



CG-Lock – safety position

When I first heard about the concept of the CG-LOCK I was initially a little bit unsure, even cynical I suppose. For a start I couldn't quite fathom how it worked and what it was all about. The makers claim it gives far greater control to the driver via a safer seating position, which if true makes a lot of sense. However, how this could work when it is fitted to the lap part of a standard inertia reel seatbelt is hard to see. It has to be said however, that for enthusiastic kitcar drivers who don't have harnesses and for trackday use in particular the benefits of being 'clamped in' are obvious. Sure enough once I got out of the office and tried it in situ, and actually put it through its paces, it started to make lots of sense. Funnily enough it made us all think about how we actually sit and how the body is utilised and influences the way we drive.

HOW IT WORKS

Just like an aircraft seatbelt the CG-LOCK works on the lap part of the belt, it allows the belt to be tightened in situ to varying degrees by simply pulling on the belt itself. The inertia reel then does its stuff and



takes up the slack. To slacken off simply lift the retaining clasps as you would with the aforementioned aircraft system.

SO HOW DOES EFFECTIVELY PINNING YOUR LOWER HALF TO THE SEAT REALLY MAKE THAT MUCH DIFFERENCE?

More than you imagine actually. If you think about it, when sitting in the car your hips become your centre of gravity. Much of what you 'feel' when driving quickly is coming from information picked up from

contact patches and quite simply the seat and your lower half are the biggest contact patch. If you're sliding around the seat, then the info you're receiving is distorted. Also as you slide you have to start using your arms and legs to brace yourself. It's that old cliché about being 'at one with the car' but it's actually very true.

Of course being held securely with a race seat and a four-point harness isn't a problem but even with a standard sports seat when the driving starts to get enthusiastic then the control start to go. CG-LOCK claims 80% of the holding power of a full harness and having tried it in a variety of cars both on-road and on-track we definitely agree. It really does allow you to concentrate on driving.

It's also pretty handy on the road too. When you want to push on a bit, you simply have to give the belt a yank and immediately feel the benefits of being properly secured in your seat. When the twisty bits are over simply slacken off again.

If you don't want the hassle of a full harness but want the benefits, this really works, priced at under £50 it's a good deal cheaper too. For more info visit www.cg-lock.co.uk