



2025 Autocross Program Rules

Silver Sage Region Autocross Series



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Silver Sage PCA 2025 Autocross Rules

GREEN = major 2025 changes or additions

Autocross is a forward motion, driving skill event with a rolling or standing start (non-drag race) and finish. Vehicles are timed while driving a course laid-out on a paved area. Safety of the entrants, workers and spectators will be of paramount importance in the design and conduct of the event.

A-1. GENERAL RULES

Every participant shall have knowledge of the current rules and agrees without reservation to the consequences resulting from their enforcement. Fairness to all competitors is required. Nothing within the control of the Autocross Event Marshal shall be done during any event that would create an unfair advantage or disadvantage for anyone, and all reasonable steps shall be taken to assure compliance. These rules are subject to revision(s) at any time, including retroactively, by the Silver Sage Autocross Chair to address any oversight, loophole, clarification, or other issue determined to create an unfair competitive advantage.

A-1.1 Car/Driver Limitations

- Participants must complete on-site check-in at the start of the event or they will not be allowed to compete. All required waivers, PCA-legal helmet availability and tech inspections must be completed.
- For competitive purposes, a driver may enter an event only once.
- Vehicles must be street legal. "Street legal" for purposes of registration is defined as a vehicle currently registered or is equipped to be able to be legally registered.
- All minivans and 4-wheel drive trucks, as well as non-street legal race cars are prohibited.
- Runs driven in a vehicle other than the participant's registered vehicle for the event, either for demonstration or instructional purposes, will not be recorded or will be recorded as "DNF". If a vehicle develops mechanical problems during an event resulting in its permanent withdrawal from competition that day, at the discretion of the Autocross Event Marshal, driver(s) may finish his/her runs in another vehicle, which shall be classified as "FUN" and the driver must notify the Autocross Event Marshal and timing/scoring of that choice.
- Use of non-DOT racing slicks is prohibited for all vehicles; all tires must meet DOT requirements and cords may not be showing during any run.
- Mufflers are required for all cars. Sport Exhaust or loud exhausts beyond 120dB are not permitted at Expo Autocross events

A-1.2 Run Groups and Work Assignments

A successful event relies on all drivers to know their Group and for volunteers to know their assignments. Run Groups will be scheduled prior to the event as well as work assignments for all drivers. Co-drivers of a single vehicle will run in separate run groups; if separate run groups are not possible the vehicle runs will be spaced by rerun duration requirements.

A-1.3 Course Design

Courses should be designed with the goals of being safe, fun to drive, and balanced for different types of competing cars.

Long straight line "drag strip" starts should be avoided. If the site or course design does not allow space for all drivers to enter the course rolling, the start should have elements near the Start Timing Light that neutralize an advantage of a launch control start.

Gates must be a minimum of 17 feet wide. Straights longer than 150 feet should not end in a U-turn maneuver. The course edge must be a minimum of 25 feet from stationary objects (light posts, k-rails, curbs, drop-offs, etc.) but if possible, more distance is preferable. The distance is measured from the course edge, not the driving line.

Courses should be balanced between high and low horsepower cars. A higher average speed will favor lower horsepower cars. More unimpeded acceleration zones out of elements, particularly slow elements, will favor higher horsepower cars. Elements that should be avoided in course designs include: corners slow enough to require a 1st gear downshift, 360 degree pivot turns also known as a spin cone, gates or slaloms with severe offsets and short spacing, and cones placed in an obvious position where they will get constantly hit.

Finish Timing Lights should be placed with a minimum 150 foot runoff after the light to bring a car to a complete stop before proceeding off course. Kinks immediately before or after the lights are to be avoided to ensure drivers are under control; a high speed finish in a straight line is a safer finish than a slower one with an abrupt direction change. Brakes should not need to be applied before crossing the Finish Timing Light to ensure a safe runoff. Runoff shall be adjusted in the event of forecast rain or snow.

A-1.3.1 Course Changes

Once the Course Designer and Safety Chair approve the in-place course, the course will be frozen for the day. If a safety concern (i.e., asphalt damage) arises once competition has begun and it cannot be remedied with advisory cones and/or vehicle overlap release timing, the course can be altered with the approval of the Autocross Event Marshal. Group runs will be altered to provide equal runs for all groups on the revised course. Once competitive runs have begun only a safety concern is grounds for changing the course. The Autocross Event Marshal shall determine which runs will count in competition in the event of a major revision to the course.

