

PROFESSIONAL DRIVER REVIEWS OF THE CG-LOCK



Mark Ahlin
ARDS Performance Driving Instructor

"This is a device that has quite amazingly transformed the way I drive and sit in my car. I am now more relaxed and still in my seat on track and much less of a fidget on the road. It has made me more at one with the process of driving, and importantly controlling my car, giving me confidence and command....it's a 'must-buy!!'"

Complete Review starts on Page 5

Dale Lomas
Professional Driver & Independent Bike and Car Journalist

"I was very impressed with the CG-Lock. It strapped me into the car solidly and let me get on with driving it. Without that 'locked-in' feeling, you're going to find smooth consistent driving that much harder. There's no doubt in my mind; a CG-Lock gives a lot of the benefits of a race-harness with little of the cost and it's fitted in minutes.



I felt more secure, was able to brake later into corners and drive with more confidence. I was able to concentrate on taking the right line and changing gear instead of wasting valuable concentration on bracing myself against the doors and bulkhead. Almost like wearing a race harness, the CG-Lock allowed more delicate steering inputs uncluttered by attempts to hang on to the steering wheel. The steering wheel is a delicate instrument, not a hand-hold."

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Anthony Dunn
ARDS level 1 professional performance driving instructor (www.iwannagofaster.com)

"For drivers not wearing a race harness, the CG-Lock is a must-have".

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Phil Wicks

Racecar driver, Driving Instructor, and owner of the MINI Driving Academy

"The Phil Wicks Driving Academy is the ultimate MINI Driving Academy and offers professional instruction in a combination of safety and performance handling techniques that enhance enjoyment of your favorite car and make your daily drive safer.

The Academy uses the CG-Lock on several of its student training cars and recommends the CG-Lock to its students for better driving control and for comfort".



<http://www.minidriving.com>

<http://www.wicksdrivingacademy.com>

<http://www.wickssafedriving.org>

Pentti Airikkala

Lombard RAC World Rally Champion / Master left foot braking advanced driver technique

"I use this device all the time and it's a really good system. I recommend it to all my students"

(www.leftfootbraking.com)



Calum Lockie

British GT Champion, Britcar Champion, Le Mans 24 hr driver and owner of Goldtrack (www.goldtrack.co.uk), the biggest track day company in the UK

"For an unparalleled improvement in lap times and driver performance look no further than the CG-Lock".



"The CG-Lock is without a doubt the most cost effective automotive tuning accessory anyone can buy for less than £50 for use in all performance driving applications"

Jack MacDonnell
Sport Driver & Host: Tuner Transformation
(SpeedTV)

"Yes, this little wonder product, referred to as a 'driver stability' device works like you can't believe. It is one of the best bangs for the bucks out there that you can buy. You want to improve the performance of your car – start with your own driving performance. Enthusiasts everywhere are using the CG-Lock to help improve their car control skills by keeping them firmly planted in their seat. It installs in mere minutes and will help reduce your autocross & Solo 1 times and improve your drifting ability 10-fold."



Matt Searle
PVUK Driving Reviewer

I tested the unit for the first time at TRAX. I pushed myself firmly into my seat, pulled the shoulder belt and let go of the lever, hey presto, I was firmly fixed to the car. Out on the track the benefits are immediately felt. The car seemed to handle better, it felt more responsive and I had much more control and leverage over the steering wheel. It helps you drive faster and your car feels quicker than ever before - it's THAT GOOD!



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Gary Powell
Professional Stunt Performer

In my long and varied career as a stunt performer I have completed many vehicle related action sequences on a huge variety of productions. One of the challenges that myself and other stunt performers are often faced with, is the action sequence that requires 'high speed driving' and 'precision vehicle control', but the camera angles inhibit the use of traditional safety products, such as a roll cage or full harness set up. The CG-Lock has now become a welcome addition to the standard 'stuntman kit bag' that I carry with me on production locations around the world.



