

Manx Mania



Original Meyers Manx in Europe

(See story on page 10)

Introducing the 2012 Manx Club Board of Directors

Bruce & Winnie Meyers, Director /Manx Stores Valley Center, CA



Of course Bruce Meyers, the inventor of the fiberglass dune buggy, needs no introduction. His wife Winnie helped him start the Manx Club in 1994. She also was involved in restarting *Meyers Manx Inc.* (formerly called *B.F. Meyers & Co.*) in 1999. In 2008, they gave the Club to its members and have served on the Board ever since. They share with the new member-run club their continued support and guidance and remain a consistent presence at runs and in this newsletter.

Scott Drolet, Director President, Glendale, CA



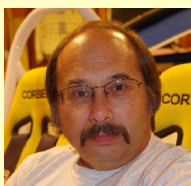
Scott works for Forest Lawn in Los Angeles. He joined the Manx Club in 1994 and the Board of Directors in 2009. He has a Manx that he has owned since 1994 and two *Burros*. Scott says he is thrilled to have been reelected to the Board, and grateful for all of the wonderful friends he's made through the club. "Heck, I'm even thankful for the couple of people of whom I'm not that fond (kidding . . . It's a joke, really)" he says. The Manx Club is indeed fortunate to have such an experienced and charismatic leader at the helm.

Bob Hunter Vice President/Events Chairperson, Reno, NV



Bob Hunter has been in the club since 1997. He works full-time as the Maintenance Foreman at the VA Hospital in Reno. Bob's favorite buggy is his original yellow *Manx2*, but loves his red *Manxter* because all the grandkids can fit in it at the same time. He is in the process of restoring an original *Burro* back to a vintage Baja 500 race car. He has served on the original board of directors since its inception. Bob was the first to step forward to actually conduct the new club's maiden run in Big Bear in 2008, where he knocked our socks off. He has continued to dazzle at every run since surprising the members with new venues and varied activities. Hats off to *Mister Energy* himself. The Manx Club just wouldn't be the same without him.

Tom Iacoboni, Director Treasurer, Vernon, CT



Tom Iacoboni is a retired Aerospace Manufacturing Engineer. He says he has been playing with VW's since 1968. Tom tried building a buggy in 1971, but got drafted and never finished. He raced Formula Vee's from 1979-1985. He joined the club in 1999, and has served on the board as treasurer since 2008. Tom is currently working on a *Kick-Out SS*, but spends most of his time improving and keeping a *Manxter S* running for his wife, Kathleen. We are grateful for his years of dedication in keeping our books straight and our expenses paid.

Joe Spittler, Director / Election Committee Chair, Woodstock, IL



Joe Spittler, a retired I.S. Manager from AT&T, joined the Manx Club in 2000. His stable of buggies is comprised of a *Manx*, a *Manxter*, and an *EMPI Sportster*. He is also currently working on a new *KickOut* for his wife, Jayne. With an extensive background in the operation of non-profit organizations, Joe joined our board of directors when it was formed in 2008. A stickler for the rules, he thoroughly studies the bylaws to make sure everything is being done correctly in order to keep things running smoothly. Every group needs somebody to dot the i's and cross the t's and we feel lucky to have Joe.

Mike Dario, Newly Elected Director and Secretary, Simi Valley, CA



Mike Dario was recently elected to the Board and was chosen as secretary at his first meeting. Mike joined the Club in 1999. He grew up watching his dad build Manx buggies in the garage and riding in his parents' orange *Meyers Manx*. Mike has worked in a leadership position for a major utility in the Los Angeles area for more than 31 years. Mike's wife, Lori Ann, recently took over the position of membership chairperson. The family enjoys a variety of outdoor activities including of course, dune buggies. Having experience serving on the Board of Directors for Simi Valley Girl's Softball for six years, he felt ready to step up at our last Board election. He enjoys the club outings and wants to help keep it strong and healthy for all to enjoy.

Bill Zoeteway, Newly Elected Director Simi Valley, CA



Bill Zoeteway says he is retired but *still works*. Home maintenance and autos keep him busy. He joined the club in 2007, when he purchased a lime green *Manx DualSport*. After having won many first place awards since his first run, he felt it was time to support the club by volunteering to run for a spot on the board. This, along with getting to know the computer better, should help keep him very busy now that he's retired. We look forward to seeing where this new venture will take him.

Additional Volunteer Staff :

**Ray Azen, Webmaster
New York City, NY**

**Anita Kornoff, Newsletter Publisher/Editor
Gardnerville, NV**

**Lori Ann Dario, Membership Chair
Simi Valley, CA**

(Details on them to follow in next issue.)

Message from the Election Director

By Joe Spittler

A big thank you to this year's candidates for their participation in the Board of Directors election. The Directors are the guiding force of the Manx Club. Stuart Benjamin, Mike Dario, Scott Drolet, and Bill Zoetewey, all well-qualified candidates, stepped forward to run for the position of Manx Club Director. Congratulations are in order for Mike Dario, Scott Drolet, and Bill Zoetewey. The remaining terms of Bob Hunter, Tom Iacoboni, Winnie Meyers, and Joe Spittler expire on December 31, 2012. The new terms of Mike Dario, Scott Drolet, and Bill Zoetewey expire on December 31, 2013.

Each year we go through this process and the results never cease to amaze me. We are a 3,700+ member club with only about 650 who pay membership dues at any given time. This year there were 635 active, dues paying members on October 1, 2011. Where are the other 3,300+ and what are they doing? Your guess is as good as mine is.

The CPA received 175 returned ballots of which 165 were certified as valid to be counted. What happened to the remaining ballots? Perhaps it was because of the very tight window on the voting this time. Perhaps they were not received because I was late in getting the ballots mailed out. Or, perhaps some members did not recognize the urgency of the shortened window for casting their ballot this year.

I feel we should look at the process a bit closer for 2012. We are researching a way to combine an online voting process with members known to have Internet access, and with the traditional mailing of ballots to those who do not. One thing for certain, I have to have the ballots in the mail no later than October 1, 2012, in order to allow a full month for them to reach the members and get mailed back for counting.

Since December 1, 2011, I have received several questions concerning the Manx Club Election process. Just joining the Manx Club and paying annual dues one time will not work. The bylaws define a member in good standing as one who has his or her membership in force by having paid annual dues on or before October 1st of the current calendar year. Even if you have a *Lifetime Membership* you must pay annual membership dues in order to vote each year or to be

on the Board of Directors. This is simply the rule according to our Manx Club Bylaws.

