



June 9, 2015

To: All DIRTcar 358 Tracks

From: Mike Perrotte

Subject: Spec Motor Merritville

Date: 6/9/2015

I would like to give you an update on the spec motor test that The Slacks and track officials from Merritville started at the beginning of the season.

First I would like to inform you that Billy Dunn drove the car to victory this past weekend. Bobby Slack and crew have been working hard on this project since its inception testing different parts and ideas. Below are notes from the project that were done from the beginning of season and may help you with questions you or your racers may have. Again this is a test project and adjustments may be needed. Looking at times on mylaps Billy clearly is not a dominate car, and we will not allow that to happen. As stated at the beginning of this project it is not anyone's intention to obsolete current motors, only to introduce an affordable alternative for racers that cannot afford the increasingly higher cost to race a 358 as evidenced by declining car counts at many tracks. Please remember that we are in the beginning stages of this test and will evaluate at years end.

1. Test began with car weighing 2350 lbs. Still at this weight today. Actually crosses scales at 2360-2380 lbs every week. (Has one 23 lb lead weight on it.)
2. Changed intake to a taller Edelbrock from Wegner to try to get more torque. Intake is same price as what was on motor so no increase in base price and is still an encrypted part. All major parts are encrypted for tech purposes.
3. Took 750 carb off and put DIRT legal 650 carb on.
4. Went to VP 109 fuel from pump gas. Same gas that is allowed for 358's.
5. Installed Schoenfeld Tri Y headers.
6. Compression ratio is 10.8
7. Cubic Inch 327
8. Still has 7600 Dirt Legal Msd Box

Please contact me if you have any questions.

Respectfully,
Mike Perrotte