



KUMHO TIRES

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Grassroots 
Motorsports
THE HARDCORE SPORTS CAR MAGAZINE



POWERED BY



The Kumho Tires Grassroots Motorsports \$2010 Challenge powered by Racingjunk.com

Important phone numbers:

GRM office: (386) 239-0523

Pre-event stuff:

Since this is an editorial function, we need some information on you and your car. Therefore, we need for you to complete the enclosed information and budget sheets before you begin your runs. The completed sheets **MUST** be handed to the *GRM* staff at registration. Any photos from the build-up of the car would be appreciated, too.

Remember:

The point of the \$2010 Challenge is to have some fun and make an interesting story for our readers. We hope you visit the event with the same lighthearted view that we have.

Please feel free to ask any staff member at the event any questions you may have. Note: The *GRM* staff will not be able to supply event photographs to participants or return any build and budget sheets or receipts.

Schedule of Events

Thursday, September 30: Welcome Party/Competitor Check-In

The host hotel for this year's Challenge is the Best Western Gateway Grand, 4200 NW 97th Boulevard, Gainesville, FL 32606, (352) 331-3336.

All participants are invited to a welcome party/competitor check-in at the host hotel from 5:30-9 p.m. on Thursday. Be prepared to hand in your

completed entry forms and any build information at this time (including budgets). Refreshments, including finger food, appetizers and beverages will be served.

Wristbands will be distributed to all paid entrants and guests. The wristbands **MUST** be worn at all times from this point forward. They are waterproof.

Friday, October 1: Autocross and Concours, Gainesville Raceway, 11211 N. County Road 225, Gainesville, FL 32609. We will converge at the Gainesville Raceway gates at 8:00 a.m.

Cars will be teched by *GRM* and Gainesville Raceway staff. Cars must meet all NHRA rules for bracket-type racing (see www.NHRA.com for more details). In addition, all cars must pass a basic SCCA Solo or NASA Autocross safety inspection where they will check items such as factory seat belts, battery tie-down strap, throttle return spring and lug nuts (see www.SCCA.com).

The first car off at 10 a.m and the last runs will finish around 4pm. There will be a minimum of three (3) and a maximum of five (5) timed runs per car. There is no run order throughout the day, but we encourage you to use your time wisely.

Like any typical SCCA Solo event, only the fastest timed run counts. There will be expert drivers on hand if you'd like them to drive your car. Their runs count toward your five total runs.

We will be asking for course workers throughout the day. The more volunteers that we get, the smoother this event will run. Get the best seats in the house for watching the autocross!

The concours will be open from 9:30am to 4pm.

Friday, October 9 (evening): Social, Best Western Gateway Grand, 4200 NW 97th Boulevard, Gainesville, FL 32606, (352) 331-3336.

There is a Friday night get-together at the host hotel. Friday's function is from 7-11 p.m. There will be door prizes, finger food, appetizers, carved meat, etc. An A/V screen will be showing car-guy movies. There will also be slot car racing courtesy of Scalextric. Water, iced tea, coffee, soda and beer will be served.

Saturday, October 2: Drag Racing, Gainesville Raceway, 11211 N. County Road 225, Gainesville, FL 32609

The Gainesville Raceway gates will be open at 8 a.m.

The drag racing portion of the event will be run as a time trial. We should have cars on track by 9 a.m. We have the strip rented until 5 p.m. All you need to do is hand in your best time slip by the end of the day to our registration table.

There will be several staging lines for cars. Cars that have not taken any runs will be in staging line 1, cars that have taken more than one run will be in the next staging line. If the competitors limit their runs to 5 passes, the event will run smoother and more efficiently.

If there is inclement weather, the drag racing portion of the event may be cancelled. The results would then just count the autocross and concours portions of the event.

Saturday, October 2 (evening): Awards Banquet, Best Western Gateway Grand, 4200 NW 97th Boulevard, Gainesville, FL 32606

Saturday evening's awards banquet will be held from 7-10 p.m. at the host hotel.

