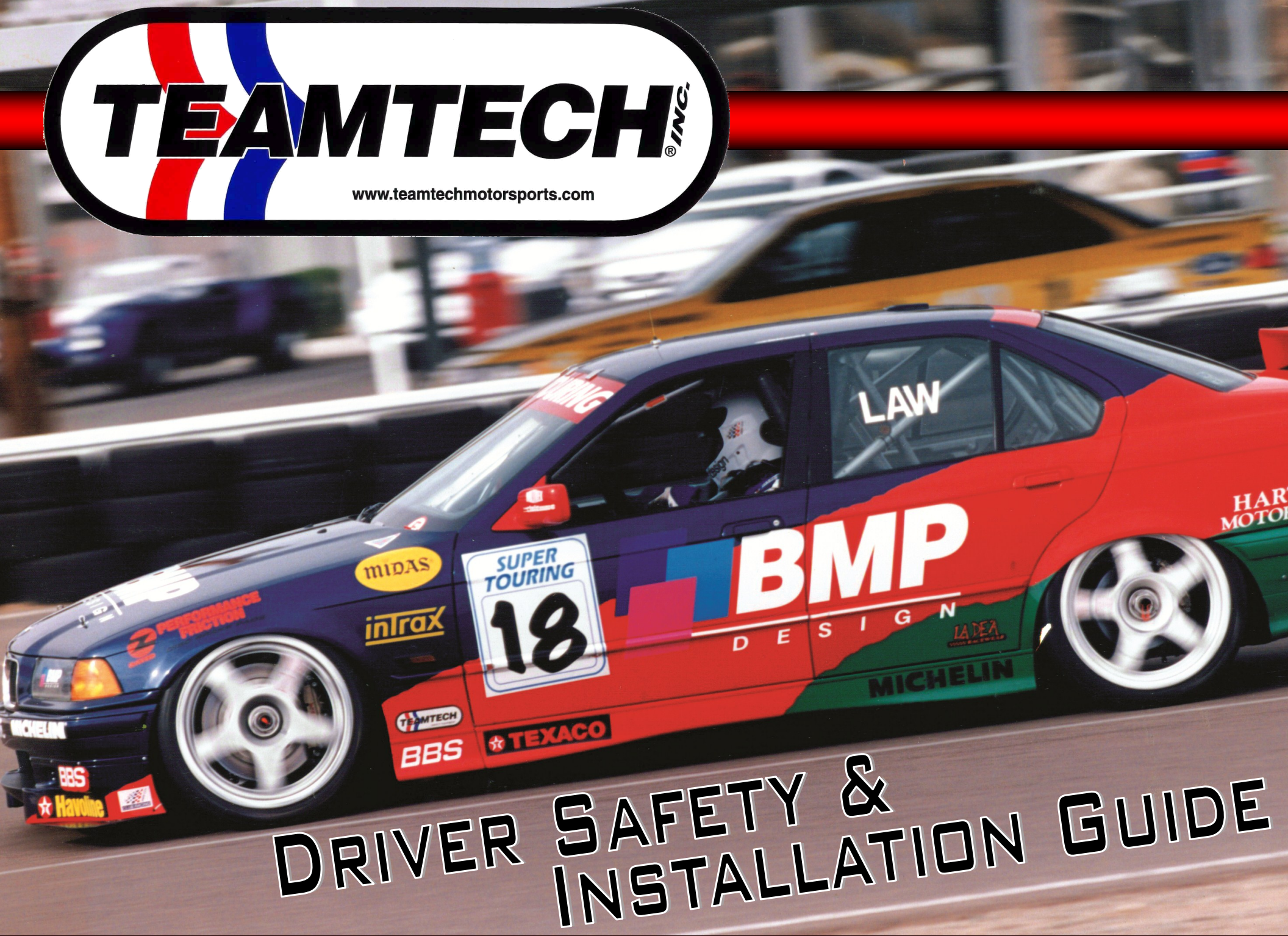
TEAMTECH® INC.

www.teamtechmotorsports.com



Driver Safety & Installation Guide

www.TeamTechMotorsports.Com · Telephone (989) 792-4880 · Order Line (877) 297-1777 · Fax (989) 792-4858

At TEAMTECH®, it's a well known fact that safety equipment is not the number one priority on every racers checklist. Frequently we hear racers making statements such as, "If it doesn't make the car go faster why should I have safety equipment?" or "Accidents just happen to the other guys!" How wrong they are!

Through several years of studies conducted by TEAMTECH Motorsports Safety, Inc., it was found that the discomfort of improperly installed or improperly fitting safety equipment caused painful discomfort to the body of a driver, whom as a result, is constantly using wasted effort and concentration trying to shift and/or reposition his or her safety equipment in order to alleviate this great discomfort. In addition the driver is continuously disrupting the rhythm of concentration necessary to perform competitively in any race. Now by determining, identifying, replacing, and/or correctly installing the safety equipment, the driver will greatly increase their comfort and concentration, and they will see a substantial increase in their competitive performance on the racetrack.

