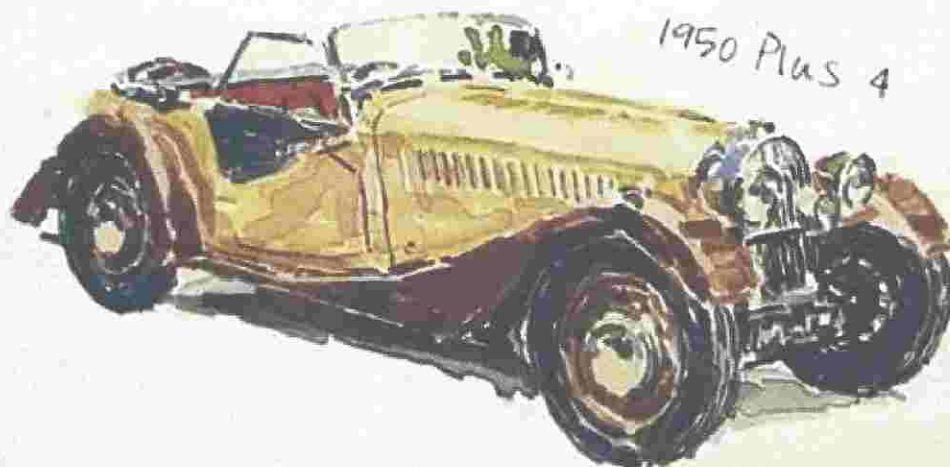


mog log

1966 Plus 4 Plus



1950 Plus 4



1970 4/4



february 2021

The only car club in the area devoted to a car currently built by Britons, for a manufacturer owned and managed partially by Britons.....THE British car club!

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To steal ideas from
one person is
plagiarism, to steal
from many is
research.

Quotes

"I had a rose named after me and I was very flattered. But I was not pleased to read the description in the catalogue: 'No good in a bed, but fine against a wall.'"

~ Eleanor Roosevelt



"Only Irish coffee provides in a single glass all four essential food groups: alcohol, caffeine, sugar and fat."

~ Alex Levine



RUNNING On.....

SITTING HERE AT THE COMPUTER WONDERING WHAT TO SAY....

about the upcoming year. Once again I can it has been snowing and snowing and cold as an unheated leather seat. Last time I saw the Morgans was 6 days ago in the garage when I was covering the engines with afghans and car covers and hoping for the best. This is Friday and the sun is shining, and I see Weatherbug is telling me it is 38 blessed degrees. The snow is melting with little ice and I have spent a little time shoveling away a path around the drive and into the shop. Tomorrow I will go in and greet the Morgans, maybe even start Sophie. Spring is less than a month away.

Now, "ONWARD STALWART OPTIMISTS!" maybe a little over the top (see January MOG LOG) but I am here writing to encourage our hardy group. Thank you to all who rejoined and to the 2 new members. I hope all have gotten into the que to get immunized against Covid and some received shots.

Keep0 thinking Morgan and the possibility of a short Spring tour.

THE PREZ, etc.



the Prez



MORGANS...ROAD CANDY



Lovely memory of visiting the Morgan factory in 1994. The guys from the shop outside enjoying the sunshine at teatime.

Driving Along with Cool-back Gloves

Satch Carlson

satch@satch.us

All of my sports-car idols wore gloves, so I had driving gloves long before I could actually drive.

There is a tendency among unreconstructed gearheads to reminisce and tell stories, some of which may even be true. It was in just such a gathering of this sort of genteel society—I suppose I should specify that these proceedings usually occur in some establishment that supplies certain quantities of lubricant beverages, a practice which tends to intensify the volume from time to time—that I found myself mentioning an old pair of string-back driving gloves.

"What are string-back gloves?" asked one of the younger acolytes.

Right then I realized that the younger generation—these days, that includes an alarming percentage of the population, at least compared to the geezers on my plateau—have not only missed out on the finer traditions of the Golden Age Of Motoring, like double-clutch downshifting—or clutches, for that matter—they have also missed out on the sartorial elements of the sports-car milieu. (Lest you think I am the chief curmudgeon of this assembly, let me assure you that I have at least one acquaintance who will read the previous sentence and snort, "Harrumph! It's double-de-clutching, you idiot!" I know, I know.)

