



# Tire Rack SCCA Match Tour

## 2017 Rules

### 1. Events

The “Tire Rack SCCA Match Tour”, is a series of events that are conducted as part of the Tire Rack SCCA Solo National Tour program, with the other component being the Tire Rack SCCA Championship Tour events. The Match Tour events are operated under the SCCA National Solo Rules in their entirety, except as amended by these Rules, and any Event Supplementary Rules posted at each event. As a new and developing program, competitors should expect the rules and procedures to change to some degree through the supplemental rules process to address topics that arise during the season.

### 2. Program Goals and Objectives

- Core Objective: To provide an entertaining introductory National Solo experience to local Regional Solo competitors by blending elements of a traditional Championship Tour with the ProSolo concept of determining an overall winner of the event, while also providing a challenging alternative event format for experienced National Solo competitors.
- Goals:
  - Serve as a stepping stone program between SCCA Regional and National Level Solo events.
  - Establish a unique event format that allows local level autocrossers to have a taste of what National Level Solo events are like, while keeping the experience more low key than a Championship Tour.
  - Expand the competition opportunities for National drivers
  - Serve as one of the qualifiers for a competitor to win a Solo Triad Award (win a Match Tour, Champ Tour and National Championship in the same class in one year. Alternately, a Solo Triad Award can also be earned by winning two Champ Tour events and a National Championship in the same class).

### **3. Format Overview**

Match Tour events have three distinct components all running on the same course:

- Class Competition on Saturday with three runs in Session 1 (morning) and two or three runs in Session 2 (afternoon). The best time from each Session will be added together to determine class rankings.
- Challenge Qualifying (Top Dog, Under Dog) on Sunday with three runs in Session 3 (morning)
- Challenge Competition (Top Dog, Lucky Dog, Under Dog) Session 4 on Sunday afternoon
- Note: Some Regions may also use Sessions 1 through 3 as local points event. Check with the Region for more information.

### **4. Operational Authority, Program Officials, and Rule Interpretation**

- Final overall authority for the Match Tour program shall reside with the SCCA National Office as described below.
- The SCCA Senior Director of Rally/Solo will appoint the Match Tour Operations Manager (MTOM) and the Match Tour Administrative Manager (MTAM); they will serve as the authoritative agents of the SCCA National Office and direct report to the SCCA Senior Director of Rally/Solo and as the head of the SCCA Team. This Team, along with their assigned Event Officials, will manage site administration, Region coordination, Class Competition, Challenge Qualifying and the Challenge Competition. Names and titles of the members of the SCCA Team will be referenced in the Supplemental Rules for each event.
- In the event of doubt or ambiguity as to the wording and/or intent of the operating rules for the Match Tour program, the decisions of the SCCA Team shall prevail and be binding. The SCCA Team reserves the right to revise these rules, to issue supplements to them at any time, and to promulgate special rules in an emergency.

### **5. Driver Eligibility**

- Entry is limited to SCCA members meeting the requirements of Section 4 (Drivers) and/or Appendix H (Junior Driver Program) of the SCCA National Solo Rules. A “Weekend Membership” is allowed at all Match Tour events. Formula Junior drivers are not eligible to compete in Challenge Competition.

## 6. Drivers Conduct

Drivers must present and conduct themselves in a professional manner. All competitors and Event Officials must be fully clothed. Drivers judged not professional in conduct and/or appearance may not be allowed to compete. Any entrant who drives in an unsafe manner at or near the event location or displays unsportsmanlike conduct is also subject to exclusion from the event.

