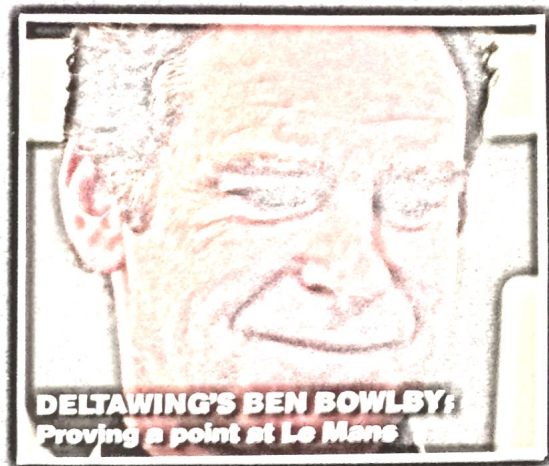


# race engine

TECHNOLOGY



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## DAYTONA PROTOTYPE REVAMP

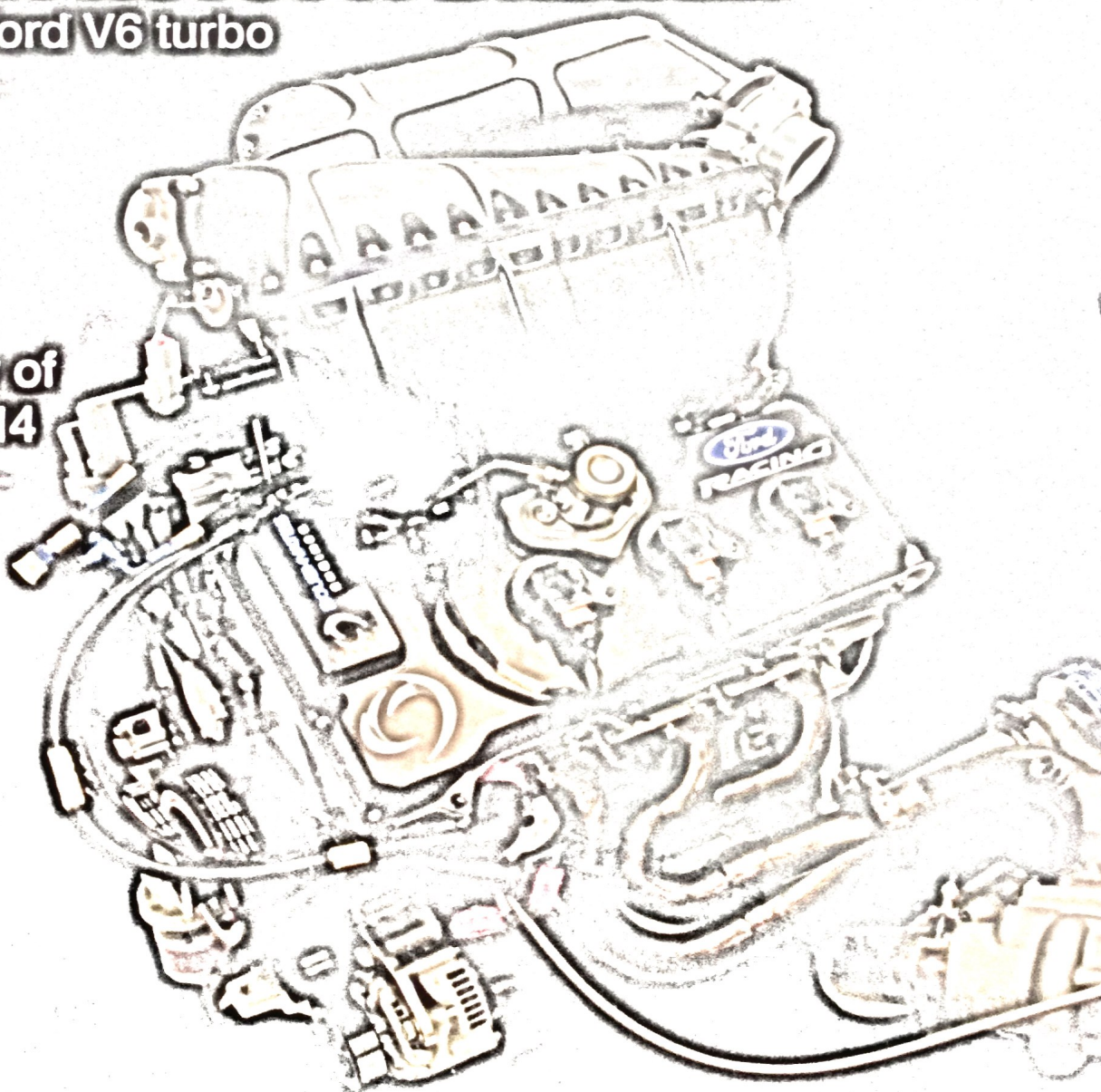
RYE's radical Ford V6 turbo

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this crankshaft manufacturing venture, including the new CNC equipment specifically for it. This is not just for PSM Suzukis, the company will be making crankshafts for use in ADRL Pro Mod, for bracket racers and in fact for anyone that uses a roller bearing type of crankshaft.

### **LAND SPEED RECORD**

Forty-four years after his father, Mickey Thompson, attacked the Bonneville Salt Flats with Challenger 2, a streamliner propelled by a pair of single overhead camshaft Ford 427 V8 engines, Danny Thompson will attempt to break the current record of 417 mph for naturally aspirated cars with Challenger 2.5 (writes Anne Proffit). This is the updated car his father campaigned but never drove to a record attempt. The 1968 run was rained out, and Ford pulled out of racing in 1969.

Rather than Ford 427s, Thompson intends to use Brad Anderson-prepared nitro-fuelled A-Fuel short-deck V8 engines front and rear in the streamliner,

which is still in excellent condition despite sitting idle all these years. There have to be some modifications to the body though, to accept the newer engines and the all-wheel-drive componentry Thompson intends to use for the attempt later this year. "It's the same chassis, same basically everything, but it's going to be a mere skeleton of what it started with.

"The engine combination is changing, and the transmission combination is changing [for the front- and rear-engined machine]," Thompson told *RET*. Originally, Mickey Thompson had a blown 427 in the back and a naturally aspirated, injected 427 in the front (to keep the profile lower, Thompson remarked).

One of the BAE V8s will face forwards and the other rearwards, and there will be a pair of three-speed gearboxes that integrate the effort in the all-wheel-driven car. "We'll tie them together so they talk to each other," Thompson said.

The front of the car will carry

a pair of 25 gallon aluminium fuel tanks. The team anticipates needing 50 gallons (190 litres) of nitromethane per six-mile run.

“My dad made 600 hp with the front engine and 1200 hp with the rear engine when he drove the Challenger 2,” Thompson said. “We should be able to make 2000 hp per engine with this configuration so we shouldn’t have to use a blower; we’re going to have twice as much horsepower as he had.”