

SCANDURA

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NO. 4152 1/8
MADE IN U. S. A.

FMSI 08430



SCANDURA LTD., P.O. BOX 18, CLECKHEATON, WEST YORKSHIRE BD19 3UJ
TELEPHONE CLECKHEATON 875711 (STD 0274) TELEX 517559

Mr. E.W. Drislane,
Executive Director,
Friction Materials Standards Inc.,
Bergen Mall Office Centre,
E 210 Route 4,
Paramus,
New Jersey 07652
U.S.A.

YOUR REF:

OUR REF: MM/JAD

DATE: 18th September, 1986

Dear Mr. Drislane,

I wrote to you in March this year requesting the names of North American producers of woven brake linings, which you kindly provided.

Subsequently we have become aware of an additional manufacturer/supplier called 'Scanpac' who sell woven brake linings under the trade name "Green Gripper". We are unable to establish any information regarding this organisation, and I would be grateful if you could oblige.

Yours sincerely,

M. Manogue (LHS)

M. Manogue
Marketing Analyst

*Sent 9/25/86
Bac 9-18-86*

Per Mrs. Doby (5/22/70)

736-0955

78 Upper Lawrence Ave
West Orange

From Newark: out Route 280

WEST Haverfield (Route 508)

Left on Gregory (TOP OF HILL - AT LIGHT)

TO The school - next block 1 block,

next block Upper Lawrence

Right on Upper Lawrence.

Jack Donnell - Lucia (formerly Wood Best)

BFMC-

DH Pillingen

Per Mrs. Doby (5/22/70)

736-0955

78 Upper Lawrence Ave
West Orange

From Newark: Out Route 280

WEST Waterfield (Route 508)

Left on Dwyer (TOP OF HILL - AT LIGHT)

TO The School - next 2 Rock Islands,
next block Upper Lawrence

Right on Upper Lawrence.

Jack Donnell - Lucia (formerly Wanda Berto)

BMC-

DE Pilingo

Ben Mrs. Doly (5/22/90)

78 Upper Lawrence Ave
West Orange

From Newark: Out Route 280

WEST Montclair (Route 508)

Left on Gregory (TOP OF HILL - AT LIGHTS)

TO N. 1st St - next 2 blocks below,
next block Upper Lawrence

Right on Upper Lawrence.

May 1, 1973

Scandure

TO: BOARD OF DIRECTORS

SUBJECT: MR. AL DALY - ADDRESS

Several members of the Board have asked concerning Al Daly's health.

I talked with Mrs. Daly today and she advises that he is improved - still does not have his speech - but can eat, sit up, understand others, and can move around a little (with help).

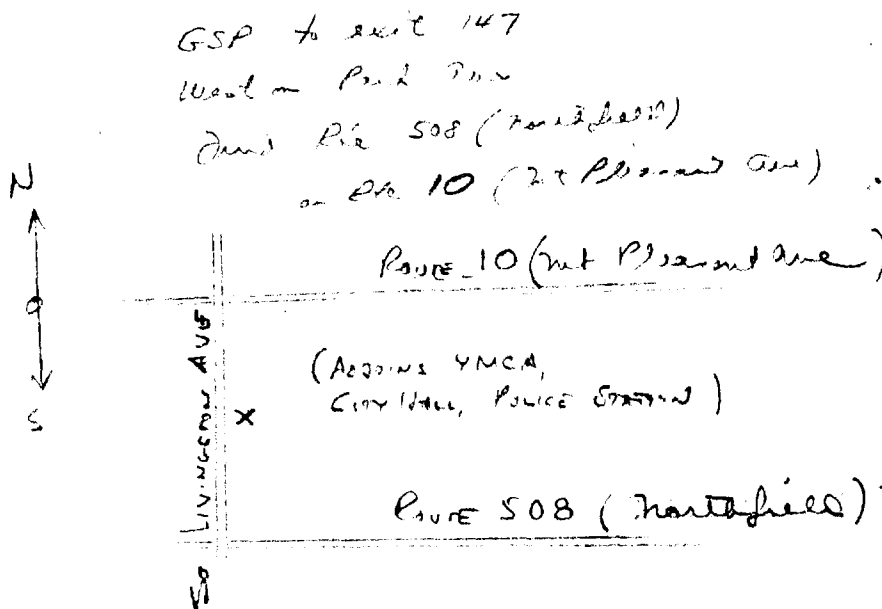
He is at:

South
Inglemoor Nursing Home (Room 111)
~~East~~ Livingston Avenue
Livingston, N. J. 07039

E. W. Drislane
Executive Director

END:11z

cc: L.D. Stickles, Esq.
Mr. J. L. McGovern, Jr.



FMSI 08435

[Handwritten signature]

May 1, 1973

TO: BOARD OF DIRECTORS

SUBJECT: MR. AL DALY - ADDRESS

Several members of the Board have asked concerning Al Daly's health.

I talked with Mrs. Daly today and she advises that he is improved - still does not have his speech - but can eat, sit up, understand others, and can move around a little (with help).

