

Polytron experience with stockcar

28 october 2017, Hummelo

My name is Rik Pasman and the driver of Autocrossteam RP from Hummelo in the Netherlands.

We drive in a lowered beetle (beetle class) with a 1600cc 20v engine with a 40mm carburettor with 1 throttle valve, 215 hp and 195nm torque. We compete in the Dutch championship.



Polytron vs. autocross:

We use Polytron since 2016. We have suffered from connecting rod bearings damages in the past due to the high rpm`s (up to 9500 rpm). We could avoid this by changing the oil after 4 races, but that was not guaranteed! By using Polytron MTC we change the oil after 6 or 7 races. Normally, these bearings are preventive replaced after 7 races, but by using Polytron MTC we only replaced the bearings after 13 races (see image.) and these are almost in new condition. Only the first layer begins to wear off. Fantastic stuff!

In 2017 we are using Polytron MTC in the gearbox and Polytron EP2 grease. How the bearings are coming out, I cannot tell you yet. We took the sump out of the car and it was spotless. Even no metal particles at the bottom! The oil is refreshed this season once after 8 races. In total we drove 12 races, with one more test on the power test bench.

This year, the results do not lie, we have become 2nd in the Netherlands championship. This is because of good lubrication and of course the complete picture! A great match!

Sincerely, Rik Pasman