Let's be honest and admit that any form of motorsport racing can be dangerous. It's up to each one of us to educate and protect ourselves with the best possible equipment: SFI manufacturer certified equipment has been well tested. Make sure you are well prepared for each new racing season and invest in the best safety equipment. No matter which brand it is, be sure that it has an SFI label on it before you buy it.

It is important that racers take proper care of their safety equipment to assure good product life and optimum safety. Safety equipment requires some special attention just like the rest of the car. After you read the following recommended guidelines on caring for your equipment, you may realize that it is easier than changing spark plugs!

FIRE SUITS:
The main consideration for fire suits involves proper care and cleaning. Any modern protective suit is dry cleanable or machine washable and will maintain its Thermal Protective Performance (TPP) commonly known as "thermal resistance". To avoid color fade and fiber wear, never use chlorine bleach and make sure to turn the suit inside out before cleaning. Clean your fire suits often. This will reduce the wear and degradation of the suit: In fact, clean after every use. This will keep out dirt, grease, and other foreign abrasive particles that can greatly weaken the physical properties of the fibers. Lastly, make sure all surfaces of the race vehicle that come in contact with the driver and the suit are smooth, non-abrasive, and free of sharp edges. If your suit becomes torn, the original manufacturer may be able to repair and or replace the damaged suit components. Do not attempt to repair the suit without Nomex fabric and thread.

It is highly recommended to use fire retardant underwear, socks, and a hood in conjunction with any fire suit, especially if you have less than a SFI 3-2A/5 suit. Many sanctioning bodies make it mandatory to wear full Nomex undergarments including SCCA and IMCA Modified. No matter how many layers of fire retardant fabric your suit has, after an intense race in the hot sun you'll end up feeling like a wet sock inside the suit without good fire retardant underwear, which can absorb a lot of heat and sweat and as a result will keep you cooler. An even more important advantage is that this adds an extra six to nine seconds onto the "thermal protective performance", and if you get into a bad car fire it can give you a few extra seconds of thermal insulation. If you have an open faced helmet, beard, or mustache you should always wear a Nomex hood.

The Nomex hood will also help to preserve the helmet because it will limit the amount of body oils, salt, and dirt that will enter the helmet liner. If you wear a t-shirt and blue jeans underneath your suit, the added fire protection to the suit is exactly zero!

DRIVING GLOVES:
The areas of the driver which end up with the highest degree of burns are the hands because the gloves were either dirty, oily, or fuel soaked. Dirty gloves prematurely wear the glove fibers and break down while oily or fuel soaked gloves, when exposed to a heat source, will actually start bubbling, steaming, and can ignite. In the event of a fire, wearing dirty gloves is as dangerous as wearing no gloves at all. If your race vehicle has a considerable number of buttons or controls, you will want to choose a glove that is conforming to fingers and not cumbersome.

To keep the gloves clean, simply put the gloves on your hands and wash with warm water and soap (Ivory or other mild soap) in a motion like washing your hands, then rinse thoroughly. With the gloves still on your hands place a towel around the gloves and squeeze dry until the excess water is gone. Then, remove the gloves from your hands and let the gloves dry on the towel, making sure to turn them over every once in awhile to dry evenly.

Due to the heat, drying gloves in direct sunlight, placing gloves over the top of a heater, or too close to a fireplace will cause the leather to shrivel up and get very hard and unusable. The recommended glove types for racing are Nomex, PBI, or Kevlar with a double layer backing and at least a single inner layer between your skin and the leather palms.

SHOES:
Cloth Converse "High Tops" just don't "cut the mustard"! Buy yourself some good quality shoes with fire resistant Nomex or leather uppers either suede or tanned. Suede should be treated with suede cleaner as needed and brushed with a suede brush to renew the surface texture. Never use an oil based leather conditioner on the leather shoes as it adds fuel to the fire. Wash the fire resistant fabric with a small scrub brush, a mild detergent, and water. After lightly scrubbing the surface area, wipe dry and allow to air dry. Do not put your shoes in a washing machine or a dryer as this may make the adhesives used in the shoe to deteriorate, and the shoes could fall apart.

HELMETS:
Frequently the question arises, "What is the difference between a Snell SA and an M rated helmet?" A Snell SA helmet means the interior of the helmet has a fire retardant Nomex fabric. The visor is made out of a thicker material and the chinstrap is also made out of a fire retardant material. Also the SA helmet is designed to impact round surfaces such as roll cages. An M is classified as miscellaneous motor-sports that consist of motorcycles, go-carts, and ATV's. The M rated helmet means the interior of the helmet has a nylon fabric that is not fire retardant as is the chin strap, and the visor is made out of a thinner material than a SA helmet. Also the M helmet is designed to impact flat surfaces such as the ground when you fall off a motorcycle. It would be necessary to pay close attention to your rule book for their requirements of SA and M ratings.