It turns out that at least one entire generation of enthusiasts, who may be passionately in love with cars older than they are, have never worn driving gloves. Yes, they may have worn gloves of one sort or another while they were driving in winter—although one young pup admitted, "In winter, I turn on the heated steering wheel"—but they have never considered the purchase of thin gloves for summer driving.

Maybe this just means they missed the era of Nardi steering wheels.

I am sure that Nardi was not the only manufacturer of wood-rim steering wheels, but that's what I remember. And all of my sports-car idols wore gloves, so I had driving gloves long before I could actually drive. When I finally graduated into the licensed ranks, of course, I went for decades without ever wrapping my leather-clad fingers around a Nardi wheel, but gloves were quite useful for getting a grip on hard plastic, too. The one car I remember that had a wooden wheel was a Saab Monte Carlo, but I lived in Alaska when I had that car, where my driving gloves were usually Eddie Bauer down-filled Arctic expedition mittens with sheared mouton on the backs.

That fur was for clearing the ice from your climbing goggles, I believe, a concept which Eddie may have copied from the dawn of sports-car driving gloves, because the John Surtees glove, among others, featured skin-soft leather, vented fingers, and a back "inset with chamois for wiping goggles." That was recommendation enough for me, because

Surtees was the only driver I knew who held World Championships in Formula 1 and in motorcycle racing.

Of course, that endorsement came at a price: John Surtees gloves cost \$9.95 in the MG Mitten catalog, a dollar more than the ordinary Champion gloves, made from "Abyssinian Kid." Since the only Abyssinians I knew of were cats, I was always a little suspicious.

Even cheaper—\$6.95—were the mesh-back gloves that started this conversation; "string-back" was apparently a pejorative to the sporty-car set who affected such apparel, but such they were. (Dent's, the English glovemaking, prefers to call them "crochet-back" gloves.) Yes, I did once purchase a pair of such driving gloves—perhaps for the same reasons I strived mightily to grow a pencil-thin moustache—but I never really liked their feel. Instead, I have bought an odd assortment of driving gloves over the years, most made of deerskin.

These days, you can still buy driving gloves, but they are more likely to be associated with movie stars than with drivers. Ryan Gosling wore driving gloves in *Drive*, an entertaining movie even if his hand position was deplorable, and you can emulate Mr. Gosling—in attire, not habits, I hope—at Gaspar Gloves. Daniel Craig wears a pair of Dent's unlined driving gloves in *Skyfall*. So it is possible that we may see a resurgence in the popularity of driving gloves—although nothing looks quite so geeky, I believe, as wearing a pair of driving gloves when you are doing anything other than driving your car. And it probably ought not to be a Yugo.

So I have always kept my driving gloves in one car or another—usually not the one I'm driving, alas. And even when I do have a pair in the car, or think I do, I cannot always find them. The glove compartment in the roadster ought to be called something else, because there is no room in it for gloves, and my other cars have gloveboxes that are impossible to reach from the driver's seat, so I usually wad my gloves up and stuff them in the door pocket. From there, eventually one or both will fall to the pavement when I am not looking, so I get to resume my search for the Perfect Driving Gloves If You Do Not Have Ryan Gosling's Wallet.

By the way, since just about every car in my memory has had a leather steering wheel, I have never been quite sure whether the leather-on-leather effect gave me a better feel for the road or not. So the last time I tried not to embarrass myself at an autocross, I alternated my approach, making one run while wearing gloves and another without. The results were not conclusive. I certainly *felt* faster with the gloves; but then, I also felt more dashing and debonair—almost as if that pencil-thin moustache had worked out. 🌐



1941 CGE Tudor



The 1942 Oeuf Electrique (Electric Egg) concept car designed by Paul Arzens

Government ban on sale of new cars with internal combustion engines from 2030 – FBHVC's view

The UK Government has revealed plans to ban the sale of new petrol and diesel cars by 2030 followed by the same sanctions being placed on all hybrid vehicles five years later, in 2035.

The move is part of the UK Government's £12 billion strategy for stimulating green industry and quite naturally has caused huge concern within the motor industry. The UK Government has promised a £1.3 billion investment in establishing a charging infrastructure across the country to service the demands of the new electric vehicles.

