

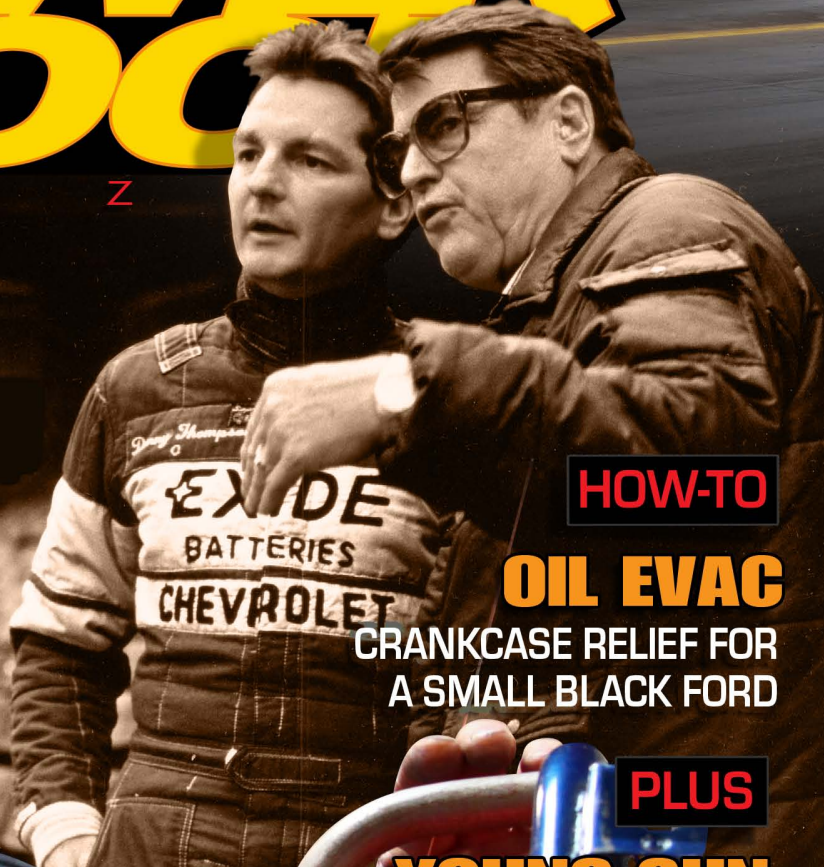
39

GET READY TO
RADIAL RUMBLE



POWER BLOCC

M A G A Z I N E



HOW-TO

OIL EVAC

CRANKCASE RELIEF FOR
A SMALL BLACK FORD

PLUS

YOUNG GUN

EDDIE'S CHOP SHOP:
BRINGING IN A NEW ERA
OF CUSTOM HOT RODS

**DANNY'S QUEST
TO HONOR HIS FATHER,
THE LATE MICKEY**

THOMPSON



ISSUE

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LOW DOLLAR WHEELER

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32.....PowerBlock Calendar Keep track of your planned events with our new calendar.

TRUCKS!



JEEP LJ TINKERING..... 34

Come along as Kevin and Ryan of Trucks!, look into serious seating, exhaust and a tune for our six, flat flares, and some solid tips on the skids!



COVER STORY

DANNY THOMPSON

Just like his famous father, Danny Thompson is driven to go fast. See what he's been up to and how he expects to get there.



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SOUTH GEORGIA RADIAL RUMBLE

The weather might've been a bit chilly for some, but the racing was about as hot as it gets! Top guns from all over the country converged on South Georgia Motorsports Park to put on a great show.

52.....Oil EVAC Everyone knows that engines are big air pumps. But, when they become big oil pumps, it's time to come up with a plan to release some of that crankcase pressure.

62.....Eddie's Chop Shop Meet an up-and-coming hot rod builder that is quickly gaining a reputation for his unique, fast and well-built street rods.

70.....Bird is the Word Take an in-depth look at this clean, classic 1970 Road Runner.



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ISSUE #39

This month's cover features Danny Thompson working hard to complete what his dad started years ago.





DA TH SO

Text by Jason Lewis
Photos by Jason Lewis
& Danny Thompson

DANNY THOMPSON

son of Speed



Being given the genetic desire for speed can be a blessing and a curse. For Danny Thompson, son of the legendary "Speed King" Mickey Thompson, it was both. Danny found racing success at a very young age, and then was kept from competition by his father until he left home at 18. He then resumed his racing career and was able to wheel a wide array of machines such as motorcycles, sprint cars, off-road stadium trucks and Formula Atlantic cars. At 62 years young, Danny still fosters his need for speed and competition any way he can.

