illustrious authors here are what a few great personalities might have said if they had enjoyed times in a dune buggy.

1. I have found out that there ain't no surer way to find out whether you like people or hate *them than to buggy with them.*
-adapted from Mark Twain.
2. The gods do not deduct from man's allotted span the hours spent in bugging.
-twist on an ancient Babylonian proverb.
3. A strong body makes the mind strong. As to the species of exercises, I advise the Buggy. While this gives moderate exercise to the body, it gives boldness, enterprise and independence to the mind. Games played with the ball, and others of that nature, are too violent for the body and stamp no character on the mind. Let your buggy therefore be your constant companion....
-adaptation of a Thomas Jefferson quote
4. Buggy arguments are to be avoided: they are always vulgar and often convincing. *-adaptation of Oscar Wilde quote.*
5. To buggy or not to buggy, that is the question.
-what Will Shakespear might have said.
6. Never be afraid to buggy awhile and think.
-adaptation of Lorraine Hansberry quote.
7. Glory is fleeting, but a buggy prevents obscurity.
-tweaked from Napoleon.
8. Be always at war with your vices, at peace with your neighbors, and let each new year find you a better buggy.
-twist on a Ben Franklin quote.

9. Among the many misdeeds of the British rule in India, history will look upon the act of depriving a whole nation of buggies as the blackest.
-adaptation of Mahatma Ghandi quote.
10. A buggy is mysterious as well as terrible. God and devil are fighting there, and the battlefield is the heart of man.
-adapted from Fyodor Dostoevsky quote.
11. Happiness is nothing more than a good buggy and a bad memory.
-adaptation of Albert Schweitzer quote
12. Cherish all your buggy moments. They make a fine cushion for old age.
-tweaked Christopher Morley quote
13. But I have a buggy to keep, and miles to go before I sleep, and miles to go before I sleep.
-adaptation of Robert Frost, Stopping by Woods on a Snowy Evening.

Now for a few unaltered quotes:

A buggy immediately doubles your chances for a date on Saturday night. -Jimbo R.

One should look at a buggy for what it is: a comment on their life. -Mojave Mel

A buggy is more smiles per mile than any other vehicle. -Bruce Meyers

That's where it's at man. -Steve McQueen

Here are the substituted correct words by number:
1. Substituted buggy for "travel." 2. Substituted buggy-
ing for "fishing." 3. Substituted buggy for "gun." 4.
Added buggy before "Arguments." 5. Substituted buggy
for "be." 6. Substituted buggy for "sit." 7. Substituted
for "obscurity is forever." 8. Substituted buggy for "man."
9. Substituted buggies for "arms." 10. Substituted "A
buggy" for "beauty." 11. Substituted buggy for "health."
12. Substituted buggy for "happy." 13. Substituted "a
buggy" for "promises."

White House Wheels Comparison: Change You Can Believe In?



WHITE HOUSE PHOTO BY ERIC DRAPER



PHOTO. SCANPIX



PHOTO. HYPEWORLD

As the last article in each serious minded fun enthusiast *Mania* I try to keep this column light and easy. But I find there is no upbeat way to say good-bye to a fellow buggista. On a sad note let me pay tribute to **David Ehret, member #1187**, who passed away suddenly Wednesday, December 8 at the age of 44. His red Classic Manx took many awards at Southern California events. Buggy Club condolences to Allison and family.

Buggista in training, Mojave Mel



Meyers Manx Apparel 'n' Stuff



1



7 MEYERS MANX LICENSE
PLATE FRAMES:



2



8



3



9



4



14



5



15



6



16

1. "GOT MANX?" T-SHIRTS Screen printed "Got Manx?" on front with, Meyers Manx shield/cat on back – (no pocket)
Color: Navy /w white lettering / Sizes: Sm–M–L–XL–XXL
Price: _____ \$15 ea

2. HOODED TEAM JACKET Taslan outside shell / sweatshirt fabric lining. Full front zipper / drawstring waist. Meyers Manx logo on front embroidered cat on the back. Colors: Black/ Hunter Green/Royal Blue/ Navy Blue/Black and Red
Sizes: M–L–XL–XXL (Sm –special order) Price: _____ \$85 ea