## 7. Vehicle Classes and PAX Index

### Match Tour Class Competition

All SCCA National and National Supplemental open and ladies classes, as listed in the SCCA National Solo Rules, are allowed (unless otherwise stated in the event supplemental regulations) and will be offered for class competition. Additionally, the following special supplemental classes will be offered: TBD

### 2017 Index for Challenge Qualifying

SS	0.826	STF	0.800	SSP	0.862	XP	0.892	AM	1.000
AS	0.819	STS	0.818	ASP	0.856	CP	0.854	BM	0.956
BS	0.813	STX	0.822	BSP	0.853	DP	0.865	CM	0.901
CS	0.810	STU	0.831	CSP	0.860	EP	0.859	DM	0.906
DS	0.801	STR	0.830	DSP	0.842	FP	0.873	EM	0.905
ES	0.794	STP	0.820	ESP	0.837			FM	0.916
FS	0.804	CAM-C	0.823	FSP	0.829	SM	0.861	FSAE	0.966
GS	0.793	CAM-T	0.817			SMF	0.848	KM	0.939
HS	0.786	CAM-S	0.838			SSM	0.875		
SSR	0.847								

## 8. Vehicle Identification and Event Sponsors

Car numbers and class designation must meet Section 3.7 Vehicle Identification of the SCCA National Solo Rules. Car numbers and class designations must be neat, legible and be approved by the SCCA Team. Incorrect and/or illegible car numbers or class designations, or more than one car number or class designation visible on the car at the start line may result in a DSQ for that run. Competing sanctioning body decals must be covered up or removed. Required Event Decals which each competitor will be required to run:

- Any required sponsor decals (Locations to be listed in the Supplemental Rules at events, and available in tech.)
- One “wire wheel” SCCA decal (front of vehicle)
- Two Tire Rack National Tour decals (one per side)
- Tire Rack windshield header decal (no other windshield decals allowed)

## 9. Event Operations

### a) Entry and Registration

- Entry fee is \$90 per competitor- Formula Junior fee is \$70
- Event entries will normally be limited to 200 drivers. This entry cap will be continually evaluated and possibly altered based on time restraints, setup issues, etc.
- Match Tour events are open to anyone with an annual SCCA membership or Weekend Membership. Weekend Memberships are available at online registration or the event site for \$15 per person.
- Registration information is available at <http://www.scca.com/solo>
- Walk up registration at the event will only be permitted on Friday And IF the entry cap has not been reached.

### b) Event Check-In

- Each Competitor MUST Check-In to be eligible for the competition; Friday afternoon/evening or early Saturday morning. See Event Schedule at SCCA.com for details. No changes to registration will be accepted or processed after Friday evening.
- Event Check-In will provide each competitor with a Run/Work order for the weekend’s event.

### c) Tech Inspection

- All vehicles are subject to a Safety Inspection at any time.
- All vehicles must be inspected prior to any runs on the course. This includes any Test n Tune runs that may occur on Friday.
- Test n Tune tech does not qualify for event competition tech.

**d) Saturday Event and Run Order**

- Match Tour class competition on Saturday will be a traditional Championship Tour autocross event with two Sessions: Session 1 (morning) with three runs being offered and Session 2 (afternoon) with two or three runs offered depending on conditions. The best time from each session will be added together to determine class rankings.
- Class competition will run with a 2, 3 or 4 Heat system (depending on total number of competitors)
- While the expected Run/Work order may be posted prior to the event, the final Heat assignments will be given out at Event Check-In, and will be the run/work order for Sessions 1, 2, and 3.

**e) Work Order**

- All competitors are required to work at least one Heat for each of the first three Sessions (Saturday morning Session 1, Saturday afternoon Session 2, and Sunday morning Session 3)
- All competitors will be given their work assignments at Event Check-In, and will need to check-in with the Assistant Operating Steward before heading to their work assignment. Failure to check-in for work may result in a DSQ, and/or loss of winnings for event. NOTE: if circumstances will prevent the entrant from working at an assigned time, report to the Assistant Operating Steward for a possible alternate assignment.
- Any changes to a driver's work assignment must be made with the MTAM.
- Work assignments are subject to change for Session 3 based on availability of workers.

**f) Grid and Grid Positions**

- Grid positions will be posted Saturday morning. They will be the same for Sessions 1-3.
- There will be two Grids: Grid 100 & Grid 200
- All cars must be to Grid no later than five minutes before the start of their Heat.

