

IV. Introduction - Continued

Two methods of producing light gauge panels were investigated.

1. Chemically reducing the thickness of production panels by dipping them in an etchant solution until the desired thickness was obtained. For this process the facilities of Chemical Contouring Corporation of Gardena, California were used.
2. Stamping the panels from half gauge material on production dies by inserting two sheets in the die for simultaneous stamping. Door panels, quarter panels, and inner and outer deck lid panels have been produced by this method.

Panels of both types were used on this car.

To conserve time in the build-up of this car, a body-in-white was obtained from the production line with the following omissions.

2424518-9	Inner Roof Side Rail
2422058	Roof Panel
2422067	Deck Opening Upper Panel
2482546	Deck Opening Lower Panel
2201526-7	Fender Side Shields
2204184-5	Front Side Rail Suspension Control Arm Bracket Assembly
2484932-3	Quarter Panels
2099334-5	
2099339	Radiator Yoke Assembly
2099598-9	
2422060	Shelf Panel

The wheelhouses were attached to the floor pan with a minimum number of welds to facilitate removal.

The body, as received, and the areas of rework are shown in Figures 1 through 4.

Table I of the Appendix lists the areas of the body which were modified by removing production components and replacing them with components designed for racing. This table shows the weight change associated with each modification for comparison.

Table II lists the non-production additions to the body for racing and their weights. These additions include such items as the roll cage, tubular reinforcements and cover plates. The production parts used to complete the body and their weights are shown in Table III.

Table VI lists the parts which were installed on the body prior to the final weighing but which are not included in the production body-in-white. The total weight of these items is subtracted from the final weight in Table VII for comparison with the production body-in-white.