A good helmet has a Snell or SFI Foundation rating, and should be made of a lightweight construction to reduce neck fatigue normally associated with racing. The helmet must also fit firmly, but comfortably around your head with the chinstrap fastened securely.

Easy steps in determining the proper fit of a helmet are as follows. Put the helmet on your head grip the helmet and pivot it back and forth, your scalp should move with the motion of the helmet. Next, with the chin strap securely fastened, grip the back of the helmet with both hands and pull forward in an upward motion, the helmet should stay firmly on your head. If the helmet was removed from your head it is too large and may come off during an accident. The helmet you choose should provide good peripheral vision; different manufacturers and models will vary. "Controlled" helmet venting is a revolutionary concept in helmet design that should seriously be considered as it provides cool comfort that will keep the helmet shield fog free during an intense race.

Several manufacturers offer replaceable interiors if the old interior of your helmet should become worn out. Also a little sprinkle of baking soda now and then will help to reduce strong odors produced by sweat in helmets with liners in good condition.

Do not drop or throw your helmet, even if you are mad at the "other guy". Any sudden impact or heavy load can structurally weaken the helmet shell. An impact may cause a hairline fracture that can greatly weaken the integrity of the shell and may not be visually detectable. If the helmet took a blow that left the shell's integrity in question, send it back to the manufacturer for a thorough inspection or simply replace it.

HELMET SUPPORTS (Neck Braces):
You should always use a helmet support (commonly referred to as "neck brace") in conjunction with the helmet NO MATTER WHAT TYPE OF RACING YOU COMPETE IN! Use one that provides 360-degree support, the support should be at least 1" wider than the helmet at the bottom, or a minimum of 2 ¾" wide and the gap between the helmet and the support should be less than 1 inch either side of the support. The helmet support should have a high-density low recoil foam rubber core. You will be surprised how a good helmet support can increase your driving concentration by eliminating the forward, aft, and lateral motion of your head and sound absorption from the track and car. There is no current age dating on helmet supports, age dating does not affect gloves, shoes, underwear, or arm restraints. So do not be alarmed if the SFI tag on the helmet support is stamped a few months earlier than the date you purchased it.

HEAD AND NECK RESTRAINT DEVICES:
An item that has gained great media attention and has been a growing safety concern over the past few years is the head and neck restraint devices. There are a couple of viable safety devices on the market. The most reputable of these devices that come to mind are the ones that have been satisfactory tested in a dynamic sled test program. All of the products listed have been tested for at least 50G's and the neck tension has been less than 4170 Newton's during these tests. The products that have been successfully tested and passed are the: Tucker Helmet Harness from TEAMTECH Motorsports, D-*Cell from Simpson, Hutchens Device from Safety Solutions, HANS Device* from HANS Performance Products, and the R3 Device from LFT Technologies.

The SFI Foundation does have a test specification 38.1 for head and neck restraints. Although these restraints are more commonly found accompanying professional racers that are traveling at high rates of speed. This safety item is as important to have as a good driver harness. Educate yourself on all of these devices to assist your purchasing decisions.

SEATS:
All seats should incorporate at least five large smoothly contoured seat belt access slots into its design. One for the anti-submarine strap, with one slot for each of the right and left lap belts, and one each for the individual shoulder belts. In the next few years you will see the 5-point harness become obsolete and replaced with the 6- and 7-point harness systems. The 6-point harness offers better control over the lower pelvic region and greatly reduces the chest loading of the shoulder belts. The 6-point system has been noted to reduce the upper torso loading and head and neck whip caused from the forward motion of the head in a crash. The 7-point systems will further restrict the movement of the upper shoulders and head during a rollover and rearward impacts.

There are many seat designs with only one access slot for the shoulder belts. TEAMTECH has discovered that installing both belts through this type of arrangement have a tendency to cause them to dig into the neck, creating a very uncomfortable situation. This type of seat was really designed for the “Y”, “V”, or “looped” type of shoulder harnesses. The “V” and looped belts are legal in a few sanctioning bodies, but the “Y” type is now outlawed in SFI, SCCA Pro, NASCAR, IMSA, USHRA, NHRA, IHRA, and APBA sanctioned racing events.

When selecting a seat it should be a very rigid form fitting bucket type. Your belts are virtually worthless if the seat has excess flex or padding in its construction. If you feel the belts loosen up during a race check to see if your seat has any flex in it. If your seat does have flex in it, you will need to reinforce those areas from the backside with additional support. This is a common safety problem and needs to be addressed. Most importantly, choose a seat lightly padded (approximately 1/2’’ maximum of low recoil high density foam). Thin, but firm padding is more comfortable, less fatiguing, and most importantly it will reduce the chances of downward excursion of the pelvis, and this greatly reduces the occurrence of Submarining under the lap belt in the event of an accident.