The move suggests that Government policy will still support the use of private vehicles as a mode of daily transport, but not when they are required to be powered by fossil fuels.

The Federation of British Historic Vehicle Clubs must consider the implications of this policy on the historic vehicle movement from the point of view of our need to focus solely on protecting the freedoms to use heritage transport on the UK's roads, unhindered. The Federation is not concerning itself with debating the 'for and against' arguments around certain technologies and power sources for new vehicles used purely for commuting and functional transportation purposes.

Indeed, it may well be that in a couple of decade's time, the early Nissan Leaf and Tesla models for example will be joining the ranks of historically important vehicles and referred to as 'classic cars'.

The Federation recognises there are already a significant number of electric vehicles represented within the historic vehicle community and some examples of these were displayed on the 'Village Green' area of the NEC Classic Motor Show in 2019 on the Federation stand. The exhibits included a 1912 Baker Electric Car, 1974 Zagato Zele and a 1940 Moteur Électrique created by the French manufacturer Lucien Rosengart as a direct replacement for the Austin 7 engine he used in the cars built under license in Paris.

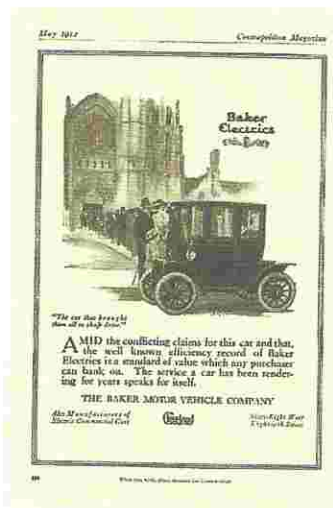
In the early part of the twentieth century electric vehicles made up a larger proportion of the total vehicles on the road than they do today. In 1900, 20 per cent of cars on the roads in the USA were electric and iconic manufacturers such as Studebaker actually entered the market initially building electric vehicles.

So, we must recognise that electric vehicles have been as much a part of the history and heritage of road transport as they are its future.

The main focus points of the Federation's activities in light of the announcement of the intended 2030 ban on the sale of new ICE vehicles will be limited to:

- Ensuring the ban on new vehicles does not extend to restrictions on the use of pre-existing vehicles powered by fossil fuels. In particular, historic vehicles over 30 years old and 'future historic vehicles' yet to reach the rolling 30-year classification of historic.
- Monitoring the effects of changing mainstream consumer demand for petrol and diesel on the accessibility and affordability of fuel supplies for vehicles requiring fossil fuels.
- Lobbying for the protection of fossil fuel supplies long into the future to service historic vehicles.

The Federation urges caution amongst the historic vehicle community not to 'panic' that historic vehicles are in some way about to be made obsolete or unusable as a result of the announcement of these intended UK Government bans. As the 2020 National Historic Vehicle Survey has revealed, there are more than 1.5 million historic vehicles registered in the UK and therefore they represent a



1912 Baker Electric Car

material element of our National Heritage. Additionally, the historic vehicle sector contributes a huge £7.2 billion to the UK economy through highly skilled jobs that will be a vital part of the regeneration of the UK's economy post-pandemic and post-Brexit.

Despite that huge financial input into the health of our country, the National Historic Vehicle Survey also shows us that the use of historic vehicles only contributes to 0.2% of the total annual miles driven in

the UK. That amount of road use is very small in the overall aim to reduce carbon emissions to levels safe for the health and future of the planet. Nonetheless, the Federation recently appointed an Environmental Director on our board, tasked specifically with monitoring, offsetting and measuring the carbon output of the historic vehicle movement.

The strength in numbers that the historic vehicle community enjoys will help to ensure that we cannot be ignored or hindered without significant financial implications for the country. If we work together as a sector to encourage continued health, growth and skills for the future – the movement stands every chance of survival and the future of historic vehicles powered by internal combustion engines will be secured, regardless of what technology has in store for the future of road transport.

To read the facts behind why the Historic Vehicle community is part of the answer to build the UK economy into the future and why the sector deserves a bright future, you can read the National Historic Vehicle Survey results from 2020 online now at www.fbhvc.co.uk.