\$2010 Challenge Scoring

The dynamic score from the challenge will be scored by adding the competitor's fastest drag time and their fastest autocross time together. This will give their "dynamic time"

The lowest dynamic time worth 100 points. Points for second and subsequent places are determined by dividing the winning time by each other time, then multiplied by 100.

For example, if the winning combined dynamic time is 74.2 seconds, and second place is 75.0 seconds, the 74.2 driver receives 100 points while second place gets 98.9 points ($74.2/75.0 = .989 \times 100 = 98.9$).

Concours scoring is based upon the car's score in each of 4 categories: Engine, Interior, Exterior and Overall Appearance. Each category has a maximum of 25 points, for a total concours score of 100. The "overall appearance" portion of the total concours score is used to judge effort and creativity.

The concours is worth 1/4 of the dynamic score in the total scoring and is therefore divided by 4 before being added to the other score.

Adding the competitor's dynamic time to their concours score/4 will give the competitor their total score. A maximum of 125 points is available.

Awards:

First, second and third overall
First, second and third fastest drag times
First, second and third best autocross times
First, second and third best concours scores
Most spectacular failure
Garret Jenkins Memorial Best Engineered
Phil Kime Memorial Spirit of the Event
Highest finishing car under \$1000
Highest finishing classic car (pre-1973,

unless car in same basic form was available later)

Editors' choice
Best Caveman Entry
Best reaction time at the drags
Best underhood detailing
Best visual package
Challengers' Choice (voted by the competitors)
Best attempt to persuade concours judges
Worst attempt persuade concours judges
Fastest Special Class car
Longest drive (a competitor must drive the entire way in their car, not tow it)
Top-finishing Club Entry

Car Building and Budgets

1. This Challenge is designed and run as an editorial event for a privately owned magazine. As such, the rules and event should be taken with a certain spirit in mind. In other words, all entrants should play well with others. It will make the event much more pleasant for all of those involved. Grassroots Motorsports reserves the right to refuse entry to any individuals or teams. Individuals or teams that behave in a manner that reflects poorly on this event or the magazine will be immediately disqualified and their entries will be removed from the editorial write-up.

2. If the rules do not say you can do something, you cannot do it.

3. Cars must be constructed so that they can be raced in a safe manner. Driver ingress and egress must be considered in the construction of the car. In the case of an accident, the driver must be able to exit the car quickly and safely. We strongly encourage that the builders bring their cars to a licensed NHRA technical inspector (see item on Safety Inspections) for their review of the car.

4. Vehicles and their component systems may be modified or substituted while observing the guidelines set forth by these rules. Drivetrains, suspensions, brakes, exteriors, interiors, electrical systems and fuel systems may be modi-

fied. Wheels and tires may be replaced.

5. Only Production-based passenger cars are allowed in the regular competition. All Locosts, race cars, kit cars, Zambonis and the like are allowed only in the Special class (See Rule #27).

6. Cars must be roadworthy, meaning basic street equipment must be present: functioning headlights, uncracked windshields, working brake lights, working horn and DOT-approved tires.

7. Non-DOT-legal slicks are allowed at the drag strip, but they must be replaced by DOT-legal tires for the autocross competition.

8. All major body panels of the car that are being used as a foundation for the Challenge car must be present at all times on the car. This includes the floor pan, inner fender panels, hoods, fenders, roof, sills, etc. Bumpers may be removed or replaced. Full frame cars must retain their full frame, while unibody or subframe cars must retain their full floor pans, subframes and the like. Exceptions to this rule are listed in Rule #9.

9. Modifications may be made to the original unibody or body and body panels and frame for engine and suspension swaps and modifications, but only to the extent necessary to perform the change. This can include removing portions of the stock unibody and frame and replacing them with corresponding sections from a donor production car, or clearancing for engine and suspension modifications.

10. Interiors may be gutted, although the basic dashboard or dashpad must remain. If the original dashboard pad has since rotted or deteriorated away, it may be replaced with a full width piece of aluminum.

