

Setup between steering wheel and accelerator pedal

New technology for an increase in performance for professional racing drivers

No matter if two or four wheels: as long as the driver is talented and in top form, the basics and setup of the sports equipment (car/bike) are all right then the declared goal of every team is to win. In motorsports it is widely known that the perfect setup is connected with air, its influence and usage. It is most important to use this invisible power in the best possible way, to understand it, use it, guide it, displace it and in the end burn it. It does not matter if warm or cold, wet or dry – engineers know everything about the characteristics of air and use its power in the best possible way in the challenge against the stopwatch.

That is the only way to achieve the best time on track and get the pole position.

Aerodynamics, air intake, tyre pressure, ventilation of brakes and motor: fine tuning and setup are crucial for winning or losing. The understanding of and the consideration for this element are ever-present in professional motor sports and as a saying suggests “are in the team’s blood and running through their veins”. But what about the drivers understanding for his own utilization of air? Besides the little amount of liquid which normally is used up and sweated out quickly air is the indispensable fuel on board. Wearing the seat belt tightly during a race the driver is alone with this invisible fuel and functions as a living, biological control centre between steering wheel and accelerator pedal and thus is responsible for keep essential body functions running for every second of the race, e.g. concentration, reaction and fitness.

Heart, brain and eyes are the organs which need the biggest part of respiratory oxygen and use it (in parts as a result of biological processes) in a wasteful and inefficient way. If a motor used petrol in a similar wasteful way the responsible engineer would be fired. Not even a quarter of oxygen, which makes up 21% of respiratory air, is utilised in metabolism. This is because it is planned by nature that we exhale 75% again unused especially when being stressed or doing maximum performance. Medical circles and sports athletes had to live with this situation and by now have understood that more oxygen, ozone or ionising do not result in a better performance but in worst case could cause damage. The human body is not able to utilize more oxygen and would oxidize and overacidify much faster. But apart from that fact these methods would be considered to be doping, even though up to today scientists have never been able to proof its positive effects.

“We can not change the human body but we can change the air we breathe” says Guido Bierther, general manager of Airnergy, the manufacturer of an innovative technology in Hennef, Germany which is supposed to compensate for deficits in performance. Following the science of bionics Airnergy was the first to develop a method which processes respiratory oxygen with the result that it has a greater effect on the human body and that the body can better turn oxygen into energy. All you need is the device and time – at best about one hour before the race. For 21 minutes you breathe “living air” through a lightweight nasal cannula which had been purified within the device before. The body already knows this kind of living air and manages the rest.

Jenson Button and Rubens Barichello for example always take their Airnergy-energy-station with them to use it after flights, against jetlag or along the world’s racetracks. They have implemented Airnergy into their training programme which is something the well-known Formula One physiotherapist Balbir Singh recommends professionals racing drivers to do. Singh is a supporter of the Airnergy therapy and in his opinion and according to statements of several sports therapist it is a “must have technology” for today’s motor sports.

Important to know is the fact that Airnergy is no doping and certified as such by NADA. Safety of men and material is all that matters.

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