From personal experience the use of bucket type seats on any race car provides additional support, reduced fatigue, the lateral support also reduced the constant adjustment of the flank, and the back muscles necessary to keep the torso in the upright position. In addition, a bucket seat provides better vehicle “feel or attitude”. The loss of traction and drifting of the vehicle are more rapidly and easily detected with this type of seat.

A properly fitting seat with good lateral support along with a 5-, 6-, or 7-point harness restrains the driver in position of the steering wheel and provides lateral resistant against side impacts. Who knows! It just may be the competitive edge to put you in the winner’s circle.

SEAT BELT INSTALLATION SUGGESTIONS:

1) Install the driver harnesses in accordance with the rulebook requirements of the sanctioning body by which you race. All parts of the harness webbing should have a clear and unobstructed travel path, and all of the mounting hardware should be installed to minimize the bending stress in the mounting brackets (Refer to figure one below), also the harness should never rub on pieces of the seat or vehicle. It is important for all areas were the belts pass through or over the seat to have an edge guard.

2) To ensure optimum performance and strength of all seat belt components do not attempt welding bolt-in hardware or eye bolts for snap-in hardware to the floorboards or to the roll cage. This can severely weaken the physical properties of the hardened steel. It is not recommended to drill into and through the roll bar to fasten the eyebolts for snap-in seat belt mounting hardware, as this can greatly reduce the strength of the bar. It has been recommended to place two 1/8” (minimum thickness) mounting tabs per bracket. You can also weld a TEAMTECH double shear bolt-in bracket (Part number: 2503.1) on a horizontal plane with flat washers placed in-between the two shear plates for compressive strength that is necessary for tightening the eye bolt.

3) Fasten all seat belt strap hardware in accordance with the instructions of the manufacturer, the track technical inspector, or the rule book of the race sanctioning body for which you race.

4) When using flat tri-glide adjusters always remember to loop the strap end back through the tri-glide adjustment a third time as this will help to reduce the chance of a strap loosening up. It is advisable to incorporate a second tri-glide adjustment on each shoulder harness just for added reinforcement particularly in off-road vehicles.

5) Lap belts should be installed through each side of the seat where the seat bottom and the seat side walls join together, thus allowing the lap-belt to snugly contour 180 degrees of the drivers pelvic area at a point just below the Anterior Iliac Spine. At no time should the lap belt be installed in such a manner, as it has to go around the outer sidewalls of the seat.
This is very dangerous because it will not provide any pelvic support at all.

6) Install the shoulder harness at the proper angle from the seat back and not from the back seat! The mounting points for the shoulder harness should be mounted so that when the belts go over the shoulder to their mounts the webbing is parallel to the ground. This is extremely crucial when using head restraints such as the Tucker Helmet Harness, HANS Device, or the R3 Restraint. When wearing a head and neck restraint please contact the manufacturer and sanctioning body to ensure proper seat belt installation for your particular device and vehicle. The shoulder mounts need to be as close to the shoulder as possible and can either be a tube mount, snap in, or bolt in, but check with your sanctioning body first. The width spacing of these mounts needs to be such that the distance between the inside of the webbing is equal to the driver's neck width. When using a yoke type head and neck restraint the spacing should be a maximum of three inches in-between the belts at the mounts, and a maximum of eight inches of strap length off the shoulder in order to keep the shoulder harness directly on the yoke.

7) The harness webbing needs to be mounted as close to the driver as possible (meaning the shorter the webbing, the more effective the harness). Make sure that the lap belts are positioned on the pelvic bone with the arm restraints securely anchored at the shoulder hardware to buckle connection, and always use a 5-, 6-, or 7-point anti-submarine strap. In a dynamic lateral rollover or end–over crash your arms will fly uncontrollably inside or outside the cockpit no matter how strong your arms may be unless you are using quality arm restraints combined with a racing harness. A good arm restraint may even prevent you from busting your knuckles on the dashboard gauges. Arm restraints greatly reduce the chances of a severe injury to an arm. This is an excellent safety item to use in a closed cockpit vehicle and is mandatory in all open cockpit vehicles everywhere.

8) When mounting the 5-point anti-submarine belt for an upright seating position (Reclined less than 30 degrees) the 5-point belt should mount in line or slightly behind the chest line when the driver is seated in the car. For reclined seating positions it should be mounted approximately 10 degrees behind the chest line, measured from the intersection of the chest line and lap belt buckle.