On first inspection it appeared to be well made and solid, but I must admit to having doubts as to whether it would stand up to some of the stress and strain guys in my profession put their equipment through! My doubts were soon put to rest. This is one hell of a good idea, and word

of its ease of fit, and the ability to hold even my 17 stone frame in the most flimsy of car seats is spreading fast amongst my colleagues. If you are looking for a cost effective way to increase driver control in any vehicle on any terrain you could definitely do worse than spend less than £50 on one of these. A class act in a small package. Well recommended.

Steve Skinner
British Racing News magazine

"I recently tested the device around the Silverstone Grand Prix circuit in a range of exotica, and completing laps with the CG-Lock 'activated' and 'idle' the difference was staggering."

"This rather nifty little device (crash tested to US and UK FMVSS 208 safety standards) fits to the buckle of an existing inertia reel seatbelt, and when activated enables the driver to tighten the 'lap belt' to his/her heart's content. With the CG-Lock, a driver is finally able to 'pin' him/herself into their seat at the waist, which fixes their centre of gravity, prevents 'dive' under braking, and gives a far greater feeling of the car."



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Brian Garfield
Past National Autocross Champion, currently
Nationally Ranked in Autocross, Autocross Instructor,
and past extreme off road competitor

"It is so simple, quick, and inexpensive, I stopped using a harness in favor of the CG-Lock to compete in autocross, and I have one on my work and family cars as well."



COMPLETE REVIEWS

Mark Ahlin **ARDS Performance Driving Instructor**

I bought it just before I went on a trip to the Nurburgring. A great opportunity I thought of a 1000 mile test, over many different roads, and on a long journey. Plus the added advantage of testing it under extreme or track day conditions out on the infamous Nordschleife circuit.

The CG-Lock basically fixes the lap portion of your normal everyday seat belt, and it secures your lower half from the waist down into your seat, and depending on the tension you want it stops your body from moving, at all. The upper half of your body and the shoulder part of the belt is still free so you can lean forward and move to get to controls in the cabin.

Why is this good? Well, with your hips, or bum stuck, wedged, and restrained in your seat, your centre of gravity is stopped from moving, thus enabling your legs to be free to assist you in the process of driving. There is no more having to wedge your body into your seat with your left foot up on the clutch rest, that has the effect of contorting your whole body, which in turn makes braking and smooth throttle control difficult. Especially as you have to continually re-adjust your posture while driving spiritedly, or after a quick stop. The CG-Lock eliminates any need to do this.

Go out and test yourself, I bet you didn't realise that you move around so much in your seat.

Another advantage of the lock is your lower back is set up against the bolster in the seat and in the correct position to aid your comfort, and reduce back stress, especially on long journeys. I wish I had such a thing on my desk chair because as I type this I can feel myself slipping down, which is arching my back, and causing me to slouch. Just like I do in the car, and in the car I am a real fidget.

So what's it like on long journeys, well, with a little tension very good, as discussed above you do not move around, making comfort greater and you more relaxed, you also feel more at one with your car. The only downside that may affect some people is that you do find the need to go for a toilet stop earlier, if it's too tight. But a quick release of some of the pressure on the grip lever and you're fine. After all in an Evo you generally need a petrol station after every couple of hours anyway, so loo stops are not a problem.

On track, or in this case the Nurburgring, which is quite simply the most awesome rollercoaster around that 'you' have control of, you need to be strapped in, and tight!! Well the Lock is brilliant!! Pulling the belt nice and tight before you set off, really pulls you back into your seat, and leaves you full control of your legs and arms where you are able to make quicker and more precise reactions as these important extremities are now lighter and free on the controls, and importantly not bracing you. You really do become more at one with the vehicle improving its feel, your confidence and thus making you drive better! It takes seconds off your lap times. And when braking from speeds of 160 mph down to 100 mph for fast left handers, or 120 mph in 5th gear & toeing down to 3rd and braking as hard as the car can to avoid hitting a wall going into Adenau you need all the control you can get. And with this CG-Lock your feet really can dance freely on the pedals like Gene Kelly tapped his way through the rain.

