



Monolex[®] Penetrating Oil & Lubricant (2059)

Bolger Racing – Lewistown, Pa.

Sprint Car

- Improved wear and cleanliness

Customer Profile

Bolger Racing with owners Dave Bolger Sr., Dan Bolger and Dave Bolger Jr., have been racing sprint cars in central Pennsylvania since the 1993 season. Prior to that, Dave Sr. raced super modifieds and sprints during the 1960s and 1970s. Today, local driver Daryl Stimeling has been piloting the Bolger Racing #18 for the past three seasons, racing against the famed PA Posse every Saturday night at Port Royal Speedway, Port Royal, Pa. This season, on 6-23-07, the team earned their first ever win at the Port, arguably the fastest ½ mile dirt track in the Eastern United States.

Challenge

A major area of concern and continuous maintenance for the team is the aluminum axle and rear wheel splines. Sprint cars use an open or live tube splined aluminum axle, quick-change rear end manufactured by companies like Winters Performance Products, DMI Bull Dog, Franklin and Halibrand. The rear wheel, which has a splined aluminum center, slides over the splined aluminum axle and is secured by an aluminum center nut. Aluminum spacers used to move the wheel in and out add to the wear and dirt which are common problems running on the dirt tracks of Central Pennsylvania.

In the past, other spray lubricants were used but because they stayed wet the splines became dirt magnets which just made wear even worse. Graphite was tried for awhile. Although the graphite stayed dry and didn't attract dirt, it seemed to break down and create its own dirt and did not appear to protect the aluminum splines properly. For the past several years they've kept the



Daryl Stimeling posing with the #18 winged J&J 410 sprinter campaigned every Saturday night at Port Royal, and their new non-winged USAC sprinter. www.bolger racing.com





wheel and axle splines cleaned with kerosene and raced them through the night dry. After updating several used Winters rear end's with new axles costing approximately \$900 each plus labor and purchasing one new Winters rear end at a cost of \$2,300 Dan Bolger, retired driver now tire/set up man, was looking for a better way to protect new axles and wheels.

LE Solution

Monolex® Penetrating Oil & Lubricant (2059) was recommended by the local LE lubrication consultant. Monolex 2059 is a fast acting, quick drying all-purpose penetrating oil that quickly dissolves most rust, gum and varnish, freeing "frozen" parts. It leaves a tough film of lubricant and acts as a rust and corrosion preventative on metal surfaces.

Results

Dan started using Monolex 2059 half way through the 2006 season and noticed immediate improvement in wear and cleanliness. During the racing night, wheels are changed and re-spaced, taken on and off many times throughout the night. When run dry, the aluminum wheels would bind slightly and hang up while pulling them off and placing them back on. With Monolex 2059 the wheels slide easily on and off. Dan says his splines have never been cleaner. Dan also feels that Monolex 2059 has easily doubled or tripled the life of his axle and wheel splines, saving the race teams thousands of dollars.

Other Products Used

- Duolec® Vari-Purpose Gear Lubricant (1605)
- Heavy Duty Solvent Degreaser / Brake Cleaner (802)
- Monolec® Multiplex Lubricant (4622)

Thank you to Dan Bolger, Daryl Stimeling and to the crew, for providing the information used in this report.

Monolex®, Duolec® and Monolec® are registered trademarks of Lubrication Engineers, Inc.

Based on actual user experience. Individual results may vary. Not intended to supersede manufacturer specifications.