

## **Body (6-10)**

Posted by joepaluch - 07 Nov 2009 22:57

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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 minimum 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 deformation of these points that can occur during raising of the car.

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## **Re:Body (6-10)**

Posted by jaje - 09 Nov 2009 06:40

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### **6 Min weight 2650**

Minimum 2650lbs with driver

If we are moving to a 205 sized tire I would not recommend forcing the cars to be heavier.

7 Starters (no heavier than stock)

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

Not sure if this was even an issue.

8 Cut metal supports on hood

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

Not sure why we'd want this...it makes the hood flimsier yet lighter.

9 Lexan Windshield

Lexan windshields are allowed with a minumum thickness of 3/16 inch.

I'm not against this as several people are having issues with cracked windshields - but the glare you get from lexan especially if at dawn or dusk will be impossible to see through.

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.

this shouldn't be an issue...i had jack reinforce plates put in so that I could jack up the car much easier.

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**Re:Body (6-10)**

Posted by JerryW - 09 Nov 2009 11:57

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**joepaluch wrote:**

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6: No - haven't heard good arguments to change.

7: No - stock starters are plentiful and I don't hear of frequent failures.

8: Neutral.

9: No - upkeep of Lexan would be more intensive and I believe Lexan would need to be replaced more often that the stock glass for safety.

10: Yes - safety for jacking.

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**Re:Body (6-10)**

Posted by Rich Geisler - 09 Nov 2009 23:54

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NO to 2650!! YES to 2550 and lexan.

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**Re:Body (6-10)**

Posted by bay924s - 10 Nov 2009 01:40

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We are two months from the start of the 2010 race season...I feel it's too late for new rules....

Clarification of rules are acceptable....

Steve

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**Re:Body (6-10)**

Posted by Weston - 10 Nov 2009 05:48

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I can't support #6... 2600lbs is an achievable number; it just takes some effort for late cars and/or larger drivers.

#7 is good.

#8 has me on the fence... I personally wouldn't mess with it, but I don't care if others do.

#9 is good as long as the weight is the same.

#10 is a good idea, but we need to also limit thickness, weight, and how many of them. We don't want these being used as ballast.

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