

Body (6-10)

Posted by joepaluch - 07 Nov 2009 22:57

These are PROPOSED changes gather from the various discussions. Use this area to further discuss these. Based on the feedback we get the rules will be changed (or not) to reflect these updates. It is anticipated that some rules changes will NOT be accepted, but all are up for debate.

6 Min weight 2650

Mininum 2650lbs with driver

7 Starters (no heavier than stock)

Aftermarket starters are allowed, but they may not weight more than XXlbs (stock early starter)

8 Cut metal supports on hood

The sheet metal support frame on the under side of the hood that may be removed or modified

9 Lexan Windshield

Lexan windshields are allowed with a minumum thickness of 1/4 inch. (EDITED 11/24/09, Was 3/16)

10 Jack plates

Factory Jack points located on each rocker in the middle of the car may have plates of 4"x4" max per side to limit deformatinon of these points that can occur during raising of the car.

Re:Body (6-10)

Posted by Motul 47x - 08 Nov 2009 03:58

Why the 2650! I already have ballast in my car and don't feel good with adding more in that area.!!

Re:Body (6-10)

Posted by JRichard - 08 Nov 2009 07:30

I'm with austin on the weight, after getting it down I'd hate to be adding it back...are cars having trouble getting to 2600? I see most bolting in ballast.

Re:Body (6-10)

Posted by cbuzzetti - 08 Nov 2009 13:58

6. Add weight???????????

7. No need to change this rule. Starters are a dime a dozen. Check with local rebuild shop and salvage yards.

8. NO NEW RULES These are the types of things that will lead to the end of this class.

9. No need to add weight if we are taking it out of the windshield. I'm 50/50 on this one. But would prefer to see NO NEW RULES

10. This is one that actually makes sense. If added be sure to include a thickness spec to material so it does not become ballast. I still prefer "NO NEW RULES";

Re:Body (6-10)

Posted by F1rocks - 08 Nov 2009 23:42

I would concur that 2600 pounds car and driver is the right number. I'm 260 pounds and my car and I meet the weight requirement.

Although would the additional 50 pounds make it easier for new guys coming into the division to not feel like they have to get the car as stripped to still make competitive weight?

Heck, if we make it 2650, I'm having a Double Whopper with Cheese for lunch instead of my Lean Cuisine....(j/k)

On the Windshield, I could care less about the weight aspect of the Lexan, I'M JUST TIRED OF CHANGING WINDSHIELDS.....brand new windshield after two races already has two small chips. I could have installed a Lexan (with little or no appreciable weight difference) for the price I'll have in yet another windshield for next year.

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Re:Body (6-10)

Posted by JRichard - 09 Nov 2009 01:48

ANY chance of an option of running a turbo front valance? An AIR or GT Racing replacement? Mines getting torn up and ot would be nice to have an option besides the sawzalled factory bit...

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