9) The 6-point anti-submarine belts should be such that as the straps continue off-from the thighs to the mounting locations, the straps should travel at a 30-degree angle in relationship to the upper thighs. The straps should have at least five inches of separation between them as they pass through the seat. The further the mounts go rearward the greater the separation that is needed, for instance if the 6-point mounts are through the seat back the minimum distance that they can be apart is ten inches. The 6-point mounts should be at least rearward of the driver's spinal column. The 6- point webbing cannot come through the 5-point access window, but instead should come through its own individual windows. The orientation and the size of the window in the seat should be such that they will allow the belts to travel forward 30 degrees to the upper thighs without obstructions. Lastly be sure to adjust all straps as secure as possible (leaving no slack) before racing in any and all events.

10) After 18 years of assessing the benefits of a sternum strap along with the chest and pelvic pads built into the harness a good sternum strap, if installed properly, can prevent the belts from slipping off the shoulder in a crash, and provides excellent lateral support while reducing the constant adjustment of the flank normally experienced when cornering at high speed. In addition, it has been proven through research that a sternum support system should be as light as possible and worn at breast level or slightly below for best performance. The strap must be soft and flexible with proper padding directly behind it. The sternum strap must be permanently attached to each of the shoulder straps just above the shoulder adjustment hardware. When buying belts with a sternum strap, make sure that you will be able to release it with one quick movement of the hand and move up and out of the shoulder belts without obstruction in one rapid movement. TEAMTECH's sternum strap and chest padding system is the best method to use for keeping the belts on the yoke type head and neck restraint device. All crash tests we have performed and professional drivers will agree that the TEAMTECH RamPac and JetPilotPac are the most effective harnesses for use with the yoke type head and neck restraint devices.

The unique TEAMTECH chest and pelvic padding system (patented) helps to rapidly dissipate and spread out dangerously high impact energy normally concentrated at the neck, collar bone, and pelvic bone regions. This unique padding design has been racecourse proven by the best of drivers to greatly reduce driver fatigue and increase driver concentration no matter what type of racing you compete in. After using a properly installed sternum strap and padding system in competition you may feel naked without it! It has been proven to reduce lap times as reported by many professional racers.

NOTICE: There have been some misconceptions surrounding the TEAMTECH sternum strap over the past year that should be addressed for historical accuracy. The SFI specification states that the buckle should release all straps with a single motion of the hand. Some of the harness buckles introduced into racing during the 60's and 70's required a two-step operation to facilitate the release harness straps at the buckle because it would bind-up during the second stage operation and not release. The point must be clarified that the SFI specification requires a one-stage operation to release the buckle. It does not in anyway refer to the sternum strap! If this was true then SFI would not list requirements for a sternum strap. Sternum straps are a SFI Manufacturer Certified safety component with performance requirements written in the SFI Driver Harness Specification 16-1. Furthermore, the vast numbers of sanctioning bodies encourages and/or recommend the use of a sternum strap designed especially like TEAMTECH's sternum strap because of the many benefits derived from its use.

Another misconception surrounding the TEAMTECH sternum strap is that "A sternum strap will choke or cut the user in a frontal impact". Nothing could be further from the truth in regards to the TEAMTECH sternum strap. TEAMTECH's sternum strap has been designed with soft materials especially selected and accepted by many sanctioning bodies; also TEAMTECH's patented chest padding system is unique in that it causes the user to wear the sternum strap in the correct location each and every time while protecting the neck and throat tissue. Additionally, the sternum strap is designed to simply release automatically if it ever becomes overloaded. The TEAMTECH sternum strap design has worked safely and successfully for years assisting drivers of all types including those with physical challenges such as paraplegics and drivers that have had recent open-heart surgery for 18 years without one known incident. Again the TEAMTECH sternum strap is SFI Manufacturer Certified, approved as spelled out in the SCCAPro Rule Book appendages, and follows the guidelines as indicated by NASCAR.

Remember, never let someone's "smoke in mirrors" discourage you from a very enjoyable driving experience while using the only patented sternum strap that is proven to make you race faster, safer, and more secure than ever before educate yourself with all of the facts before you buy. When the occasion presents itself when you are asked about sternum straps let everyone know that we have two hands. One hand releases the buckle and the other hand releases the sternum strap, this operation should be done simultaneously with both hands.

TEAMTECH recommends for you to promote safety in your sanctioning body in the following manner: Ask your sanctioning body or club to implement emergency evacuation program that TEAMTECH has first devised which is called the "12/9 Racer Emergency Evacuation Procedure" or "12/9 REEP". Here is how it works; each driver regardless of what safety equipment they have on board should be able to quickly but safely evacuate their race vehicle in 12 seconds or less and 9 seconds for formula or open cockpit type compartments. Safety teams shall be able to arrive to a vehicle involved in an accident within 15 seconds and have any fires under control in another 15 seconds. These parameters are derived by the TTP ratings of the driver fire-suits of minimum protection and should dictate how quickly a track safety team should arrive and have a fire under control. Any professional medical technician will tell you that time is important in extricating an injured driver but not in a careless hurry, this will only worsen a possible serious injury. Fire drills and emergency evacuations are standard practice in schools K-12 grades; why not with racecars...does it not make sense?

