

# THE

# MOLYSLIP<sup>®</sup>

## NOVEMBER/DECEMBER 1977

## CHALLENGE

November 17, 1977

Dear Friends:

*In just a few days, Moly Slip (Canada) Inc. will complete its third full year in business. These have been busy and exciting years, and fortunately with many more ups than downs.*

*In this relatively short time, we've made many new friends, and thanks to the wonderful support and enthusiasm of all our friends — both old and new — we've seen our products gain greatly increased distribution and sales. In Canada alone, sales of Moly Slip specialized lubricants have grown by more than 500 percent in the past three years!*

*From the outset, we've tried to have as great an involvement as possible in a wide variety of activities, not only in those pertaining strictly to the industries appropriate to our product line, but also in certain public sectors as well.*

*We've taken an increasingly active role in trade shows, because we've found that not only have they exposed our company and its products to large numbers of potential customers, but also that the visitors to these trade shows have provided us with a great deal of useful product information, particularly insofar as the variety of uses for which Moly Slip is being used. Hardly a show goes by that we don't learn of several new uses for our products. We've also been actively involved in a wide variety of public activities, and particularly in motorsports. We've found that our participation in these areas has provided Moly Slip with a great deal of favourable exposure, and that it has also given us an excellent "test bed" for many of our products.*

*In this past year, we began sponsorship of the Moly Slip Endurance Series, Canada's premier endurance series, which comprised five events stretching some 2200 miles from Argentia, Newfoundland in the east to Gimli, Manitoba in the west. We were also involved with the Canadian Off*

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Warren Agor of Penfield, N.Y. drove his Monza to several top finishes this year in both the IMSA GT Series and the Trans-Am Series. Since first being introduced to our products by our distributors Mary and Associates, Warren has become a great supporter of Moly Slip, as he pointed out in a recent letter (see page 2).



## IN THIS ISSUE

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The Moly Slip display will be participating in several important trade shows in the coming months. Our itinerary includes the SEMA Show in Las Vegas at the end of November, the CAPA Trade Show next February in Toronto, and the AIA Show, also in Toronto, in April '78. We're looking forward to meeting many of our old friends, and of course meeting several new friends as well as a result of our involvement in these shows.

# DOES MOLYSLIP REALLY WORK?

Our company's continuing involvement in motorsports activities has not only given us an opportunity to meet many new friends but it's also provided us with some interesting items for these issues of the Moly Slip Challenge. Take for example this recent letter, from Warren Agor, whom we introduced on the first page of this issue. As Warren's letter points out, he's had excellent results from our products the season. His letter is reprinted verbatim:

Dear Les:

Just a note to thank you for the use of Moly Slip products during the past racing season.

I would like to document one experience we had using Moly Slip G Manual Transmission Supplement in our gearbox. During the six-hour race at Watkins Glen our transmission pump lost a gasket and started pumping the transmission fluid out of the system after about the one half hour. At the 4½ hour mark the synchros broke from the extreme heat and locked the transmission in third gear. We ran for another hour and a half before the engine finally experienced terminal failure.

Upon examination of the gearbox, we were surprised to find: 1. No gear oil whatsoever, 2. The gears looked in excellent condition with no sign of wear at all. However due to the intense heat they had lost their hardness and therefore we had to scrap them. If Moly Slip G can keep our gears running with little or no wear without oil than it must be terrific with oil!

Looking forward to working with Moly Slip in '78.

Sincerely,  
Warren Agor

George Macknet of the MB Racing Team, which is based in Willingboro, New Jersey, has raced with some considerable success in Canada in the last couple seasons. He's also become a Moly Slip booster, as he pointed out in a recent letter, a portion of which is reprinted here:

"... I am fully convinced as are the other team members, that Moly Slip has kept our engine in top shape during the racing season. On each tear down, all moving parts show hardly any wear. The last race of the season really proved that point. During the Saturday practice and race we found traces of metal on the number four spark plug. After talking it over we decided to pull the car out Sunday's feature race. Not sure what was coming apart, we decided missing a race was far better than destroying an engine.

After arriving home, the engine was stripped down and what we found was a weak valve spring causing the valve to float and just touching the top of the piston. Had we decided to race on Sunday we would have destroyed the engine for sure. Now to the Moly Slip point - the oil pan was dropped, the bearing caps removed to check on

bearing wear. The center main cap was broken in half. The crankshaft and itself were alright much to our surprise. Without Moly Slip in our oil at top racing speeds, chances are we would have ruined the crankshaft. Believe me none of our racing engines will ever run without Moly Slip in them."

Our company's participation is not however limited to four-wheel activities. We've also been actively involved for some time now in motorcycle events, and here too have made a number of new friends, including John Boxall, a road racer from Willowdale, Ontario, who wrote us to tell us of the results that he's had with our products. John's letter is reprinted in its entirety.

