

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

Minimum 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 occuring during raising of the car.

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Re:Body (6-10)

Posted by Big Dog - 19 Nov 2009 12:35

Joe, I posted the weight of the glass windshield and lexan. The difference is way less than 17 lbs. The glass weighs 22 pounds. I don't remember, and did not do a search, for the weight of lexan but belive the differenc is about 10 to 11 pounds.

I am sure that someone will find the post and update us here.

Big Dog

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Re:Body (6-10)

Posted by Sterling Doc - 19 Nov 2009 20:34

F1rocks wrote:

... I'm still intrigued that 7 pounds for this would be so difficult yet we can change the roof panel to aluminum....

1. Because there are non-sunroof cars.

2. Headroom reasons.

3. It's very inexpensive & simple to do.

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Re:Body (6-10)

Posted by F1rocks - 20 Nov 2009 06:37

Sterling Doc wrote:

F1rocks wrote:

... I'm still intrigued that 7 pounds for this would be so difficult yet we can change the roof panel to aluminum....

1. Because there are non-sunroof cars.

2. Headroom reasons.

3. It's very inexpensive & simple to do.

There are cars running open diff vs. closed diff too, the percentage of non sunroof cars is so low it doesn't matter.

I'm 6'2" I have zero problems with headroom. Who has put in an aluminum roof for headroom reasons?

Coilovers are getting pretty cheap and boy they are really easy to do (I don't support coilovers BTW)

Heck I'd be more than willing to weld 10 pounds back to the roll cage or something to eliminate the chipping and cracking. I'm not looking for a performance advantage, my lexan turbo s windshield has been trouble free for four years and after this last windshield I would have already been able to pay for the cost difference.

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Re:Body (6-10)

Posted by Sterling Doc - 20 Nov 2009 07:25

There are good arguments for Lexan, and they are being given serious consideration.

The 7lb delta between Lexan & glass is a good data point - thanks.

There are some 6'5" drivers in the RMR- they requested modifications to allow more headroom last year.

A sheet of aluminum is

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Re:Body (6-10)

Posted by JRichard - 20 Nov 2009 07:35

This brings up an interesting point if we have a minimum weight and most everyone can get to it does it really matter? It seems that anything that reduces weight is fair game and has no real cost implications because you can get to minimums without going for a bunch of high tech lightweight bits... I realize that within the 2600lbs you could redistribute with components but can you make that big of a change? When you do a weight/balance on an airplane you can move all kinds of fuel passengers and loads... The cg only moves around a few inches. I would think the potential change in a 944 would be even smaller and of very little real advantage...I've got two racecars both with split windsheids that were new at the beginning of the season and were about \$250 each they will be marginal soon. I think I would go plexi even if it was the thicker 5/16 with no weight difference if they would last longer.

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Re:Body (6-10)

Posted by F1rocks - 20 Nov 2009 08:31

Sterling Doc wrote:

[quote]There are good arguements for Lexan, and they are being given serious consideration.

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