

THE

MOLYSLIP[®]

Summer 1984

CHALLENGE

Molyslip "Torture Test" a Success

During the eight years that we have been actively involved in various modes of motorsport activities, we have always had one important goal in mind: to prove that Molyslip works!

Last summer, during our regular visit to Atlantic Canada, we sponsored our seventh road race for Grand Touring cars at the Atlantic Motorsport Park track near Shubenacadie, Nova Scotia.

The company's well-traveled 1976 Ford Thunderbird had just turned 150,000 miles on the odometer and we thought it would be a good time to show the large crowd of race fans that had gathered at AMP the benefits of using our Molyslip "E" product in their engine oil.

After the 1.6-mile road course had been closed for the luncheon break on Sunday, Aug. 7, the old "Bird" was given a quick warm-up lap and then brought back into the pits to have the scrutinizers drain all of the oil out of the engine. Only the thin film of molybdenum disulphide that had resulted from the continuing use of Molyslip "E" would provide the lubrication for a very quick five-lap "torture test" by well-known AMP driver Jeff Wright. During that five-lap test, Jeff lowered his lap time to 1:32, which is quite respectable for a 5,800 lbs car that was burdened by a full tank of gas, street tires, a rather tired set of shock absorbers—and an extensive supply of sample products for the competitors, as well as the personal belongings that one takes along on a two-week business trip.

As Jeff points out in the following letter, the AMP "torture test" produced some very interesting results. (Jeff, by the way, was back in the spotlight a few hours later when he and his co-driver, Can-Am regular Charlie Monk of Sarnia, Ont., drove the former Royale S2000 sports racer to a popular victory in the annual AMP endurance event).

And in case you were wondering, the '76 T-Bird was as good as new on the 1,200-mile return trip to our Toronto headquarters. As a matter of fact, it's still running strongly, although the odometer has reached

the 167,000-mile mark. It's running so well, that we're starting to think about putting it through another "torture test," which we'll tell you all about in a future issue of this publication.



Jeff Wright at the wheel of the T-Bird on the AMP front straight. His passenger was Mike Coleman, a sports writer for the Halifax Chronicle-Herald. Below, one of the track officials checks the dipstick for traces of oil before the five-lap test.



Jeff Wright Writes

A few days after his busy—and successful—AMP week-end, Jeff Wright wrote us a nice letter about the T-Bird test. It's reprinted here in its entirety:

Dear Les:

Thank you for giving me the opportunity to fulfil a boyhood fantasy—to drive a car with no oil in the pan and see what happens! I am sure you didn't know when you asked me to drive your T-Bird with no engine oil, that this was something I had always wanted to do—with someone else's car. Thus, despite the pressures of preparing our Royale S2000 for the Molyslip Enduro Race at Atlantic Motor-

sport Park this year, it was a pleasure to take time out before the race and perform the test.

The engine oil in your T-Bird was warmed up and carefully drained by a mechanic from another race team. For a passenger I had Mike Coleman, a reporter for a local newspaper. I don't know if he was there to make sure I didn't pussyfoot around but he went quiet a couple of times. I always know I'm impressing passengers when they go quiet...

Anyway, I pushed that T-Bird around the twisty AMP circuit as hard as it would go and all the time the oil light was flashing. After five laps around, they flashed the chequered flag and we came in on a cool-down lap. The engine sounded and ran the same as it did when we started the test. No rattles, thumps or bangs—no rods through the side!

Seriously, the test was an impressive testimonial to the effectiveness of Molyslip engine additive. I wouldn't have believed that any engine with no oil in the pan would have survived the treatment I gave it. Can we do it again next year?

Best wishes,
Jeff Wright

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Fuel Use Evaluation Test

From time to time, we have been questioned about our company's long-standing guarantee—a full refund if at least a five per cent improvement in fuel economy is not realized when MOLYSLIP "E" is added to your engine oil.

For many years now, tests have been conducted—not only in Canada but in other parts of the world as well—to prove the value of MOLYSLIP "E" Engine Oil Supplement. With the increased use of synthetic oils that are "energy efficient," we wanted to test again our "E" and assure our customers that Molyslip really does work!