BATTERY EXPLOSION

By Joel Hoffman

I am now repairing a car that had a battery explosion. Like all of us, I've read about the cautions about how to charge a battery, connect cables, etc. The current repair is a clear reminder that these cautions/ precautions should not be given just lip service.

The chemical reaction that produces electricity in your car's battery produces hydrogen gas and this is highly explosive. It's used to send rockets into space. You do NOT want to generate a spark near hydrogen gas. Normally, the advice we get about this is that, when attaching jump- er cables, it's important to connect them to the discharged battery first and then to the battery providing the jump. We are told to attach the ground cable to a bare metal part in the engine compartment that's not adjacent to the battery so that any spark while completing the connection isn't near the hydrogen gas. The other caution we normally get is to plug in a battery charger AFTER attaching cables to the battery for the same reason.

There are other important battery precautions and maintenance issues to be aware of, and it's likely one of these issues caused the explosion on the TD I'm working on now. First, make sure the metal plates in each battery cell are covered with electrolyte. If accessible, top the cells off with distilled water and only fill to the indicator above the plates. If the top of these plates are exposed while charging or rapidly discharging the battery, they can warp, making contact with each other, and this can cause an internal spark. This is especially important with newer higher capacity batteries. These batteries have more plates in the same size case as the lower capacity batteries. This is done by placing the plates closer together. If they spark internally, the gas that's likely present can/will explode blowing the top off the battery and splashing sulfuric acid in places you don't want it. This stuff easily corrodes metal, damages hoses, and, of course, can blind you if it gets in your eyes. Obviously, this is serious stuff. Wear protective eyewear when working with batteries.

Another continuous issue for all of us is corroded battery terminals. This doesn't just cause issues when starting the car. That's easy to figure out and correct with cleaning and brushing the posts and terminals. There is also a danger most of us don't think about. A weak connection between the terminal and battery post can produce a spark under load. So ----- you hit the starter, a spark jumps between the post and terminal, and BANG!!!! Keep the terminals clean!!!!

Another issue is electrical shorts caused when the hot battery cable wears and shorts on metal parts in the car. I've had this happen before. These cables are often not fused, get hot enough to weld metal, and cause a fire. The same thing can happen when a piece of metal contacts the hot battery post and a metal ground near the post. You may have done this while connecting or re- moving the hot battery cable terminal, and touched the wrench to another metal part of the car. There was a big spark, and a weld mark on the wrench, right! To prevent this, always attach the hot cable terminal (positive on negative ground car, negative on positive ground car) only while the ground cable is detached. Saying it another way, when you attach the battery cables, connect the hot cable first, and then connect the ground cable. When removing the battery cables, remove the ground cable first. Other ways you can have this happen is touching the hot terminal with the battery tie down device, or another metal part of the car. You've probably noticed that modern cars normally have a rubber or plastic insulating cover on the hot terminal. Doing this on your MG is obviously a good idea too.

The battery is a necessary devise that contributes to our cars starting and operating properly. It's also a powerful and dangerous device that needs to be treated with caution. Let's all pay attention to this and avoid what I'm working on now ----- or much worse!!!! -end-

Thanks to our friends at the North Carolina MG Car Club – Quadriga News for this great article!



Love, American Style

A single prototype is all that remains of an enthusiast's dream of returning classic Morgans to the U.S. in the late 1980s

WORDS AND PHOTOGRAPHY BY DAVID LaCHANCE

No automaker on earth embraces tradition more than the Morgan Motor Company. At its factory in the spa town of Malvern, workers still use generations-old techniques to hand-assemble cars that are not so different from those their parents or grandparents or great-grandparents might have owned. The 4/4, introduced in the 1930s, remains in production. So do the Plus 4, the Plus 8 and the Roadster, while the most primeval Morgan of all, the 3 Wheeler, has returned from its decades-long hiatus.

One of the company's enduring traditions has been its reliance on other manufacturers for the engines that power its cars. Since 1909, when H.F.S. Morgan used a Peugeot V-twin to make his prototype three-wheeler go, Morgan has produced not one single engine, gearbox or rear axle. Avoiding the considerable development cost has no doubt been crucial in the survival of such a small automaker, but the resulting dependency has sometimes left Morgan unable to steer its own path.

