

## **Lexan windshield?**

Posted by mcmmotorsports - 29 May 2009 23:42

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How about allowing lexan for windshields? I am not sure if it has been debated before (I am sure it has since I am new) but other than weight savings up high, I am not sure it would be an unfair advantage to those that do not have one.

It's just that replacements are becoming expensive. Yes, the thick lexan is not cheap either BUT once you do change it, it won't crack again.

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## **Re:Lexan windshield?**

Posted by spec944#74 - 07 Jun 2009 08:47

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I can tell you that broken windshields are all too common in AZ. I have gone through three in two years. As far as Charlie's concern about "got to have to win" syndrome, as long as the car required to have a spec weight I don't see how lexan would give a competitive advantage except for where the weight is on the car.

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## **Re:Lexan windshield?**

Posted by Big Dog - 07 Jun 2009 09:43

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If the cost of Lexan is \$400 plus a tearoff at \$80 for a total of \$500. It is a no brainer.

## **LEXAN**

Now, this windshield issue many not be a big deal for Sterling Doc and others in some regions, however, I am looking at needing my fourth or fifth (I have lost count). I race at Willow Springs (tons of rocks), PIR (way too many rocks), Firebird (again, tons of rocks) and some others that rocks are an issue. Dave Hauck had a new one crack the first weekend. Steve just posted his windshield woes. I have had them get cracked within two events. Now, I did not replace it till it got bad but a cracked windshield is a safety issue.

PCA will not allow a car to run with a cracked windshield because of the safety issue.

Sorry Charlie, but here is an issue where spending \$175 more for a lexan windshield would likely save

me much more than that during the course of a year of racing. We are trying to get lower cost racing while maintaining equal racing.

On the cost (and safety?) issue, Lexan should be a legal option for us.

On the performance issue, there is still a question on weight that needs to be addressed. The weight issue, Steve, is that the weight of the windshield is up high and removing weight there is an advantage (however slight). I will check the weight of glass and lexan and post the results. If the lexan is appreciably lighter, the rule change could require ballast to be mounted on the roll hoop above the windshield to remove any possible competitive advantage. This would be simple to administer in tech and we all have access to each others cars.

Big Dog

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### **Re:Lexan windshield?**

Posted by cbuzzetti - 07 Jun 2009 11:52

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Something to consider is adding two tearoffs to a new glass windshield.

I was planning on doing this when I replace my cracked windshield (Willow Springs).

My biggest issue with new rules is that it opens the door for new rules every year. Then new rules for a separate region. Once a pattern is set it continues.

I have seen it ruin good spec classes like Pro7 in So-Cal SCCA.

NASA does have an advantage since rules are national and not regional.

The only two spec classes I have seen survive so far is Spec Ford Racer (SCCA) and Spec Miata. Both of those classes have survived because of a rules lock down. Very little has changed since the inception of both of these classes.

It is a program we should follow.

Charlie Buzzetti

#999

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**Re:Lexan windshield?**

Posted by Sterling Doc - 07 Jun 2009 12:29

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Don't get me wrong, I feel this is a legitimate issue & question. Though this is not an issue locally, it may be the right decision for the class if it is widespread elsewhere. So far there are a few making a strong case for this. What about the other AZ/California guys?

Charlie, we're through a 3 year rules freeze, and will freeze them again. We are a conservative, but not inflexible bunch of directors. Speaking of SM's, how are they doing with their glass?

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**Re:Lexan windshield?**

Posted by cbuzzetti - 07 Jun 2009 14:28

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Not sure how many of the So-Cal guys are on here. I know that most of the POC crew does not visit here. There is about 15 of them.

If you race at Willow Springs you have a chipped or cracked windshield.

Not sure if Tim C comes here but he rents cars so he could have some good info on this.

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