There have been several comments about the timeframe for the casting of ballots. Some time ago, I actually sent a letter to several members of the Manx Club asking them to return the enclosed envelope ASAP. I included a note explaining this was a test to establish the average time required for a first class mailing to go out and be returned to me, simulating our ballot mailing process. The average round-trip for the envelope was 10 days; the longest was 14 days. Interestingly, the mail to Great Britain, France, Canada, and Japan averaged nine days. I realize this does not allow any

time for the ballot to get lost at a member's home, or on someone's desk. If we read the instructions enclosed with the ballot, we should be able to allow 14 days for each member to receive it, wait a couple of days to fill it out and then return it in the mail. I think it is reasonable to expect that all ballots should be returned within 16 days of the original mailing to the members.

Since future ballots will be sent out at the correct time, we will have a better timeframe for the process. Every CPA I talked to wanted to have the ballot counting task completed by December 31. There are two reasons for this: Tax Season starts on January 2. This is their busiest time of the year. Additionally, we hit the Christmas Rush for the world's various mail services this year.

By following the process correctly in the future, we can have everything done in October and not have to worry about the end of the year. This year, as of January 10, 2012, there were no ballots returned from outside the USA.

We are already working on a plan to expedite and improve the election process for the Manx Club in 2013 that involves having all information gathered to assure the ballots are printed and mailed on or before October 1.

Again, to all of you who participated in this year's election, thank you.

Our sincere appreciation to outgoing Board Members Cindy Cornelius, Club Secretary and Gene Conden, V.P. for having served on the Manx Club Board. Your interest and efforts are greatly appreciated.



Spring 2012 Contents:

2012 Buggy Runs -----	13
Board Election -----	3
Bruce Meyers -----	5
Bruce & Winnie Story -	8
Fiberglass Narcosis -	14
Lone Pine Flyer-----	20
Manx in Europe -----	10
Manx Store -----	17-18
President's Message ----	4
Salute to Sponsors----	19
Utility Manx -----	6
Winnie's Whims -----	12

The Manx Mania

is the quarterly
newsletter publication of
The Manx Club, USA

It is mailed free of charge
to current members and it,
along with back issues,
are also available to members
on-line

in color pdf format at:
www.manxclub.com

Newsletter Editor/Publisher:
Anita Kornoff

Contributing Writers:

Tom Baker, Art Beck,
Shawn Bowlby, Louis Brooks,
Gene Condon, Ralph Deckard,
Scott Drolet, Mel Folkertsma,
Don Giovanoni, Norm Hardy,
Tom & Kathleen Iacoboni,
Maurice Liang, Dave Mattoon,
Bruce & Winnie Meyers,
Lorenzo Pearson, Greg Rardin,
Joseph Sellars, Bart Shoemaker,
Nelson Sparks, Jayne Spittler,
Joe Spittler, Gert van Braak

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

Message From the Board President

Happy New Year!

2012 is here and with it are coming many exciting changes. Before we talk about that, however, I'd like to send my heartfelt thanks to outgoing Secretary Cindy Cornelius and outgoing Vice President Gene Condon. Both of these individuals gave us their all for two solid years.

Cindy worked tirelessly on documenting our meetings and staffing the club booth and store at the fun runs. She would drive miles and miles from her home to visit vendors and sponsors to twist their arms for raffle prizes, and then cajole our members into buying tickets to win those prizes. I know Cindy, Al, and their two daughters will still work the booth at the runs when they are able, but I'll miss her attending our conference calls and meetings.

Gene Condon is the man responsible for moving our website forum off the problematic VBulletin platform and onto the streamlined Yuku database. Gene even went so far as to organize and host a Manx Club Clear Lake event offering the property around his home ("Camp Condon") for attendees to camp. Gene will still be a big participant in Manx Club events, and I appreciate how much the club has benefitted from his kindness over the years.

Thank you, Cindy and Gene, for serving the club and our members so well for the past two years. Your contributions have added immeasurably to the success of the Manx Club.

Now, onto the changes! In early January we held our first Board meeting of the year. In addition to covering the bylaw required agenda items, we agreed it was time to put our best foot forward and create a much better place for our members to visit. How do we do that? Simply by asking Ray Azen, our Webmaster, to take on the yeoman's work of designing an all-new Manx Club website from scratch. I'm not kidding . . . We are talking about creating a state of the art website that is more than just a portal to the forum section. The Meyers Manx is the gold-class standard of fiberglass design and construction. Our website needs to reflect that as well. We want our site to be the authority on all things dune buggy. Slated is a database of dune buggy styles, makes, models, brochures, color charts, a photo library, anything our members can find that helps track the history and advancement of our favorite mode of transportation. Surrounding that archive will be an all new club storefront allowing members to pay via credit card for such things as fun runs, event shirts, membership dues, and any other goods and services we can dream up. This will take substantial time and money to build, but I think you'll agree it's worth the investment. Stay tuned for the unveiling late this year!

Another exciting development is the formation of a new Manx Club chapter. Winnie and Bruce envisioned many years ago appointing regional club chapters to serve like-minded enthusiasts. Now, 18 years from the inception of the club, we've received our first chapter application from club members Bud Zeller and Vince Simansky. Bud and Vince were instrumental in organizing the first East Coast event, *Manx on the Banx*, in the fall of 2011 staged in the Outer Banks of North Carolina. Now, the two are busily assembling their Board of Directors and Officers for their newly chartered Mid-Atlantic Chapter which includes the states of North Carolina, South Carolina and Virginia. Congratulations Bud and Vince, we wish you well with your chapter and look forward to working with you in the years ahead. That's about it for me this issue. Until we meet in Lone Pine . . .
Buggy On!

—Scott Drolet

From the Desk of Meyers

Recently a letter and book were sent to me for an autograph. It was created and sent by a loving daughter documenting a dune buggy restoration her father and her husband did in order for her father to get through an illness. The book was to be given to him on his birthday. Below is the letter of response to her as I've received so many similar letters of touching stories.



Ms Howington,

A testimonial to the love of Father and Son, man and machine, your little book underlines the societal evolutionary spin-off of the Meyers Manx dune buggy.

The many Fathers who, in the intervening years since its inception, have shaken my hand for keeping their boy off the streets and out of drugs has warmed my heart deeply. For it seems the little car's unique ability to attract an otherwise disinterested or errant son to the garage and Dad, has proven to be the glue of salvation. The Meyers Manx and its vast number of offspring have promoted countless lifelong bonds of Father and Son. Today those good Fathers have passed on and now those little boys who learned to twist a wrench with their Fathers stand proudly before me as a man with this very car.

This wonderful family cohesion created by a little handmade car, built in the garage, is often accompanied by stories of the kids fighting over who gets to ride with Mom in the Manx to the grocery store, or the neighbor noting the boy wiping down the Manx daily, referring to it as his latest girlfriend.