The Plus 4, for instance, shows how that

dependency could play out. When it was introduced in late 1950, the model featured a 2,088cc Standard Vanguard four, which was succeeded by the four that powered Standard-Triumph's TR2, TR3 and TR4. When the TR4—and its engine—went out of production in 1969, so, too, did the Plus 4, only to be revived in 1985 when Morgan began acquiring 2-liter twin-cams from Fiat. The Fiat was elbowed out of the engine bay in 1988 by the Rover M16 four, which, after the end of Rover production, was replaced by Ford's 2-liter Duratec four,



The AMC 2.5-liter four was an EPA-certified engine that Morgan could have used to reintroduce the Plus 4 to America. Equipped with twin sidedraft Webers in place of fuel injection, the pushrod four fits in the space once occupied by a Triumph TR4 engine, and makes an estimated 150-170hp.

the engine the Plus 4 features today. (It's not available in the U.S.; the 3 Wheeler is the only new Morgan on sale here, though some Aero Supersports remain unsold, and the company is taking orders for its EvaGT under development.)

All of this footwork was tricky enough when governments didn't care about what came out the tailpipe. In the late 1960s, Morgan retreated from our shores, unable to meet federal emissions and safety regulations. Bill Fink, who today remains the pro-

prietor of Morgan dealer Isis Motors in San Francisco, outflanked the EPA by getting the Rover V-8 in the Plus 8 to run on propane, with tacit assistance from Peter H.G. Morgan, H.F.S.'s son. Morgan was—unofficially—back, but the flow of cars was a mere trickle, even by Malvern standards.

"To me, it is a sad reflection that at the present time we are not supplying cars to the United States as we did in the past, particularly as American owners were so instrumental in the present success of the

Morgan," Peter Morgan wrote in a foreword to John H. Sheally, II's 1978 book, *Morgans in the Colonies*. "I am hopeful that sometime in the future we shall be able to resume shipments of Morgans to America, but I feel that anyone making an even brief study of U.S. vehicle regulations will appreciate the difficulties and possible hazards to a small car concern."

This is how things stood in 1989, when Robert Couch received a phone call from Richard Johnson, a Morgan enthusiast from





The engine came attached to a Borg-Warner five-speed. Tudor instruments fill the dash.



The comfortable leather seats are from a Morgan Plus 8, with their headrests removed. The tunnel had to be enlarged to house the five-speed's bell housing, cutting into the available footroom.

Montauk, a village on the eastern tip of Long Island. What Johnson wanted to know was, could Couch build him a four-cylinder Morgan that could be sold in the United States? "He was an eccentric guy with a fair amount of money," Larry Eckler, who then worked with Couch, recalls. "He wanted to explore the possibility of building a federalized car for Morgan." The result of that exploration is the car you see on these pages.

Robert David Couch, who died in 2010, was an apt choice for such a project. He had already become known as a Morgan guru among devotees of the marque, who referred to him as "Dr. Robert." The founder of Morgan Spares—which he later sold to Larry and his wife, Linda—Couch, it seemed, could do anything with a Morgan. Besides being one of the few places where Morgan parts could be found, his Millerton, New York, shop restored cars that won concours, kept daily drivers humming, and readied race cars for the track.

There were no new Plus 4s available in the U.S., of course, and so Johnson's prototype was based on a 1965 Plus 4, with chassis number 5874 and a four-seater body. Out came its Triumph TR engine and gearbox, leaving a space for...what?

The 1,994cc, twin-cam, 16-valve Rover M16 engine that Rover was building the Plus 4 around in 1989 might have been fine for the Rover 800 sedan in Europe, but it had not been certified by the EPA. Some other powerplant, perhaps something more domestic in nature, would be needed. The choice was something not so technologically removed from the old Triumph



*I feel very comfortable
driving the car,
because I have
complete control.*

engines: the sturdy, AMC-designed 2.5-liter four-cylinder found under the hood of the rugged Jeep CJ7, Wrangler and Cherokee.