3. MANXTER T-SHIRT
Dave Deal drawing on back /w . Meyers Manx logo on front - (no pocket)
Sizes: SM–M–L–XL–XXL / Color: White only _____ Price \$18

4. "NOSTALGIA" T-Shirts A white T-shirt from the '60s with the Meyers Manx logo in Black–red stripes below and across the front of the T-shirt. (no pocket)

Sizes: SM–M–L–XL–XXL _____ Price: \$15

5. "BUGGY IRON-ON EMBROIDERED PATCH"– handmade by Shelly Jensen Colors: Red, Green, Blue, Purple, Orange, Yellow, Black, Brown _____ Price: \$8.00

6. MEYERS MANX Logo sew-on patch _____ Price: \$8.00

7. MEYERS MANX CHROME LICENSE PLATE FRAMES *NEW ITEM!*
The last ones still made in the USA (all others are made overseas) "Meyers Manx" on top and "More Smiles Per Mile" on bottom _____ \$15.00 ea.

8. REVERSIBLE NYLON/FLEECE VEST Full front zipper / zippered pockets / elastic waist. Meyers Manx logo on front embroidered cat on the back Colors: Black / Black ; Navy / Navy; Red / Black; Yellow / Black / Royal Blue / Black
Sizes: M–L–XL–XXL (Sm –special order) _____ Price: \$75 ea

9. EMBROIDERED BALL CAP *With Meyers Manx Logo*

Colors: Black cap / black bill; Red cap / black bill; Yellow cap / black bill; Tan cap / black bill; Tan cap / maroon bill. Price: _____ \$15.00 ea.

10. Special Closeout Prices! (not shown) "MANX MANIA" OLDER BACK ISSUES (PRIOR TO SUMMER 2008) _____ \$1-\$2 ea.

12. DVD - "DRIVERS OF THE MANX BUGGY CLUB" (not shown)
By Rudi & Marlise Mueller. Great DVD created from 10 years of the Manx Club's adventures. Sale Price: _____ \$12.00 ea

13. DVD - "THE MEYERS MANX STORY" (not shown)
By Michael Rose Productions. Special edition of the 2-part TV documentary of Bruce Meyers life and the creation of the Meyers Manx dune buggy. _____ \$15.00 ea

14. "TOW'D" DECALS 5 1/4" X 9" - \$30 set of two (These are side decals – to be placed on the sides of the Tow'd facing forward 4" X 6 5/8" (This is a front emblem decal intended for the hood) _____ \$10 ea.

15. "MANX 2" FRONT DECAL 2 1/4" X 3 1/8" - _____ \$5 ea

16. REFRIGERATOR OR TOOL BOX MAGNETS:
Tow'd Logo / Manx Buggy (T-shirt design) / Manx Shield Logo Manxter (T-shirt design). All event magnets starting with 2nd Annual Big Bear and Pioneertown Run, June 1996 to 2009. Your choice. Price _____ \$2 ea

PLEASE ADD SHIPPING FEE TO ALL ITEMS SHOWN. MASTERCARD OR VISA ACCEPTED. CA RESIDENTS PLEASE ADD 9.25% SALES TAX STANDARD SHIPPING CHARGES (US MAIL OR UPS)

\$0-\$30 ----- \$6.00

\$30.01-\$50 ----- \$7.00

\$50.01-\$80 ----- \$10.00

\$80.01-\$150 ----- \$13.00

PLEASE PLACE ALL ORDERS WITH WINNIE MEYERS

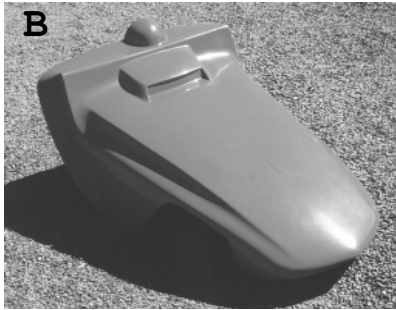
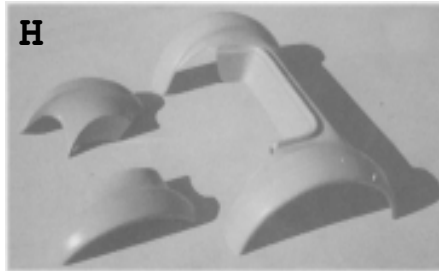
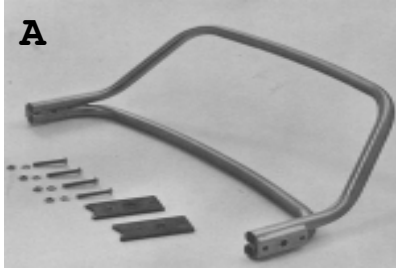
PHONE: 760-749-6321

