

2059 MONOLEX® PENETRATING OIL & LUBRICANT

BOLGER RACING, Lewistown, Pennsylvania

Sprint Car • SIC 7948 Racing, Including Track Operation

CUSTOMER TESTIMONIAL



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.bolgerracing.com

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. Before that Dave Sr. raced super modifieds and sprints during the 1960's and 1970's. 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.

AREA OF INTEREST

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 wheel and axle splines cleaned with kerosene and raced them through the

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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

LE 2059 MONOLEX[®] Penetrating Oil & Lubricant was recommended by Lubrication Consultant Dave Bolger. LE 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.

CUSTOMER COST SAVINGS

Dan started using LE 2059 MONOLEX[®] Penetrating Oil & Lubricant 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 the 2059 the wheels slide easily on and off. Dan says his splines have never been cleaner. Dan also feels that LE 2059 has easily doubled or tripled the life of his axle and wheel splines, saving the race teams thousands of dollars.

OTHER PRODUCTS USED

Bolger Racing also uses 607 ALMASOL[®] Vari-Purpose Gear Lubricant, 802 Heavy Duty Solvent Degreaser/Brake Cleaner, and 4622 MONOLEC[®] Multiplex Lubricant on the race car.

Daryl Stimeling who also owns and runs his own # 30 sprinter at Clinton County Speedway and other Western PA race tracks, also uses LE 607 in his rear ends and 2059 on his axle and wheel splines.



Lubrication Engineers Inc. would like to thank Dan Bolger, Daryl Stimeling, the crew and Lubrication Consultant Dave Bolger for providing the information used to prepare this report. LE would also like to congratulate the team on their big win at Port Royal Speedway earlier this year.



Dave Bolger