

LAND ROVER monthly

LRM



Techno file

FITTING THE CG LOCK IS STRAIGHTFORWARD — EVERYTHING YOU NEED IS IN THE PACKET



Picture 1 The kit as it came from the packet complete with instructions and a CD.

Picture 2 I found it easier to fit by hooking the belt over my leg to stop it retracting.

Picture 3 Select the correct length of screw from the pair provided for your belt clip thickness and use the key also in the kit to tighten.

Picture 4 When the screws are tightened align the slide bar and push it fully home while holding the belt over the top of the CG Lock main body.

Picture 5 Hazel shows how her finger naturally falls onto the cam as she reaches over to clip the belt in.



Picture 6 Now Hazel clips the belt in and pulls on the chest belt to suit. While doing this she holds the cam down, which releases its tension.

Picture 7 When driving on-road, the belt can be loosened for comfort, as Hazel here demonstrates.

Picture 8 By holding down the cam and pushing your bottom back into the seat while pulling on the chest harness, the belt can be tightened, for more comfort while playing off-road.



Technofile by Charlie Thorn

YOU KNOW, every now and then you come across a new gizmo or piece of kit that is so good it makes you wonder why you didn't think of it yourself first, or at least that some other smarty pants didn't think of it for you earlier.

That's how I feel about this new CG Lock safety belt device for car seat belts. It's so clever and, what's more important, it really does work. Reading all the bumf that came with the device in the packaging, it would seem that Arbil, who are marketing and distributing the CG Lock, have aimed it first at the car guys who do track days, and the odd car rally. But to tell you the truth, I think this device is much better suited to us and what we get up to - green laning, visiting off-road sites, and doing the odd trial at club events - because we get chucked about more in our seats.

So how does it operate when installed? It's a bit like an aircraft belt, in that it holds the lap part of your lower body firm in the seat, while allowing full movement, when not under braking, to the upper part of your body.

This allows you to reach forward to engage low range or diff lock with no extra effort.

You might ask: "By clamping my lower body more firmly into the seat how does that make any difference to my driving?" Well, off-road it made a big difference I found, and so did Hazel my wife (who is a non driver), as she found the ride a lot more comfortable.

LOCKED UP TIGHT

Offering such a safe and comfortable drive, Charlie rather wishes he'd invented the CG Lock himself.



From the driver's point of view, much of what you feel when your Land Rover is moving over rough ground comes from your bottom through the seat which, if you think about it, when you are sitting in your Land Rover is your centre of gravity. With your backside in a more firm position and not being jiggled about from side to side and to and fro, you feel these subtle messages that you get as your Land Rover progresses off-road a lot quicker. Thus you are able to react accordingly and you get a more controlled ride for you and your passengers.

Another thing we noticed was that it's a natural reaction that, as the Range Rover bucks and rolls along, we tend to steady ourselves by pushing our elbows up against either the centre arm rests or onto the hard wood capping on the door tops which, after a day's off-roading, can make them a bit sore. But with the CG Lock pulled on tight we had no need to do this and it was a much more comfortable ride for us both.

Let's face it though, if you went out together for an evening meal and you felt a bit full up as you drove home, you would not want a tight belt across your tummy. No worries

there. You just press your finger on the cam. Your finger naturally falls to it as you reach for the belt and, by gently lifting your hip nearest to the belt clip, the tightness eases off as much as you need it to.

Arbil were the sponsors of the Billing off-road course and I arranged, as a thank you for the 12 members of my Management Team, for them to have a pair of CG Locks

installed to each of their Land Rovers. This is the feed back I got from two of them:

Nick Seaford told me: "I like them a lot. They were easy to install in my Range Rover, I find them very comfortable and they are effective."

Steve Gowing with his daughter Harry competes in extreme challenges in his heavily prepared 90, and he told me this: "We have built a new Land Rover for the challenges. It's a 100 inch chassis that we have welded outriggers onto and fitted with a 90 body. However, it has a 110 back that we've bobtailed and it is 2.25 inches shorter than a 90, but it retains the full 100 inch wheelbase.

"We double drive it: because of the differences in me and Harry's sizes, we plan to use standard seats and belts instead of full harnesses. The CG Locks are a good compromise over the harnesses that we originally intended to use in the new project as it allows us to swap over our seats faster."

So let's get on and fit one of them for you.