John Fletterman
Memebership number 1268

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January club run

Braai at *Glenburn Lodge* on Sunday 20th January.
Timings to follow

JOHN FLETTERMAN
by Italo Moranduzzo

On joining the TSCC club in 1993, I met John at a Noggin! We got chatting, he had a TR3 and I had TR3A!

My TR3A had just arrived, in boxes and pieces, and he came to view it.

This was my first time at any attempt to build a classic car, John was very patient with me and we started to discuss the bits and pieces. John also had a fair amount of experience with rebuilds as he was involved with motorcycles as well!

When I went to visit him, he had stuff everywhere, but he knew exactly to the nut and bolt, what belonged, where.

We established that there was National Gathering every two years, and we set ourselves the target of the 1996 Gathering in Simonstown. John still had to strip his car down, paint it and then put it back together again. He made it to Simonstown, I did not, as a result of a clutch issue two days before departure. John and I drove in his TR and Avril and Bev drove in the Isuzu!
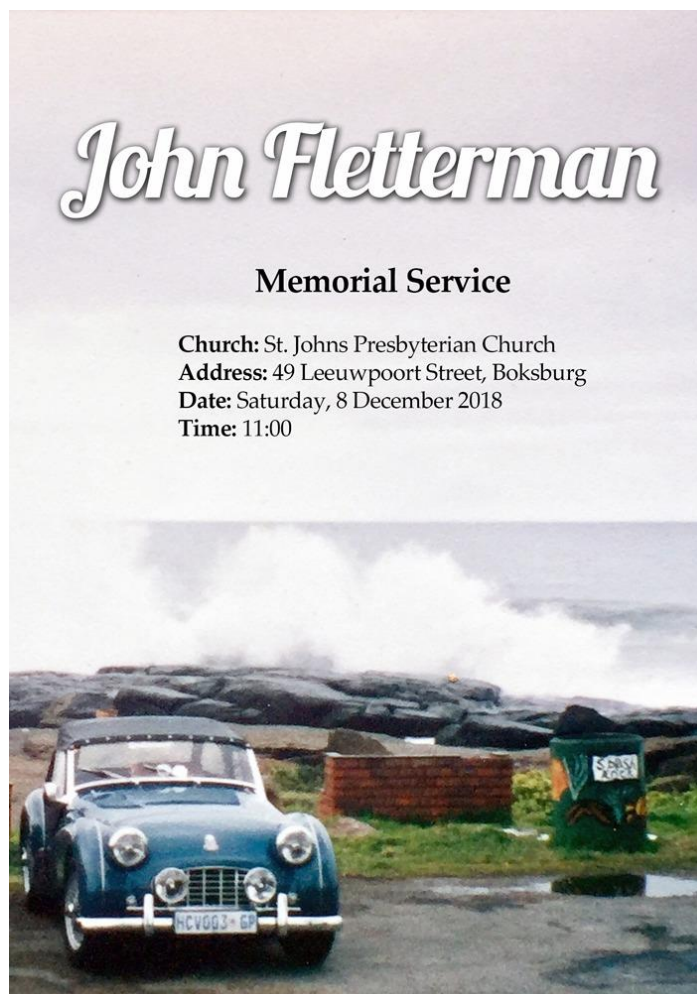
That was the start of many National gatherings that we entered, always a team. Cleaning the cars, fixing bits, checking this, oiling that!! The TR was one of John's pride and Joy!

During this friendship, John was never too busy to help people with queries on rebuild, cars or bikes, always found time to go and see what people were doing and offer help.

John Fletterman entered many DJ rallys with his bike! There were lots of stories here!

John was not only my friend but to the Triumph club, Tit Club, Citroen Club and motorcycle clubs that are too many to list!

John, you were a great asset to all who passed through your friendship, you will be sorely missed by all. Rest in peace my friend.

John Fletterman

Memorial Service

Church: St. Johns Presbyterian Church
Address: 49 Leeuwpoort Street, Boksburg
Date: Saturday, 8 December 2018
Time: 11:00

CHAIRMAN'S CHAT

Another great Christmas Lunch was held at Kloofzicht Lodge last Sunday….together with our Pretoria members.