Several sanctioning bodies we have recommended the 12/9 SEER to such as SCCA Pro Racing have already tested it in their series with fantastic results. In fact it was received so well, that as of 2005, SCCA Pro officials wrote 12/9 SEER into the rulebook. We have also talked to a national racing school about using it and they have practiced the 12/9 Second Racer Evacuation Procedure since 2004. Both sanctioning bodies commented that at first it was discovered that many racers have taken as long as forty seconds to evacuate their car, only because they never had to unhook the equipment before by themselves especially in an emergency situation. Now, as a direct result of the 12/9 Second Emergency Evacuation Rule, all drivers are able to remove themselves in 12/9 seconds or less, unassisted, and without a panic…Further a prominent driving school instructor has been noted of saying "The 12 Second Emergency Evacuation Rule has worked perfectly for our driver's safety, so I don't care what the drivers wear as long as it is the minimum required to enhance their safety". Remember, if you should crash the vehicle return the harness to the manufacturer for inspection before re-using. Many manufacturers will not charge you for an inspection. The harness system should be replaced immediately if the webbing becomes cut, nicked, frayed, and/or weakened due to sunlight or chemical deterioration and should be replaced if any buckle or hardware component becomes bent, deformed, or rusted. Always keep your belts out of direct sunlight as the Ultraviolet rays emitted by the sun will quickly damage and weaken the strength of the nylon or polyester webbing.

It has been proven in several southern states, that nylon webbing subjected to three months of direct sunlight will loose as much as 45% of the original tension strength. Six months of direct sunlight will loose as much as 56% and after ten months of exposure tension strength drops to 73% of its original strength. While this test is extreme and the results are somewhat alarming, the lesson is to take proper are of your safety equipment and it will take care of you. The remedy is simple, keep your belts covered up after each race with a towel or a blanket and while storing the vehicle.

Caring for your seat belt buckles. The rotary release and latch/link buckles have moving parts that should be routinely cleaned and lubricated with a dry lubricant; a dry graphite or molly disulfide will work very well. Especially if you race off road, a dry lubricant will not attract dust and desert silt on the release pins in the rotary release buckle, which can cause the release pins to become sticky. After taking apart any rotary release buckle use a thread locking agent on all screws and tighten snugly when assembling the rotary buckle.

Do not take chances. If your buckle does not function properly don't use it! Immediately call the manufacturer for technical assistance. Make it a part of your checklist to send your harness back to the original manufacturer and have it inspected annually. This is your least expensive and best assurance policy.

WINDOW NETS:
TEAMTECH recommends that all cars have a window net installed. TEAMTECH also recommends to use a Mesh style window net instead of the Ribbon style (when allowed by the sanctioning body) since the Mesh nets are actually stronger, and easier to see through. TEAMTECH has found through testing that during a fire the Ribbon style window net actually gets tighter and can be very difficult to release due to the release mechanism binding. TEAMTECH has also found that the Mesh style when subjected to a fire actually relaxes and is easier to release. Also the mesh window and center nets have less of a chance of the driver's helmet getting caught in it because the openings in the mesh net are much smaller. All Mesh window nets are Patented by TEAMTECH so if your net doesn't have a patent number on it, chances are someone is selling you an illegal copy. You can be assured that when you are purchasing a Mesh window net from TEAMTECH you are buying the best and the original Mesh window nets.

CENTER NETS:
TEAMTECH recommends that all cars have center nets installed. They should be installed in such a manner that the center net is installed on the inside of the headrest to form an extension of the headrest. If the center net is installed in this manner, then the drivers head cannot get caught in-between the center net and the headrest. Also if the center net is a mesh style the driver has less of a chance of having their helmet get caught in it over a ribbon style

ROOF NETS:
Roof nets are designed to be used in high-speed applications and open cockpit cars such as sprint or outlaw cars and should be used in conjunction with arm restraints.

FIRE SUPPRESSANT SYSTEMS:
Direct the nozzles of the fire suppressant systems to the driver's cockpit, fuel tank, and near the carburetor. Never place or aim spray-spouts directly at the driver's face or less than 12" from the driver as cold burns on the driver's skin could result upon the system's discharge. Position all spray-spouts downward, with the fire bottle installed horizontally (bottle head forward or lateral). Keep all fire bottles out of direct sunlight, and avoid high temperature areas of the vehicle. If you use a pull-activation be sure that the pull-knob is located directly in front of you and within an arms reach to easily facilitate the system's activation. Routinely check the volume gauge of the bottle before each race. Absolutely do not "run on empty"! If you are approaching a vehicle fire with an extinguisher do not under any circumstances raise the hood, instead simply spray in and around the wheel wells, nosepiece, and the underside of the engine first to reduce the size and heat of the flames. Then proceed to open the hood in a crouched position bending at the knees, as this will help to minimize the flame and heat that would escape otherwise and burn you.