11. Windows may be replaced with clear Lexan or polycarbonate that meets all safety requirements.

12. Fenders and hoods may be replaced as long as the replacement is solid and

safe, resembles the original piece and has a positive latching device. Exceptions to this rule must be approved prior to the event by the *GRM* staff.

13. Cars do not have to be built for any recognized sanctioned race class. Nitrous oxide, forced induction and radical engine swaps are permitted. (As per SCCA rules, nitrous oxide shall not be used at the autocross event.)

14. All builders shall spend no more than \$2010 on their cars. The purchase price of the car must be equal to or less than \$2010. Title fees, registration and insurance are not counted toward the budget. Shipping (or transportation costs) of the car and parts used in the building process must be counted toward the budget.

15. All parts used at the event (including multiple sets of tires) shall be part of that \$2010 budget.

16. Parts that are not used may be traded or sold up to the initial cost of the car or parts deal. In other words, if you buy a \$500 Challenge car, you can recoup up to \$500 of your budget by selling parts. (If you do turn a profit on selling parts off the car, we suggest you take your significant other out to dinner to compensate them for having a \$2010 car hanging around the house.). Once the recuperation limit has been reached on a car or parts deals, trading is not allowed.

17. The maximum amount of money that can be recouped in a budget is \$1005. This includes parts cars, parts deals and the Challenge car itself.

18. Parts that are given to the competitor by a company or person must be figured into the budget at fair market value. Sponsorships are allowed, but the value of any product or service that is used in building the car must be figured into the \$2010 budget.

19. Entrants must show up to the competition with complete documentation

totaling, at most, \$2010. Entrants must bring receipts or verifiable proof for each item on the car, including the car itself. This information will be available at registration for all entrants to view. The more information provided about the car, the better. Photos are extremely helpful in documentation. If you are submitting digital files, make sure that they are at least 1280x960 pixels. All submitted paperwork shall become the property of *Grassroots Motorsports* and will not be returned. If you need to keep copies for your records, turn in photocopies to *GRM*.

20. If parts or vehicles are already owned by the competitor, they must be figured into the budget at fair market value at today's prices.

21. Cars that are purchased at nonpublic, dealer-only auctions must be valued at fair market retail pricing.

22. Work that is performed at a commercial, for-profit place of business must be billed to the budget at fair market value.

23. Past Challenge Cars: Past Challenge cars may be entered as long as they meet all current rules.

24. Past Challenge cars and their parts cannot be sold and repurchased in an effort to depreciate their value for budget purposes. If parts are sold off the past Challenge car, the amount credited to the budget cannot exceed A) fair market value at today's prices AND B) must meet all other challenge rules (i.e., if you sold \$300 worth of parts off of your \$300 car for the last challenge, you can't credit yourself \$200 for a bumper that you took off for the upcoming challenge, as you've already credited yourself the maximum amount per previous challenge budgeting).

25. Tires and brake pads on a past Challenge car, if they are worn out, can be replaced up to the value at which they were originally listed for the previ-

ous Challenge (i.e., \$200 tires can be replaced with up to \$200 tires).

26. Parts that break during the Challenge (and during transportation to the Challenge) may be replaced at the event on an emergency basis, but penalty points may be awarded if the total value exceeds the \$2010 limit.

Front license plates and holders shall be removed. We think these are ugly and will reduce the likelihood that we'll use your car, if so equipped, in any large shots in our coverage of the Challenge.

27. A Special class for Locosts/Race Cars/Kit Cars/Specials will be run for exhibition only. It will be scored independently from the rest of the competitors. The Special class competitors will only be eligible for the Special class trophies, unless one of them explodes spectacularly. Then we might reconsider.