A-1.4 Fun Laps

At the conclusion of the scheduled run groups, Fun Laps may be taken with the approval of the Autocross Event Marshal. Only one driver is allowed on the course at a time. Helmets are required. Passengers, including non-drivers who have signed the waiver, are allowed. Drivers must be registered and have already participated on the event day. At the discretion of the Autocross Event Marshal, there may be no corner workers and no starters. If a driver displaces or knocks over a cone, it is their responsibility to park in staging, and replace the cone when another driver is not on the course.

A-1.5 Liability

No express or implied warranty of safety or fitness for a particular use shall result from publication of, or compliance with, these rules and/or regulations. These rules are intended as a guide for the sport and are in no way a guarantee against injury or death to participants, spectators, or others.

A-1.6 Unsafe Driving

On- or off-course irregular, dangerous, or reckless driving during an event may be cause for disqualification and ejection from the event without refund. This includes but is not limited to drifting or intentionally oversteering to smoke the rear tires. A warning may or may not be given at the discretion of the Autocross Event Marshal in agreement with the Safety Chair.

A-1.7 Tire Temperature Management

Tire heat may only be retained by individual tire covers, or via a wrap around the vehicle with the ignition off. Any device that provides tire supplemental heat is prohibited. Water may be used to cool tires.

A-2. PORSCHE VEHICLE CLASSIFICATION

Porsche drivers are responsible and encouraged to properly classify their vehicles, preferably using the Self-Classification Spreadsheet available on the DE tab of the Silver Sage Region website. All Porsche vehicles participating in an event are highly encouraged to be classed appropriately to ensure fair competition and eligibility for Daily Awards (H-1.1) and year-end Class and PAX awards (H-1.2). The FUN classification, to include non-Porsche vehicle drivers, are eligible for certain daily awards as outlined in H-1.1. The Silver Sage Region Autocross Event Marshal has the right to correct mis-classified vehicles. Proper classification may occur on the morning of an event.

A-2.1. Categories

There are four Porsche classification categories: **As-Delivered**, **Optioned**, **Prepared**, and **Unlimited**. These categories relate to vehicle configurations.

As-Delivered (A) category includes classes of vehicles as normally delivered and specified for use in the United States and Canada. Many factory options as normally available for a specific model year are permitted. However, certain vehicles are normally equipped with performance enhancements that put them in conflict with the allowances in As-Delivered and Optioned categories. As a result, these vehicles are only permitted in Prepared or Unlimited.

Optioned (O) category includes vehicles (as normally delivered to the United States and Canadian public through authorized sales outlets of the manufacturer) plus others with limited performance-enhancing options and/or changes.

Prepared (P) category includes vehicles with more substantial performance-enhancing options and/or changes from standard specification, whether changed by the factory, dealer or owner. These modifications have defined limits.

Unlimited (U) category includes vehicles that have performance-enhancing modifications outside of the limits of the Prepared category and for race vehicles (factory-built or otherwise).

A-2.1.1. Category Progression

As-Delivered vehicles are not permitted any modifications beyond B-1 and B-1.1. Within the Optioned category, a vehicle's classification depends on the model, options and changes (if any) made. Improvements and alterations may elevate the vehicle into a higher classification. The allowed modifications provide an overview, but not a strict definition, of what modifications are allowed for each category. Each category section will define the limits or allowances for the particular modifications listed. If a modification is not specifically listed, it is not allowed in that category and may elevate the vehicle to Unlimited. Classifying a vehicle into a higher class within the numeric grouping or to Unlimited is allowed (i.e. an A-04 vehicle may be classed in O-04, P-04 or U-01; an O-03 to P-03, etc.) and such classification will apply to both class and PAX standings for the applicable event(s).

A-2.1.2 Classes within Categories

Each category is divided into classes, grouping vehicles with similar performance potential. Prefixes are: "A" for **As-Delivered** classes, "O" for **Optioned** classes, "P" for **Prepared** classes, and "U" for the **Unlimited** class.

As-Delivered classes are available for a limited number of recently manufactured vehicles. Certain vehicles with a 2011 and newer manufacturer-designated model year may enter the As-Delivered Classes.

Vehicles with modifications are "progressed" into classes with higher performance potential. Modifications are discussed under Category Progression below. These classes, plus those reserved exclusively for **factory performance enhanced** cars, are presented in the Model Class Chart (Appendix 1). The numeric indicators of the classes generally, but not necessarily, indicate relative performance potential between classes. For the purpose of classification, factory options as normally delivered for a specific vehicle and/or model year are permitted.