Land speed racing and a burning desire to put the Thompson name in the land speed record books for the fastest piston-engine wheel-driven vehicle is his sole focus now. Danny has now put together a program that will rebuild the Challenger 2, a streamliner that his father designed and built in 1968 to break the then-409.277 MPH record but was rained out. The Challenger 2 sat for 20 years until 1988 when Mickey Thompson asked his son Danny to drive the streamliner for him as a family effort. It was a dream come true for Danny that was cut short by the tragic murder of his (mother and) father later that same year.

The car went away for another 24 years until Danny got some help from the Mickey Thompson Tire Company to re-light the program. This is a monumental task. The basic shell of the vehicle will remain the same, but almost everything else gets updated for safety and performance. And while Danny Thompson himself is an amazing fabricator, he does have some very talented friends helping with the build. He has moved into Steve Davis' race shop in Huntington Beach and is quick to praise the brilliant man engineering many of the new systems on the racecar. Chip Foose is doing the body and paint design and Richard Catton is building the two 500 inch Hemi's injected with nitromethane.

Keep an eye on the salt at Bonneville during the summer of 2012 for the shakedown runs and an all-out assault on the records soon after.





A frustrated Mickey Thompson rained out at Bonneville in 1968 with the Challenger 2.

This is definitely Danny's favorite spots on the car...his office.

In the 80s Danny Thompson raced Stadium Trucks in the Off Road Championship Series that his father, Mickey Thompson created.



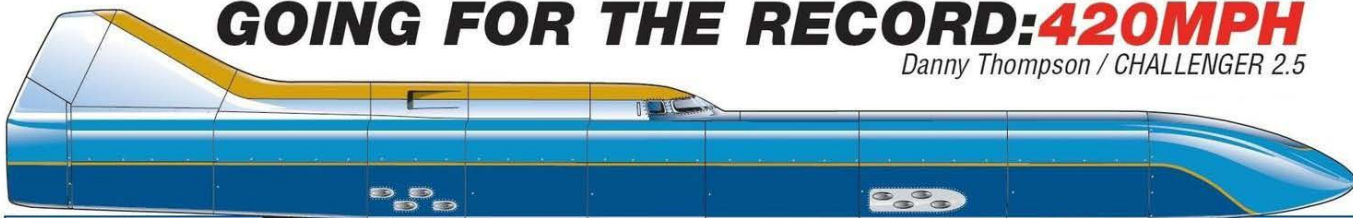
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The bare skeleton of Challenger 2.5 under construction at Steve Davis' shop in Huntington Beach, CA. It will be a huge undertaking for Danny and Steve to finish the design and fabrication to get the car to the salt this year, but they are determined.



GOING FOR THE RECORD: 420MPH

Danny Thompson / CHALLENGER 2.5



THE TIRES

The only thing that will come between the salt of Bonneville and the Challenger 2.5 will be custom designed Mickey Thompson tires with only 1/32in. of rubber and four-ply sidewall tested to 590mph.

THE BRAKES

Disc brakes on rear wheels to be used under 200 mph.

BRAKING SYSTEMS

Three 4ft. parachutes.

THE CHASSIS

The Challenger 2.5 is a spaceframe structure fabricated out of square and round 4130 chrome moly tubular steel. Its thin skin consists of 42 panels of aluminum alloy. The 16in. diameter wheels are made of billet aluminum.



THE ENGINES

Power for the Challenger 2.5 is provided by a pair of mid-mounted, V8 500cid engines. There is just enough room between the two power plants for driver Danny Thompson to recline. Both engines will be fuel injected, and will run on a nitro methane and methanol blend. They will produce approximately 1500 horsepower each.

COMMUNICATION AND ON-BOARD ELECTRONICS

An on-board telemetry system will monitor the run, transferring all data via computers. Data will include wheel speed, engine functions, transmission temperatures, driver's vital signs, and more. Driver will be in contact with his crew during the run.

MEASUREMENTS

Length - 29 feet, 7 inches
Height - 27 inches; 37-3/8 inches at the canopy
Width - 34-7/8 inches
Weight - 5600lbs

FINAL DRIVE

The power produced by the engines will be delivered through a Brooks/ATF 3 disc clutch to pair of B&J 2 speed transmissions coupled to a purpose built quick change axle assembly.

ILLUSTRATIONS BY PAUL LANGRISH

A man and a woman are in a workshop. The man is holding a trophy. In the foreground, there is a blue kart with a large black tire and a light blue engine. The background shows various tools and equipment in a garage.

Racing well at events his dad
was running always meant a
ton to Danny.

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Danny was able to drive a Mustang 251 MPH at Bonneville in 2008. In 2010 he brought this car to beat that speed and lock it in with a back up run. Unfortunately, at 264.7 MPH, the car went airborne and travelled over 1100 feet before crashing back to the salt and violently rolling. Great fabrication work on the safety cage by the crew at Hajek Racing kept Danny safe and he walked away from this wreck.

