

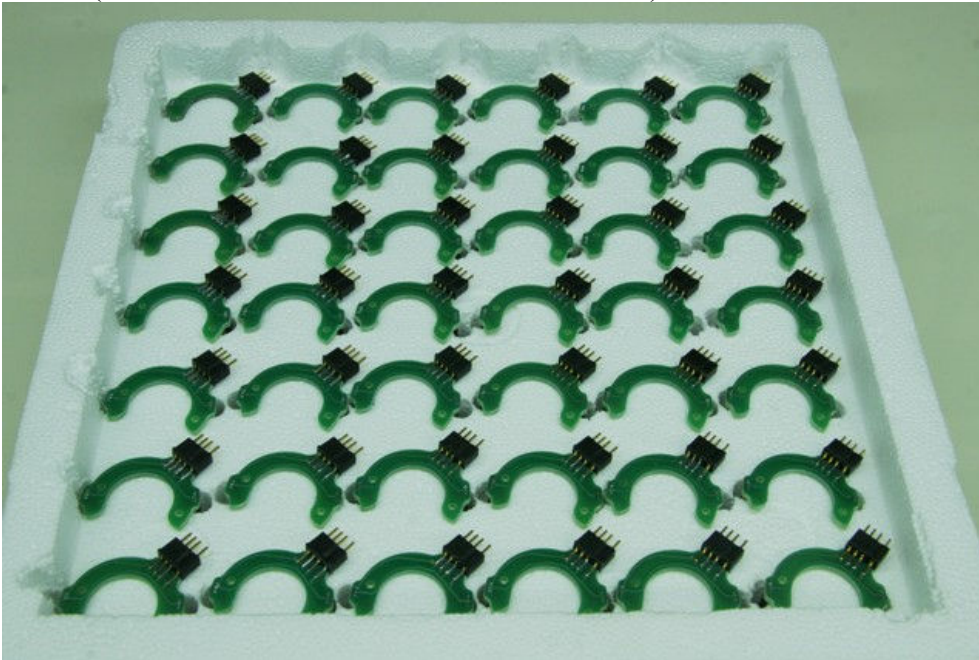
It is Friday January 1, 2010 and I wish everyone a great New Year and hope that you had a great holiday season. Although it is New Years day, there was a lot of work that needed to be done – so I spent the day machining parts. It is truly hard to believe that another year has gone by. My wife and I attended the New Years Eve festivities at a local ballroom dance club we regularly go to. There was a nice dinner and lots of dancing. It was also a welcome break from the engine.

To all my customers who have been so patient, in all sincerity, I can only say thank you. If you have been following my “weekly updates” then you know how far that I have progressed on the Stinger 609 engine over the past year. I would also like to personally thank everyone who contacted me after the death of my wonderful dog Preston. On a lighter note, my wife and I have acquired another Wirehaired Fox Terrier and we call him Simon. Although only 5 months old, he has added some much needed excitement in our home. For those of you who have ever had a new puppy then you certainly can relate.