CONCLUSION:
Remember, good installation of all safety equipment begins with you, do not ignore it. If you are in doubt about your method(s) of installation, consult with the rule book of the sanctioning body under which you race for recommended methods or call your local track technical inspector for help.

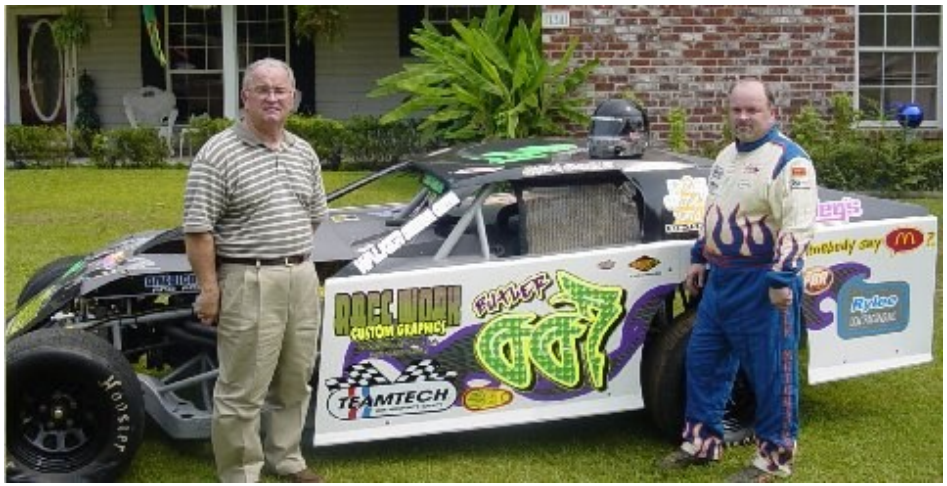
Check your installations a few days in advance of your first race to give yourself time to make any of the necessary changes. A checkup such as this can prevent unwanted and unnecessary aggravation or an unwanted trip back to the garage without a chance to race at all, just because the equipment was not installed correctly.

LETTER FROM BUTLER MOTORSPORTS

Mr. Tucker,

I would like to thank you for making a super racing safety product! In February of 2005 we were testing for the up coming season in Gulfport Mississippi and flipped our new car. Your' Ram Pac Belts performed great, they kept me in the seat and prevented me from getting any serious injuries. The padding in the shoulders, chest and buckle area provided excellent protection and did not leave any bruises. The window net and neck brace also performed well and added to the over all safety package that kept me from serious injury. TEAMTECH Motorsports Safety is a must for any serious race team!

Thanks,
David C. Butler III
BUTLER MOTORSPORTS



LETTER FROM A L MOTORSPORTS

Dear TEAMTECH,

I have been racing in the Cup Lite Series for 5 years. After last years loss of Dale Earnhardt and other drivers, I started looking at helmet harnesses. Cost was not a question. I purchased the Tucker Helmet Harness and was very glad I was wearing it at Holland Speedway on June 22, 2002. I was in a high speed crash, and slammed into a concrete wall at a bad angle. I believe I would have been badly hurt without this helmet harness system.

Sincerely,
Al Shaw
A L Motorsports

LETTER FROM LINDLEY RACING

Mr. Tucker,

Just thought I would write a letter of thanks for providing me with product of superior design and integrity. While racing last season at St. Petersburg, I had the unfortunate occasion to test your product while hitting a concrete wall at 130 mph.

One other entrant survived a similar crash but did not fare well. He was knocked unconscious, fractured a shoulder, and experienced extensive bruising. I however, came away with only a bruised pocketbook! I was wearing your complete 6 point safety harness with sternum restraint and didn't even move in my seat.

I take my hat off to your organization for a superior product. I will recommend your services to any competitor I meet.