Mickey Thompson on the salt with the Challenger 2. The car had tested at 411 miles per hour with the two SOHC 427 Ford engines, so confidence was high.

Just one of a couple billet big block Hemi's getting ready to be fitted into the racecar. Each engine will be making 1500 horsepower. This car with 3000 horsepower will double what the car originally ran with in 1968.

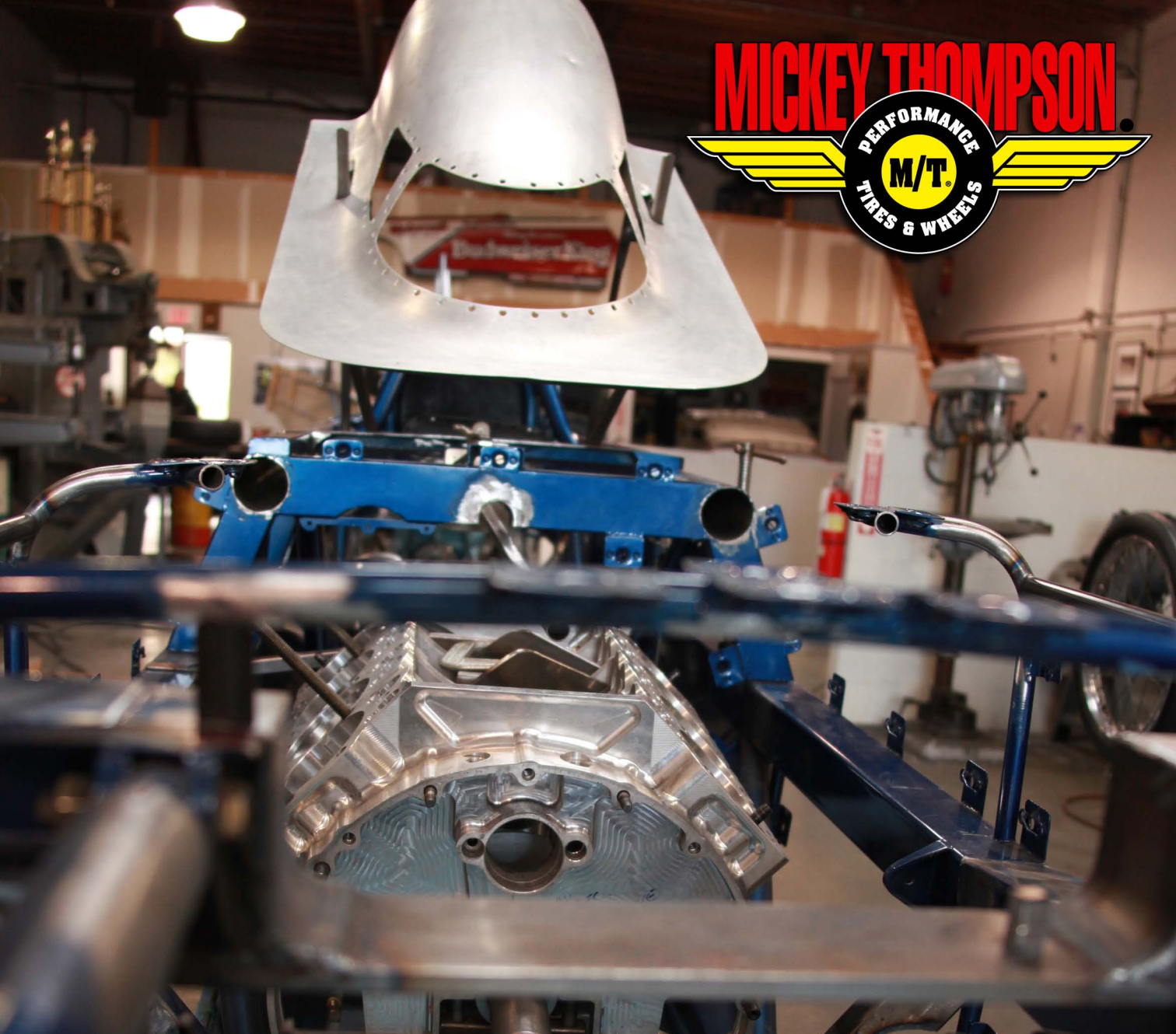


Of course the car will be running Mickey Thompson Performance tires. Danny says the company dyno tests the tires to 500 MPH and hopes to someday confirm that on the salt. That would be his ultimate goal.

Like any huge project, the to do list is epic on this one. Many things need to be re-designed to meet modern safety specs and parts need to be made to fit them. Danny has his hands full of metal most of the day and loves the fabrication process.



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A P R I L

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M A Y

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