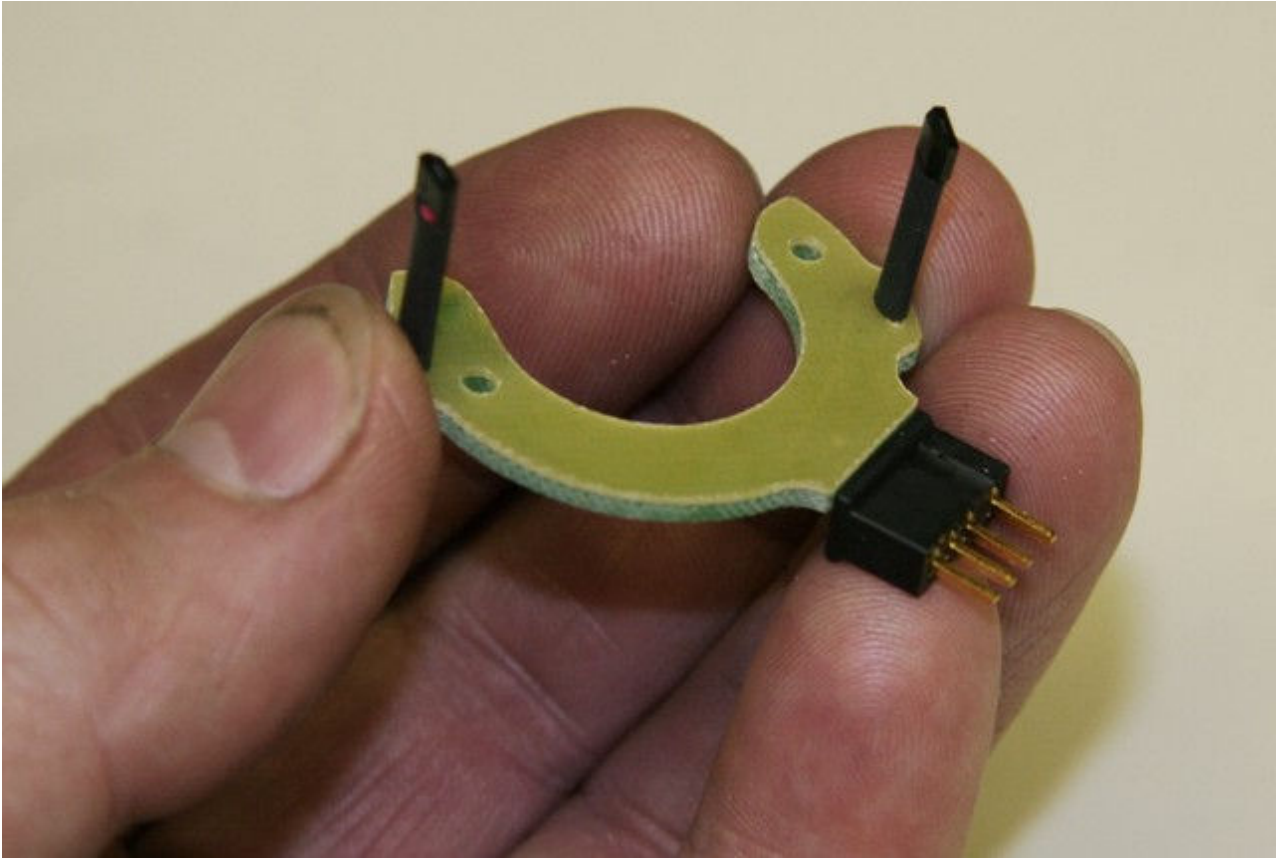
True to my commitment to make the best engine possible, I elected to modify the distributor. After some lengthy conversations with my ignition builder, Ken Baker, we decided on having a small PC board made that would improve the appearance of my distributor. Did the other distributor work OK - yes, was it absolutely mandatory - no. The change did however, improve several things, the least being easier to manufacturer. What looks like “Art Deco” again, is really the bottom of the new PC boards in picture #1. Picture #2 shows the Hall Effect sensors attached and ready for installation. The reason for two sensors is that one is for the ignition advance and the other is for the ignition retard. Just in case that you were unaware the new ignition system has a built in electronic advance. This system was designed by Dan Reichmuth and has been extensively tested by Ken. All during the initial testing of the engine I can honestly say, there was not one single problem associated with the ignition system. Not one!! Once again, something’s are better left to individuals who are far more knowledgeable than I. If you look closely at picture #3 you will notice a machined section on the bottom of the distributor body which coincides with the profile of the new PC board. You will also notice a small machined slot with what looks like a hole at the upper end. This is actually a small “window” which allows the magnets to turn on and off the Hall Effect sensors. Pictures #4 & #5 show the board installed on the body. There will be two 2-56 screws that hold the entire assembly in place. Picture #6 shows the before (on the right) and the new distributor with sensors on the left. You can readily see how much work goes into just one piece like the distributor and why some things take so much time. I would rather do it right the first time, rather than go back and try to clean-up an oversight. The final picture shows the new supercharger input bearing and shaft supports. Pictures #7, #8, #9, and #10 show the ignition systems and coils that are in stock and ready for installation. I would also like to add that each individual component has been thoroughly tested in “real time” conditions.

Getting closer every day! It is now about 5:30 pm and I am going to eat dinner and spend some time with my wife and son.

Pic #1 (Hall Effect PC sensor boards - bottom side)



Pic#2



Pic #3(Distributor body with machine bottom)



Pic #4 (PC board installed)