Yet here is another twist - your Father who needed to occupy his time in order to deal with what might otherwise be suffocating anguish and his Son-in-law who recognizes his Father-in-law's need - again working together to accomplish a unique bond of family.

All of this is my final reward.

Thank you,

-Bruce Meyers

Please see photos from Ms. Howington's book on page 16 of this issue.

Utility Manx #6

By Bart Shoemaker, Member #216



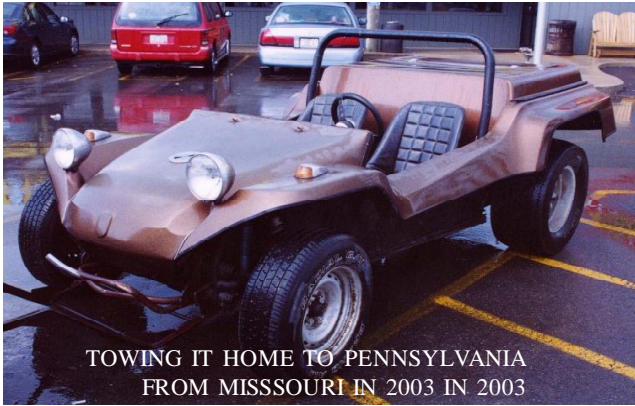
BART AND BRUCE AT 2010 CARLISLE SHOW

Years ago, more specifically, *Manx Mania* Volume 2, Issue 1, my fascination was sparked by the saga involving the three Manx utility cars. Their limited production was aimed at creating a service-oriented fun car. For reasons unbeknownst to me at the time, the article remained in the back of my mind. For those who aren't too familiar with the *Utility Manx*, the concept was one that took form versus function and converted it into fun and function. Unfortunately, this was toward the end of B.F. Meyers' original reign and the prototypes were all that were produced by Bruce—two purpose-built Lifeguard buggies and one for the Forestry Service. There is a rumor that an employee may have made one for himself, but that is largely unsubstantiated. Coinciding with all of this was the interesting theft of the uncompleted Forestry car from the Meyers' lot; alas the onslaught of this small army wasn't to be.

A curious note on the two original Lifeguard cars that I accidentally stumbled upon came from a man named Ron Aaron from whom I had purchased an LA County lifeguard badge on eBay for my display. Seems

he was an LA County lifeguard himself for many years and mentioned in a book of their history. Unfortunately, I couldn't nail him down on where I could see it. There are some photos of the Lifeguard buggy or buggies. He claimed they only used them for about a year as the engines became *sanded* out. Personal experience with my car makes this a very likely scenario. If you don't have the engine cover on and the air cleaner is not in place, the fiberglass bed lip is centered right over top of the type three carburetors. I can easily see this happening with the careless loading and unloading of cargo. Today, the original three utility Manx bodies, which include the recently located Forestry car, belong to Jim Guthrie. But, what would happen if a fourth, fifth, sixth and even seventh utility car were located? A back-door deal covertly orchestrated? Copycat bodies? The true story will be revealed...

In 2003, while searching eBay I was dumbfounded to find what I believed at the time to be the Forestry service car located in Missouri. However, the color wasn't right and a couple of other small items led me



TOWING IT HOME TO PENNSYLVANIA
FROM MISSOURI IN 2003 IN 2003

to question its authenticity, but thinking, it could have been painted, modified, hmmm... For verification, I tried contacting Winnie before the auction ended but was unsuccessful. Acting on instinct, knowing deep down that I could not possibly let this one get away, I crossed my fingers, bid and won. Yes! Funny thing happened once the auction ended, I received a flurry of email. Seems I wasn't the only one who had discovered and questioned the authenticity of this Utility Manx. Later, when Winnie and I did exchange emails she helped unravel the mystery. No, I didn't stumble on the long-lost Forestry car. (It had been recovered since the original article was published.) What I had stumbled upon however was not a clone but an actual Utility body pulled from Bruce's mold. How could that be? I had read that there were only three. Winnie explained that at the auction of B.F. Meyers the Utility Manx molds were sold. The molds were used to make several bodies (an exact number is unknown) and most likely destroyed. In fact, until recently, Bruce himself had a green Utility from the post B.F. Meyers run that he sold to Eric Sonny Lindemann. Winnie further explained that due to the high quality of these bodies and use of Bruce's mold, the *utilities* have been acknowledged and authenticated by Bruce as honorary Manx Utilities. In addition to Sonny's and mine, another resides with Greg Reed in Santee California. You may have read in *Manx Mania* several issues ago about a seventh one found by Mark Bryant.

The auction of the BF Meyers Company in March of 1972 saw the scattering of molds and equipment across Southern California. It is commonly believed that an unknown person bought many of the molds and resold them. An unidentified shop in the Anaheim area added (at the very least) the Utility mold to their inventory where it was not mothballed. To date four post BF Meyers Utilities have been registered with the Manx Club. All seven Utility Manxes appear to have been built turnkey. Three by B.F. Meyers and four by the shop in Anaheim

This Utility Manx was produced in 1976 for Mr.

Varnie Shrader (VJ), a wealthy land developer living in the gated community of Cyprus Shores in the southwest corner of San Clemente California next to the Nixon estate. As VJ tells it, he wanted a dune buggy but lacked the mechanical skills to build one. This led him to above-mentioned shop off the Santa Anna 5 Freeway in Anaheim, California. Unfortunately Mr. Shrader couldn't remember the name, just the location. The owner of the shop showed VJ several molds to choose from hanging on the wall and discussed the various options with him. Upon completion of the buggy to VJ's specs title in hand, it was ready for use. VJ topped it all off with a license plate that read Dunbug! Built on a 65 swing-axle Beetle chassis, it was powered by a '66 1600 type-3 single-port pancake engine. A widened set of wide five stock rims surrounded the buggy—back ones being around 8" wide with sand tires and tubes. Three Stewart Warner gauges were fitted into the dash: fuel, amp and oil pressure. The speedometer is an early Beetle and registers up to 90-mph. The buggy was a fairly common build otherwise with fiberglass seats, mouse-trap-type roll bar and a 10" chrome Superior steering wheel.

VJ would often lend the buggy to other residents of Cyprus Shores where it eventually became the *community mule*. He fondly remembered the parties held by the ocean where you had to drive under a railroad tunnel to access the beach. The Manx was used to transport beer, volleyballs and picnic supplies for those occasions. It was also often used to ferry older ladies and passengers down to the shore. He simply left the key in it and it was available to his Cyprus Shore neighbors when needed! When I asked about any repairs or service, VJ said that it never needed anything.

Next time we will continue with the history of the sixth located Utility by delving into its more recent owners.