Gentlemen:

Appreciation and quality quickly come to mind when reflecting on the past season.

I take great pleasure in thanking your company for its support in motorcycle road racing and the fine products you provide. Having trackside representation in the person of John Davis has been invaluable. John's bright and friendly attitude could be relied upon for advice on your excellent products and more.

Chain Lube has given me excellent chain life and the Copaslip simplicity and ease in sealing critical gasketed and non gasket surfaces. After some very positive reports from fellow racers I've been sold on the Moly Slip 2-Stroke and Moly Slip G. With these products I am able to run reliably and competitively, with less maintenance.

Once again, I would like to thank you for your fine product line and tremendous support.

Yours very truly,  
John Boxall

Enough said?

Continued from page 1  
Road Racing Association (CORRA) and its successful Can-Am Series this year. Our involvement in this activity was highlighted by the recent presentation of the coveted CORRA "Sponsor of the Year" award for the third consecutive year (see page 6 of this issue for further details).

Both series, and our company's interest in same, attracted a high level of media coverage. Autosport Canada magazine, for example, used a picture taken at the Moly Slip Endurance Series event at Atlantic Motorsport Park in Nova Scotia on the cover of a recent issue.

We'll continue our involvement in these activities in 1978. We'll be participating for the first time in the SEMA Show in Las Vegas, Nevada at the end of November. In February of 1978, we'll have a display at the CAPA (Canadian Automotive Performance Aftermarket) Trade Show in Toronto, and in April we'll be on hand for the ALA

## Does Moly Slip "E" really save gasoline?

**MOLY SLIP**  
Promises  
5% to 25% Better  
Gas Mileage  
or  
Your Money Back

Moly Slip "E" is not an oil treatment, it's an engine improver. It reduces engine friction, it all it reduces gasoline consumption. You can get Moly Slip "E" at most leading automotive centres. One treatment with Moly Slip "E" will last 6,000 miles, even through oil changes. Then if you haven't increased gas mileage, mail your proof of purchase to:

**MOLY SLIP (CANADA) INC.**  
705 Progress Avenue, Unit 57,  
Scarborough, Ont. M1H 2X1,  
and we will refund your money.

(Automotive Industry Association) Show, also in Toronto.

We're also planning to continue with our involvement in motorsports in the coming year. Our support of the Moly Slip Endurance Series will be increased by about 50 percent, and with the increased participation of several other prominent companies - many of whom are planning to sponsor individual events in this series - it should be even better in '78.

Over the next few months, we're looking forward to meeting many of our old friends, and of course many new friends as well. Please say hello if you're attending any of the events that I've mentioned in the above paragraphs. We'll be expecting to see you soon.

Sincerely,

T.L. Joyce,  
President.

# Meet the Moly Slip Line

## 'TALK ABOUT PROTECTION'

### E OIL SUPPLEMENT

A colloidal suspension of molybdenum disulfide in a high grade, multi-viscosity, engine oil that contains anti-foam agents and corrosion inhibitors. E combines instantly with any premium grade engine oil, which acts as a carrier to take the 0.5 micron particles of MoS<sub>2</sub> to any point where pressure occurs, and within 150 miles has completely "plated-on" to these surfaces. Independent tests shows that E will reduce temperature rise up to 25 percent and gasoline savings from 5 to 25 percent. E is available in an 8-ounce can (which will last up to 6000 miles), and for industrial users, is also available in one- and five-gallon containers.

### METAL SAVER

Moly Slip's Metal Saver was developed many years ago, before the advent of containerization to protect machinery and manufactured products that were being shipped from the UK to export markets around the world. Originally developed by the Slip Group of Companies as an industrial product, it was designed to protect against the corrosive attack of salt water and sea air. Now, however, Metal Saver has a number of other applications, both in industry and for the consumer as well. It's available in both the convenient 8-ounce aerosol can and in larger industrial sizes, and with its bright yellow film provides visual assurance that all exposed surfaces are protected. Metal Saver can be easily removed by gasoline, varsol or other similar solvents.

### 2-STROKE

This product is for 2-cycle engines using gas/oil mixtures. It prevents carbon build-up on plugs, valves and in the exhaust system. Molybdenum disulfide "plates-on" all contact surfaces to reduce friction and heat. It increases rpm on snowmobiles, motorcycles, outbound motors, chain saws, etc. The 4-ounce container will treat 32 gallons.

### LIQUID GREASE

A molybdenum disulfide fortified lubricant that penetrates like oil, but remains as grease on control cables, throttle pivot points, leaf springs, door bearings, and such. It will not drain off or dry out like oil. It guards against rust and corrosion and is an excellent chain lubricant for motorcycle, etc. It's available in a n 8-ounce aerosol can, and in one- and five-gallon drums for industrial usage.

