

THE

MOLYSLIP®

JANUARY/FEBRUARY 1977

CHALLENGE



DISPOSAL SERVICES AND MOLYSLIP

Disposal Services Limited is one of Toronto's largest waste disposal companies operating over 100 units, of varying types and sizes, in factory salvage areas, landfills and dump sites.

These difficult working conditions, together with the huge amounts of road salt and sand dumped on Toronto streets each winter, subject the drive line and chassis parts of these units to what the company's Maintenance Manager Harry Chad calls "the worst possible kind of beating."

The company found that normal greases simply were not doing the job, and for several months now has been testing Moly'slip's Multi-Purpose Grease, and with excellent results.

As Mr. Chad puts it, "I am pleased to announce that universal joints, seized king pins and spring shackles are a thing of the past." Maintenance costs have also dropped considerably he said.

Disposal Services is also experiencing good results with Moly'slip's Copaslip. In fact, Mr. Chad reports that all of the company's mechanics and tiremen have their one-pound can of Copaslip close at hand, and are using it to prevent costly maintenance

problems, such as motor mount bolts, adjusting screws, clutch linkage, clevis pins, anchor pins and slack adjusters in brake assemblies.

As the Maintenance Manager says, the company's objective is good service (in fact the only product they sell is service), and if downtime occurs, the quality of service may suffer. "No wonder Moly'slip products are so important to us," he concludes.

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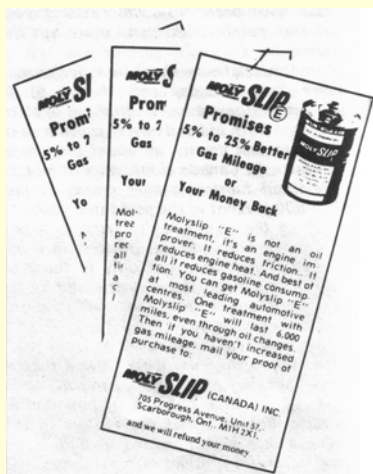
- ▶ MOLYSLIP TO SPONSOR ENDURANCE SERIES
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Molyslip to Sponsor Endurance Series



Molyslip (Canada) Inc. has recently finalized negotiation for the sponsorship of a major Canadian motor racing series. It will be called the Molyslip Endurance Series, and will comprise five events — at Gimli, Manitoba; Mont Tremblant, Quebec; Atlantic Motorsport Park near Halifax, Nova Scotia; Argentia, Newfoundland; and at either Mosport Park or the new Nelson International track near Shannonville, in Ontario. The series will be run under the auspices of the Canadian Automobile Sport Clubs, the governing body of motor racing in Canada, and will get underway in late May, with the final event set for August. "Sponsorship of this entire series is by far the biggest promotion we've ever undertaken," said Molyslip Canada President Les Joyce. "This series will bring us into several of the major Canadian markets, and is consistent with our national marketing efforts. It's good racing, open to many of the cars you see on the street today, and like our company, has a great deal of growth potential. We're delighted to be involved in this series," he added. He stressed that the Molyslip sponsorship pertains to the overall series only, and does not preclude sponsorship by other companies of individual events in the series. The series, which is open to sedans, production sports cars and racing cars, is expected to attract some of the top drivers in Canada. Pictured here are three of the principals in this new Molyslip promotion: from left, Baron Rolf Beck, Chairman of the Slip Group of Companies of England; Bob Harrington, CASC National Race Director; and Molyslip Canada's Les Joyce.

Does Molyslip Really Work?



It's the snowmobile season in Canada, and with the snow always comes a batch of letters from satisfied Molyslip customers telling us about their experiences with our different products.

Gord Dickie, an avid snowmobiler who lives in Metro Toronto, tells us that our Molyslip 2-Stroke has been used on both of his family's Polaris machines. Mr Dickie's letter continues: On returning home from a 30-mile trip, on our 340 colt, which I had just gassed up, I had a problem of overheating and backfiring, which I attributed to the comparatively mild weather. Later I examined the machine and discovered that they had neglected to put oil in the gas at my last stop. There was no damage to the cylinders and the only lubrication they had was Two Stroke which I had put in the gas tank.