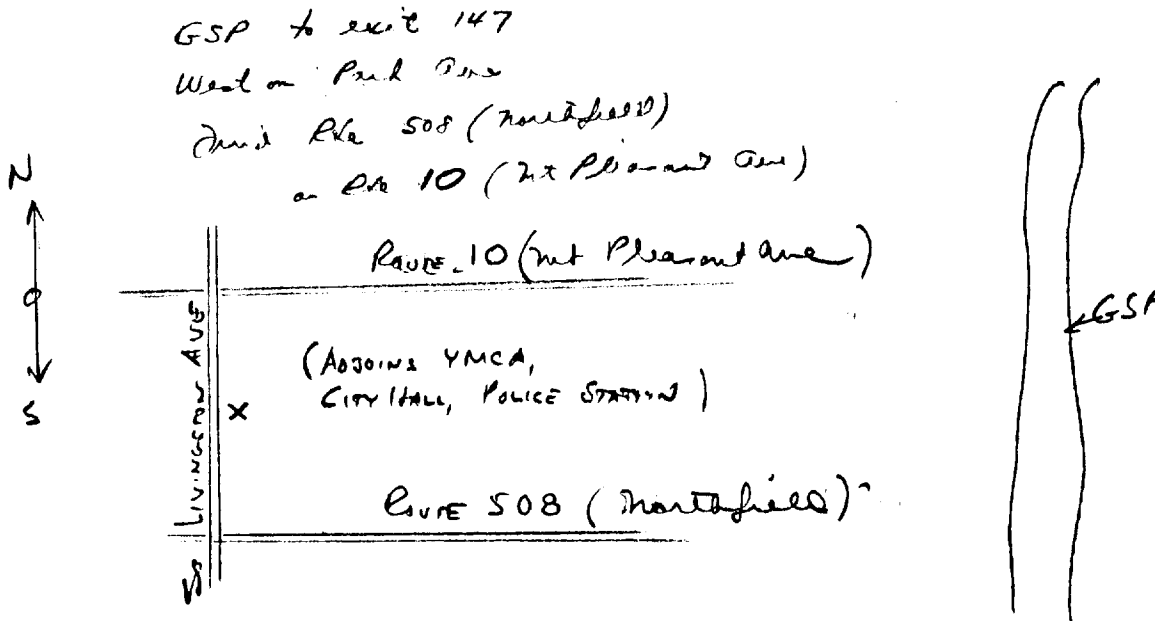
He is at:

~~South~~ Inglemoor Nursing Home (Room 111)
East Livingston Avenue
Livingston, N. J. 07039

E. W. Drislane
Executive Director

EWD:llz

cc: L.D. Stickles, Esq.
Mr. J. L. McGovern, Jr.



FMSI 08436

May 1, 1973

SUBJECT: MR. AL DALY - ADDRESS

2 I talked with Mrs. Daly today and she advises that he is improved - still does not have his speech - but can eat, sit up, understand others, and can move around a little (with help).

Inglemoor Nursing Home (Room 111)
East Livingston Avenue
Livingston, N. J. 07039

EWD: 11z

cc: L.D. Stickles, Esq.
Mr. J. L. McGovern, Jr.

GSP to exit 147

West on Paul Turn

Quail Pic 508 (Pond 1000)

10 (2nd Period 5m)

Route 10 (not P2 and 3)

(Adjoins YMCA,
City Hall, Police Station)

Route 508 (Northfield)

FMSI 08437



CANTEX CORPORATION

P.O. BOX 184, BELLEVUE STATION,

PHONE 518-355-0974

SCHENECTADY, N.Y. 12306

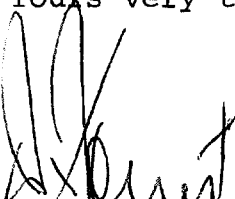
May 14, 1973.

Friction Material Standards
Institute Inc.,
E-210-Route #4,
Paramus, N.J. 07652,
U.S.A.

Gentlemen:

Would you kindly add my name as an alternate member to the
Institute from Cantex Corporation.

Yours very truly,


D.K. Forrest,
Treasurer.

FMSI 08438



$$\frac{50.91}{213}$$

AMOUNT

DATE _____

CHECK NO.

2/19/73

\$341,175.00

PAY ONE THOUSAND ONE HUNDRED SEVENTY FIVE 00.100

TO THE ORDER OF
Friction Materials Standards Institute Inc.,
Bergen Hall Office Center,
E. 210 Route 4,
Paramus, N.J. 07652.

[illegible]

U
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The figure shows six schematic cross-sections of interlocking joints between two concrete slabs:

- a) Mortar joint**: Shows a layer of mortar filling the gap between the bottom surfaces of the two slabs.
- b) Groove joint**: Shows a rectangular groove cut into the bottom surface of the upper slab, which fits over the top surface of the lower slab.
- c) Groove joint with dowel**: Similar to (b), but includes a vertical dowel pin passing through both slabs to provide additional mechanical connection.
- d) Dowel joint**: Shows a horizontal dowel pin inserted into holes drilled through the thickness of both slabs.
- e) Groove joint with dowel and mortar**: Combines features (b) and (d), with mortar filling the space around the dowel and under the groove.
- f) Groove joint with dowel and mortar (with reinforcement)**: Similar to (e), but also shows horizontal reinforcement bars within the concrete slabs.