Last Oct. 21, on the parking lot of Canada's Wonderland, a few miles north of Toronto, Bill Ward, the President of the Institute of Driver and Traffic Education Ltd., laid out a one-kilometre road course with eight corners. Six 1983 Omni/Horizon test cars, all with between 14,000 and 24,000 km. on the odometers, were "base lined" for fuel consumption with new oil and air filters, 10W30 Mobil One Oil installed, all timing checked and reset, carburetors reset to factory specifications and all cars mounted on new Viva 165-75-13 tires inflated to 35 psi.

After the base line fuel consumption was established, MOLYSLIP "E" was added to two of the six cars—without the driver's knowledge! MOLYSLIP "E" and MOLYSLIP "A.T. F.A." (automatic transmission fluid additive) were added to two other cars and the last two were left alone.

Each vehicle was then driven around the one-km. test

course, which gave a range of speeds from 50 km/h-to-80 km/h in line for 50 minutes and then left to idle for 10 minutes. All the drivers then changed cars and the drive was run in the opposite direction on the same course.

After six hours, the cars were refueled at the Esso station on the corner of Major McKenzie Drive and Jane St., a short distance from the test course. New drivers were then assigned to the six cars, and they were driven in the same manner for six more hours. A third set of drivers drove from midnight to dawn while a fourth set of drivers concluded the test on Sunday morning, at 1,000 km. In all, each car had 20 different drivers to ensure that the test was as objective as possible.

From the two base line cars with synthetic oil, the best improvement in the Molyslip cars was 11.86 per cent less fuel consumption, and the worst was 3.68 per cent less fuel.

Car #	Mileage	% Increase Decrease Best	% Increase Decrease Worst
1	12.804	4.3776	93.204
2	12.784	4.21456	93.05
3	12.509	1.97277	91.05
4	12.267	0	89.295
5	13.273	8.20086	96.618
6	13.737	11.98745	100
Average of 1 & 2	12.794	94.73	
Average of 3 & 4	12.388	91.72	8.28%
Average of 5 & 6	13.505	100.00	

Regular is 9% higher than the lowest Molyslip car.

Molyslip reduced consumption by 8.28% of Regular equipped car.

LETTERS...We get letters

Letters, letters and more letters, and all of them with a Molyslip success story to tell!

Jim Martin, President of Comet Towing & Recovery Ltd. of Mississauga, Ont., had his truck featured in the July/ August issue of this newsletter back in 1978. His '77 Ken-worth W-900 is still in excellent condition, according to Jim's letter, and he attributes this, in part at least, to his continuing use of Molyslip products. Let's let Jim tell you his success story himself:



As the owner of Comet Towing and Recovery Ltd., a heavy vehicle towing and recovery company, I highly recommend the use of Molyslip grease. This recommendation comes after six years of use of Molyslip grease on my equipment.

As a broker for Unique Towing in 1977, I started using Molyslip grease on a 1977 W-900 Kenworth with twenty-five ton wrecker. Today, this truck is in excellent working condition with the original front end and only one rear U-joint being replaced.

At the present time, being an owner of a fleet of 4 heavy wreckers and one 60-ton hydraulic boom truck, the use of Molyslip grease is essential to the maintenance of my fleet.

*Yours sincerely,
Jim Martin*

T. Richardson, who describes himself as "a satisfied customer," had some interesting things to say about our Gear Oil Supplement:

