

1971 Torino Testimonial: Charlie Warner



The accompanying photos are of my 1971 Ford Torino drag car. This car currently runs a low 12-second to high 11-second quarter mile in the NHRA Pro and IHRA Mod class. (Best E.T. is 11.49 with a different cam & intake set-up.)

The car is powered by a 429 Super Cobra Jet of 1969 vintage (7 litres for you metric guys) producing approximately 425 horsepower. Power is transmitted to the 10" slicks through a Ford C6 automatic and a 4.56/1 ratio 9" Ford rear end with a spool.

I have raced this car since 1981 at drag strips in Ontario, Quebec, New York, Pennsylvania, Ohio and Michigan. In the 5 years that I campaigned the car in the points series at Dragway Park Cayuga, I finished in the top ten for the class every year but one. In 1983 the car & I were part of the team from Dragway Park which captured the Northeast Division championship at Maple Grove Dragway in Reading, Pennsylvania.

From the time the car was built into a racecar, until now, I have relied on Molyslip products for the best in performance and reliability. Currently I do not race every weekend as I did in the 1980's, but still hit the track several times a year. The present engine and transmission are over 15 years old (that's *old* in drag racing circles) and still performing well. I was able capture runner-up position at St Thomas dragway in August 2004. In Sept 2004, the old girl could still run 11.93, and pull both wheels on the launch, on these 15-year-old parts.

Molyslip **E Engine Oil Supplement** is used in the engine, **Automatic Transmission Supplement** in the transmission, and **Manual Transmission Supplement** in the rear end. **Copaslip**, an anti-seize compound, is used on several gasket surfaces, such as header gaskets, carburetor base gaskets, and rocker cover gaskets, to prevent them from sticking to metal surfaces.

I recently had to remove the headers, and found that the **Copaslip** applied to the header gaskets allowed me to remove them with no scraping of gaskets from the heads *after being in place for 15 years*. The gasket on one side even came off in one piece! Copaslip is used on the rocker cover gaskets to prevent them from sticking to the aluminum rocker covers. These rocker covers must be removed to adjust the solid valve lifters before every second race day. With the use of **Copaslip**, the gaskets last a whole season without having to be scraped off metal surfaces.

Molyslip **Multi-Purpose Grease**, **Liquid Grease**, and **Combat** are used in various applications as required.

Not only does my racecar make good use of the Molyslip line of products, but all of the street-driven cars in my family benefit from Molyslip as well. **I AM SOLD** on these products and expect that anyone who tries them would be too.



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