The only downsides to the lock that I have experienced is that you need to carefully unclip the seatbelt and assist the belt back to its resting place on the B pillar as letting it go as you would normally do with the belt will result in damage of the interior trim as it does not have a rubber surround. And that it could be lighter.

So in conclusion I think in my humble opinion that the CG-Lock is a great device, it's quick and easy to use, and a great compromise over the only other option of fitting a full four point race belt set up, which makes getting in and out a chore and limits the rear access for passengers. It's a must buy!!"

Dale Lomas Professional Driver & Independent Bike and Car Journalist

Bruntingthorpe 27th July 2006. Dale Lomas, Independent journalist & test driver/reviewer set out to test the claim that the extra stability and control offered by the CG-Lock really would provide the ultimate benefit... faster lap times.

Using DRIFTBOX® GPS technology (www.driftbox.com) accurate to 0.01 sec, Dale took a 2006 VW Golf GTI with paddle shift and a manual 2006 Subaru Impreza WRX STI (Spec-D) around the winding Bruntingthorpe circuit with, and without the CG-Lock. After warm up laps with both cars, 10 laps were timed, first with the CG-Lock tight, and then with it disengaged.

The result: with the CG-Lock tightened the laps were consistently faster by over 1.7 seconds with the Golf GTi and 0.6 seconds with the Subaru WRX over an average lap time of 1'43" and 1'37" respectively. **This means that in a typical 10 lap session, with a CG-Lock, one would gain 17 seconds in the Golf and 6 seconds in the Impreza. This is a highly significant difference, and as other variables were kept constant, this improvement in lap time is 100% attributable to the CG-Lock.**

Dale commented **"I felt more secure, was able to brake later into corners and drive with more confidence. I was able to concentrate on taking the right line and changing gear instead of wasting valuable concentration on bracing myself against the doors and bulkhead. Almost like wearing a race harness, the CG-Lock allowed more delicate steering inputs uncluttered by attempts to hang on to the steering wheel. The steering wheel is a delicate instrument, not a hand-hold."** The data showed clearly that the longitudinal acceleration is greater between gear changes through corners, which, according to Mike Broadbent, MD of DRIFTBOX means that with the CG-Lock tight, Dale was **"not struggling to hold the car on a given line – he was simply driving it"**.

Calum Lockie, 2006 Silverstone 24 hr Champion, British GT Champion, Britcar Champion and Le Mans 24 hr driver had previously voiced the potential benefits of the CG-Lock leading to faster lap times. Calum, owner of Goldtrack Ltd (www.goldtrack.co.uk), the biggest track day company in the UK, said **"CG Lock has taken another great step forward by proving at Bruntingthorpe that their device leads to better lap times. This makes perfect sense as stability in the seat leads a driver to feel 'at one' with their car, giving greater confidence, better feel and hence better lap times. As a bonus safety is increased and back strain reduced. At that price it is a 'no-brainer' – get one fitted!"**



The results reflect the many anecdotes from the past year from track day drivers (both professional and amateur) where they reported feeling more 'at one' with their car after fitting the CG-Lock onto their standard seatbelts and as a result could get the immediate feedback from the tyres to make necessary minor adjustments to the steering wheel.

"Without a full racing harness, or CG-Lock, cornering at speed can only be achieved by bracing elbow and knee to 'lock the body' against the G-forces. This significantly reduces the ability to change gear and steer as it effectively 'takes out' the right hand and left foot" said Graham Cox, MD of CG-Lock (Europe). Advanced techniques such as left foot braking are impossible without being 'pinned' in the seat and Pentti Airikkala, master



of the technique (see www.leftfootbraking.com) recommends the CG-Lock to all his students.