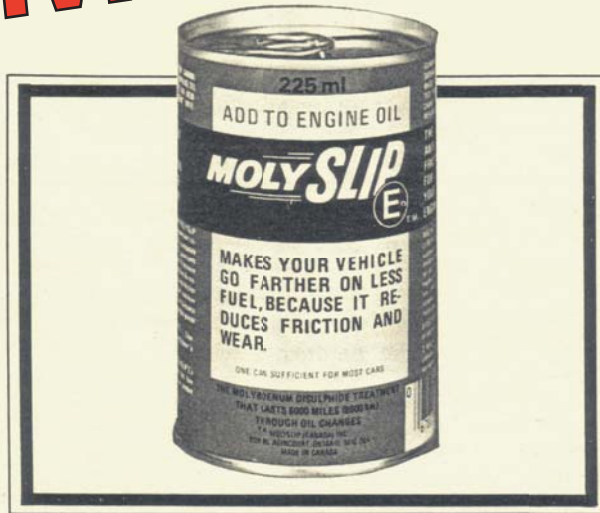
In the course of doing business, I am sure that you receive your share of complaints. However, I am pleased to say that not only do I not have a complaint, but on the contrary, have nothing but praise for your excellent products. In my forty-one years I have never written a company concerning a good product, but am compelled to do so now. Allow me to give you a case in point.

My 15-year-old son is a member of the Canadian Motorcycle Association and competes in the 125cc Junior Class. At the end of the season he had the unfortunate experience of losing the oil drain plug and therefore losing his transmission oil during a practice run. The expensive sounding noises coming from the bike were unbelievable. We were sure that we were in for a major job. At the suggestion of his friend Lincoln Brown (who you sponsor) we added your Gear Oil Supplement to the transmission oil and magically the noise disappeared. Needless to say we were delighted.

We also "borrowed" from Lincoln some COMBAT to compare with the lubricating product we were currently using. This is a super product, but there is only one problem—we have not been able to buy it. We went to several stores including Canadian Tire to buy some for our consumption and to replace the one we borrowed, but no luck. It is unfortunate that such an excellent product is not more readily available.

*Yours truly,
T. Richardson*

MEET THE MOLYSLIP LINE



Molyslip "E"

MOLYSLIP "E" is an engine oil supplement with a colloidal suspension of Molybdenum Disulphide (MoS₂) in a high grade multi-viscosity mineral oil that contains anti-foam agents and corrosion inhibitors. It is NOT an oil improver, but rather combines instantly with any premium grade engine oil that acts as a carrier to take the 0.5 micron particles of MoS₂ to any point where pressure occurs—cylinder walls, push rods, main bearings, wrist pins, timing gears and chain, for example—and within 150 miles has completely "plated-on" to these surfaces. One 8 oz. can of MOLYSLIP "E" will last up to 6,000 miles, even through oil changes. Molybdenum Disulphide has a bearing capacity in excess of 120,000 psi, and a coefficient of friction of 0.6. This very slippery high-load capacity mineral reduces friction, and reduced friction in turn means less heat, lower gasoline consumption, less wear and tear, and happier motoring at less cost. Independent tests show that MOLYSLIP "E" will reduce temperature rise by up to 25 per cent and gasoline savings of at least five per cent are guaranteed.

Molyslip A.T.F.A.

In the unrelenting search for better fuel economy for our vehicles, we've learned of one American vehicle manufacturer that not only is continuing to test MOLYSLIP "A.T.F.A." but now wants to know why it works in automatic transmissions and limited-slip differentials.

There are two basic problems found in the current crop of automatic transmissions and limited-slip differentials:

1. In order to improve fuel economy, the North American cars are being equipped with lock-up torque convertors. This overcomes the normal slippage of the familiar fluid coupling. However, as the vehicle's speed nears the point where the solid drive occurs there is a "hunting" for second or third gear, or between third and overdrive, depending on the type of transmission in that vehicle. This creates a pulsation that is quite annoying, particularly when travelling on cruise control, as many drivers are doing these days.
2. In many limited-slip differentials the fibrous clutches dry out when travelling on the highway for a considerable length of time. As you turn left or right it seems that the diff is breaking up as the clutches misbehave. Both of these conditions, unless severe wear has occurred, may be corrected or greatly improved with MOLYSLIP A.T.F.A. (automatic transmission fluid additive).

Most automatic drives use a type of glycol as the fluid for several reasons: first of all, it is a poor lubricant so limited slippage occurs. It also has a very wide temperature range so it is suitable in extremes of climate. Unfortunately, however, glycol, being a poor lubricant, needs more attention than we drivers generally give. MOLYSLIP A.T.F.A. increases the load capacity of the fluid with soluble molybdenum that does not "plate-on" to friction surfaces.