**g) Two-Driver Cars**

The following are rules for two-driver team sharing the same car in the same class.

- Car numbers for the 2<sup>nd</sup> driver must be 100 plus the 1<sup>st</sup> driver's number (ex.98 & 198). Lowest numbered driver MUST run first.
- All two-driver cars will have a special "2" sticker along with the event tech inspection sticker. This is done to help the Grid staff in identifying two-driver teams.
- Cars are lined up in Grid by classes (based on the information given by administration) in numeric order within those classes. The cars will run in numeric order and Grid will come back to retrieve the 2nd driver for their run during the Heat and prior to any other cars in class receiving another run.

**h) Impound**

- Impound will take place in your Grid Position for each Heat
- All vehicles in each class will be impounded following the completion of their competition runs for Sessions 1-3.
- Cars that need to be weighed will be brought to the scales directly from the finish area after their last run before they return to their Grid Position. Drivers of Modified and Kart vehicles will need the 1st driver to go to the scales prior to going back to Grid for the 2nd driver to take their final run. Street Modified and Prepared drivers can go to the scales once the car has completed its final run.
- Vehicles are not to be released until results have been approved by competitors, and/or Chief of Impound has released the vehicles.
- Drivers should be prepared to show documentation of vehicle specifications and to assist the Impound workers in the verification of the vehicle's compliance with these specifications.
- Failure to present your car to Impound immediately upon completion of class competition or leaving Impound prior to being dismissed by an Impound worker will result in disqualification for that portion of the weekend.
- Cars will compete in the Challenges with the same tires they used to qualify during Session 3. Cars that qualify for the Top Dog or Under Dog Challenge will be impounded in a specified location.

**i) Session 3 (Sunday Morning Challenge Qualifying)**

- Everyone will run and work the same Heats as they did for Sessions 1 & 2. Each competitor will receive two or three scored runs depending on conditions. The best time will be scored on index to determine Challenge Qualifying.
- After each Heat on Sunday morning the top eight competitors on index qualify for the Top Dog Challenge. Competitors nine through sixteen on index qualify for the Under-Dog Challenge.
- Competitors seventeen or higher on index will be eligible for the Lucky Dog Challenge (see (k) below).
- Junior drivers are not eligible for any Challenge competition. However, they can take the same number of runs on Sunday morning as everyone else.

**j) Challenge Procedures**

- Challenge competition (Top Dog, Lucky Dog, and Under Dog) is based on a two driver, head-to-head match-up running on the same course as class competition. Runs for each driver will be scored against their fastest raw time from the Challenge Qualifying session as the dial-in.
- Each Heat of eight competitors will compete against each other in a traditional bracket to determine Heat winners. All Heat winners will then face off against each other to determine the overall winner of the Top Dog and Under Dog Challenges.
- Each person that qualifies for a Challenge will be required to complete a work assignment for one of the other Challenges. Qualified competitors that do not work during the Challenge will lose their Challenge runs and/or winnings.

#### Dial-In Scoring

- The competitor with the best delta to their dial-in will be the winner. For example, if both competitors are slower than their dial-in, the winner will be determined by who is closest to their dial-in. If both competitors are faster than their dial-in, then the winner will be determined by who was the furthest ahead of their dial-in.
- If the winner is faster than their dial-in, the faster time will be the new dial-in for the next round.

#### k) Lucky Dog Challenge

- The Lucky Dog Challenge will consist of four, eight, or sixteen competitors depending on number of Heats and time available.
- Any competitor that does not qualify for the Top Dog or Under Dog Challenge (Formula Junior drivers excluded) is eligible to put their name in for the Lucky Dog Challenge random drawing. Those interested will need to put their name, class and number on a ticket for a random drawing. The drawing will be held following Session 3 (Challenge Qualifying). Drivers must be present at the drawing when their name is called to be entered into the Challenge.
- Only one driver selected from a multi-driver/multi-class team will be eligible, therefore only one driver per car.