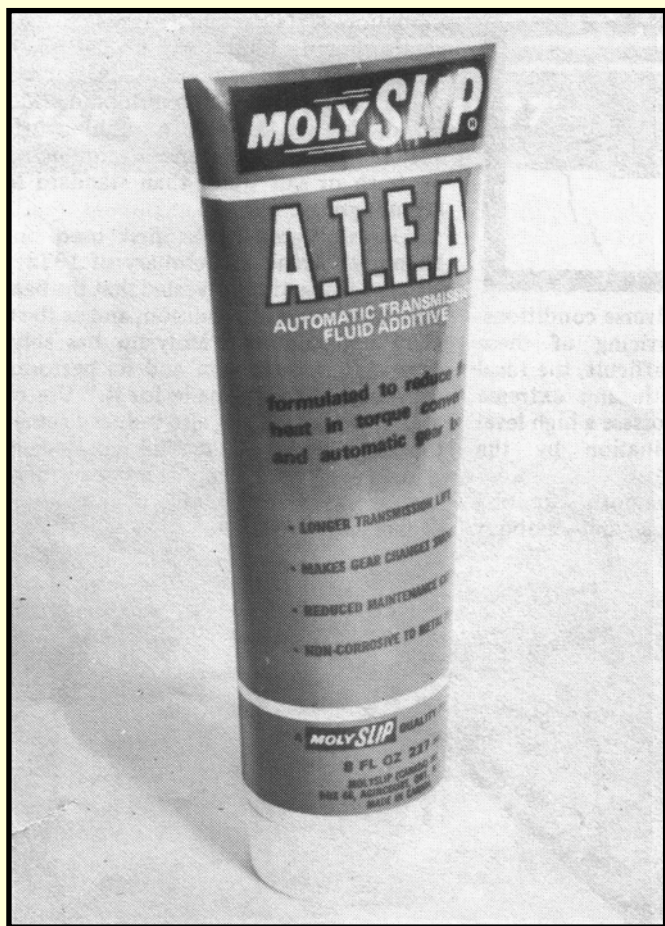
I shall continue to use this product and would highly recommend it to anyone with a two-cycle engine. I have also used it with satisfaction in my outboard motors.

Another Metro Toronto snowmobiler, Ron Rombough, wrote us recently and with Ron's permission, we've quoted from that letter: The main reason I am writing this letter is to tell you about an

interesting incident involving my Mercury Sno Twister snowmobile. I was testing my snowmobile near Keswick, preparing for a race the next day. I was travelling at about 80 mph when one cylinder leaned out and blew a hole through the top of the piston. I was afraid to pull the motor apart, because normally when the motor gets hot enough to melt a hole through the piston, it also scores the cylinder wall when the ring seizes. Much to my surprise the cylinder wall hadn't been touched. It looked as good as new. I can only attribute this stroke of luck to the Molyslip 2-Stroke I have been adding to my gas-oil mix. Again, I'd like to say thanks for the protection your products have given my vehicles. I hope to have your continued support for some time to come.

Ron's letter concludes with this postscript: I forgot to mention that your Liquid Grease also works very well in stopping wear on the ramps in my clutch and also on my sliders to cut the friction and wear.

Meet the Molyslip Line



Molyslip's Automatic Transmission Fluid Additive (ATFA) is a logical addition to the extensive family of Molyslip products, which have been specially formulated to improve the performance of the ever-increasing number of North American built cars, trucks and buses that come equipped with automatic transmissions.

ATFA, although a relative newcomer to the North American market, has been an important part of the Molyslip line for many years. It's been thoroughly tested in Europe under the most arduous conditions, and has now been introduced to Canada and the U.S., as an addition to automatic transmissions, limited-slip differentials and power-steering units.

Molyslip ATFA differs from our Molyslip G Manual Transmission Supplement, in that soluble non-plating Molybdenum has been incorporated in a formula that is completely compatible with regular ATF oils. G, on the other hand, is comprised basically of molybdenum disulfide, in a mineral oil solution, which "plates-on" to drive bands and clutches.

