

the co-driver, allowing him to operate the wash/wipe and horn and remotely reset the trip meter. Nothing that'll look like a novelty to anyone who's navigated on a hillrally, that, but oft forgotten on challenge machines.

Something else that'll look familiar to anyone with a racing background is the FIA-spec kill switch on the dash, which knocks out the entire vehicle system in the event of something ugly happening. Totally separate to the winches, this runs from a dedicated single Optima Red-Top – though there's an isolator switch allowing Les to link all the batteries together should one alternator fail, meaning none of the circuits are vulnerable to a single component letting go. This is now being replanned to take the parallel 12 and 24-volt systems into account, but you can rest assured that there still won't be any danger of this truck needing a bump start any time soon.

Another smart trick here is the use of a military slave link, as used on tanks. With another isolator wired in series, this allows the vehicle to be jump-started using a set of 35mm leads without having to access the battery box.

Actually, it's way more likely to see action in jump-starting someone else, given the colossal amount of back-up power Les has at his disposal, but how little does it surprise you that he's got all the bases covered?

Air

A little more about that on-board air system. As we mentioned, this runs off an air-con compressor, which is lubricated by an oiled intake. From here, the air runs to a pressure switch, with an over-pressure poppet, non-return valve and pressure gauge.

Downstream of this are a quick connector, which delivers oiled air to run air tools, and a filter, which takes most of the oil out of the air before it's collected in an ex-lorry five-gallon tank. This has a water drain facility, before finally a DeVilbiss coalescent filter and pressure regulator behind the driver's seat take out all the remaining oil spray.

This allows the final charge of compressed air to be used for inflating tyres; Les reports that 'there is enough whoomph with the tank to re-seat a Simex.' And that's a lot of whoomph.

