

20+ 'Crash Survivors' Due to Small Seatbelt Device

A small seatbelt add-on device has been a major contributor to over 20 reported crash survivors.

"I was the same as (I suspect) the majority of customers – I bought the CG-Lock to give me much better control when 'driving quickly'. I'll be very honest; the safety benefits of the device did not cross my mind." The words of Charles Gardner, driver of a BMW M3 who narrowly avoided death at the Nurburgring Nordschleife (see photos left and centre below).



Another close call was from Tony Mahoney whose Mini Cooper S was rear-ended by a Chrysler 300 in Las Vegas, USA. Tony explains "I was doing about 60mph, he, around 100. I got not only a big push, but also some rotational velocity from the impact. My CG-Lock was in use and tight like I always wear it which was fortunate because I credit it with helping to save my life! Because I was firmly attached to the seat, I was able to control the car through some very serious and aggressive post-collision manoeuvring."

Closer to home, Geoff Bullock in a Mitsubishi Lancer Evolution VI RS hit the barrier in a VI RS at a tremendous speed and rolled it at Oulton Park (see photo on right). Geoff takes up the story: "The car twisted/turned and rolled like a rollercoaster, ending up some 200metres from the impact. As you can see the roof was dented in by quite a few inches just where my head was. Luckily I had the CG-Lock on, which held me firmly into the seat while the car was rolling - especially as I'm 6' 4". I'm lucky to have walked away with cuts & bruises but I'm sure I would have had much worse injuries had it not been for the CG-Lock."

Another close shave was reported by John Collins, an automotive engineer: "At a sprint meeting in 2006, my son Shaun got oil on the rear tyres of the car (not his fault) and although he followed my instructions on how to control a FWD car when the rear end steps out, he lost control and ended up on the grass where he hit a 10 foot concrete post head on, snapping the post in two. Shaun sustained some minor neck injuries and was air lifted to hospital as a precaution. (He sustained some minor muscle damage.) The Rover Metro ("Ziva") however required a lot more work; a new front end, radiator, alternator, oil cooler, and some internal bodywork. Shaun is adamant that without the CG-Lock he is sure he would have sustained some internal organ damage during the accident. The CG-Lock saved Shaun from serious injury."

Jamie Arnold, driving a Toyota Corolla adds his story: "I was involved in a high-speed crash in which my car spun around, hit a wooden stump backwards and flipped over. I was completely unhurt other than a mild whiplash and I'm convinced my CG-Lock saved me from injury. Police attending the accident said they were surprised as in their experience such a crash usually resulted in serious injury."

Over 20 crash survivors have reported their 'crash survival' stories to Lap Belt Cinch, the maker of the device. Several of them have been allowed them to be publicly communicated on various car forums, such as pistonheads.com.

Charles amazing escape at the infamous German circuit is still talked about by the 'Ring regulars. Charles explains why it was such a close call: "The roof of the car was cut through when the car slid upside down along the back of a crash barrier. The metal posts which cut the roof in half (including through the steering wheel and top of dashboard) – also struck my head... but only by perhaps 1mm. The only reason it 'just' hit me was because my backside was firmly held to the seat (whilst upside down AND under impact) due to the (CG-) locked belt. Without the device, my body would have been higher in the seat, and hence the very fast moving posts would have made much more 'height' to hit. I suspect another 1mm would have been enough to go from 'fractured skull and bleeding on brain' to 'top of head missing – dead'. It sounds melodramatic – but I'm now pretty realistic. I was bloody lucky. I'm real glad your company exists – and real glad that my brother bought a CG-Lock in the first place. If I hadn't tried one I'd no longer be here."

Charles sums up by saying "I would NEVER do a track day again in a car that did not have either a full harness or CG-Lock device."

Download this press release and much more at cg-lock.co.uk.

Lap Belt Cinch (Europe) Ltd market and sell the CG-Lock®, a unique product specifically designed to improve the stability, control and comfort of drivers and passengers in any vehicle. The CG-Lock fits in minutes to any standard seatbelt and is fully removable in seconds.

The CG-Lock is patented, and has been independently crash tested and has demonstrated that when fitted, does NOT interfere with the safety of the factory fitted 3-point seatbelt with or without a pre-tensioning device (full details at cg-lock.co.uk). Although the CG-Lock has 80% of the benefits of a full racing harness, but none of the hassle, the CG-Lock is not intended to replace a racing harness and is not a safety device. The CG-Lock is sold at Back in Action (see backinaction.co.uk) for in-car posture benefits.

CG-Lock is proud sponsor of: **BLOW-ME**, the alcohol breath testing service for events worldwide (blow-me.co.uk) to promote responsible, safe driving. **BackCare**, the charity for healthier backs (backpain.org) and the **British Motorsport Marshals Club**, without whom track days could not take place (marshals.co.uk)

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