### COPASLIP

Copaslip Anti-Seize Compound is a combination of copper particles in a non-melting grease base. It eliminates seizure, galling, fretting corrosion of threaded connections etc., and is ideal for anything that goes together that may later be adjusted or removed. This product will not squeeze out or become ineffective through a temperature range from sub-zero to 2000°F, and is available in 3-ounce tubes and a one pound can.

### G MANUAL TRANSMISSION/GEAR OIL SUPPLEMENT

G is basically the same as E but with a heavier viscosity oil base and extreme pressure additives to "plate-on" instantly to any surface it contacts. For use in transmissions, differentials and steering boxes to promote finger tip shifting, quiet rear ends and easier steering. It is not, however, suitable for automatics, limited-slip differentials or overdrive units which rely on friction to produce motion. G is available in both 4- and 10- ounce containers, as well as the convenient one- and five-gallon containers that our industrial customers prefer.

### RAD SLIP

This is a multi-use product for one of the most important systems in liquid cooled engines – the radiator. Rad Slip is the product of many years of extensive development, and has proven to be extremely useful for maintaining the cooling systems of cars, vans and trucks. Rad Slip also is a water-pump bearing lubricant, so essential today for the wide range of vehicles which have "extra" equipment driven V-belts – alternators, power steering pumps, air conditioners, and the like. Rad Slip also acts as a radiator sealant and will help to plug small holes in cores, seal cracks, and to prevent the loss of coolant. Rad Slip is good insurance against expensive coolant system repairs, and is available in the popular 8-ounce can.

### Automatic Transmission Supplement (ATS)

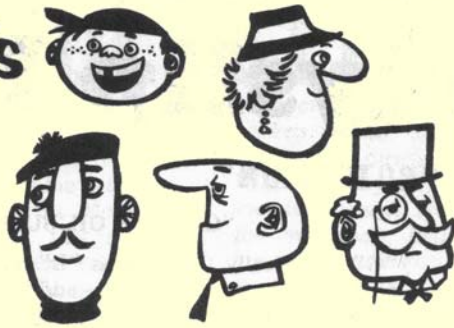
Moly Slip's Automatic Transmission Supplement is formulated to work in automatic transmissions, overdrive units, limited-slip differentials and power steering boxes. It reduces temperature, improves seals and gaskets, gives silent gear changes, quietens rear-end whine, protects against oxidation and reduces maintenance. ATS contains soluble molybdenum that will not "plate-on," and comes in a handy 8-ounce tube.

### Multi-Purpose Grease (M.P.G.)

M.P.G. does not melt, and is a completely waterproof no. 2 grease containing molybdenum disulfide to sustain loads in excess of 200,000 psi. It's excellent for use on wheel bearings, chassis lubrication, ball hitches, fifth wheel load plates, front end loader pivot and bucket pins, etc., and is effective in a temperature range from -30°F to 425°F. It comes in a 3-ounce tube, a 14-ounce cartridge, and in one-, five- and 25-pound containers as well.



Everyone's  
talking  
about...



Veteran motorcycle road racer John Davis (above) has joined us to promote the Molyslip specialty lubricants to motorcycle and snowmobile shops, the RV trade and construction contractors. Meanwhile, with winter fast approaching, Canada's burgeoning crop of ice racers are preparing for another season of dicing on ice and bouncing off snow banks. Back for another season in the tough Ontario series will be Brian Scott, of Mississauga, whose Mini (below) has been a front-runner in past seasons. Brian, incidentally, is another Molyslip booster. He uses our E and M.P.G. products and pays special tribute to our Combat, which he says helps to keep the car's electrical system free from moisture, a "must" in ice racing.



For the third consecutive year, Molyslip has been awarded the Canadian Off Road Racing Association's Sponsor of the Year Award. Company President Les Joyce accepted the award from CORRA rookie-of-the-year Ernie Chapman at the association's recent awards banquet in Toronto. In 1977, CORRA moved into international competition for the first time through its participation in the Molyslip-sponsored Can Am Endurance Series, which included two events in Canada and two in the U.S. According to CORRA president Doug Sutton, the series was an unqualified success, attracting some 362 competitors from 16 states and Ontario, and an average attendance of more than 5,600 spectators per event. Sutton reports the final Can Am standings show the top ten spots evenly divided between Canadian and U.S. competitors. "For the most part, the Canadian competitors were considerably less experienced than their U.S. counterparts," Sutton said. "With the experience that our drivers have gained this year, we should be much stronger in '78."



The Molyslip Challenge is produced by:

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