CANTEX CORPORATION

BUCHENECTADY, N. Y. 12306

DETACH AND RETAIN THIS STATEMENT

[illegible][illegible]

Scanned

February 21, 1973

Mr. Dan Easveld, Vice President
Cantex Corporation
P. O. Box 184, Bellevue Station
Schenectady, N.Y. 12306

Dear Dan:

This is to reply to your letter of February 14, 1973. Enclosed are copies of Foreign Shoe Bulletins No. 1-7. In the past these were probably sent down to Charlotte but I do not believe they made use of these bulletins.

I think, to put the question concerning the AAMVA and the identification codes on the edge of brake linings in perspective, I would have to give you some of the history of the edge coding. New York State was the first state to require certification or registration of brake linings showing that they had certain basic friction levels under specified test conditions on a friction test machine. To show that the lining was legally sold in New York State, the edge coding required identification of the manufacturer, the compound, and the friction levels. For example, code BXLYFF could mean that this was Bendix (BX), compound code LY (LY), with a friction rating cold and hot of FF (FF).

After New York passed the law, additional states passed similar laws: Massachusetts, Kentucky, New Jersey, North Carolina, Rhode Island, Ohio, and just recently Pennsylvania moved over from a vehicle test. Rather than having a multitude of codings, each state adopted the New York State edge coding requirement.

Now comes along AAMVA. Originally, they were to serve as a clearing house where you could file for the various states with one set of data. In the beginning, they were to charge a nominal registration fee. The AAMVA was not prepared for brake lining certification until very recently since they have quickly raised their fee to \$250. There was no price control on this \$250 fee. If AAMVA's past behavior is any index, this fee will soon be a thousand dollars. The gimmick is that they now have four states that require certification through AAMVA: North Carolina, Rhode Island, New York, and Pennsylvania.

In essence then, the AAMVA has been set up as a clearing house where you file for certification with the above states through them. The requirement is the same V-3 procedure used by the various states. A copy of the old V-3 procedure is enclosed. If you can see AAMVA's position in this brake lining certification you will see that it serves one basic purpose: the collection of the \$250 fee by the AAMVA where fees had not been required before.

FMSI 08440

Mr. Dan Easveld, Vice President
Cantex Corporation

-2-

February 21, 1973

I trust this information is satisfactory and perhaps the small enclosure I have concerning AAMVA states may help.

Sincerely,

FRICION MATERIALS STANDARDS INSTITUTE

E. W. Drislane
Executive Director

EWD:11z
Encs.

FMSI 08441



CANTEX CORPORATION

P.O. BOX 184, BELLEVUE STATION,

PHONE 518-355-0974

SCHENECTADY, N.Y. 12306

February 14, 1973.

Friction Materials Standards Institute
Inc.,
East 210,
Route 4,
Paramus, N.J. 07652.

Attention: Mr. Ed Drislane

Dear Ed:

One of the publications that you people put out interests us very much and this is the Foreign Shoe Bulletins, and I notice that you are up to #7.

I wonder if it is possible you have a set of #1-7 that we could buy, beg or borrow or steal. Also could you please enlighten me as to the connection between the AAMBA and the identification codes that are required on the edge of brake lining when sold in New York State and a few other States.

My understanding was that New York State set up a series of standards that had to be met to sell brake lining in that State, and that most of the other states followed along with the New York requirements.

Would this be incorrect, and has the ^{AAMVA}AAMBA in fact come up with a series of standards that New York, among other States, conform to.

Thank you in advance for any information you may give me in this regard.

Yours sincerely,

Dan Easveld,
Vice President.

FMSI 08442



FORMERLY SCANDURA INC.

P.O. Box 184, Bellevue Station, Schenectady, N.Y. 12306
PHONE No. 518-355-0974

FRICITION MATERIAL STANDARDS
INSTITUTE INC

BERGEN MALL OFFICE CENTER
E 210 ROUTE 4

PARAMUS N.Y. 07652

ATT MR. E DRISLANE

AL DALY

SCANDINAVIA BLOCKS AND BRAKE LININGS
CANTEX DISC BRAKE PAD SETS

FMSI 08443

FRICTION MATERIALS STANDARDS INSTITUTE, INC.

Date FEB 6/73

MAILING INSTRUCTIONS

In order to be sure that our mailing records are in order, please record the name or names of those who are to receive the following, and the number of copies they are to receive.

Company CANTEX CORPORATION
Address P.O. BOX 184 BRLEVEUE STATION
City, State, Zip SCHENECTADY N.Y 12306

MINUTES & BALLOTS (1 COPY)

Delegate D. N. EASVELD
Alternate J. KELSALL

BULLETINS & MEMOS (1 COPY)

D. EASVELD
G. BOURDEAU

DATA BOOK BULLETINS (PINK)

	<u>No. of Copies</u>
<u>L. ARMSTRONG</u>	<u>28</u>
<u>D. EASVELD</u>	<u>1</u>
_____	_____
_____	_____

BRAKE SHOE BULLETINS (BLUE)

	<u>No. of Copies</u>
<u>L. ARMSTRONG</u>	<u>28</u>
<u>D. EASVELD</u>	<u>1</u>
_____	_____
_____	_____

FMSI 08444

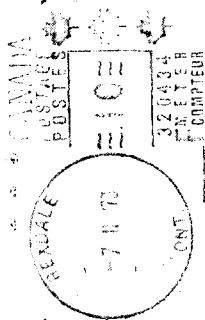
Please return one of these copies and retain the other for your file.