Where can you go for a quality meal, amongst such beautiful and calm surroundings???...well done to all the Kloofzicht staff for a wonderful meal and hospitality.

At the luncheon, we were able to hand out trophies to deserving recipients.

Victor Ludorum... John Crowther

Victrix Ludorum... Elaine Castlemaine

Competition trophy .... Gerald Habig

Ambassador trophy .... Mike Gilchrist

Chairman's trophy.. Rene de Villiers

At our AGM, we were pleased to report that the club is in good financial health. Mike Gilchrist has decided to step down as Vice Chairman….we welcome Gary Booyens who has agreed to take over this portfolio. Thank you Mike for your valued contribution over the past few years.

It is with regret that we say goodbye to John Fletterman who passed away on the morning of 1st December. Our condolences go to Avril and family.

Hannelize and I wish all members a peaceful, and blessed Christmas.

Please drive safely over this festive season…..see you all in the New Year
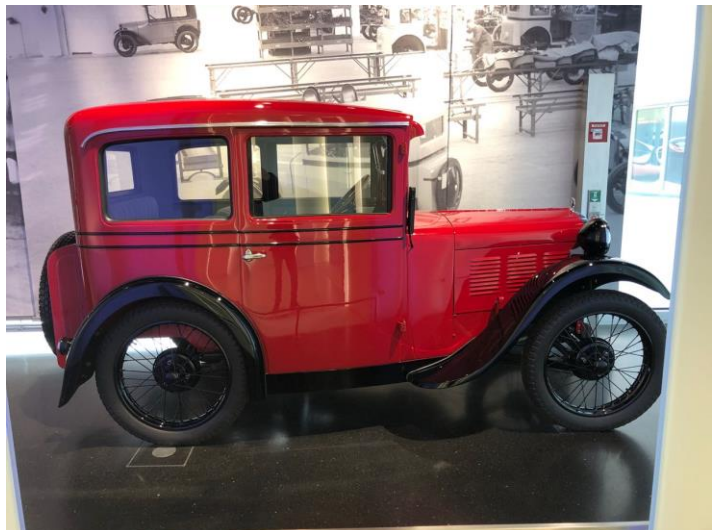
Cheers,

Norman

From David Ball

The following pictures taken in the BMW Museum in Munich May be of interest. The first car ever made by BMW was an Austin under license to the U.K. and a car design by Micholetti who designed the TR4 body.

Earl Muntz – Entrepreneur Extraordinaire

From Mike Gilchrist

In broad terms, an entrepreneur is able to recognize the commercial potential of an idea or invention and organize the capital, talent, and other resources that turn that idea or invention into a commercially viable innovation.

Richard Branson is one of those entrepreneurs who spring to mind in modern times and there're many more of course.

But here is an interesting person who not only had the ability to sell but invent products and bring to the market with amazing success. Along the way, however, there are the inevitable failures.

Enter Madman Earl Muntz! He dropped out of school, aged fifteen during the depression years to work in his parent's hardware business in Elgin, Illinois. But that was not before building a valve radio at the age of eight – and selling them. A few years later he moved on to buying and selling Model T Fords. By age fourteen he built his own in-car radio. One may argue correctly though, that that there were others: namely Motorola, commercially launched in 1930, by Paul and Joseph Galvin, along with William Lear, they developed the first automobile dashboard radio appearing in a Studebaker.

At age twenty Muntz opened his first used car lot and by 1941 the limitations of small town Elgin prompted young Earl to move to California. With the help of an advertising guru Mike Shore. He realised the possibilities of generating publicity was willing to take large risks in his attempts to generate publicity. He gave Shore a free hand and together with odd stunts, he developed a "Madman" persona as a result. His flamboyant barrage of billboards and oddball television and radio commercials (more than 170 a day) soon made him famous. One notorious Muntz used-car TV pitch was "I buy 'em retail and

I wanna give them away, but Mrs. Muntz won't let me…………… She's Craaazy !!!

sell 'em wholesale ... it's more fun that way!"