Larry, who had started working for Couch after the project had begun, can't say why the AMC engine was chosen, or if any others were considered. He does

point out, though, that Johnson had a professional connection, working for Chrysler in Central and South America. Chrysler had bought Jeep in 1987; perhaps Johnson had an inside line on acquiring engines for his Americanized Morgan. Or maybe he simply thought it was a good engine that would fit under the Plus 4's hood without too much surgery.

In place of the factory fuel injection, Couch installed twin sidedraft Weber carburetors, mounted to a Clifford intake manifold. This required the addition of a side scoop to the driver's side of the hood for clearance. The five-speed that came with the 2.5—an upgrade over the previous Triumph four-speed—also needed a little more room, which resulted in some shrinking of the footwells.

Couch did some elective surgery on the body, designing and building a trunk large enough to swallow a set of golf clubs. He used aluminum tubing to support the body's aluminum skin, but, like the factory, used wood for the floors and other components. The car was finished in two Rolls-Royce colors: Dark Spice for the body, and Inca Gold for the fenders. Seats were borrowed from a Plus 8, minus their headrests. There were clearly some efforts made to meet U.S. safety regulations, the most obvious being the energy-absorbing, hydraulic bumper mountings intended to clear the 5-MPH impact requirement.

When the car was complete, Larry and Dr. Robert drove it out to Johnson's house in Montauk, where he enjoyed it for a number of years. If he ever tried to interest Morgan in partnering with him to sell

the car in America, there's apparently no record. "I'm not sure how much effort he went through to get Morgan on board. All I know is that this was the only one we ever produced," Larry says. In any event, he adds, "I'm sure Richard got a lot of pleasure out of the car."

The car was still in good condition 10 years later when Larry got a phone call, asking if he might like to buy it; Couch, by this time, had moved out to Washington state. "I just couldn't resist," he says. "It was great to see it after all those years." The brakes and fuel system needed attention, but cosmetically, "it was as it was when Richard did it the first time."

Larry and Linda drove the car until 2005, when they sold it to Shawn Henderson. Five years later, he put the car up for sale, which is when current owner Jack Farley spotted it.

Jack, of Greenwich, Connecticut, was a Corvette enthusiast—he still owns three, plus a Harley-Davidson V-Rod—when a neighbor suggested that he might like Morgans. He bought a Plus 4 four-seater, which he drove for six months, convinced himself that he liked Morgans, and began getting estimates for some cosmetic work that was accumulating to in excess of \$20,000. "It was a 20-footer, mechanically sound, but ugly," he laughs. But before spending that kind of money, he went back to Dennis Glavis, the owner of Morgan West in Santa Monica, California. Dennis had sold him his first Morgan, and Jack had learned to trust his judgment. They talked about shipping the car back to California

for Dennis to cosmetically restore, at which time Dennis told him about the prototype Morgan that had just arrived in the Morgan West showroom and was already cosmetically in excellent shape. "He had just taken it on a trade from a Shawn Henderson who lives just a half-mile from me, so the car went from Greenwich to Santa Monica back to Greenwich within a matter of days," Jack notes.

We can attest that, despite its Anglo-American heritage, this prototype Morgan sounds every bit the traditional British sports car that it is. The rorty AMC 2.5 is estimated to make somewhere between 150 and 170hp, giving this car a big leg up on its 100hp Triumph predecessors. Jack reports that the gearbox shifts smoothly through all five synchronized gears. "The car is so light," he adds, "90 percent of the time I start off in second."

"My '57 Corvette, if you're trying to park it, you miss power steering. Not so with the Morgan. It's much easier to drive. I feel very comfortable driving the car, because I have complete control," Jack says. "When I go in the Morgan, the top is always down. I feel like I'm in a four-wheeled motorcycle."