Coming Events Calendar

As you can see, the upcoming months will be busy ones for our company as we continue our in-the-field promotional programs.

Aug. 4-5	Drag Race	Oyster Bed Bridge, P.E.I.
Aug. 10-12	Molyslip Weekend at AMP	Shubenacadie, N.S.
Sept. 12-14	Petra '84 Oil Field Equipment Show	Red Deer, Alta.
Sept. 25-29	Internation Plowing Match	Teviotdale, Ont.

More Letters

Bill Milligan of New Minas, Nova Scotia is a regular competitor in the Molyslip G.T. race week-end at Atlantic Motorsport Park in that province, and was on hand last Aug. 7 to watch the T-Bird "torture test" that's described on the first page of this newsletter. Bill wrote to us a few days later:

Congratulations on your successful demonstration of Molyslip at Atlantic Motorsport Park, August 7. Watching your Thunderbird circulate the track for 6 laps without oil in the sump, made many in attendance, believers in your product.

I personally became a believer 3 years ago when my race car, a 2-litre Pinto, broke a radiator hose during a race at AMP, and completed 2 laps without coolant in the engine, without seizure! The car was raced for the remainder of the season, requiring only a new head gasket. The end-of-the-season tear-down revealed that the connecting rods had become discoloured due to extreme heat, but the rod bearings exhibited normal wear! I credit the Molyslip E in the engine for preventing engine damage.

Best wishes for your continued success with Molyslip.

*Yours truly,
W.J. Milligan*

Ted Helgeson, who lives in Calgary, is another Canadian motorist who has had good results from our Molyslip products. His letter follows:

I suppose most of the letters a manufacturer receives from his customers are ones expressing dissatisfaction with his product. This is not that kind of letter.

As a sports car buff and (naturally) a home mechanic, I've tried just

about every kind of oil additive known to man and machine, and have been quite unable to tell whether any of them in fact increased compression, reduced friction, stopped oil burning or "quieted noisy lifters." My overall impression is that the benefit is primarily psychological.

The one exception has been Molyslip. Some years ago when I used to pilot by MGB over these vast western spaces at speeds somewhat above the legal limit, the transmission of the car would get very notchy and difficult to shift. On a hunch that the transmission oil was simply thinning out under these conditions, I tried adding several well-known oil fortifiers and friction reducers, but without result.

I had purchased a can of Molyslip some time previously and it had been rattling around in the trunk for several months before I decided to give it a try. The difference was immediately apparent. The MG could now be driven for hours on end at very high speeds, even in temperatures over 90°F, and the transmission would remain butter-smooth. Naturally, I began to add Moly to the engine oil as well. I still have that car; it has over 100,000 miles and the gear shift is still a pleasure to use.

Recently, when the second gear synchro in my Honda Accord began to go, I added Moly to the gear box. My wife had complained of the difficulty of shifting through second, but since adding Molyslip the transmission seems to have improved to the extent that the lack of synchronizer in second now goes unnoticed! Having been convinced of the efficiency of Molyslip by such perceptible evidence, I often recommend it to my friends. It seems to work for them too. My cousin's BMW had a transmission malady that seemed similar to the difficulty I had with the MG. Rather than tear apart the clutch and gearbox, I prescribed Molyslip. That was over a year ago. When I saw him recently I was pleased to learn that the BMW now shifts as slick as glass.

In my experience, there have been only three proprietary/ automotive products that have clearly and unequivocally lived up to expectations. The radial tire and the quartz headlight delivered what they promised; so has Molyslip.

Because of this it seems strange that Moly is not generally available in most stores. Fortunately, it is carried by Canadian Tire and by some Woodward's stores. In fact, I think most drivers are unaware of your product and some of those who do know have expressed concern about its compatibility with new car warranties. I have no objection to being one of the (apparently) few "in the know" about Moly, but I think a good product deserves to be widely known. While I think Molyslip is a perfectly good and descriptive name, perhaps a new moniker, like "Black Magic" or "The Right Stuff", would not be inappropriate?

*Yours truly,
Ted T. Helgeson*