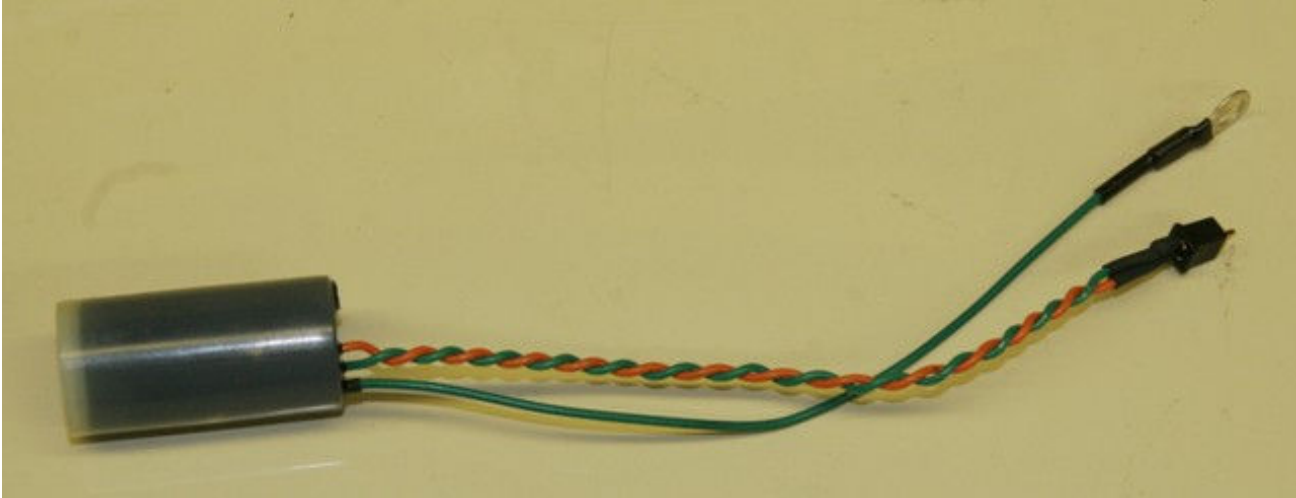
Pic #5



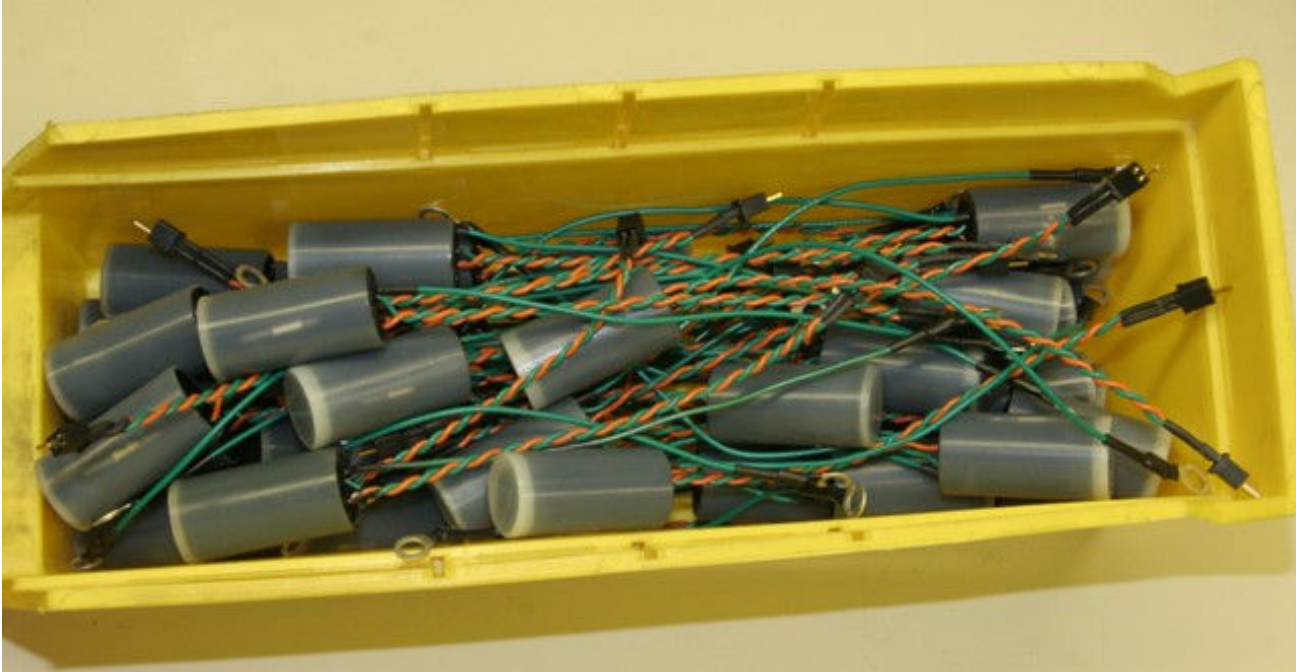
Pic #6(New on left – old design on right)