Dealer and factory options that are not considered to improve performance are allowed in the As-Delivered and Optioned classes (i.e., trim or comfort packages, air-conditioning, etc.).

As-Delivered or **Optioned** classes are generally the starting point for classification for most vehicles. Production based "racing" vehicles will be classed according to their base car type and the modifications they have as specified in these rules. If a vehicle is not a United States-specification variant, the entrant is responsible to prove that the vehicle is equivalent to the respective production vehicle (as delivered to the United States public through authorized sales outlets of the manufacturer) to qualify for Optioned classification or equivalent to the respective improved vehicle to qualify for Prepared classification; otherwise the vehicle will be classified in the Unlimited category. For the purposes of the rules, DOT and/or EPA Certification alone does not make a vehicle equivalent to a U.S. specification vehicle.

Unlimited Category is for all progressed vehicles (beyond Prepared) with any displacement, naturally-aspirated, forced-induction, electric, and/or hybrid systems are allowed.

A-2.2. Allowances

IF THESE RULES AND THE PCRS DO NOT SPECIFICALLY PERMIT A MODIFICATION, IT IS NOT ALLOWED EXCEPT IN UNLIMITED.

Allowances are separated into five categories: Free, As-Delivered, Optioned, Prepared, and Unlimited. Some modifications are “free,” that is, allowed without impact on classification. Other modifications considered to enhance performance may progress a vehicle into Optioned, Prepared, or Unlimited depending on the performance impact of the modification. If the modifications specified in the text are performed, the vehicle will be classified in the Optioned, Prepared, or Unlimited class where that modification is permitted. In Unlimited, the rules specify the minimum requirements to compete.

A-2.2.1. Engine Swaps

Only Porsche vehicles with Porsche-based engines may classify and compete for points.

A-2.2.2. “Free” Modifications

Safety equipment is free in all classes, except As-Delivered, provided limits of any class category are met. Items considered free include harness bars, fire extinguishers, non-factory seat belts, head rests, cut-off switches, tow hooks, and required mounts for any of the above. In As-Delivered, attachments points or mounts for any of these items may be/remain installed in the vehicle, but the actual device will not be allowed to remain or be used if the device is considered to provide the driver or the vehicle any performance advantage.

A-2.2.3 Selected Adjusted Tire Ratings

For the purposes of these rules the following tires shall be considered rated accordingly, regardless of any stamped rating:

- Goodyear F1 Supercar 3 - 200tw
- Michelin Cup 2 Connect - 200tw
- Hoosier TrackAttack Pro - 80tw

A-2.2.4. Other Modifications

Any equipment, component, part, or modification which is deemed performance affecting and which is not specified will make the vehicle entered subject to reclassification to a higher class or category by the Safety Inspection team or the Event Marshal at their discretion or by protest of a competitor.

B-1 AS-DELIVERED CATEGORY MODIFICATIONS

Unless otherwise specified in these rules, no alterations or modifications are allowed to these vehicles. Only original Factory wheels as originally specified and Factory tire sizes as originally provided and/or specified for each specific model year are permitted. **All As-Delivered class tires must have a tread wear rating of 220 or higher. A tire by a different manufacturer is acceptable provided it is the same size.** Any-deviation up or down in size or to a lower treadwear rating will result in progression to Optioned or Prepared.

B-1.1 Wear and Aftermarket Items

Wear items must be comparable in construction and specifications to the originally supplied factory components. This includes brake pads and rotors, and tires. Adjustments, such as wheel alignment, are permitted provided no modifications and/or alterations are necessary to achieve the desired adjustment. Automobiles must run with their spare tire, jack, lug wrench, owner's manual(s), tools, etc. **Floor mats are encouraged to be removed.** Owner's manual(s) will be used to help verify questionable equipment options and designated wheel/tire sizes. No aftermarket equipment that might reasonably be perceived as enhancing performance is permitted in this category. Items included in this restriction include, but may not be limited to, aftermarket air filters, aftermarket exhaust systems, aerodynamic aids, computer chips, five/six point seatbelts, race seats, harness bars, roll bars, roll cages, etc.

C-1. OPTIONED CATEGORY MODIFICATIONS

The Optioned category is for street vehicles altered beyond As-Delivered limits. The following adjustments, alterations or modifications are allowed in Optioned class vehicles beyond what is allowed in As-Delivered. Vehicles with a manual or Tiptronic transmission competing in a class with vehicles that could be equipped with a PDK transmission may incorporate one modification from the Prepared Modifications list except engine tuning that modifies boost pressure.