Signature D. N. Easveld
Company Canter Corp.

Distribution: Delegates only.

epc
2/12/73

MINTEX
FEDERAL LIMITED
189 REXDALE BOULEVARD • REXDALE, ONTARIO, CANADA



Friction Material Standards Institute Inc.
Bergen Msl Office Center,
E 210 Route 4,
Pstsmud, N.J. 07652

Attention: Mr. E. Drislane

PAR AVION

VIA AIR MAIL

CORREO AEREO

FORM 3

grizzly/leland
BRAKE SYSTEMS

January 29, 1973

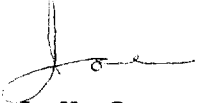
Mr. Ed Drislane
Executive Director
F.M.S.I.
Bergen Mall Office Center
E-210 Route 4
Paramus, New Jersey 07652

Dear Ed:

Confirming my telephone conversation of January 16, 1973, this is to advise that I am in agreement with accepting Cantex as a successor to Scandura. This was with the understanding that Cantex would be willing to pay the balance of 1972-73 dues owed by Scandura.

You indicated this would not be any problem.

Best regards,



J. W. Greenen
President, F.M.S.I.

JWG/sp

FMSI 08446

Scandura

January 26, 1973

Mr. K. E. Vitek
Scandura, Inc.
P.O. Box 949
1801 North Tryon Street
Charlotte, North Carolina 28201

Dear Mr. Vitek:

Per your Mr. Fred Johnston's instructions, we have discontinued servicing Scandura, in Charlotte.

We have transferred the annual dues balance to Cantex and are in contact with Mr. Dan Sasveld in Schenectady. On clearing the statement, there is a \$5.00 balance which was billed on December 31, 1972 for bulletins sent Mr. Johnston in December. I have left this balance as due from Scandura.

All future billing will be to Cantex in Schenectady.

Sincerely,

FRICTION MATERIALS STANDARDS INSTITUTE, INC.

EWD/lmc
Encs.

E. W. Drislane
Executive Director

FMSI 08447

Scandura

January 25, 1973

Mr. Dan Easveld
Cantex Corporation
P.O. Box 184
Bellevue Station
Schenectady, New York 12306

Dear Dan:

I have transferred the balance due from Scandura to Cantex as shown on the attached copy of your balance. This \$1,175 is one-half the annual membership fee. Our fiscal year is July 1, 1972 to June 30, 1973 and we bill in two installments - July 1972 and January 1973.

When we were dealing with ^{Charlotte} Charlotte we mailed them information as marked in red pencil on the attached sheet. x

Bulletins and Memos: General interest on asbestos, state laws, new members, availability of new catalogs, etc.

Data Book Bulletins: Al Daly used to take one of these with 50 sent to Charlotte. These 50 were probably sent to customers. These deal with linings and blocks - their application, new releases, etc.

Brake Shoe Bulletins: These deal mainly with passenger car and light truck shoes. Scandura didn't order these as they were primarily in blocks. Perhaps Cantex would be interested for their disc brake line. This gives application and new release data.

Incidentally, the first 25 bulletins are free. Over 25, we charge at \$.05 per page.

I would appreciate you completing the blank copy of the "Mailing Instructions" and returning to me. Also, please consider the attached statement as your invoice for the balance of the 1972-73 dues.

If you have any questions, please give me a call.

Sincerely,

FRICTION MATERIALS STANDARDS INSTITUTE

E. W. Drislane
Executive Director

EWD:11z
Enc.

FMSI 08448

World Bestos Company

DIVISION OF THE FIRESTONE TIRE & RUBBER COMPANY

HARVEY S. FIRESTONE FOUNDER

NEW CASTLE, INDIANA
47362

YES

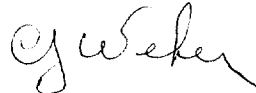
January 24, 1973

Mr. E. W. Drislane, Executive Director
Friction Materials Standards Institute, Inc.
E. 210, Route 4
Paramus, New Jersey 07652

Dear Mr. Drislane:

In reference to your letter of January 10 in connection with the two problems: (1) Collecting the balance of the 1972-73 dues of \$1,175 -- I would think you would go through the normal channels of requesting this money from Scandura, Inc., and if they should not pay, of course, they would be in arrears by the amount of \$1,175; and (2) We certainly have no objection to having Cantex become an active member in F.M.S.I. However, if they do not meet the requirements to become such a member then, of course, they would not be eligible for this membership. Since we are a major supplier of Scandura, and hope to continue to supply Cantex, we look upon them very favorably and would help them in anyway possible in solving these problems. However, on the other hand we will go along with the other members in abiding by the rules and regulations of F.M.S.I. I am sorry I have nothing more constructive to offer.

Yours very truly,



C. J. Weber

CJW:da

Firestone

Your Symbol
of Quality
and Service

FMSI 08449

RAYBESTOS-MANHATTAN, INC.