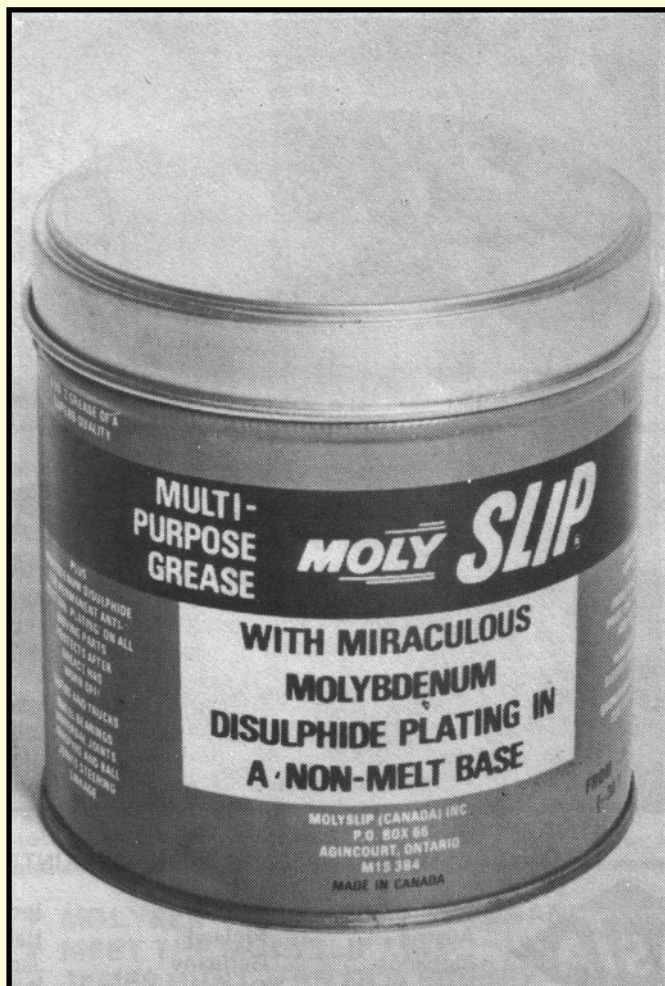
ATFA provides the high film strength of molybdenum to improve to improve shifting, reduce wear on pumps and valves, and of course to reduce heat. This latter feature is particularly noticeable in long distance driving, especially in hot weather, or when hauling a trailer. You'll also notice that absence of any "thunk" when parking, or driving at slow speeds. For best results, we recommend that you use 5 percent ATFA to basic ATF fluid. It's important also to check the levels, so you don't overfill.

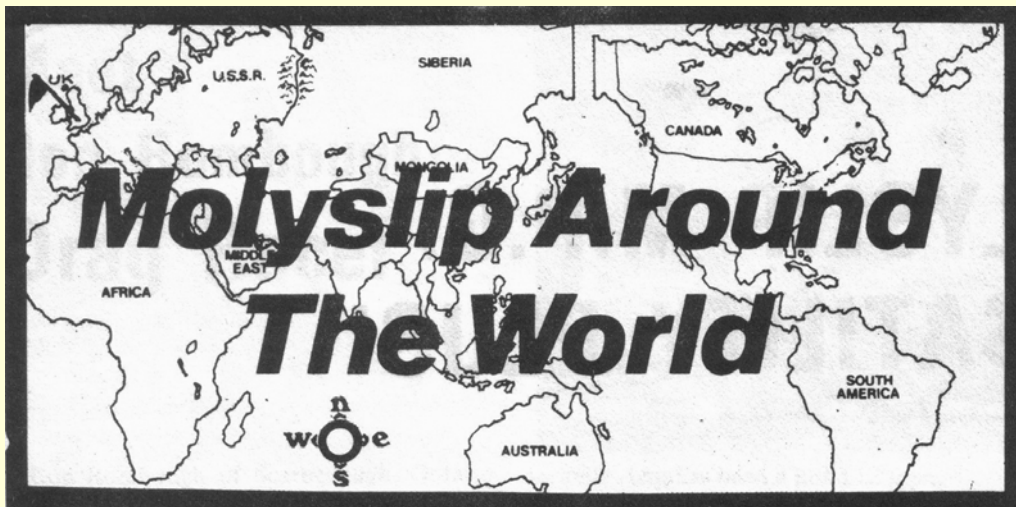
Molyslip Multi-Purpose Grease is a non-melt, completely water and alkaline proof grease with a soft, butter-like consistency, and with the addition of 5.0 micron particles of Molybdenum Disulfide will withstand loads in excess of 200,000 psi. The non-melt base ensures that Molyslip MPG will not soften or run under severe pressures, high humidity or temperatures up to 425°F. It may be pumped at temperatures as low as -30°F.

Molyslip MPG is used on wheel bearings for vehicles and trailers, chassis lubrication, universal joints, trailer ball hitches and 5th wheel plates, snowmobile bogie bearings, pump bearings and valves, hoisting cranes and other equipment. In industry, MPG is being used with a great deal of success on stamping press cranks and guides, clutches and dies, on printing press register rolls where bearing pre-load is excessive and on linotype machines (as MPG will not melt or drip on the paper being processed — a most important quality).

