



If you were at this year's British Indoor 4x4 Show, you'll have seen the hybrid gracing our display of modified off-roaders. If so, you'll have seen it in a slightly different form to the way it is now. Back then, it still had the normal North Off Road wing bars fitted, along with a full-length bumper. The weekend before our photo shoot, he fitted NOR's new X-Treme outer bars, as well as chopping the bumper down to leave more clearance than ever.

ENGINE

Helping to provide plenty of both these things is that 200Tdi, sourced from a 1994 Discovery. Anoraks among you will know that the 300Tdi was introduced early that year, meaning this is an example of the earlier engine from the era in which Solihull had managed to iron out its initial flaws. Talking of flaws, it also means the engine came with an LT77 gearbox rather than the hilariously unreliable R380 that appeared at the same time as the 300 unit.

As we've already mentioned, the routing of the turbo system had to be comprehensively reworked in order to make it fit in the hybrid's engine bay. And that's not all, either. The engine breathes in through a 70mm stainless intake above the rear tray (there's a raised breather for the timing case too, of course), which runs to a reducer at the turbo inlet.

The turbo in turn has had its boost turned up to 1 Bar, and an Allisport intercooler and tweaked fuelling combine with this to give the vehicle no shortage of get-up-and-go. Further assistance here comes from a hand-made stainless exhaust, which runs from the turbo manifold to a cherry bomb silencer and beyond to an exit located just beneath the nearside rear stay for the roll cage. 'If it gets whacked there,' says Les, 'I'm in trouble...'

Also well protected is the fuel tank, which sits above a cheerfully impregnable steel guard. The tank itself is a standard 90 unit, but it runs through a one-litre swirl pot to keep the fuel coming for longer when the level's getting low and the Landy's at an extreme enough angle to leave the pick-up pipe high and dry. The filler, meanwhile, has been relocated to the top of the

rear tray, and the filter and water separator are located under the bonnet.

We mentioned before that there's been a bit of repositioning in this area, principally when it comes to turbo hose routing, but this goes for the engine itself, too. This has been shifted back by four inches from its standard position, doing the vehicle's weight distribution no harm but more importantly allowing Les to shift several ancillaries about, making way for the violence inflicted on the dumb irons to bring the front overhang back as far as possible. The radiator, for example, has been moved right back to sit alongside the PAS box, which is of course about as far as you can take things without reaching the point at which the ratio of swear words uttered to degrees of approach angle gained becomes pretty much intolerable.