(TO BE CONTINUED IN THE NEXT ISSUE)



The Bruce & Winnie Story

By Anita Kornoff

Timothy Hardy, a relatively new member to the Manx Club, once commented to me, “We often hear about Bruce’s adventures and occasionally references to an ex-wife or two, but does anybody know the Bruce and Winnie story?” What an interesting question, I thought. So, at last year’s Mammoth Lakes run I asked Winnie herself to fill me in. She graciously consented to a brief interview during the Sunday morning buggy run. Here, is the story we were able to put together between the many visitors to her Manx store set up at the campground.

As the buggies pull out of the parking lot, Winnie recalls having felt an almost tearful welling up over the past 17 years while watching them leave. She admits, “These days I only feel a mild pang. A bit like a mother seeing her kids off on the first day of school.”

One can’t help but wonder how this extraordinary attachment to the extended Manx Club family came to be. So, let’s begin at the beginning. On May 6, 1945, Winifred Jean Avery came into the world in Whittier, California. Exactly four days later, 19-year-old Bruce Meyers was jumping off the aircraft carrier USS Bunker Hill, after it had been hit by Kamikazes during World War II. Who

knew what the future held in store for the two of them and for the 600+ active members in the Manx Club today? Actually, the Bruce and Winnie story didn’t begin until 1981 when Winnie was living in Costa Mesa and Bruce on Balboa Island. Winnie, having grown up in a musical family of three sisters, had

a time, Winnie felt a need to do something with the songs he had encouraged her to write. So she contacted a friend Jay Greer, who played the guitar but read actual written music. Since he was unable to work with Winnie’s songs, he thought of someone he knew who also played by ear that could

probably help her. That someone happened to be Bruce Meyers. Jay introduced them at the *Jolly Roger Restaurant* on Balboa Island. The smooth-talking Bruce immediately said, “Sure, I’d be happy to help you. I have a guitar sitting at the ready up in my studio apartment just



been part of a singing trio since the age of 8. She also played a little guitar, by ear. Now, a divorced mother with two daughters (ages 7 and 9) Winnie had ended a difficult marriage with an alcoholic husband and looked toward a brighter future. She was dating a man who played country western and folk guitar. Once, while listening to him play a Crosby Stills and Nash song, *Teach Your Children Well*, Winnie commented (because of the poetic license taken), “Even I could write better songs than that.” So, armed with only the few guitar chords she knew, she set out to prove it and began writing. Later, that friend was tragically killed in an accident. After

a few doors down the street, come on up.” Winnie politely, but firmly replied, “No-o-o.” However, they did exchange phone numbers—Bruce jotting hers down on the back of a picture.

Well a week or so went by, and he never did call her! Winnie remembered having seen Bruce before at a restaurant/bar in Newport Beach called *Josh Slocum’s*—anyone who was anyone went to *Slocum’s* on Friday nights. So one Friday, she went there in hope of running into him. However, on that particular night Bruce wasn’t there. So she had a little to drink, but not too much, and called him. He was home having dinner. As it turned

out, the poor man had every intention of calling Winnie. Unfortunately, the ink had smeared on the back of that picture so he was unable to. He said he'd hop in the shower, and come right over. She suggested he'd better get there soon, before she got drunk. When

Bruce got to *Slocum's* that evening it turned out he had forgotten his wallet, and they had to guess what . . . return to his apartment to retrieve it. The rest is history.

In 1986, after being together for five years, they decided to get married. They wanted an outdoor wedding and, unfortunately, it was January. Even in sunny Southern California, January can be a rough month to plan any outdoor event. They thought it might be fun to have the ceremony on Bob Sloan's (Bruce's longtime South Sea Island shipmate) 70-foot, two-masted schooner docked at the *Rusty Pelican* in Newport. They talked to Bob about the possibility of holding the wedding aboard the *Spike Africa*. Although Bob was happy to oblige, he warned they would have to do it soon because he had just been told that his terminal illness had run its course and his time was very short. Sadly, in fact, he died just one month later. In a bittersweet twist, this would not only be a celebration of Bruce and Winnie's new life together, but Bob's own farewell party on his boat—albeit an unknown fact to the guests. With less than a week to prepare for it, they were able to put together quite



Prior to the wedding, Winnie remembers a friend having told her if she married Bruce life was sure to be exciting. And now, more than 25 years later, Winnie has to agree that there has never been a dull moment. Winnie said, "In the early days, Bruce and I

a wedding. It just so happened that the manager of the *Rusty Pelican* had a mail-order degree as *doctor of divinity* and agreed to perform the ceremony. And, although it had been raining for several days prior, the Saturday of the wedding turned out to be beautiful. Often considered a good omen, it has since proven to be true for the couple. So, along with Captain Bob and family members including Winnie's two daughters Brittney and Jenny and Bruce's two daughters Georgia and Julie, off they sailed. The happy couple exchanged vows five miles out at sea.

Interestingly, Winnie is just five months younger than Bruce's eldest daughter and one year older than his son. When they returned to the dock of the *Pelican*, about 100 friends joined in the wedding reception party aboard the *Spike Africa*. A family friend and jewelry maker had fashioned Winnie's wedding ring integrating two of Bruce's old, gold dental crowns. Maybe funds were tight at the time—or maybe Bruce just wanted to put a little of himself into this last attempt at happily ever after. Whatever it was, it seemed to work.

spent our free time camping with friends and at the house he was building in Mexico at Bahia de los Angeles."

However, she continued, "In 1994 our life got even more exciting. Jacky Morel, of *Super VW Magazine*, invited Bruce to be the guest of Honor at the *25th Anniversary of Manx on the Shores of France*. Both Bruce and I were Jacky's guests. It was such an enjoyable trip, by the way, that we have traveled to France five times since."

"In those days," continued Winnie, "Bruce felt bitter about the way things had gone with his invention of the dune buggy, but his good friend Jacky had some invaluable advice to offer. Although Jacky agreed Bruce had been treated very badly he told Bruce that he must change his focus and look for the positives in what he had done. "Do three things," Jacky said, "First, start your own buggy club. Next, design the new Manx of the '90s and finally, write a book."

"These pursuits left no time for anything else, not only did following Jacky's sage advice help Bruce overcome the bitterness, but it actually gave us both a new life,"

(continued page 16)

Original Meyers Manx in Europe

My name is Gert van Braak, and I live in the eastern part of the Netherlands, near the German border. It was June 1991 and I was 22, when I noticed a dune buggy at the local car dealer. I had been saving money to take driving lessons and buy a car, but after seeing it, I knew I had to have the dune buggy. That's where it all started. Over the years I had lots of fun with that buggy, which also helped lead to me getting married and now we have three beautiful daughters. As busy as that kept me, every now and then I said to my wife, "Someday I'm going to get an authentic Meyers Manx," but to be honest I knew it was a dream which would probably never come true.