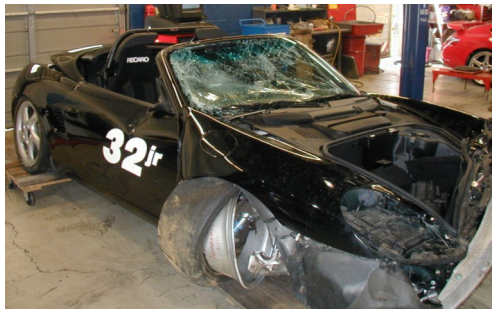
Best regards,
Lindley Racing

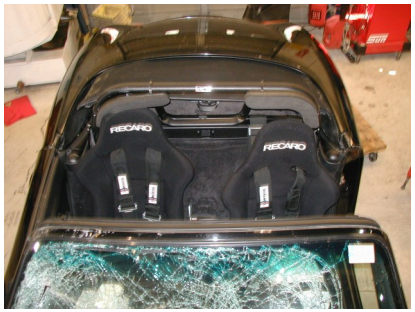
LETTER FROM DOUGHERTY AUTOMOTIVE

Dear TEAMTECH,

One of our customers was in a severe crash recently and thanks to the recent addition of a **TEAMTECH** harness, he was completely uninjured. The passenger was programming an on board computer "real time" with a lashed down lap top computer. He suffered minor injuries. The difference was obviously the harness design. The passenger was using what had been the driver's harness before the **TEAMTECH** replacement. The car, a 400+ horsepower Porsche 944 Turbo (2200 Lbs.) went off course at high speed and into trees at an estimated 60-70 Mph. The car hit head on and was demolished. Font suspension tore off, roof buckled, etc..., a real mess. The passenger was badly bruised by slip on type padded shoulder harnesses, and probably came close to a broken sternum. He was quite sore for a week or so. The driver, though shaken up, was un-bruised and without lingering pains. All who witnessed the crash were sure there would be some serious injuries. That both occupants walked away is impressive testimony for a proper roll cage, seats and harnesses. The crash also demonstrates that all safety equipment, i.e. harnesses, are not created equal. The superior design concept of the **TEAMTECH** harness compared to a "name brand" harness could not have been more apparent. The **TEAMTECH** harness is the only one we will sell our customers and we can do so with great confidence. I thought you would like to know of this "test" and its result!

Bill Dougherty
Dougherty Automotive





LETTER FROM DALE WOOD #46

TEAMTECH,

I am just writing a letter to inform you about your "Awesome" business, and that I really appreciate your equipment. I bought a Tucker Helmet Harness for myself and I guess you could say I put it to the test. Last year I drove a 600cc Mini-Sprint on asphalt and had a very bad crash. Going into turn one with five laps left in the feature, my car wouldn't steer (later we found that the front right spindle had broke). I hit the wall head on at 125mph. After the race, some kids asked what device I was wearing, I replied, "It was a lifesaver." I recommend it to anyone who races. It works!

Dale Wood
#46

LETTER FROM BAY CITY MOTORSPORTS

Dear Mr. Tucker:

This letter is to thank you for the excellently engineered race harness we purchased from TEAMTECH in February. The harness did its job on May 3rd at Baton Rouge Raceway when our driver, David Kountz, flipped his Sprint Car at 80+mph. David recounts the incident saying, "The car felt like it flipped 10 times. Once I came to a stop I was dazed, but I quickly realized I was unharmed. I wasn't even bruised from the belts!"

After flying some 15 feet in the air, the car was demolished. Thanks to the TEAMTECH harness, David was not. He suffered only two small bruises on his arms from his racing seat. The harness was worth every penny it cost. Again, thank you for a comfortable, well-engineered race harness that works as well as it feels.

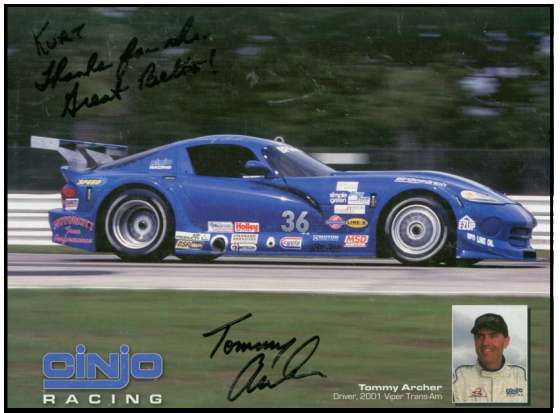
Sincerely,

David Kountz
Owner/Driver

Marcus Graham
P.R. Representative

JOSH SCHMIDT

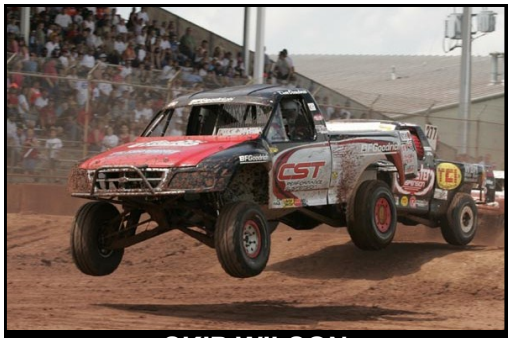
PREDATOR



TOMMY ARCHER

DAN BOUDAUX

SONNY HAWKINS



SKIP WILSON

KENT BIDDINGER

BLACK STALLION

GERRY TURK

DAN BOUDAUX

JOSH SCHMIDT

KENT BIDDINGER

BLACK STALLION