DAVID E. GOW
MANAGER OF CORPORATE REPLACEMENT SALES

205 MIDDLE STREET
BRIDGEPORT, CONN. 06603

January 18, 1973

Mr. E. W. Drislane
Executive Director
Friction Materials Standards Institute, Inc.
E-210 Route 4
Paramus, New Jersey 07652

SUBJECT: Scandura, Inc. - Membership Status

Dear Ed:

I have reviewed your January 10 memo concerning the Scandura status, and it would appear to me that with Scandura's letter of "resignation" of January 4, 1973, we have no way of collecting the balance of the 1972-73 dues from Scandura. In effect, they've resigned as a member.

As for Cantex, is there any reason that they should become an active member? Could they not become a licensee as other companies are who are operating similarly--I believe Wagner Electric would be one. Since you indicate that eventually Scandura will not be manufacturing friction materials, the change you propose in the membership requirements would not be valid on a permanent basis.

Yours very truly,


David E. Gow

/his

FMSI 08450

CARLISLE
HEAVY DUTY
BRAKE BLOCKS
AND SEGMENTS



Molded Materials Division
CARLISLE CORPORATION

P. O. BOX P, RIDGWAY, PA. 15853

TELEPHONE (814) 773-3187

January 16, 1973

Friction Materials Standards Institute, Inc.
E. 210 Route 4
Paramus, New Jersey 07652

Attention: Mr. E. W. Drislane
Executive Director

Re: Your letter January 10, 1973

Subject: Scandura, Inc., Membership Status

Dear Ed:

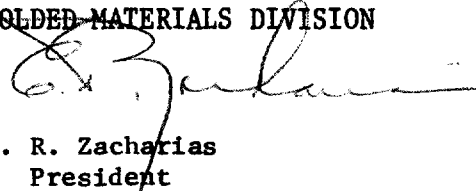
It seems to us that Scandura is taking a very hard-nosed stand about paying their dues of \$1,175, and that we should continue to press them for payment.

We vote against changing our Constitution in order to admit Cantex to F.M.S.I. membership. It seems to us that this might open the door eventually to any Warehouse Distributor, as against bona fide friction material manufacturers.

We were very sorry to hear that Al Daly is ill, and wish him a speedy recovery.

Sincerely,

~~MOLDED MATERIALS~~ DIVISION


E. R. Zacharias
President

ERZ:pj

FMSI 08451

BRASSBESTOS

MANUFACTURING

CORPORATION

YES
(201) ARMORY 8-6655

45 EAST 5TH STREET
PATERSON, NEW JERSEY 07524

— QUALITY FRICTION MATERIALS SINCE 1910 —

Jan. 11, 1973

FRICTION MATERIALS STANDARDS INSTITUTE, INC.
E. 210 Route 4
Paramus, N. J. 07652

Att: Mr. Ed. Drislane
Subject: Scandura Membership Status

Dear Ed:

I am in complete accord with your suggestions regarding the acceptance of Cantex on a regular membership basis. I believe the change in wording of the regular membership status will not in any manner impair the intent and spirit of regular membership requirements in that Cantex is directly associated with a brake lining manufacturer.

It is reasonable to assume that should we deny Cantex membership they will not only continue to function within our market but will, through the B. B. A. have use of our numbering system. Having them as an active member will be more constructive and worthwhile in helping all of us to fulfill the needs of the F. M. S. I.

Markets and availability to markets are rapidly changing from so called "classical" modes of selling and distribution. We not only have lining (and brake shoe) manufacturers actively engaged in the domestic U. S. from foreign bases, but we also have many U. S. brake lining manufacturers with plants, affiliates, and licensees in many parts of the world. I believe that this amendment to our regular membership requirement is in good order.

Best.

Cordially,
BRASSBESTOS MFG. CORPORATION

Bill

WILLIAM SIMON
President

S;m

FMSI 08452

January 10, 1973

TO: THE BOARD OF DIRECTORS

SUBJECT: SCANDURA, INC. MEMBERSHIP STATUS

I have a major problem concerning the membership of Scandura in the Friction Materials Standards Institute. While I had not received any official word until very recently I had understood that Scandura was getting out of the friction materials business. In the meanwhile, they were setting up a company called "Cantex Corporation" with the help of personnel from Mintex of Canada. Based on phone conversations that I have had with people from Scandura and Cantex, the organization is as shown on my organization chart attached. Essentially, Mintex of Canada and Scandura of Charlotte, North Carolina, are subsidiaries of Mintex, England (Mintex, England is the parent of those two sister corporations). In turn, Mintex of England is a member of the BBA group.

Mintex of England bought out the friction materials business of Scandura and is setting up the successor corporation to handle friction materials in the United States. The successor corporation is Cantex Corporation which will be located in Schenectady, New York.

I have two problems: (1) Collecting the balance of the 1972-73 dues of \$1,175; and (2) determining if Cantex Corporation can become an Active Member in the Friction Materials Standards Institute. Cantex has indicated to me that they would like to act as the successor to Scandura and apparently they would be willing to pay the balance of the 1972-73 dues. However, if they can't become members they do not indicate any desire to pay the balance of the 1972-73 dues. In the meanwhile, Scandura in Charlotte, North Carolina, is attempting to wash their hands of the friction materials business and they have told me to collect from Cantex.