C-1.1. Engine

- (a) Air Cleaner:** The air cleaner may be removed, modified or replaced with another type. Any modification may not conflict with other rules.
- (b) Modified Ignition:** Any modification is permitted, provided an original type distributor is used.
- (c) Modified Carburetors:** Any vehicle originally carbureted may have any carburetor, provided the throttle bore and venturi dimensions are not changed from original specifications. Jet sizes may be changed. 911 models with mechanical fuel injection or Solex carburetors may change to replacement carburetors that have throttle bores no larger than 40mm. 914/912E models may be converted to carburetors with throttle bores no larger than 40mm.
- (d) Fuel Injection:** No substitution of performance affecting components for fuel injected vehicles is permitted. No modifications to the intake manifold are allowed.
- (e) Wet Sump Modifications:** If a vehicle has a wet sump lubrication system, the sump may be modified to ensure a constant source of engine lubrication at the oil pickup tube. If a vehicle has a dry sump lubrication system, no modifications are permitted.
- (f) Modified Oil Cooler/Filter:** The addition of any oil cooler and/or filter is permitted.
- (g) Camshafts:** The stock camshaft must be used.
- (h) Underdrive Pulleys:** Accessory belt pulleys may be resized provided their systems, such as power steering, air conditioning, etc, remain functional.
- (i) Exhaust Modifications:** Alternate exhaust systems are permitted after the catalytic converter for vehicles equipped with them. For vehicles not equipped with a catalytic converter, alternate exhaust systems after the exhaust manifold are permitted. Headers are permitted if equipped from the factory. A muffler is required. Aftermarket, high flow catalytic converters are not permitted. Air pumps may be removed.
- (j) Air Conditioning:** Removal is permitted provided the original vehicle may have been delivered without it.
- (k) Gasoline:** Any grade of automotive gasoline available to the general public through normal retail service stations is permitted.
- (l) Velocity Stack:** Velocity stacks may be added or modified.
- (m) Fuel Pump:** Fitting of an electric fuel pump is permitted.
- (n) Chain Tensioners/Guards:** Any chain tensioner or guards are permitted.
- (o) Battery:** Any battery may be used. Vehicles with two batteries may remove one.
- (p) Center Radiator.** Water cooled vehicles may add a center radiator.

C-1.2. Suspension

- (a) Limited Suspension Adjustments:** Any adjustment of the standard suspension components is permitted, provided no machining is required for the adjustment. Factory components must be used for mounting of struts and shock absorbers to the body.
- (b) Alignment:** Any adjustment may be made provided no other change is necessary to make the adjustment.
- (c) Coil Springs/Torsion Bars:** Any coil spring may be replaced by any other Factory coil spring for that model. Any torsion bar may be replaced by any other Factory torsion bar for that model provided they are of the same type and mount in the same manner without modification to the chassis or suspension components.
- (d) Shock Absorbers:** Any shock absorber may be used provided it is not remotely adjustable and has no more than a single external adjustment.
- (e) Coilovers:** (deleted)
- (f) Adjustable spring perches** are allowed provided they are part of a Factory suspension system.
- (g) Sway Bars:** Any non-adjustable anti-sway bar may be installed.
- (h) Rear Camber Compensation (356 Only):** Any rear camber compensating device may be used.
- (i) Bushings:** Suspension bushings may be replaced with bushings of any similar performance material as stock and must fit in the original location.
- (j) Shock Tower Brace:** A front and/or rear shock tower brace may be used in any vehicle provided that: it can be quickly and easily removed, it must be a bolt in component. Any number of attachment points may be used; (2) all attachment points are within three inches of a vertical plane passing through the top center of the shock absorber.
- (k) Subframe and Sway Bar Mount Reinforcement Bars:** Subframe and/or sway bar mount reinforcement bars are permitted.
- (l) Spring Plates:** Adjustable spring plates are permitted on any vehicle so equipped from the factory.
- (m) Tie-Rod Ends:** The use of 911 Turbo tie-rod assemblies is permitted.
- (n) Hydro-pneumatic Suspension:** Removal of this suspension is not only allowed but is encouraged.
- (o) A-Arms:** 924/944/968 series may use aftermarket A Arms provided suspension geometry is not altered.
- (p) Four Wheel Steering:** Permitted on vehicles so equipped from the factory.
- (q) Air Suspension with PASM:** vehicles equipped with air suspension with PASM are permitted.
- (r) Porsche Dynamic Chassis Control (PDCC):** vehicles equipped with PDCC are permitted.