#### l) Challenge Operations, Misc.:

- In the event of a tie the round will be re-run.
- Cars will compete in the Challenge with the same tires they used to qualify during Session 3 (Sunday morning qualifying). Cording or damage beyond driver's control are the exceptions for changing tires (The SCCA Team will determine if the tire change is approved in each case). (See (m) below)
- Refueling of the vehicle is permitted. A fire extinguisher must be present while refueling.
- If a vehicle breaks during the Challenge, the driver may only jump into another vehicle within the impound that is eligible for their class and must use the same tires on which said vehicle completed the class competition. Any car change must be approved by the SCCA Team.
- Mechanicals during the Challenges must be called before the completion of the prior pairing's runs. (You **CANNOT** wait until your pairing to call a mechanical). Only one mechanical can be called per driver during the Challenge. Mechanical time during the Challenges is six minutes.
- Communication with the driver during a Challenge round is prohibited.

**m) “Conditional Event” or “Rain Event” for Challenge Operations**

- A “Conditional Event” may be called by the SCCA Team if they determine that circumstances such as weather, safety factors, breakdowns, etc. create obvious different competition conditions between Heats. Additionally, the SCCA Team can call a “Rain Event” for the purpose of allowing tire changes before or during the Challenge.

**n) Protests**

Protests will be conducted in accordance with the current SCCA National Solo Rules, except as amended by the Match Tour Challenge Rules, and any Supplemental Rules.

- Drivers may protest drivers in another class per these rules.
- The protest fee is \$100.00. The time limit for submitting a protest against a car is 15 minutes after the conclusion of the Challenge Qualifying session. Protests may be accepted later (fee doubled) if the protester can clearly demonstrate that evidence pertinent to the protest was not available within the time limit.
- The MTOM is the chairman of the Protest Committee. The remainder of the Committee will be appointed as needed.
- If a protest cannot be resolved prior to running the Challenges, the car/driver(s) will be allowed to run their Challenge under probation. If the car is subsequently found non-compliant, that car/driver’s results may be voided depending on the penalty assessed, and the results of the Challenge will only be adjusted as is possible.
- If a car is protested, found non-compliant, and the decision is appealed, the car/driver(s) will be allowed to compete in their Challenge under probation if the car is brought into compliance.
- If a car is protested, found compliant, and the decision is appealed, the car/driver(s) will be allowed to compete in their Challenge under probation.
- Under no circumstances will a protest or appeal be allowed to substantially delay the running of the Challenge competitions.
- The Protest Committee will be in charge of accepting protests, making inspections, taking measurements, determining legality, and making a penalty determination.
- The SCCA Senior Director of Rally/Solo may assess further penalties at a later time.

**o) Appeals**

- The decision of the Protest Committee may be appealed to the SCCA Solo Appeals Committee, depending on the nature of the protest and penalty. Written notice of intent to appeal signed by the appellant, specifying the grounds for appeal and including an appeal fee of \$200.00, must be received by the MTOM within one hour after the announcement of the Protest Committee decision. The appeal and any supporting evidence must be received by the MTOM within seven days. An Appeals Committee will be named by the Senior Director of Rally/Solo depending on the nature of the original protest.
- The decision of the Appeals Committee will be final. The decision on the appeal shall be in writing and specify the disposition of the appeal fee. If the appeal is not upheld the appeal fee will be forfeited. If the appeal is upheld, the appeal fee minus \$75.00 will be returned.

**10. Awards**

**a) Match Tour Class Competition Awards**

- Trophies will be awarded to the top finishers in each class.

**b) Challenges**

- The winner of the Top Dog Challenge will receive a discount towards an entry to another National Solo event.
- The winner of the Under Dog Challenge will receive a free entry to another National Solo event.
- The winner of the Lucky Dog Challenge will receive a discount towards an entry to another Match Tour.