It might seem simple to set up Cantex as the successor to Scandura but there is a basic problem involved: Cantex doesn't manufacture brake linings. According to our Constitution, "Any person, firm or corporation of good repute, residing in or having its principal office located in the United States of America and engaged in the manufacture of brake linings or clutch facings in commercial quantities shall be eligible to become a member." As of right now, Cantex is operating as a warehousing facility. They are still buying some material from Scandura but eventually it is Scandura's intention to discontinue friction materials manufacturing. Cantex will shortly do some rebuilding where they will take linings apparently from Mintex, Canada to sell lined disc brake shoe assemblies. Also, I understand that Cantex is buying brake blocks from another manufacturer who is a member of the FMSI. Cantex could be considered a corporation residing in the United States. It is not itself engaged in the manufacture of brake linings but its affiliates are: Scandura on a phase-out basis and Mintex, Canada on a full-time basis. Perhaps the membership requirements might be changed by amendment to allow "any person, firm or corporation of good repute, residing in or having its principal office located in the United States of America and directly engaged, or engaged through an affiliate, in the manufacture of brake linings or clutch facings in commercial quantities, shall be eligible to become a member." Or perhaps by interpretation we might say that Cantex, as a successor corporation to a former Active Member could be considered "engaged in the manufacture of brake linings."

FMSI 08453

To: The Board of Directors

-2-

January 10, 1973

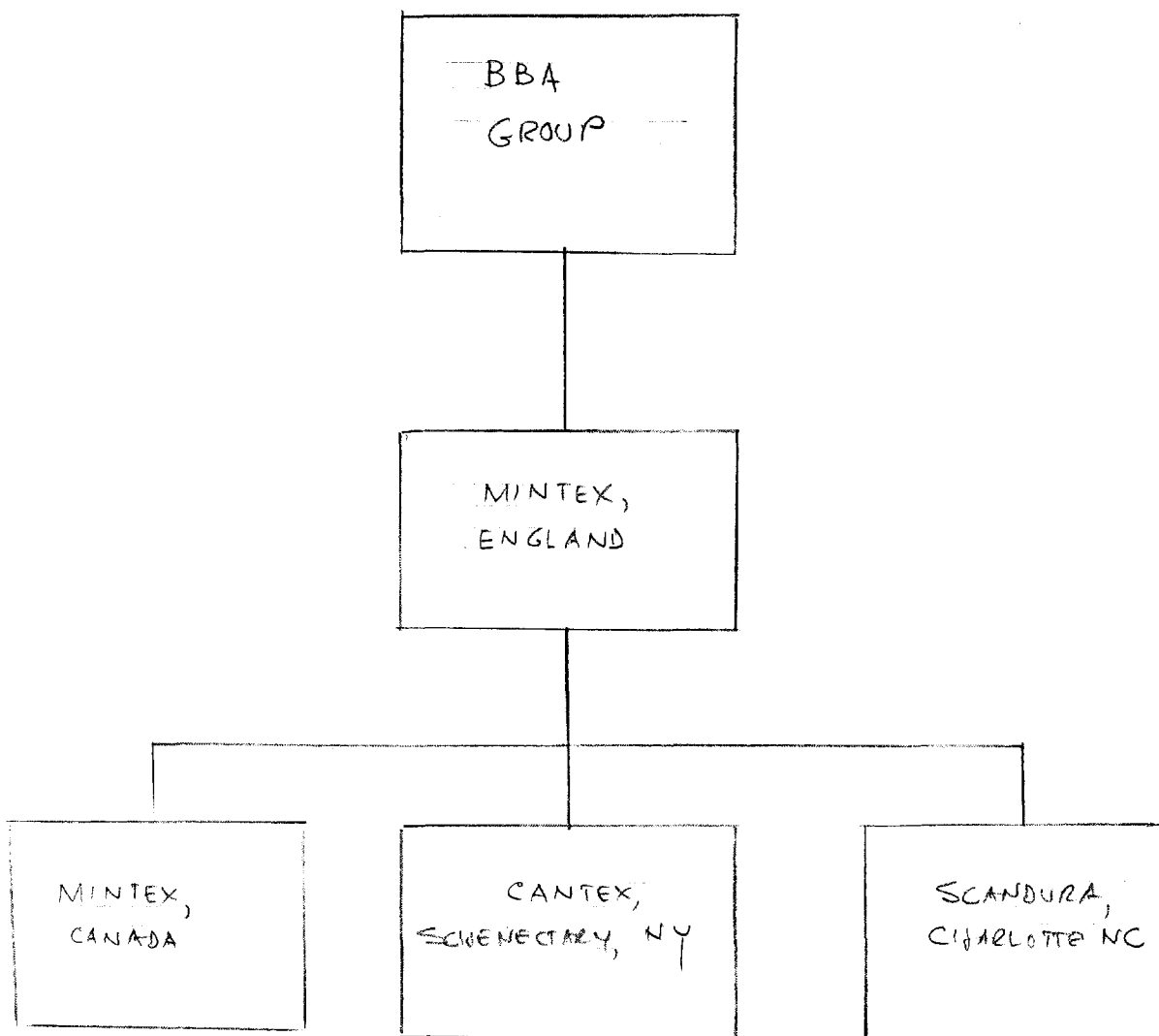
There are two other aspects to this problem that make its resolution difficult: (1) Mr. Al Daly, who has been the Delegate from Scandura, is apparently quite ill and there is no reasonable way I can contact him; and (2) Mr. Les Stickles, Counsel, is on vacation and will not be returning until some time later this winter or in early spring. While referral of this problem to the Membership Committee might be appropriate, one member of the Membership Committee (Mr. O'Hagan of Johns-Manville) might be unable to give us much input.