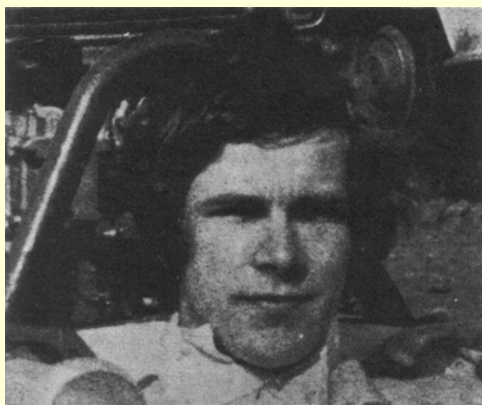
Molyslip MPG is available in a wide variety of containers and sizes, including the unique new plastic cartridge, which slips easily into a conventional grease gun.

Molyslip MPG is an extremely versatile product, and because of this, you or your company may already have discovered another use for it. If you have, drop us a note, and we'll pass along your application to other readers of this publication.





World Driving Champion James Hunt is an old friend of Molyslip. It was back in 1970 that Hunt, then only 22 years old, and with only two full seasons of racing under his belt, was sponsored by Molyslip for an entire season in Formula 3 racing in the U.K. and Europe, in a Lotus 59. A press release issued during that season said of Hunt: "He has his sights set on Formula 1 racing in the future, and if his progress continues he be a World Champion in five years time." Not a bad prediction as it turned out!

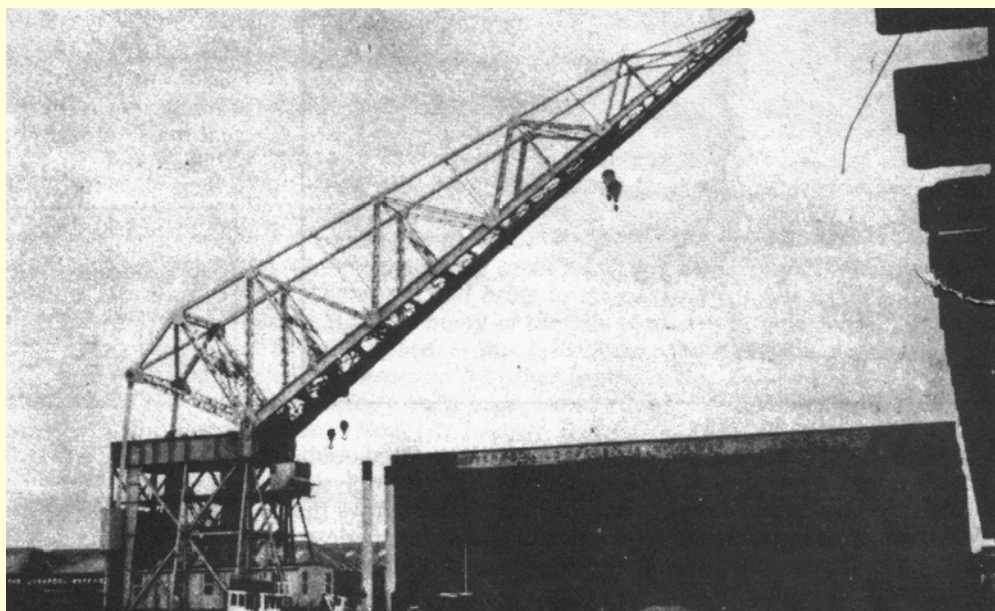


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The main lifting block bearings, at the very tip of a crane's jib, suffer extreme heavy loads under highly adverse conditions. And because regular

servicing of these bearings is generally very difficult, the ideal grease must not only withstand extreme pressures but should also possess a high level of resistance to contamination by the elements.

Take the 200-ton "Mammoth" floating crane at the Mersey Dock and Harbour Company in the



U.K. for instance. Maintenance men, faced with a need for frequent maintenance of the block, decided to switch from the bearing grease they had been using to a Molyslip product designed for just this kind of work.

And the result? The Molyslip product exhibited a high load-bearing capacity, high oxidation stability and excellent rust prevention and inhibition properties. This Molyslip grease, which contains micronized particles of molybdenum disulfide (MoS₂), for low friction "plating" of rubbing surfaces, has a much higher resistance to contamination by fresh or salt water than standard MoS₂ lithium grease.

Molyslip grease was first used on the Mammoth crane in February of 1972. Subsequent inspections revealed that the bearings were still in good condition, and as the company commented: "Molyslip has solved a very difficult problem and its performance exceeds the claims made for it." Use of the Molyslip product has also reduced somewhat the frequency of re-greasing required, which is of course an important consideration insofar as the company's maintenance personnel are concerned.

The Molyslip Challenge is produced by:

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