It's tempting to think of how Morgan's presence in the U.S. might have been changed if Johnson's efforts had borne fruit. In any case, the car itself deserves no blame. "It's very similar to a current-production, Ford-engine, four-cylinder car, performance-wise," Larry observes. "It could have been a good car. If it could have been produced at a marketable price, I think it would have done well." 🌐

Specifications

ENGINE

Type	AMC OHV inline-four, cast-iron block and head
Displacement	2,471cc (150.8-cu.in.)
Bore x stroke	98.4 mm x 80.96 mm
Compression ratio	9.2:1
Horsepower @ RPM	150-170hp (est.)
Fuel system	Two Weber 45DCE152 two-barrel carburetors, Clifford intake manifold

TRANSMISSION

Type	Five-speed Borg-Warner, fully synchronized
------	--

STEERING

Type	Cam and peg
------	-------------

BRAKES

Type	Hydraulic
Front	11-inch discs
Rear	9-inch drums

WEIGHTS AND MEASURES

Wheelbase	96 inches
Overall length	144 inches
Overall width	56 inches
Overall height	52 inches
Curb weight	1,680 pounds



Where most Plus 4s have a sloped deck, the prototype features a weather-tight trunk big enough to hold a golf bag. Hydraulic mounts help the bumpers meet the federal 5-MPH impact requirement.

Ferodo

Putting the "shoe" in brake shoes

BY TERRY SHEA

IMAGES COURTESY OF GRACES GUIDE U.K.

Like so many auto-related companies that can trace their start to the dawn of the industry, Ferodo got its start with horse-drawn carriages, mainly in trying to slow them down.

Working as a boot salesman in the hilly Derbyshire, U.K., area that is more commonly known as the Peak District, Herbert Frood observed farmers and merchants struggling to slow down their carriages on steep hills. He noticed that they used old leather boots attached to the wooden brakes to get better stopping power against the steel rims. The then 33-year-old Frood began working in a shed in his garden in 1897, experimenting with various friction lining materials that would better the old leather boot. His early experiments in brake "shoes" included laminated hair with bitumen, then thick cotton with resin.

Sold under the name Ferodo, a twist of the letters of his last name with an "E" thrown in for his wife, Elizabeth, his products were an immediate success. On its massive fleet of 5,000 horse-drawn vehicles, the London General bus company used Ferodo brake linings. Ferodo moved into an old mill in nearby Chapel-en-le-Frith to establish a factory. While still operating with the trade name Ferodo, The Herbert Frood Company was established in 1905. Ferodo was off and running, er, stopping.

It was the breakthrough with an asbestos-backed lining in 1902 that really put Frood and Ferodo on the map. Asbestos, already noted for its heat resistance, proved an almost ideal carrier for the pad and friction material. Within years, it would become the industry standard, though decades later, as the extremely detrimental health effects of the material became known, it would almost be its downfall.

As the growth in the automobile industry exploded, so did demand for components, and Ferodo had the right parts at the right time and became a supplier to large-scale manufacturers such as Austin. But

R.A.C.
TOURIST
TROPHY
CAR RACE, DORSETTON PARK
September 1937

FERODO
BRAKE LININGS
**ON ALL 10
FINISHERS***

1st G. COMOTTI
DARRACQ

2nd R. LEBEGUE
DARRACQ

3rd "B. BIRA"
RAZAR HIGH R.M.W.

4th J. D. BARNES
SINGER

* Also Ford, Swift, Rover, Austin, Morris and Swift. Only the cars fitted, and all fitted with FERODO BRAKE LININGS.

**What's safest in the race
is safest on the road..**

FERODO
BRAKE LININGS

FERODO LIMITED CHAPEL-EN-LE-FRITH

their friction-lining business also included clutch plates and non-automotive applications, such as brake linings for locomotives, buses, subway cars and even tanks. Frood established Ferodo, Ltd. in 1920 as a publicly traded company. In 1927, Turner & Newall, a budding U.K.-based industrial conglomerate already heavily involved in asbestos mining and manufacturing, purchased Ferodo. The fit was natural, as T&N's other businesses included asbestos building and insulating materials.

By the 1950s, Ferodo employed over 3,000 people and had made a name for itself in racing. The company's competitive exploits would eventually include providing the braking friction materials for multiple land-speed record holders and quite a few Formula 1 teams, including Ferrari, Lotus, McLaren, BRM and others. Unfortunately, as the hazards of asbestos became more well known, many people began looking for compensation for their rather significant ailments. When the U.S. auto parts conglomerate Federal-Mogul acquired T&N in 1998, it bought that liability as well, helping to push the American parent into bankruptcy in 2002. Since reorganizing in the late 2000s, Federal-Mogul has reinvigorated Ferodo—which, like the rest of the brake industry, no longer manufactures asbestos linings—including the creation of Ferodo Racing in Italy, which provides high-performance pads for both street and track, for two

What's the use of pulling at the brake lever if the lining has burnt out?

