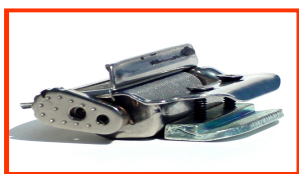


Press Release: Proven - the CG-Lock is the lowest cost car performance part EVER!



Quantitative third party testing has proven that the CG-Lock, (a £45 seatbelt add-on) can make a bigger difference to track time performance than a variety of car modifications costing £thousands.

Before the CG-Lock, similar improvements in lap times could only be achieved by adding expensive kit such as a turbocharger system, or coil over suspension upgrade with lightweight wheels and performance tyres, or an expensive cold air intake, headers and free flow exhaust.



CG-Lock®

+



existing seatbelt

=



significant performance advantage

Now, drivers wanting to improve their overall performance can get the same improvement from a 5-minute add-on to their existing seatbelt. Dale Lomas, Independent journalist & test driver/reviewer has proven that the extra stability and control offered by the CG-Lock really does provide the ultimate benefit... significantly faster lap times. The CG-Lock improves the performance of the driver, not the car!

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 STI over an average lap time of 1'43" and 1'37" respectively.

This means that:

In a typical 10 lap session, the Golf GTi with CG-Lock installed gained 17 seconds and the Impreza STi 6 seconds per lap. This is a highly significant difference. 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"*

CG-Lock is the lowest cost car performance part EVER! (continued)

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 24hr Champion, British GT Champion, Britcar Champion and Le Mans 24hr 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 over 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. This helps in taking the circuits’ ‘perfect line’ and **faster lap times**.

“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. Bracing 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.”**

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 performance drivers not wearing a race harness, the CG-Lock is a must-have”

See us at the FASTFILM trade **Stand 10215** at AUTOSPORT INTERNATIONAL



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**).

www.cg-lock.co.uk