Then in April 2008, I was looking at the classifieds on a Swedish Classic Car website, and I saw an ad for a buggy. The one bad picture it had only showed the hood; the rest of it was covered. I couldn't believe my eyes: Was I seeing a Manx front badge on the hood? I told my wife, "I think there's a Meyers Manx for sale in Sweden!" She said, "Go for it, call the seller." So that's what I did. I called and he e-mailed me more pictures. "OMG, it is a Meyers Manx, and it has an ID tag, and it's the original golden orange metal flake gel coat!" A few days later I set out with a friend to drive across Germany, Denmark, and Sweden to pick up this incredible barn find.

In a small village near Stockholm, I saw the Manx in person. It was in a little garage. The metal flake was in near perfect condition, and it also had the original Meyers Manx white softtop on it. The brakes were frozen, so we had to drag it out of the garage, but the engine started right away. The seller told me it hadn't been driven for the last five years. With a big smile on my face, we closed the deal. The Manx was mine, and I towed it the 800 miles back home.

Once safely home, I read all the documentation that came with the Manx. The original owner had kept the invoices from B.F. Meyers & Co., shipping papers, etc. I contacted Nelson Sparks and got scans of some missing brochures from him. I also contacted Winnie Meyers to add it to the Manx Registry. The serial number tag said the body is from 1968 (on a 1966 floorpan). The 1968 Meyers Manx brochure showed Cragar wheels as an original accessory, so there was no doubt about it for me—these were what I wanted mounted on my Manx, and I ordered a set from the US. I also wanted BF Goodrich Radial T/A tires on it. The 15" were available in the Netherlands, but I also ordered a 14" pair from the US. I sent a picture of the Manx, with



the Cragars on it, to Bruce and he returned the picture with his signature. Again, I will thank him for that! Since then I've also bought the license plate holders, "More Smiles Per Mile" and the Manx shift knobs (both of them) to complete my Manx.

A few weeks ago, I finally located the man who originally built the Manx in 1968/1969. I wrote him a letter and he answered back. He told me he probably has some pictures of the period (1968/1969) when building the Manx! So the story continues...

These days I'm having as much fun buggying as ever, but now with my Meyers Manx. With my wife next to me, and our three daughters in the back, we have a great time driving around the Dutch countryside and returning waves from the Manx's admirers. I also spend time each day looking for magazines on eBay with articles on Meyers Manx which might be missing from my collection. Meyers Manx... where the fun begins!



By Gert van Braak



**NEVER MISS AN ISSUE
OF YOUR
MANX MANIA
YOU MAY NOW PAY
CLUB DUES
ON-LINE WITH PAYPAL
SEE OUR
WEBSITE FOR DETAILS:
www.manxclub.com**

Winnie's Whims

By Winnie Meyers



I've said it before and I'm sure I'll say it again – "Time flies when you're having fun"! This last year has been a whirlwind of fun then... Unfortunately because of the economy, business was pretty slow, but we have been busy with many other things instead. Here's a recap of last year's doin's.

Bruce and Peter Borne (the person co-writing Bruce's life story) have pretty much reconstructed Bruce's life up to now by visiting all the houses where Bruce once lived. He has interviewed most all of Bruce's former wives, his existing family and as many of his most influential friends as possible. One of their trips led them to San Francisco and onto the USS Hornet aircraft carrier, after which a Manx Club event was conjured up so that Bruce could tell his story to Club members. You saw the write-up in the Manx Mania. A small group of buggies and members enjoyed a short drive, tour on the ship and lunch together. It was a very nice day!

Bruce's 85th Birthday was a biggie this last March where we got to see lots of our extended Manx family (sorry, we don't have room for everyone). There were also friends from the past, new friends and of course family members in attendance. The Manx Club's event in Calico took place mid-March and then the Aussies came for their traditional visit in April.

The *Bug-In* in Fontana started May off with a very windy event and *thank you*—more buggies this year. Two days later, Bruce was spirited off to the *NORRA Mexican 1,000* where he was made Grand Marshall of the rally from Mexicali to La Paz. I stayed home to prepare for the next set of Aussies coming to fill up a container of Meyers Manx molds and parts. As

soon as the Aussies left for home, we packed our bags for the *Carlisle, Pennsylvania Kit Car* show and Manx Club event in mid-May. We extended our trip slightly afterwards and went to New York before heading home again. We got home just in time to provide the Valley Center Queen with a ride on our buggy at the local Western Days Parade.

Four days later, the beginning of June, we left for the *Mid-America Funfest* in Effingham, Illinois. Each one of these events is great for us, as we get to see Club members we don't normally see otherwise. After returning home again there was a four-year-old's dance recital we simply couldn't miss (my granddaughter) the night before the Annual *VW Classic*. We also managed to get to see the play *Oliver* in which she had a role along with her Dad, before the end of June.

July of course brings the really fun *Big Bear* Manx Club event and then I snuck off to Minnesota to visit my daughter and her family for a few days. After returning home we jumped in the car and drove up to the Bay Area near San Francisco to do the Manx Club USS Hornet event that I spoke of earlier.

All during this time, sometime after Bruce's birthday, we started remodeling our bathroom out of necessity due to tiles falling off the shower wall. I think all the stress of traveling and the bathroom construction actually put Bruce in the hospital for three days in the first part of August, just after we got home. Diagnosis: Diverticulosis. He required three units of blood and had several tests while he was there, but otherwise was in good health and spirits throughout the whole ordeal. The loss of blood made him very weak, but the blood transfu-

sions brought him back to normal rather quickly. Bruce was soon released and told to take it a little easy for a few days. Later in August, we went to the *VW Jamboree*.

September was the Manx Club event in Mammoth where we had a great time. Then in October, the first Manx Club event on the East Coast, *Manx on the Banx*. We flew out for that and had a great time, flew home on Sunday night. Monday we ran around like crazy to prepare for a quick driving trip to Las Vegas for a meeting the next day. Tuesday, we got up early and drove the five or so hours to Las Vegas had our meeting, took a hotel and because of jet lag, woke up at 3 a.m.! We finally left for home about 6 a.m., and had breakfast just outside of Las Vegas, in Jean.

What happened next is quite a story—but I'll give you the short version. I had what was called an incomplete stroke or sometimes called a TIA. I wasn't aware that it was happening: although I certainly was aware that things weren't right. Back home, the on-call doctor wrote it up as *exhaustion* though he made sure I got an MRI and carotid artery test. All tests proved normal and again we have simply been told to *slow down* a bit.