Dale, who recently came 3rd in the Cannonball run, went on to say **"I was very impressed with the CG-Lock. It strapped me into the car solidly and let me get on with driving it. Without that 'locked-in' feeling, you're going to find smooth consistent driving that much harder. There's no doubt in my mind; a CG-lock gives a lot of the benefits of a race harness with little of the cost and it's fitted in minutes."**

For less than £45, the lap time improvement with the CG-Lock is the same you'd get from a variety of modifications and upgrades to your car costing many hundreds, even thousands of pounds. The CG-Lock improves the driver, not the car. The CG-Lock has added benefits off-track too. A lightly tightened lap belt holds your spine in the proper position against the lumbar support of the car seat and on longer journeys has led to elimination of lower back pain.

Next time you get out on the track with an un-harnessed car, be sure to be in better control with the proven help of a CG-Lock... or you could find CG-Lock'd cars going past you! See what customers say about the CG-Lock at www.cg-lock.co.uk and select 'reviews'.

As Anthony Dunn, top ARDS professional performance driving instructor puts it "For drivers not wearing a race harness, the CG-Lock is a must-have" (www.IWannaGoFaster.com).

The lap timing event was captured fully with the latest car-mounted video equipment from FAST FILM. This will be available shortly from www.cg-lock.co.uk and www.fastfilms.co.uk as a download. Please contact CG-Lock at cglock@btinternet.com or call the office on 0161 832 3786 for a full press pack. See more photos at www.flickr.com (search for CG-Lock).

The CG-Lock has been crash tested and proven not to interfere with the safety of the seatbelts, with or without pre-tensioners. CG-Lock® is a registered trademark. NB The CG-Lock is not a safety device. Referenced views expressed are not necessarily those of Lap Belt Cinch (Europe) Ltd.

Dunn Back With A Bang!

Former BARC Formula Renault race winner Anthony Dunn made a good return to racing this weekend at Croft after a 4 year absence. He was brought in by team mate novice Barry Gates who he has been driver coaching through the 'IWannaGoFaster.com' scheme.

Racing in the Radical Enduro series in an SR3, Dunn surprised series regulars by immediately topping the timesheets in the first free practice session ...ahead of old BARC Renault nemesis Nick Dudfield! In qualifying, Dunn carried on his impressive form by placing the car on the front row, less than 3 tenths of a second from eventual double race winner Nigel Redwood.



Although the pair finished 7th in the first race, Dunn set fastest lap a full 7 tenths of a second clear of a class field including Redwood and team mate ALMS Lola star Ben Devlin. In the second race, an electrical problem sidelined Gates after 16 laps.

"Barry did a great job to be close to the pace around somewhere as testing as Croft on only his 2nd ever race weekend – he should go well once fully acclimatized to the car. The team made a fine effort with the car and I also

have to thank another member of our household (girlfriend and ex-Croft lap record holder) Amanda Whitaker for giving me a few circuit tips myself!" Dunn said after the weekend.

The pair will compete again in the Britsports Winter series at Brands Hatch in November.



Anthony recommends the CG-Lock® to his students and states 'for any driver not wearing a race harness, the CG-Lock is a must have'.

Matt Searle
PVUK



Review

CG Lock - Occupant Stability

The CG-Lock is the first consumer automotive product that dramatically improves driver control conveniently and inexpensively. The ingeniously engineered device easily attaches to the tongue of a typical automotive-type seat belt to provide improved driver control and greater comfort. Buckling up will never be the same!

How does it work?

Quite simply! When sitting in a car, your hips become your Centre of Gravity. By securing your centre of gravity, you are more 'at one' with your vehicle. CG-Lock simply attaches to the tongue of your existing seat belt, allowing you to secure the lap belt section of your existing seat belt.

Once installed, pulling up on the shoulder harness tightens the lap belt portion - keeping it at the desired tightness until you release it. The shoulder harness however remains unrestrained as normal for maximum arm and upper body movements. By providing you with 80% of the holding power of a full racing harness, the CG-Lock prevents you from sliding around in your seat.

