

TEAM PF

I TRY OUT THE CG LOCK AND ADRIAN FLUX DO ME A GREAT DEAL



Simon



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The lock grips the seat belt and keeps the lap strap tight, this helps to pull you into the seat and keep you in place

"I have to admit I was a little sceptical when this came in... but after reading some of the reviews it's had I was a bit intrigued to see if something so small and simple could really make enthusiastic driving that little bit easier. After spending a few minutes installing it with the supplied tool, I headed for my favorite empty stretch of road and I have to say I was pleasantly surprised."

With that sorted out I decided to celebrate, not having my pants pulled on the insurance by having a quick blast down my local favourite country road, which gave me the perfect excuse to try out the new CG Lock that I'd been sent. The CG Lock is a small device that attaches to your seat belt and prevents the lap part of the belt from reel-

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ing out and letting you move about in your seat when going through a fast corner or when under heavy braking. Now I have to admit I was a little sceptical when this came in the office, assuming it was another eBay wonder, but after reading some of the reviews it's had I was a bit intrigued to see if something so small and simple could really make enthusiastic driving that little bit easier. After spending a few mins installing it with the supplied tool, I headed for my favourite empty stretch of road and I have to say I was pleasantly surprised. I found that my lower body was held in place far more securely by the lap belt and that I wasn't having to tense as much up to keep myself in place. This left me to concentrate on the far more important task of driving and it don't feel like I was having to try as hard to get the car round a tight corner. I didn't like the idea of having to take it in and out every time I went to track day or was having some (legal) fun, but the CG Lock is adjustable so you can leave it nice and comfortable for day-to-day and then tighten it up to hold you in place when your about to put the pedal down on the twisty parts. Ok so it's no replacement for something like a four-point harness, but if like me you don't want the hassle of using a harness every day this is certainly the next best thing and for £44.99 it won't cost nearly as

Ford Facts

ENGINE
Power Engineering ST170 turbo conversion, WRC forged I-beam rods, WRC forged pistons, 8.8:1 compression, Power Engineering tubular manifold & 3" bore system with 4.5" tailpipe, standard ST170 head and cams, Piper exhaust cam vernier, VCT retained, duel tract intake removed, GT28R dual roller-bearing turbo, custom-made sump, Forge intercooler, Aquamist water injection, Focus RS injectors and fuel pump, fuel return line installed, fuel pump control module re-configured, Omex 710 with Chris Todd map, custom-made oil breather system and catch tank, silicone boost hoses, K&N filter. Adrenaline Race & Performance intake manifold, Pro-Alloy water injection tank, 301bhp@15psi

TRANSMISSION
MT285, six-speed manual 'box, 12.1lb billet aluminium flywheel, SPEC Stage3+ clutch

SUSPENSION
Gaz fully-adjustable coilovers Adrenaline Race & Performance traction kit, full Powerflex bushes all round

WHEELS & TYRES
Standard 17s with Yokohama AVS Sports

BRAKES
AP-Racing four-pot calipers, Ferodo DS2500 pads, AP 335x28mm drilled discs, AP brake fluid

EXTERIOR
Rieger RRR front bumper, Rieger Infinity side skirts, ULTRA 21 LED rear lights

INTERIOR
Factory, apart from in-dash shift light

CONTACT:

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PF TESTED

0-60mph: 5.80sec
0-100mph: 13.23sec
1/4 mile: 14.43sec at 105.17mph

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