

WHAT MAKES UP THESE RACING LEVIATHANS?

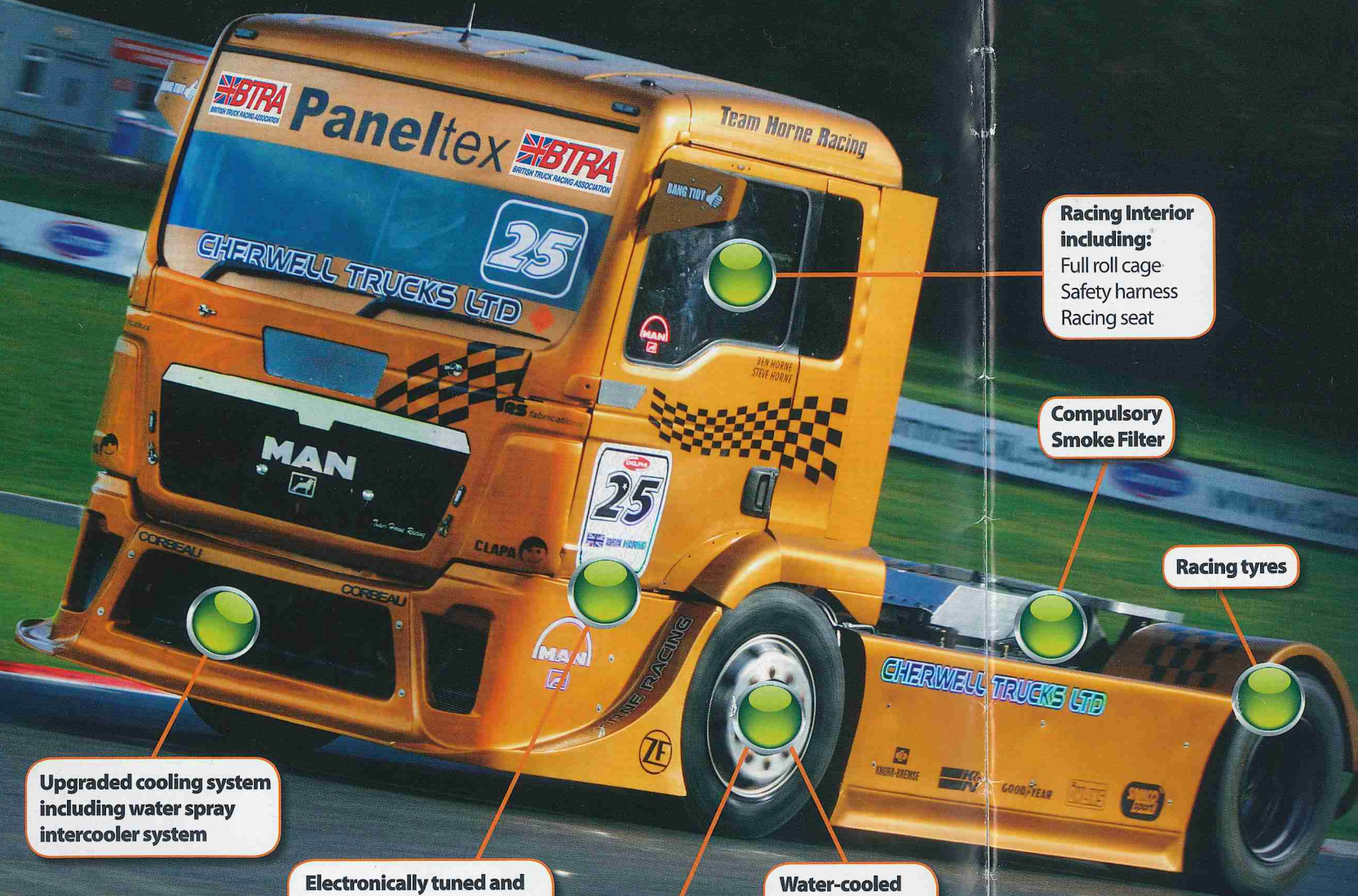
Although it may sound silly, it is important to note that race trucks don't compete with a trailer attached. In fact in the early days of the sport during the mid 1980s, the majority of competitors were first Donington event arrived with a fully loaded trailer, unhooked it, collected the silverware – and on Monday morning were back on the road to deliver their load. But the sport has moved on a great deal in the past two decades and the machines used nowadays are a far cry from their road-going cousins.

From a rolling start – standing starts are not used in truck racing – a race truck is capable of out-accelerating a Porsche 911 up to 100mph. Its stopping power isn't too shabby either, thanks to water-cooled disc brakes and six, super-sticky racing tyres.

In the early days of the formula the main means of increasing engine performance was to tune the fuel pump and increase airflow by installing an enormous turbocharger, or two. Nowadays the modern diesel engines are all electronically programmed, so the help of a factory trained engine technician with a lap top computer to programme the engine management system is essential in order to run at the front.

Vast increases in power help the race trucks to perform in a straight line, but what about getting around the corners? The engine is significantly improved for competition use, but the 12-litre lump also plays a major role in improving the race truck's handling and road-holding as it can be moved towards the back of the truck for better stability.

The other vital modifications to any race truck are those concerned with safety. The rules oblige all competitors to fit a full roll cage, safety harness and racing seat. Fortunately this equipment is rarely tested as, despite their top-heavy appearance, race trucks tend to carry their weight very low down and it's very unusual to see one roll. The other compulsory piece of equipment you'll spot on every race truck is an external engine cut-out switch, which is standard practice in all motorsport categories. ■



Racing Interior including:
Full roll cage
Safety harness
Racing seat

Compulsory Smoke Filter

Racing tyres

Upgraded cooling system including water spray intercooler system

Electronically tuned and controlled 1000+ BHP, over 5000 Nm Torque, 12000cc diesel engine. Speed limited to 100mph

Water-cooled brakes. No ABS.

0.5 degrees of negative camber now allowed on the front wheels

	Road	Race
Maximum Speed	50mph	100mph (limited)
Horse Power	440bhp	1050bhp
Torque (Nm)	2200	3000
Brakes	Electronic ABS	Water-cooled (But no ABS or ASR)
Weight	7 tonne	5 tonne

Photo by Jonathan Reeves