Special class cars must also meet the classification requirements for a recognized autocross class (for example: SCCA's A Modified). These cars must meet all Challenge budget rules and safety regulations with the following exceptions:

a) The cars do not have to be roadworthy. headlights, windshields and horns are not required

b) non-DOT approved racing slicks are allowed

28. Protests: Any car may be protested by another entrant.

29. The entrant who is questioning the legality of another car shall present his or her case and a protest fee of \$50 to the Independent Council. The Independent Council will rule on the car. If the Council says the car is legal, then the protest is dropped and the protest fee is forfeited. If the Council says the car is not legal, then the owner has two choices: run for exhibition only or go home. In this case, the protest fee would be returned.

30. The *Grassroots Motorsports* staff can protest any entrant at any time without

having to pay a protest fee. The *GRM* staff can also pull any car from the Challenge results and/or magazine coverage for any reason deemed necessary.

31. The ruling of the Independent Council shall be binding and is not open to dispute or public debate. The Independent Council will be selected by the *GRM* office staff before the event. All protest intentions must be presented to the Independent Council by the end of the first day of competition.

32. The *GRM* staff reserves the right to penalize competitors for delaying competition due to engine failure on the drag strip. Since we have the drags on Saturday as the last leg of competition, the temptation will be there for competitors to boost until it blows! to get the best possible drag time. This will be frowned upon for several reasons, including the following: Its dangerous, it slows down competition when we have to clean up the track, and it unfairly biases the scoring toward those competitors with a win at all costs mentality. The penalty for this will be on a sliding scale from one to 25 points and will be determined by the *GRM* staff.

33. Cars must run all sponsor decals, including a number panel on each side of the car. Number panels must be placed on each door (front doors if the car is a four door). If the number of the car is already applied to the car as a part of its "Theme", that is ok, but the car must then run normal *Grassroots Motorsports* bumper stickers on both sides of the car.

34. The *GRM* staff reserves the right to make any changes, additions or adjustments to these rules at any time.

Safety Inspections

1. All cars must pass a safety inspection in order to compete. It is entirely the competitors responsibility to make sure that their cars can pass the safety inspection.

2. All cars must pass a safety inspection. Examples of items that may be checked are throttle return springs, battery tie downs, lug nuts, seat belts, brake pedal pressure and the overall soundness of the car. (Stock components in good working order will pass.)

3. Cars must also meet all NHRA safety regulations. This includes, in addition to the items required by the autocross safety rules, the presence of front, side and rear windows. Open-top cars may run if the driver is wearing arm restraints and approved seat belts. All cars capable of running 11.49 seconds or better must have a NHRA legal roll cage, while OPEN cars capable of running 13.99 seconds or better must have a NHRA-legal roll cage. All cars must also feature a working taillight. If the required safety equipment is not in place, entrants will be scored with a time equal to the best time allowed for the cars level of preparation. For example, if you run a 11.29 in a car without a roll cage, you will be scored as a 11.50. More information on NHRA rules can be found at the NHRA web site.

4. The following safety gear can be installed on the Challenge vehicle or used by the driver without counting toward the Challenge Budget:

- A) seat belts or safety harnesses and their mounting hardware
- B) window nets and their mounting hardware, arm restraints
- C) fire extinguishers or fire extinguishing systems
- D) SFI-rated scattershields and drive-shaft loops
- E) helmets, drivers suits, shoes and other personal safety gear
- F) Rubber or steel brake lines, master cylinders, rotors, drums, brake cylinders, calipers and brake pad linings may be replaced with new stock pieces. Original brake parts can not be sold and then re-bought to take advantage of this allowance.

G) Roll bars and roll cages may be added. Roll cages must be bolted (not welded) into the automobile and contained within the passenger/driver compartment. Roll bars may be welded in. A roll cage has more than five attachment points (but no more than eight) to the body or frame. Roll bars and roll cages must be padded withing 6-inches of the occupants heads with SFI-spec high-density padding. Helmets must be worn in cars with roll bars or roll cages. Any additional bars and attachment points added to the roll bar or roll cage, or extending the bar or cage outside of the passenger compartment to the suspension pick up points will negate this allowance and make the entire cage count towards your budget.

The safety items may only be used as intended for safety purposes and have no performance advantage.