Well, I guess you could say that we slowed down a little, at least for awhile. The first part of November we flew to Minnesota to visit with my daughter and family and Peter Borne who lives close by. Bruce slept in every morning we were there (something he never does), so I guess you could say we were taking it easy.

December we had Peter at our house and he keeps us hoppin' in

(next column)

order to make the most of his time here. Our annual Christmas brunch took place just before Christmas (again, sorry we can't invite you all). Then we enjoyed the usual Christmas celebrations with my other daughter and her family who live here in Orange County.

January 2012 is already gone, and February brings another adventure. By the time you read this newsletter, Bruce and I will have gone to Kuwait and back! Yes, I said Kuwait! We have been invited by *His Highness, the Prime Minister of Kuwait*, as his special guest, to come to the *Third Annual Concourse de Elegance*.

At first Bruce thought they had made a mistake and wanted Bruce Meyer (with no "s"), who owns about one-half of the *Petersen Museum* in Los Angeles and has a huge car collection. But no, they said, "You're the dune buggy guy, aren't you?" "That's who we want. It's all about the history." We submitted our pictures of *Old Red* as the show is all about pre-1974 cars. They returned with "You won't need to bring a car, just yourselves." Guess *Old Red* just wasn't elegant enough. If nothing else, there will be several firsts... Going to Kuwait of course, having dinner with the Prime Minister, possibly riding into the desert on a camel and getting Bruce in a Tuxedo. I'll be sure to get a picture of that!

One thing is for sure, every event written here was an adventure. Each person we connected with, a pleasure. And we never intend to stop having pleasurable adventures as long as we can.



Manx Mania
2012 Newsletter Deadlines:

Summer Issue: May 1st

Fall : August 1st

Winter: November 1st

(your buggy-related items are welcomed)

manxmania@yahoo.com

2012 Fun Run Schedule

*CURRENT MEMBERSHIP IS REQUIRED
IN ORDER TO PARTICIPATE IN CLUB RUNS.*

April 13, 14, 15 — Lost in Lone Pine, California **Boulder Creek RV Resort**

Recommended motel is **Best Western** Lone Pine.

The flyer is in this issue and look for it in your mailbox! Potluck Dinner this time, bring a main dish and dessert or salad for at least four adults.

Also, bring your own plates, utensils, and drinks.

Get ready for the Manx Clubs Buggy Rally and Poker Run!

May 18, 19, 20 — Carlisle Kit & Import Car Show **Carlisle Fairgrounds, Carlisle, Pennsylvania**

Look out for more information as it becomes available

July 13, 14, 15 — Big Bear Bash at Camp Tanda **Big Bear Lake, California**

A Manx Club Tradition!

Make your RV reservations NOW at **Holloways!**
Saturday night dinner catered by Sonoma Cantina.

This is the biggest event of the year!

Sept 14, 15, 16 — Where in the heck is Genoa, NV? **It's down the hill from beautiful Lake Tahoe, California**

Plan on dry camping in an open field
or staying at the Carson Valley Inn and Casino.

Saturday Night Dinner at the Kornoff's Buggy Ranch.

A lot of beautiful highway driving and tons of off-road trails.

This is one you don't want to miss!

Current Membership required to participate in this club run too.

Oct 8, 9, 10, 11, 12, 13, 14 — Manx on the Banx **Kill Devil Hills, North Carolina**

The East Coast Manx Club will host a weeklong event this time
because two days just weren't long enough!

If you have any questions about these upcoming events, please call
Manx Club Event Coordinator Bob Hunter at 775-771-6428

or email rhunter8037@sbcglobal.net

"Preserving the Legacy"

Fiberglass Narcosis*

by Mel Folkertsma



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

Mohave Mel has been a regular feature writer since the Club and Mania went public. He and his wife Paulette reside in Southern California and have been Manx Club members for fourteen years. They participated in nearly every club buggy run until two years ago when they began dedicating summers to building a cabin. They were key figures in making our public Manx Dune Buggy Club a reality. Both of them are now retired and say they really appreciate the lasting friendships they have found in the club. They are the proud owners of a *JSC*, a *Safari Trail*, and a *Meyers Tow'd*.

— Editor

Gimme a Break ... *uh, Brake*

I finished restoring my first buggy and proudly went on a run along Pacific Coast Highway. A traffic signal changed while I was paying attention to whether pedestrians were watching my buggy. When I noticed the light turned yellow I had to clamp hard on the binders in a panic stop. The front wheels locked up but the buggy only slowed. With front tires lightly screeching the buggy slid through the pedestrian-walk and partially into the intersection. During restoration I had replaced all the brake components and they seemed to be working fine. My first few miles of driving had been cautious while I learned to predict the buggy's behavior and again the brakes seemed to work as they should. But in a panic stop something was definitely wrong. If people had been in the crosswalk I might have hit them. As I wondered about the problem to a veteran buggy friend he asked whether I changed the brake proportioning. The what?

Let me start this braking explanation with the brake cylinder specifications for various years of Type 1 Volkswagen Beetle.

—Prior to mid 1958 VW used 19mm front brake cylinders and 17.5mm rear brake cylinders.

—Mid 1958 VW changed to 22mm front cylinders and 19mm rear cylinders.

—In 1968 rear brake linings were widened a little and the rear wheel cylinders were changed

back to 17.5mm. The fronts remained 22mm.

The wheel cylinder specifications listed above are for the weight distribution and chassis length of a stock VW beetle. Traditionally when brakes are applied the rear braking applies downward force to the front of the car causing it to squash down on the front wheels. Most of the stopping ability happens up front, typically about two-thirds of the braking. Note that larger brake cylinders are used on the front even though the front of a stock beetle is lighter than the rear. Now consider that turning a VW pan into a buggy changes the stock weight and weight distribution. On a buggy the front is drastically lightened; most of the weight remains in the rear. In addition the length of the pan is usually altered. To this we add the fact larger tires are often installed, especially on the rear. Changing the weight distribution, wheelbase, and tire size without changing the stock brake proportioning, front to rear, is what causes buggy front wheels to lock up much earlier than the rear wheels. In fact, it is almost impossible to make some buggy rear wheels lock up on pavement when using stock VW wheel cylinders on the rear. Not only does this stock combination make the braking very poor, it can be dangerous. Stopping distance is greatly increased. Plus when the front wheels lock up you lose the ability to steer. Loss of

steering can be a real problem when descending a steep hill in the dirt, or braking on sand coming into a corner.

To remedy this problem you can go for a proportioning valve, and perhaps disk brakes. But there is a fairly simple way to alter a buggy's brake proportioning using inexpensive over-the-counter VW parts. I have done this to my buggies and find it provides greatly increased stopping power and better handling while braking.