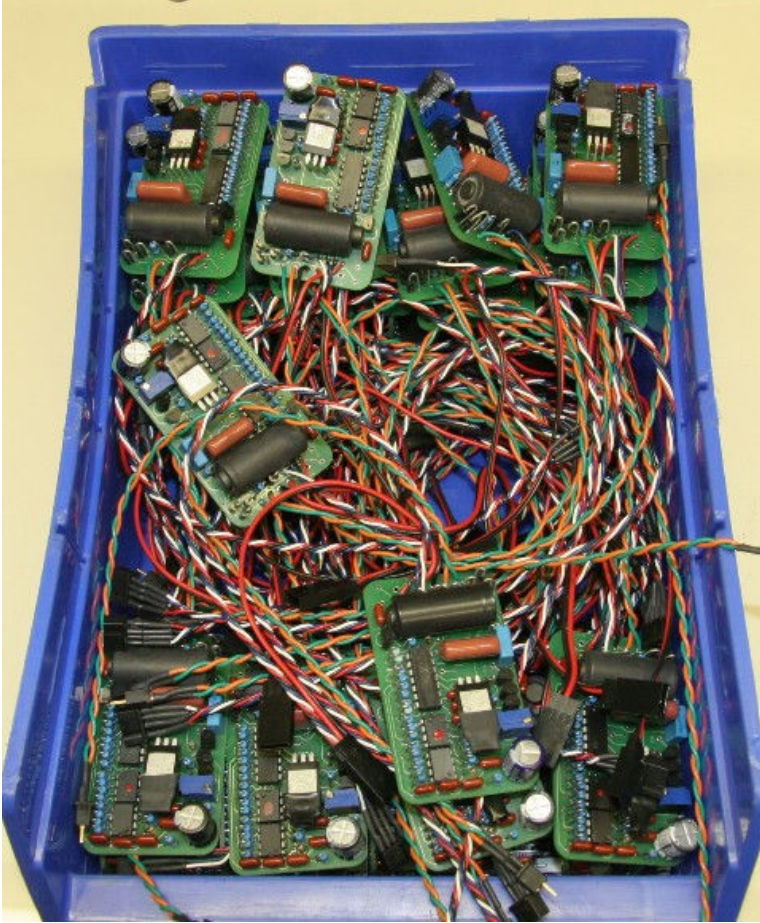
Pic #7 (Coil)



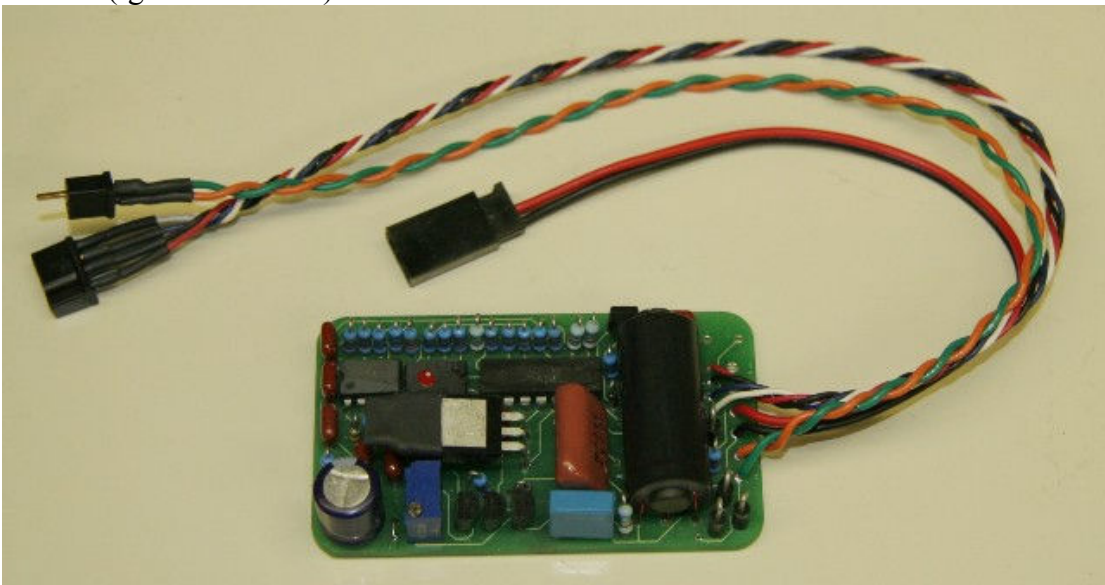
Pic #8 (Coils)



Pic #9(Ignition systems)



Pic #10 (Ignition module)



Pic #11(Supercharger snout)

