



News for 06/13/06

Hi again,

When I heard of Kenny Tremont's victory on his first time out two weeks ago, with the new dAM developed camshaft and dAM carb, I was also advised that because they had won the feature they'd be starting at the end of the pack this week. I went up to the track to offer support.

Watching the Tremont crew making chassis adjustments and prepping the car was truly interesting. Lebanon Valley had one special little team feature because Kenny was the last car to participate and then win the team feature. That was great! My congratulations!

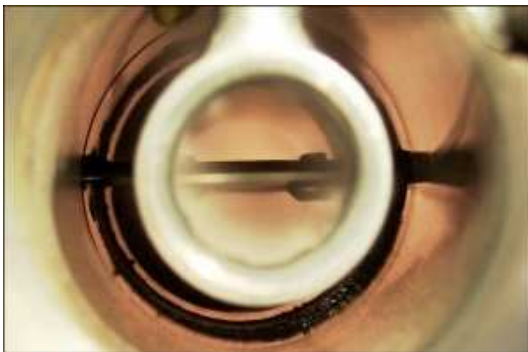
The most exciting part for me came during the feature when I saw it all come together. At this time, I've been building engines for 37 years, running a dyno for 35 years, and building race carbs for 20 years. Working with customers to resolve tuning issues throughout that period has helped integrate those experiences. In my mind's eye I have pictured a driver in a car stepping on the throttle and the car responding. The whole sequence of events would unfold - how each component along the way - carb, cam, etc. - determines how a car responds to the throttle and ultimately, HAS to perform to achieve the perfect balance of power and driveability.

That evening as I watched Kenny and another enter a turn side by side I could almost "feel his foot on the pedal". He came out of the turn two - TWO - car lengths ahead. To witness the realization of a vision is absolutely awe inspiring. Kenny finished 3rd in 30 laps; I believe the starting position was 19th. One caution or three more laps and he would have had the race. Man - that was awesome!! I want to thank the Tremont family and crew for a great night!!

John

PS: Congratulations to Jimmy Secor who came in 2nd at Orange County in the 468 Modified class. Great job Jimmy and family!!

dAM 468 Dirt Modified 2006



This carb meets the new 2006 Dirt Modified rules. Where modified Holleys® are the only carbs allowed, dAM offers a full line. The 468 Dirt Carb grows out of our successful NASCAR Cup Program. They are fully tunable at all blade angles for best throttle response and drivability. Triply adjustable circuits enhance tuning. dAM uses a build sheet to give your carb its own identity, wet flows it for quality control then delivers it to you with the assurance of dAM's 35 year reputation for performance and quality. dAM's 5 US patents aid in small droplet formation and enhance fuel distribution to increase your performance and decrease lap times.

The Tremonts

Options:

- Custom changeable roller linkage
- Truck booster: low speed and torque 1056 @ 20" water

- Step booster: high speed and HP 1085 @ 20" water
- Std booster: best over all 1075 @ 20" water
- 2 circuit metering block
- 3 circuit metering block

Every dAM carb is serial numbered with it's own build sheet, and wet flow sheet.
dAM Machine Shop, Inc. (845) 473-1136 <http://www.dambest.com>

dAM Supplemental Info

"The Switch Is On"



To understand why your *dAMBEST* carburetor is a greater value to you: Our dyno has a throttle actuator to allow us to analyze transient throttle performance. Most dynos can't recreate the conditions when a car carries speed through the corners maintaining RPMs at closed or near closed throttle. A Dyno doesn't consider closing throttle at peak RPMs for intake track wetting: it takes 60 engine cycles to dry the manifold out **AFTER** the wetting has stopped. For a carb to perform its best, that must be taken into account. A Dyno doesn't consider G-forces and track conditions. Your carb is serial numbered and has its own build sheet and flow sheet. Fully



adjustable circuits with standard hardware provide tuneability with low cost. Based on the camshaft you run, the engine will pick up the throttle differently. With our own cam development facility, we can help there.

Even after all the care spent during build, wetflow calibration, and dyno tuning, there is still one ultimate adjustment we perform on your *dAM* carburetor: we make sure it works for You.

Our tuning experience ranges from lab work in our development facility to field work at Indianapolis, Poconos with NASCAR teams, and NHRA Drag racing around the country. We make that experience available on our own engine tuning CDs for spark plug analysis and carb tuning.

John's 35 years of racing experience puts him in the position of understanding what a racer needs and wants. International customers enjoy our flexible support by getting answers to their tuning questions by email, voice mail, or in person.



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