At this time, I am asking for comments or suggestions by members of the Board of Directors as to what I should do to (1) collect the \$1,175 due from Scandura for the second half of their annual fee; and (2) What status should Cantex have as regards possible membership in the Institute. I am attaching the only correspondence I have received from Scandura on this matter and the basic organization of the Cantex Corporation. All comments and suggestions or recommendations for action will be welcomed.

E. W. Drislane
Executive Director

EWD:11z
Encs.

FMSI 08454



MR. DANIEL EASVELD
CANTEX CORPORATION
ROTTERDAM INDUSTRIAL PARK
P.O. Box 184 - BELLEVUE STATION
SCHENECTADY, N.Y. 12306
(518) 355-0974

JAN 10, 1973

FMSI 08455



P. O. BOX 949 / 1801 NORTH TRYON STREET
CHARLOTTE, NORTH CAROLINA 28201
TELEPHONE 704/334-5353

January 4, 1973

Miss Emily R. Collins
Friction Materials Standards Institute, Inc.
E. 210 Route 4
Paramus, New Jersey 07652

Dear Miss Collins:

Effective immediately, we request that you do not send us literature of any type since we no longer handle the Friction Materials Division.

The new company that has been formed to handle the friction materials business is the Cantex Corporation, Rotterdam Industrial Park, Post Office Box 184, Bellevue Station, Schenectady, New York 12306.

Your cooperation in this matter will be greatly appreciated.

Very truly yours,

Fred L. Johnston
Customer Service Manager

FLJ:dw

John Kaloupek (Canada) 416-743-6351
Steve Edwards (Schuyler) 518-355-0974

FMSI 08456

Scandura

1/73

Phone 1/3/73

In all ways in St Barnabas Hospital
Lungdon, N. J.

Company & now:

Centex Corporation

P.O. Box 184

Bellvue Station

Schenectady, N.Y. 12306

(518) 357-0974

Centex Corporation

Rottendun Adventure Park

Building no 1, Bay 3

1 Westcott Road

Rottendun NY 12306

Scandura

August 9, 1972

Mr. L. Darby
Mintex, Ltd.
P.O. Box 18
Checkheaton
Yorkshire, BD19 3UJ, England

Dear Mr. Darby:

Per Mr. Daly's request, we are forwarding lining prints of FMS #778 for the Vega, and FMS #779A for the Pinto. The FMS #778 is shown with the D38 shoe which is the current shoe design and which was a running change during 1971 from the earlier D35 shoe. This D38 shoe with the FMS #778 lining will retrofit all Vegas.

As regards the Pinto, the #779A lining has six holes and this was a change on the 1972 Pinto. The 1971 Pinto had five holes. Obviously the #779A will retrofit earlier models if the shoe is prepared accordingly.

Sincerely,

FRICTION MATERIALS STANDARDS INSTITUTE

E. W. Drislane
Executive Director

EWD:llz
cc: Mr. Al Daly, Scandura

FMSI 08458

Scandura

June 14, 1972

Mr. Fred L. Johnston,
Customer Service Manager
Scandura
P. O. Box 949
1801 North Tryon Street
Charlotte, N. C. 28201

Dear Mr. Johnston:

Per your letter of June 12, 1972 we are attaching copies of our Invoices #322 and #346. We should have sent your pink copies to you when we mailed the statement. These copies are off our copying machine.

Sincerely,

FRICITION MATERIALS STANDARDS INSTITUTE

E. W. Drislane
Executive Secretary

EWD:llz
Enc.

FMSI 08459

P. O. BOX 949 / 1801 NORTH TRYON STREET
CHARLOTTE, NORTH CAROLINA 28201
TELEPHONE 704/334-5353



June 12, 1972

Mr. E. W. Drislane
Friction Materials Standards Inst. Inc.
Bergen Mall Office Center
East 210, Route #4
Paramus, New Jersey 07652

Dear Mr. Drislane:

We are in receipt of your recent statement
showing a balance of \$4.92 due.

Please send us copies of your invoices #322
and #346. We have no record of these in our
files.

Very truly yours,

Fred L. Johnston
Customer Service Manager

FLJ:dw

FMSI 08460

Scandura, Inc

May 4, 1972

Mr. Fred L. Johnston
Scandura, Inc.
P.O. Box 949
1801 North Tryon Street
Charlotte, North Carolina 28201

Subject: Blue Print FMS #4646

Dear Mr. Johnston:

I have been advised that the FMS #4646 print is still unsatisfactory and that you needed detail on the information on the lower section of the print. I trust you will understand that we do not have good originals on many prints - in this case we have an "original" which was made on an Ozalid machine and there is a heavy purple or gray background on the print. We cannot improve on the poor original.

I have made a copy (again poor) of the detail at the bottom of the print - it is mostly part number, formula, gravity and gogan data. (copy is enclosed)

If the specific problem is dimensional, all diminsional data has been emphasized on our print copy. (The original was faint.) Further, if the problem is the under-radius grind, there is no dimension for the off-set of the inner radius center and the outer radius center. Some rough calculations of mine would be:

7.06 Inside Radius (7.12/7.00)
+ .527 Thickness (.537/.517)
7.587 Distance to outside surface at
center line from I.R. center.
- 7.485 Estimate outer radius grind
for 15" diameter drum.
.102 Projected off-set of centers.