The trick is to shift more braking to the rear wheels and less to the front. The basic modification switches front brake cylinders to rear, and rear to front. Which combination of front and rear cylinders will work best depends on the size of your tires and the weight distribution of your buggy. At times choices are limited because only one other size brake cylinder may exist for the year model of your brakes. Usually a straight switch in cylinder size, front to rear, and rear to front, provides significant improvement.

At times backing plates and brakes have been upgraded to newer than the year of the pan. You may have front brakes from early 1958 and rears from a 1969 Type 3, or any other combination. Walk in a parts house and the first thing they want to know is the year and model of the vehicle. Often one does not know what year brake parts they have on a buggy. I have found it best to remove a front and rear cylinder

from one side of the car and visit a helpful VW parts house to try to determine which wheel cylinders to use for the switch. New cylinders are inexpensive so I prefer to upgrade rather than try to reuse old cylinders. Basically, you want to replace the large front cylinder using a smaller rear cylinder *having the same depth dimension from backing plate to center of shoe*. Then try to find a large front wheel cylinder that matches the dimension from the rear backing plate to the center of the rear shoe.

Hold the mounting surfaces alongside each other and compare. Do not go by the surface location of the round portion having the bleeder screw, as this is not the mounting surface. You must compare using the tang where the cylinder actually bolts to the backing plate. If you get the wrong wheel cylinder the brake shoe will be at an angle and not seat flush with the inside of the brake drum. Plus if the distance is wrong a rotating brake drum can scrape against the shoe and/or tear the protective rubber cup that keeps dirt away from the piston.

Usually the 1968 and later 17mm rear will replace the front cylinder on most buggies. The rears can be a little more complex for swing axle, sometimes needing a backing plate change to 1968 or later if you need to go to 22mm cylinders on the rear. But even if you cannot make the backing plate swap changing to 17mm front cylinders will be an improvement. My experience is 17mm front and 22mm rear cylinders are a nice combination for my buggies.

Back when air-cooled was sold new ideally proportioned brakes locked up the front tires ever so slightly ahead of the rear tires. Having the front lock up first helped keep the rear from losing traction and sliding around causing a spin. On a buggy, because of the steering factor, and because we do not tend to drive much under icy or wet

conditions, I find it advantageous to have the rear brakes engage slightly harder than the front brakes. This allows the front brakes, though braking, to remain unlocked so steering is maintained. These are fine points and often not achievable unless one plays with lining size and wheel cylinders together. You are better off making the switch above and going with the appropriate master cylinder and proportioning valve if you want to adjust your front to rear brake ratio that critically.

One should not compromise about obtaining good braking. If making the switch test and retest at various speeds and under different road conditions to make sure your brakes are working properly. Have a working emergency brake. Keep the brakes properly adjusted. Do not risk poor braking. There is too much riding on your brakes.

(Article written with due acknowledgment to the input of some fantastic Manx Dune Buggy Club tech friends!) —Buggista in training,
Mojave Mel

Post Script:

I am searching for ugly buggy pictures for a future article. This could be a poorly designed and built buggy or a picture of a terribly dilapidated buggy prior to restoration. I'm open to anything.

If you have any pix please submit to: buggista-runinfo@yahoo.com

Thanks, Mel



What is the Manx Dune Buggy Club?

The Manx Club meets several times a year for club runs. Members enjoy comparing cars and getting to know each other. We also maintain a website manxclub.com and club forum.

Do I need to own a genuine Meyers Manx to join the club?

No, any make or model of dune buggy is accepted as long as it is street-legal.

What kinds of activities do club members participate in?

We mainly participate in our organized events which include fun runs and "Show-N-Shine" competition. Most of the time runs are a combination of pavement and dirt.

How much is a membership?

The club membership is \$30 annually.

What do I get with my membership?

The membership entitles you to attend Club Events, a Club membership card, the *Manx Mania* newsletter, our 16-20 page, color quarterly publication, and access to our "members only" forum where one might find answers to technical questions. You also receive access to the private member's area of our website.

Where can I buy a real Meyers Manx?

Genuine Meyers Manxes from 30 years ago are difficult to come by. People typically find them for sale on ebay or in the Auto Trader magazines. You can also check our classifieds section of the website. Otherwise, **Meyers Manx** is currently in production with the new **Manxter**. These are readily available. See website manxclub.com.

The Manx Store's Hottest New Item!



The ultimate buggy accessory
"Meyers Manx Surf Board"

7'-2" in Length

\$995.00 Plus S&H

Choose a color to match your Manx
Call Winnie to Order Yours:

760-749-6321

Bruce and Winnie Story (concluded)

Winnie confided poignantly. "Once the club was started, there was no time to write a book and the new Manx of the '90s actually didn't happen until the *Manxter* was created in year 2002. However, we did bring out the *Signature Series* in the year 2000."

When the club idea came along, Winnie was all for it. She had always enjoyed organizing things and was up to the task of structuring the operation of this new venture from the ground up. On the club's first event, Bruce actually didn't make it on time (as the Manx Quatro was totally assembled in three days), so Winnie stepped in to lead the first day's run herself. This, both surprised and delighted Bruce and the Manx Club partnership was born.

"There's always been something so special about the Manx Club." Winnie mused. "It's the wonderful people it attracts. They have not only become members, but also members of our family. We feel such a close bond with so many of them."

A few years ago when Winnie was still performing her five official club jobs (membership, run planning, newsletter, bookkeeper, and store manager, plus being the contact for all things Manx) she asked for help. All these tasks had become a little too much for her to

continue along with running the Meyers Manx business. Fortunately, several brave souls dared to step forward to take over the responsibilities. "Turning over the club to the members felt a bit like sending the kids off to college." she said.

There were of course bumps in the road and much to learn, but Bruce and Winnie (AKA Mom and Pop Manx) were always there to provide guidance and loving support. What else would you expect of good parents for their children? Because of that, and the hard work of a staff of dedicated and talented volunteers, the member-run club is now a successfully operating non-profit organization. We appreciate every single person who keeps the Manx Club going through their membership support and by offering to help out at runs in even the smallest ways. This includes those who donate prizes and services such as Joseph Sellers sharing his dunebuggy memorabilia collection, Barbara Thompson who offers her lovely handmade glass jewelry and gift items to our raffles, and of course Stuart Benjamin for the beautiful items he donates. Most importantly, we are grateful to Bruce and Winnie for setting us on the right path.