C-1.3. Brake/Tire/Wheel

- (a) Tires:** All tires must be Department of Transportation (DOT) approved. Any DOT tire may be used provided they have a visible tread and have DOT wear indicators. Tires must have a minimum tread wear rating of 180. Tire aspect ratio and width is free but must fit under the stock fender wells. Tires must be sold nationally and generally available to all competitors. Tires that have ended production and have become unavailable for purchase will be legal for use through the end of the following season. For example, if a tire ends production and becomes unavailable for purchase at any point during the season, those tires may be used through the end of the following season allowing drivers who have purchased them a chance to use them up. Cords may not be visible before, during, or after runs. Recapped tires or re-grooved tires are not allowed. Competitors are responsible for policing the "rubbing tire" rule and protests must be made before timed runs.
- (b) Track Width:** Modifications to track width by use of wheel spacers and/or wheel offset are permitted provided no modifications to the vehicle, other than increasing the stud/bolt length, are performed and the wheel/tire combo fits under the unmodified fender measured at the top of the tire. Only 356 models with drum and very early disc brakes may use individual spacers for each wheel stud.
- (c) Brakes:** Pads, linings, and brake lines of any manufacture may be used. Any type of brake cooling may be used. Aftermarket brake calipers are not permitted. Rotors may be drilled or slotted. Brake bias valves may be changed but cockpit adjustable valves are not permitted. Cars with ceramic rotors may change them to alternative material rotors. Brake rotor size may be increased.

- (d) Increased Rim Width:** Rim width may be increased up to 1.0" over the widest rim available from the factory (front and rear respectively) for that model range provided the width does not extend beyond the stock fender width as measured from the top of the tire, and fits within the stock fender wells.
- (e) Wheels:** All wheels shall be the same diameter as available from the factory for the model range of the vehicle or within an increase or decrease of 1.0" from the factory specifications.
- (f) Spare Tire:** The supplied spare tire, car jack and associated tools, tire inflator, flat filler, and other factory supplied tools may be removed.
- (g) Wheel Bolts:** Cars using wheel bolts may change to studs, as long as factory thread engagement is maintained.
- (h) Wheel Hubs may be converted to 5-bolt pattern.**

C-1.4. Chassis/Body/Interior

- (a) Fender Modifications:** Fenders (including wheel openings) may not be modified. This includes fender rolling.
- (b) Interior Modifications:** Any accessory, gauge, or Indicator may be fitted if its purpose is to improve driver or passenger comfort or convenience and provided such items have no effect whatsoever on mechanical performance. Alternative seats may be used, however race seats (lightweight aftermarket and/or fixed back seats) are not permitted, and floor mats may be removed or replaced. Any steering wheel is allowed.
- (c) Roll Bars:** Roll bars and half cages are permitted. Full interior roll cages are not permitted.
- (d) Spoilers:** Any factory aerodynamic device equipped on any vehicle in the specific model range from the factory is permitted (e.g., a 981 Cayman base model may be equipped with 981 Cayman GT4 rear wing).
- (e) Air Dams:** Any factory air dam equipped on any vehicle in the specific model range from the factory is permitted.
- (f) Chassis Stiffening:** For the purposes of safety and durability, 914s (only) are allowed to use a factory-type rear chassis stiffening kit and/or any alternate bracing between the inner trailing arm mount and the firewall. Such alternate bracing shall not be attached to any roll bar or roll cage members or attachment points.
- (g) Bumpers:** Bumpers may be removed on any 356 series vehicle. Front factory bumpers on water-cooled vehicles may be modified to add a center radiator; the modification must serve no other purpose and the center radiator must be functional.
- (h) Bolt-on windshields:** Bolt-on windshields may be removed.
- (i) Jack/Tools/Manuals:** Removal of jack, tools and owners manual(s) is allowed.

C-1.5. Transmission

- (a) Limited Slip:** Porsche LSD variants are permitted. Aftermarket LSDs are not permitted.
- (b) Gear Shift Linkages:** Gear shift linkages may be modified or exchanged. This permits the use of a short shift kit in any vehicle or the use of side- shifter transmission in any 914.
- (c) Clutch:** Any model clutch is allowed. Rubber center clutch discs may be replaced with spring discs. The flywheel and pressure plate may be lightened.