Sincerely,

FRICTION MATERIALS STANDARDS INSTITUTE

EWD:llz
cc: Mr. A. E. Daly
Enc.

E. W. Drislane
Executive Secretary

FMSI 08461

P. O. BOX 949 / 1801 NORTH TRYON STREET
CHARLOTTE, NORTH CAROLINA 28201
TELEPHONE 704/334-5353



Scandura INC.

January 28, 1972

Mr. E. W. Drislane
Friction Materials Standard
Institute, Inc.
370 Lexington Avenue
New York, New York 10017

Dear Mr. Drislane:

Kindly forward us a drilling print for FMSI set
#4637D.

Your prompt attention will be greatly appreciated.

Very truly yours,

Fred L. Johnston
Customer Service Manager

#234
Johnston
2/2/72

FMSI 08462

Scandura

BULLETIN

NO. 412

September 21, 1971

MR. C. BROWN WHITLEY, SCANDURA, INC.

Mr. C. Brown Whitley, formerly President and General Manager of Scandura, Inc., died in Charlotte, North Carolina, on September 19, 1971. Mr. Whitley had been active in the affairs of the Friction Materials Standards Institute.

The funeral was at the Hopewell Presbyterian Church, Charlotte, North Carolina on Tuesday, September 21, 1971.

The Friction Materials Standard Institute, Inc. sent a floral arrangement in the name of the Directors and Members of the Institute.

E. W. Drislane
Executive Secretary

Distribution: General Active Members

File: Scandura

9/20/71

Funeral of:

Mr. C. Brown Whitley

At: Miller & Kern's Funeral Home
322 Hawthorne Lane
Charlotte, North Carolina

Flowers must be there by:

5:00 P.M., Monday 9/20/71

Bill: Friction Materials Standards Institute, Inc.
370 Lexington Avenue
New York, New York 10017

From: Board of Directors and
Members of the Friction Materials Standards Institute.

FMSI 08464

August 11, 1971

Mr. Tom Longfield
Scandura, Ltd.
P. O. Box 19
Cleckheaton, Yorkshire
England

Dear Mr. Longfield:

At the request of Mr. Al Daly of your Newark Office, we are enclosing the following prints:

- (1) F.M.S. #4227-E
- (2) " #4227-G
- (3) " #4343-A

While #4227-G (with spring holes) was requested, we included #4227-E (no spring holes) as this latter drawing shows drilling details.

Sincerely,

Secretary

EWD:rlane/clt
Enclosures: 3 prints

cc: Mr. A. Daly, Newark
Mr. K. Vitek, Charlotte

Shipper 27
8/11/71

FMSI 08465

Scandura

Cur
August 3, 1971

Mr. A. E. Daly
Scandura, Inc.
P.O. Box 837
313 West Market Street
Newark, New Jersey #07101

Dear Mr. Daly:

I am enclosing a copy of the proposed regulations now being considered by the Illinois legislature, their #R71-16. It is best to have the entire proposal rather than only the brake lining section since other parts are inter-related with brake lining.

Sincerely,

HGDuschek/erc

Harriet G. Duschek

FMSI 08466

APPLICATION FOR MEMBERSHIP

BOARD OF DIRECTORS OF
CLUTCH FACING & BRAKE LINING STANDARDS INSTITUTE, INC.

GENTLEMEN:

THE UNDERSIGNED HEREBY APPLIES FOR MEMBERSHIP IN CLUTCH FACING
AND BRAKE LINING STANDARDS INSTITUTE, INC. AS A CHARTER MEMBER, AND
CERTIFIES TO THE FOLLOWING:

NAME OF APPLICANT: SCANDINAVIA BELTING COMPANY

STATE OF INCORPORATION: Maine

PRINCIPAL OFFICE: 250 Central Ave., Newark 1, N.J.

THE UNDERSIGNED HEREBY ACKNOWLEDGES RECEIPT OF A COPY OF THE
CONSTITUTION AND BY-LAWS OF THE INSTITUTE AND AGREES THAT, IF ELECTED
TO MEMBERSHIP, IT WILL ACCEPT AND BE BOUND BY THE SAID CONSTITUTION
AND BY-LAWS, TOGETHER WITH ANY AMENDMENTS THAT MAY FROM TIME TO TIME
BE MADE THERETO, AND FURTHER AGREES THAT IT WILL ACCEPT AND BE BOUND
BY ANY REGULATIONS OR CODE DEFINING UNFAIR PRACTICES THAT MAY HEREAFTER
BE ADOPTED BY THE MEMBERSHIP.

THE UNDERSIGNED HEREBY DESIGNATES V. A. SPINA

AS ITS DELEGATE AND A. E. DALY

AS ALTERNATE DELEGATE, TO REPRESENT IT AT ANY MEETING OF THE MEMBERSHIP.

SCANDINAVIA BELTING COMPANY

By *V. A. Spina*

Treasurer

DATED December 20th, , 1948.

4/24/49 - O.B. Whitley, Delegate

FMSI 08467