Photos from the Desk of Meyers Story, on page 4



FATHER AND SON-IN-LAW



Manx Apparel 'n' Stuff



1



7 MEYERS MANX LICENSE PLATE FRAMES:



2



8



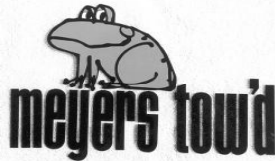
3



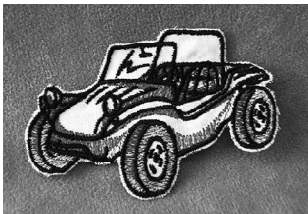
9



4



12



5



13



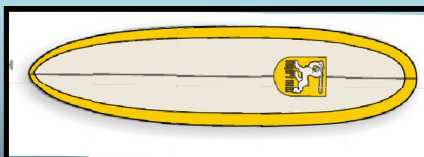
6



14

15

New Item



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: \$10.00
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. 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
11. 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
12. "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.
13. "MANX 2" FRONT DECAL 2 1/4" X 3 1/8" - _____ \$5 ea
14. 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

15. THE ULTIMATE BUGGY ACCESSORY (45 years in the making!) Collectable, limited edition classic boards hand-signed and numbered. 7"2" length—choose a color to match your Manx. Contact Winnie directly for your build number: _____ \$995.00

PLEASE PLACE ALL ORDERS WITH WINNIE MEYERS
PHONE: 760-749-6321
FAX: 760-751-0610
EMAIL: mrsmanx@gmail.com
CA RESIDENTS ADD 7.75% SALES TAX

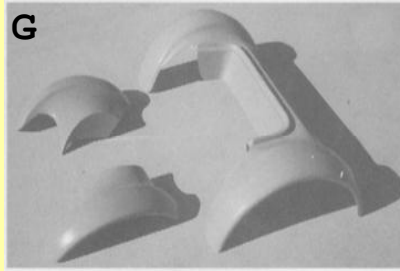
PLEASE ADD SHIPPING FEE TO ALL ITEMS SHOWN. MASTERCARD OR VISA ACCEPTED. CA RESIDENTS PLEASE ADD 8.25% SALES TAX STANDARD SHIPPING CHARGES (US MAIL OR UPS)

\$0-\$30 ----- \$6.00
\$30.01-\$50 ----- \$7.00
\$50.01-\$80 ----- \$10.00
\$80.01-\$150 ----- \$13.00

Genuine Meyers Manx Buggy Parts

PLEASE PLACE ALL
ORDERS WITH
WINNIE MEYERS
PHONE: 760-749-6321
FAX: 760-751-0610

EMAIL: mrsmanx@gmail.com



A. NEW ITEM MEYERS MANX GEAR SHIFT KNOBS

PRICE: \$40 - ALUMINUM / \$35 - BLACK PHENOLIC

B. MEYERS TOW'D REPLACEMENT HOOD.

(shipped by truck + crating chg.) **Price \$400**

C. 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.

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

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

D. 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**

E. 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 litters and over **Price \$300**

F. NEW! BRUCE MEYERS SIGNATURE WHEELS.

100% USA MADE Buggy Wheels That Fit! Custom designed to Meyers Manx Inc. specifications. Spun forged 0.242" thick aluminum—Can be straightened when bent, unlike heavier cast aluminum. Machine welded halves to ensure leak free life. Fully polished outer. Please see website for more details. Place your order now.

SIZE	WEIGHT	PRICE
15" x 6"	11 lbs	\$245 ea
15" x 8"	11 1/2 lbs	\$255 ea

Package Deal Price:

2 x 6" and 2 x 8" complete with custom Meyers Manx center caps and chrome nuts and studs. **\$895**

G. MEYERS TOW'D FENDERS (shipped by truck + crating chg.)

Front pair: **Price \$250** Rear pair: **Price \$350**

H. MEYERS MANX ROLL BAR . Measures 3' X 46 1/2". Steel, Non-Chromed & unpainted w/brackets. **Price \$175**
Polished Stainless Steel with brackets **Price \$425**

I. 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!)
Black or White Price: \$450 / Tan Price: \$500

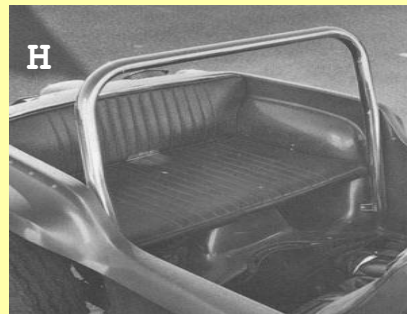
J. MEYERS MANX 2-Pc REAR DECK LID—its Classic Manx's, Kick-Out Manx's and most Manx-types. Includes 2-pc fiberglass, hinged plywood bottom, special hinges, trim, lock and spring prop. Available in primer unless ordering Kick-Out kit **Price \$375**

K. MEYERS MANX CHROMED FRONT BUMPER W/ brackets. - Bruce's original design. Requires welding. **Price \$310**

L. MEYERS TOW'D ENGINE COVER (NOT SHOWN) (shipped by truck + crating chg) **Price \$200**



A *New Item*



H



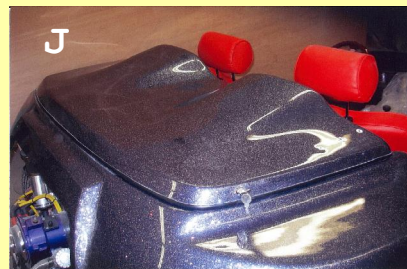
B



I



C



J



D



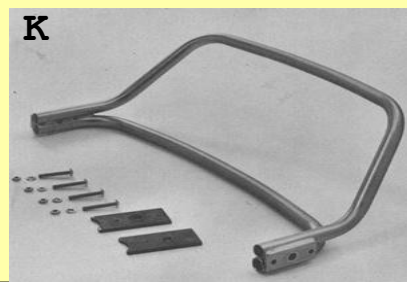
E



J (open view)



New Item



K

**ALL PRICES PLUS UPS SHIPPING
ADD 7.75% SALES TAX FOR CA RESIDENTS.**

**CALL OR EMAIL FOR SHIPPING QUOTES.
ALLOW 2-3 WEEKS FOR DELIVERY.**

RENEW MEMBERSHIP OR CHANGE ADDRESS BY MAIL

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 MAKE CHECK PAYABLE TO MANX CLUB
AND MAIL TO:**

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

Your Manx Club Wants You!



To submit your Manx Club
Stories/Buggy Builds
and photos to:

Anita Kornoff, aka Madam Mania
PO Box 264 — Genoa, NV 89411
or email: manxmania@yahoo.com

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
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 Buggy 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

NEITHER THE MANX CLUB NOR ITS ADMINISTRATORS/BOARD MEMBERS ARE PERMITTED TO PERSONALLY ENDORSE OR RECOMMEND ANY ITEMS ADVERTISED IN THIS PUBLICATION.

LONE PINE FLYER GOES HERE