FAX: 760-751-0610

EMAIL: manxclub@manxclub.cts.com

CA RESIDENTS ADD 8.75% SALES TAX

Genuine Meyers Manx Buggy Parts



A. MEYERS MANX CHROMED FRONT BUMPER with brackets. - Bruce's original design. Requires welding. Price \$300

B. MEYERS TOW'D REPLACEMENT HOOD
Replacement hood - (Shipped by truck + crating charge.) Price \$400 *

C. MEYERS TOW'D ENGINE COVER Price \$200 *

D. MEYERS MANX VALVE COVERS (temp. unavailable)

E. REPLACEMENT MEYERS MANX DASHBOARDS: Both Dash's will need to be either epoxied or laminated to your existing hood. Instructions included. Will fit Manx's with ABS dashes or Manx-types with 42 1/4" width across top of dash.

E-a. DROP/DOWN DASH - For Meyers Manx's & near look-a-likes. Drop-down dash panel for easy component access! Aluminum drop-down panel comes WITH standard VW 4 5/16 speedometer cutout OR WITHOUT (please specify). All fastenings are stainless steel. Price \$170

E-b. ORIGINAL DASH - For Meyers Manx's & near look-a likes. Replaces standard dash /no cutouts.. Price \$120

F. MEYERS MANX SIDE PODS - Set of fiberglass bolt-on sidepods to fit Meyers Manx's & near look-a-likes. Classic-style Price \$350
Vented Price \$360

G. MEYERS MANX ORIG. SIDEWINDER EXHAUST SYSTEM
Includes J-pipes, glasspax muffler - Polished Hot-jet coating: 1 1/2" for engines under 2 liters . Price \$295
1 5/8" for engines 2 liters and over..... Price \$300

H. MEYERS TOW'D FENDERS
Front pair Price \$250
Rear Tow'd fenders shipped by truck + crating chg.)..... \$350 *

I. MEYERS MANX ROLL BARS
Measures 3' X 46 1/2". Steel, non-chromed & unpainted with brackets. Price \$175
Polished Stainless Steel with brackets Price \$425

J. MEYERS MANX HARDTOP - for Meyers Manx's & near look-a-likes. Fiberglass with vinyl-like texture. Includes mounting hardware. **1-pc - (pickup only)**, 3-pc - (Looks just like the original but has removable bolt-on wings for easy shipping!) Available in Black or White Price \$425
Tan Price \$475

K. MEYERS MANX 2-Pc REAR DECK LID - fits Classic Manx's, Kick-Out Manx's and most Manx-types. Includes 2-pc fiberglass, hinged plywood bottom, special hinges, trim, lock and spring prop. Available in primer unless ordering Kick-Out kit... \$375

M. NEW ITEM! MANXTER SIDECURTAINS:
Black/White/Tan & colors/3-piece affair with assembly hardware. Side door panels fold in half for more ventilation. Door panels swing out for easy entry and/or egress (NOT SHOWN) Price \$900 plus tax and shipping

CA RESIDENTS ADD 8.75% SALES TAX

PLEASE PLACE ALL ORDERS WITH WINNIE MEYERS
PHONE: 760-749-6321
FAX: 760-751-0610
EMAIL: manxclub@manxclub.cts.com

ALL PRICES + UPS SHIPPING + SALES TAX FOR CALIFORNIA RESIDENTS. CALL OR EMAIL FOR SHIPPING QUOTES.
*SHIPPED AND CRATED BY COMMERCIAL TRUCKING COMPANY BECAUSE OF SIZE. ALLOW 2-3 WEEKS FOR DELIVERY.