On huge billboards he would appear wearing bright red underwear and donning a Napoleon hat

Thanks to this approach Muntz sold more cars than ever and by 1947 had sold $47 million worth of used cars.

Muntz then turned his attention to television sets.

He understood that at the time the sets were complicated and too expensive for the general population. Having an understanding of electronics he experimented with a cost cutting exercise, removing components to bare minimum without affecting the picture. He launched the cheapest Muntz television just below $100 and together with outrageous advertising, became the bestselling consumer product of the time. The advertising antics continued. He bought half a dozen aircraft equipped with skywriting equipment to fly over several cities spelling out Muntz Televisions. Trouble was, in all instances, by the time the skywriter reached the word television, his name was starting to blow away. They solved this problem by shortening the word television to TV…… an abbreviation used to this day. In fact, although his daughter was called Tina, he called her TeeVee.

In the early '50s Muntz, ever the one to look out for business opportunities, decided to indulge in the manufacture of automobiles. He envisioned a market for a powerful glitzy luxury sporting car able to carry four passengers, rather than compete against an existing imported expensive sports cars from Europe. His market profile: the wealthy Hollywood set.

He searched and found a small manufacturer of aluminium sports cars and stretched the unitary body to accommodate four passengers. He named it the *Muntz Jet*. Finding it expensive to utilise aluminium, he switched to steel bodies, offering paint schemes that could only be described as gaudy: Mars Red, Stratosphere Blue and Lime Mist. A padded dashboard and an array of upholstery options, a powerful Lincoln or Cadillac V8: there was a market with a list of famous personalities from the entertainment world. Living up to aeronautical connotations, the car had to be seen with at least some safety features, hence the padded dashboard and seatbelts, the latter a rarity in the '50s. Only Ford and Nash offered belts as options at this time: Volvo being the first manufacturer to offer them standard. Trouble was, there was a serious design flaw with the Jet's seatbelt arrangement. The belts were fixed to the seat and not the chassis.

Man-hours spent and production problems with the manufacture of these exclusive cars meant that Earl Muntz was losing money on each car, not surprising, since the price of each car far exceeded the cost of a Cadillac. There are claims that he built roughly 390 cars of which less than half survive today as collector cars. The unitary construction of the bodies was notorious for the dreaded rust whilst the lengthened body proved to be compromised, necessitating an expensive refurbishment for those who wanted to restore and run the cars safely.

This exercise was a financial disaster, but as some entrepreneurs do, he bounced back.

Earl Muntz saw a potential for car audio and invented the closed-loop Muntz Stereo-Pak 4-Track stereo tape player and cartridges for car use in 1962, later adding home recordable units as well. The closed-loop system was originated by George Eash for use in radio stations.

Muntz simplified the operation of buttons and knobs on the units, limiting distractions from driving the car and had them cheaply manufactured in Japan. The tapes were capable of playing a full album without having to turn the tape over.This was the predecessor of the 8-Track stereo developed by Bill Lear (of Lear Jet fame).

Muntz also went as far as clinching music contracts with all the major record companies thus offering pre-recorded tapes from a broad selection of artists. During the late '70s he closed his business of manufacturing the Stereo-Pak after a fire damaged his main offices. He then turned his attention to the growing home video market stocking Compact Video Recorders, Sony's Beta and JVC's VHS tapes in his stores. Later, in the '80s, before his death, he developed franchises for cellular phones, satellite dishes and luxury motor homes.

A busy life, losing millions of dollars, but always bouncing back into profit, a legacy that could be passed onto his family.

Here's the latest newsletter from our good friend, Chris Harvey, in New Zealand

Click HERE to view the newsletter as a small PDF (2 mb) or
click the Yumpu link below to view it as a flip-book:
https://www.yumpu.com/en/document/view/62252345/radiator-cap-december-2018

Tail End Giggle

Genie in a Bottle

A few years ago, a friend of mine bought a house in Concord, MA. This house was *old*, pre-Revolutionary, maybe 250 years old.

Soon after he bought it, he was rummaging around in the cellar, which was very primitive, and he unearthed an antique bottle with a cork in it. As he was admiring it, the bottle slipped out of his hands and shattered on the flagstones! And this huge genie took shape and said, "You have one wish." (*One* wish, mind you.)