A burnt-out, frayed-out or otherwise played-out brake lining is the commonest cause of motor accidents.

Protect yourself against other people's carelessness by fitting

FERODO
FRICTION LININGS

Sole Manufacturer &:
FERODO LTD., Chapel-en-le-Frith.
DEPOTS and AGENCIES—London, Birmingham, Leicester, Manchester, Bristol, Belfast, Coventry, Newcastle, Liverpool, Glasgow, Cardiff and Brighton.

Be ready for anything you may meet. Have your BRAKES correctly adjusted and lined with

FERODO
FRICTION LININGS

SOLE MANUFACTURERS:
FERODO, LTD., CHAPEL-EN-LE-FRITH.
Service Depots: London, Birmingham, Manchester, Leeds, Bristol, Belfast, Coventry, Newcastle, Llandrindod Wells, Glasgow.

wheels and four.

Due to one of its more distinctive forms of advertising, the Ferodo name in the U.K. is known to plenty of people who have probably never even seen a brake pad. Throughout the country, many railroad bridges that pass through towns were painted with the chunky, block letters that spelled out Ferodo. Though Federal-Mogul no longer keeps up the bridge ad campaign, no one else has stepped up to replace them. Quite a few of the signs remain, in some cases, as a waypoint for directions, such as "Turn right at the Ferodo bridge," becoming, in their own way, a part of the culture. 🚗

2021 DUES REDUCTION

We finally got all the board members, officers, and appointed executives together to review our dues structure and the reduced activity during the past year.

After reflection, dues are temporarily reduced for 2021 to \$20.00.

Also, printed MOG LOGs are presently not an option.

Suspending printing saves money during the virus and also the health of the Editor (and the Historian) from having to go to the printing center. The printed issues may be restored soon and activities planned again.

This is perhaps the lowest dues of any Morgan Club that publishes a newsletter, much less monthly by MMCC.

We have a slight advantage over the others in that our car is still produced after 112 years. But then we have no National Club to send dues to – or support. Stay with us for 2021.



Membership Application Form



SEND THIS FORM AND DUES, IF PAYABLE TO:

MORGAN MOTOR CAR CLUB
P.O. BOX 50392
DALLAS, TX. 75250-0392

NOTE: Changes and additions in bold have been
made to this application/registration form.
PLEASE complete this additional information.

ANNUAL DUES \$20.00

DATE: _____

PLEASE COMPLETE ALL THE PERSONAL DATA SECTION AND ANY OTHER PORTIONS, WHICH HAVE NOT
PREVIOUSLY BEEN FURNISHED OR WHICH MAY HAVE CHANGED.

PERSONAL DATA

NAME: _____ SPOUSE: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

OCCUPATION: _____ PHONE: H _____ W _____

CELL: _____ EMAIL: _____

CAR DATA

MODEL: (+8, +4, 4/4, +4+, 3 wheeler, etc.) _____ LHD _____

BODY STYLE: (DHC, RDSTR, 4 STR, SS, etc.) _____ RHD _____

YEAR: _____ COLOR: _____ CHASSIS NO. _____

ENGINE TYPE: (TR4, FORD, FIAT, ROVER, JAP, etc.) _____ ENGINE NO. _____

GENERAL DATA

HOW LONG HAVE YOU OWNED YOUR MORGAN? _____

OTHER MMCC MEMBERS THAT YOU KNOW, IF ANY? _____

HOW DID YOU LEARN OF MMCC? _____

LIST ANY OTHER MORGAN CAR CLUB MEMBERSHIPS _____

LIST ANY OTHER NON-MORGAN CAR CLUB MEMBERSHIPS _____

FROM WHOM DID YOU ACQUIRE YOUR MORGAN? _____

(PLEASE ADVISE IF YOU WANT ANY OF THIS INFORMATION DELETED FROM ANY DIRECTORY)

**The present MMCC club newsletter, the MOG LOG, is distributed
electronically in color. Printed option in black and white sent by U.S.
Mail may become available sometime later.**