2011 Event Calendar

March 18,19,20 Calico, Calico KOA, Yermo, CA
 April 29,30, May 1 Camp Condon, Clearlake, CA
 May 20,21,22 Kern River Valley, Kernville, CA
 May 20,21,22 Carlisle Kit & Import Car show, Carlisle, PA
 July 8,9,10 Camp Tanda, Big Bear Lake, CA
 Sept. 9,10,11 Mammoth Lakes, CA, Mammoth Mt RV
 Oct 14,15,16 *Manx on the Banx*, No. Carolina

If you have any questions about these upcoming events, please call Bob Hunter at 775-771-6428 or email rhunter8037@sbcglobal.net

PLEASE SEE OUR WEBSITE FOR OTHER BUGGY-RELATED EVENTS

<http://www.manxclub.com>

NOW WITH UPDATED EVENTS AND LINKS SECTIONS, COLOR ADS FROM OUR SPONSORS, MEYERS MANX APPAREL, AND THE LATEST NEWS

IMPORTANT!

MEMBERSHIP INFORMATION

All membership renewals and address changes should be sent to:

Manx Club Membership
 P.O. Box 9558, Glendale, CA 91226-9558

E-mail any questions to:
membership@manxclub.com

NEW: YOU CAN PAY DUES ON-LINE WITH PAYPAL SEE OUR WEBSITE FOR DETAILS—
www.manxclub.com

CHANGE OF ADDRESS/MEMBERSHIP FORM

If you prefer to make your membership application/renewal/change of address by mail, please copy this form and mail to the PO Box above:

Check Here: Renewal New Member Change

Name: _____

(printed first and last)

Member #: _____ *(If already a member)*

OLD ADDRESS (ONLY IF THIS IS A CHANGE)

NEW ADDRESS (STREET)

CITY STATE ZIP

PHONE NUMBER(S) _____

EMAIL ADDRESS _____

PLEASE INCLUDE A CHECK FOR \$30 IF NEW OR RENEWING MEMBER.

Manx Club Sponsors

The below listed businesses support the Manx Club Runs by donating prizes. Please let them know you heard about them at the Manx Club.

California Corvairs

Corvair parts, service and accessories
 Corona, CA

Mendeola Transaxles

San Diego, CA
 619 – 710-8800

Bug Shields by Dino

Custom Windshields
 Anaheim, CA
 714 – 854-0519

Latest Rage

VW Parts
 619 – 445-7553

NAPA Auto Parts

McConnell Motor Parts, Inc.
 41506 Big Bear Blvd.
 Big Bear Lake, CA 92315
 909-866-7533

Pacific Customs

VW Parts
 (stock to performance)
 951 – 738-8380

ORW, Off Road Warehouse

Custom accessories and installation
 Three So. Cal Locations
 818 – 442-8689

Andy's Automotive

Specialists
 Vista, CA
 760 – 726-0130

Interstate VW

Used parts & cores
 Three So. Cal locations
 760 – 736-8515

B&K Manufacturing

Buggy Accessories
 Orange, CA
 800 – 577-3352

MGM Plastics

San Marcos
 760 – 744-8909

PRP Custom Off Road

Suspension Seats
 Murietta CA 92562
 Fax: (951) 894-5108
sales@prpseats.com

Vee Dub Parts Unlimited

On-line commerce source
 For quality parts/support
 Huntington Beach, CA
 714 – 848-8868

Kar Tek Off Road

Corona, CA
 951 – 737-7223

Stuart Benjamin Jewelry

San Diego, CA
 619 – 297-7666

Reno Buggie Barn

Engine works, brakes, Transmissions, parts & repair
 Reno, NV
 775 – 329-0940

Rugged Radios Communications

ruggedradios.com

SAB Imports

Save A Bug Unlimited
 951 – 689-3244

Dan's Performance Parts

On-Line Shopping
DANSPERFORMANCEPARTS.COM
 760 – 751-0718

Fibercraft, VW parts.

Go to fibercraft.org
 Reno, NV
 775 - 392-2039

Dave Barrett

Cage Kits/Trans Mounts
manxchassis.com
 3161 N. Academy Ave.
 Sanger, CA 93657
 220 260 5947

Temecula Motor Sports

Off-Road Parts and Accessories
temeculamotorsports.com

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