My friend was understandably nervous. "Well," he said, "I have this longing to visit a certain place—this isn't my *wish* yet. I'm first trying to figure out the rules—and that place is Hawaii. The stickler is that I get terribly seasick and I can't bear the thought of flying, so I can't just let you transport me to Hawaii—I'd never be able to get home!

"So this is what I want, if it's possible: Build me a bridge to Hawaii so I can just drive over and drive back."

"Allah be praised!" says the genie. "Do you realize what an undertaking that would be?! Some of the pylons would have to be more than two miles deep! We'd have to allow for trans-Pacific shipping and be able to withstand mid-ocean storms, not to mention all the permits! Isn't there anything else I could do for you?"

"Let me see," says my friend. "Could you give me the wisdom to understand women?"

The genie sighed. "What do you want? Two-lane or four-lane?"

The One System IT and MS Cannot Correct

I'm currently running the latest version of GirlFriend and I've been having some problems lately. I've been running the same version of DrinkingBuddies 1.0 forever as my primary application and all the GirlFriend releases I've tried have always conflicted with it.

I hear that DrinkingBuddies won't crash if GirlFriend is run in background mode and the sound is turned off. But I'm embarrassed to say I can't find the switch to turn the sound off. I just run them separately, and it works okay.

GirlFriend also seems to have a problem co-existing with my Golf program, often trying to abort Golf with some sort of timing incompatibility.

I probably should have stayed with GirlFriend 1.0, but I thought I might see better performance from GirlFriend 2.0.

After months of conflicts and other problems, I consulted a friend who has had experience with GirlFriend 2.0. He said I probably didn't have enough cache to run GirlFriend 2.0 and eventually it would require a Token Ring to run properly.

He was right -- as soon as I purged my cache, it uninstalled itself.

Shortly after that, I installed GirlFriend 3.0 beta. All the bugs were supposed to be gone, but the first time I used it, it gave me a virus anyway. I had to clean out my whole system and shut down for a while.

I very cautiously upgraded to GirlFriend 4.0. This time I used a SCSI probe first and also installed a virus protection program. It worked okay for a while until I discovered that GirlFriend 1.0 was still in my system.

I tried running GirlFriend 1.0 again with GirlFriend 4.0 still installed, but GirlFriend 4.0 has a feature I didn't know about that automatically senses the presence of any other version of GirlFriend and communicates with it in some way, which results in the immediate removal of both versions.

The version I have now works pretty well, but there are still some problems. Like all versions of GirlFriend, it is written in some obscure language I can't understand, much less reprogram. Frankly I think there is too much attention paid to the look and feel rather than the desired functionality. Also, to get the best connections with your hardware, you usually have to use gold-plated contacts.

I've never liked how GirlFriend is totally "object-oriented." A year ago, a friend of mine upgraded his version of GirlFriend to GirlFriendPlus 1.0, which is a Terminate and Stay Resident version of GirlFriend. He discovered that GirlFriendPlus 1.0 expires within a year if you don't upgrade to Fiancé 1.0.

So he did, but soon after that, he had to upgrade to Wife 1.0, which he describes as a huge resource hog. It has taken up all his space, so he can't load anything else.

One of the primary reasons he decided to go with Wife 1.0 was because it came bundled with FreeSexPlus. Well, it turns out the resource allocation module of Wife 1.0 sometimes prohibits access to FreeSexPlus, particularly the new Plug-Ins he wanted to try.

On top of that, Wife 1.0 must be running on a well warmed-up system before he can do anything. Although he did not ask for it, Wife 1.0 came with MotherInLaw 1.0 which has an automatic pop-up feature he can't turn-off.

I told him to try installing Mistress 1.0, but he said he heard if you try to run it without first uninstalling Wife 1.0, Wife 1.0 will delete MSMoney files before doing the uninstall itself. Then Mistress 1.0 won't install anyway because of insufficient resources.

I suppose the moral of the story is:

Know your system's hardware, its software requirements, compatibility and your available resources.