Less movement means you can keep your feet and hands light on the pedals and wheel resulting in better control, faster reactions and less fatigue. Becoming "one with the vehicle" helps you feel the road and the car's "balance", enhancing your driving abilities. A slight tightening of the lap belt reduces slouching and adds comfort for long trips. Greater amounts of tightening will increase driver and occupant control in more aggressive track situations. While the CG-Lock is not sold as a safety device, it has been designed and tested not to interfere with the safety of your seat belt.

Installation

The installation leaflet looks a bit complex at first sight. Even when you have the parts in your hand and are looking at the instructions, its hard to work out exactly how this should fit. Things get easier when in the car though and it isn't long before the 'penny drops' and from that moment on, its very easy. The unit is supplied with two sets of allen screws. The test unit came with the smaller ones pre-installed, you will need to swap these for the longer ones (supplied) for Vauxhall fitments. These screws clamp the unit onto the seat belt tongue. Once installed its very easy to use, pull the lever and shoulder belt to loosen or tighten the belt, then let go. If you don't want to use it everyday, slide the top clamp plate off and your seat belt works like normal.



On Track

I tested the unit for the first time at Trax. I pushed myself firmly into my seat, pulled the shoulder belt and let go of the lever, hey presto, I was firmly fixed to the car. Out on track the benefits are immediately felt. The car seemed to handle better, it felt more responsive and I had much more control and leverage over the steering wheel. It helps you drive faster and your car feels quicker than ever before - it's THAT GOOD!

Verdict

For just £50 (including VAT & delivery) this unit will transform your driver ability. I doubt there is another modification you can do to your car that will be this dramatic. Even after fitting the device you are left with an everyday, comfortable car - the same can't be said of full race harnesses! I have no hesitation in giving the CG Lock a full thumbs up!

Discount

Even better news... The manufacturers are allowing PVG members to purchase the unit from them with a discount of 15%! What are you waiting for, check out www.cg-lock.co.uk (quote PVUK) on the order form to qualify for your discount.



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What a Nifty Idea!

Words by: Steve Skinner

Pics by: Ken Grey



Anyone that races cars knows that one of the most important aspects is your seating. I have spent many an hour sitting on dustbin bags as that disgusting smelling, and very warm seat foam moulds to my every contour, but however laborious the making of the seat, the final product is essential to your comfort and performance.

Similarly, belts are often viewed as purely a safety device, when in actual fact they are also the crucial system that holds you firmly in place and makes you 'at one' with your car. Only when you are firmly a part of your car can you feel everything that the car is telling you, and only when you feel

everything can you begin to pedal quickly!

Race cars, one and all, adopt full harness belts and closer fitting seats to integrate driver with car, but when it comes to road cars, however sculptured the seat, inertia reel seatbelts will always prove to be the Achilles heel as their 'one design to fit all' system does little to pin the driver into the seat unless called upon in an accident.

For normal road driving this is ideal. One doesn't want to be restricted like a race driver when traveling hundreds of miles up the motorway (although I believe this could dramatically reduce injuries in road traffic accidents), but with the explosion of off-road and 'Track Day' activities, a genuine need has arisen to better integrate driver with car.

Arrive the CG (Centre of Gravity) Lock!

This rather nifty little device (crash tested to US and UK FMVSS 208 safety standards) fits to the buckle of an existing inertia reel seatbelt, and when activated enables the driver to tighten the 'lap belt' to his/her heart's content. With the CG-Lock, a driver is finally able to 'pin' him/herself into their seat at the waist, which fixes their centre of gravity, prevents 'dive' under braking, and gives a far greater feeling of the car.

I recently tested the device around the Silverstone Grand Prix circuit in a range of exotica, and completing laps with the CG-Lock 'activated' and 'idle' the difference was staggering. Anyone that participates in track days or goes 'off road' should seriously consider the small investment in a CG-Lock as, when activated, the device finally affords some of the benefits of more complex belt systems without the complications.