D-1. PREPARED CATEGORY MODIFICATIONS

The Prepared category is for vehicles with modifications beyond those allowed in the Optioned Category. The modifications are limited but much more liberal than those in the As-Delivered or Optioned Categories. The following adjustments, alterations, or modifications are allowed in the Prepared class vehicles in addition to what is allowed in the As-Delivered and Optioned classes.

D-1.1. Engine

- (a) Fuel Injection:** Any DME EPROM chip or aftermarket tune may be used including ones that alter boost pressure in vehicles equipped with a turbo(s).

(b) Substituted Roller Bearing Cranks: For 356-based or Carrera 4-based engines, any roller bearing crank may be used. Plain bearing cranks may be substituted for roller bearing cranks. Counterbalanced cranks are permitted.

(c) Exhaust Modifications: Alternate exhaust systems are permitted after the head(s). Water cooled vehicles must retain their catalytic converter(s); replacement high flow catalytic converters are permitted. Air cooled vehicles may remove the catalytic converter. Headers are permitted. A muffler is required.

(d) Ignition: Any ignition system is allowed.

(e) Gasoline: Any gasoline is permitted.

(f) Engine Substitution: Any air cooled Porsche engine is permitted in any air cooled Porsche vehicle provided it has the same number of cylinders as the factory engine.

Any Porsche water-cooled engine is permitted, but if differently specified and/or modified from the vehicle's OEM engine the vehicle will be reclassified. The classification will be based on the engine's rated power and the vehicle's weight from Appendix I. The classification will be determined from the following:

Lbs. to HP Ratio Range	Class
Greater than 17.00	P-01
13.00 - 16.99	P-02
10.00 - 12.99	P-03
8.00 - 9.99	P-04
7.00 - 7.99	P-05
6.00 - 6.99	P-06
5.99 and less	U-01

If the engine horsepower is not known, then the wheel horsepower multiplied by 1.2 may be used. If no horsepower is provided then the vehicle will only be eligible in Unlimited.

(g) Forced Induction: Aftermarket turbochargers or superchargers are permitted on vehicles equipped with a turbocharger(s) or supercharger from the factory.

(h) Compression Ratio: Engine compression ratios may be increased up to 1.0 points.

(i) Battery Location: Any battery may be used. The battery may be located anywhere within the vehicle. Vehicles equipped with two batteries may remove one.

(j) Intake System: Any intake system may be used.

(k) Wet/Dry Sumps: Any change or addition is permitted.

(l) Camshafts: Any camshaft may be used.

(m) Balanced Engine: Balancing of internal engine parts is permitted.

D-1.2. Suspension

(a) Torsion Bars: Any torsion bar may be replaced by any other torsion bar. Converting torsion bars to coil springs is permitted.

(b) Shocks Absorbers: Multi-adjustable or remotely adjustable shock absorbers are permitted.

(c) Coilovers: Aftermarket coilover systems, including shocks, springs, and adjustable/non-adjustable spring perches, or any system component are permitted.

(d) Sway Bars: Any anti-sway bar and/or end/drop link may be installed. Sway bar(s) may not be adjustable from the cockpit.

(e) Bushings: Any suspension bushings may be used.

(f) Camber Plates: Camber plates are permitted. Machining of factory mounting points is permitted to allow greater suspension adjustment. The type of integral bushing used within the camber plate will be ignored.

(g) Raised Spindle: Raised spindles are permitted on strut type suspensions.

(h) Suspension Mounts: Any suspension mount may be used provided the number of mounting points and mounting locations remain as equipped from the factory.

(i) Suspension Arms: Any suspension arm may be used, provided use requires no other vehicle modifications. For example, this includes the use of any lower control arm, tie-rod assembly and/or bump steer kit.

D-1.3. Brake/Tire/Wheel

(a) Brakes: Any brake modifications are permitted. Any brake biasing valve is permitted.

(b) Tires: All tires must be Department of Transportation (DOT) approved. Any DOT tire may be used provided they have a visible tread and have DOT wear indicators. Tires must have a minimum tread wear rating of 80. Tire aspect ratio and width is free but must fit under the fender wells. Tires must be sold nationally and generally available to all competitors. Tires that have ended production and have become unavailable for purchase will be legal for use through the end of the following season. For example, if a tire ends production and becomes unavailable for purchase at any point during the season, those tires may be used through the end of the following season allowing drivers who have purchased them a chance to use them up. Cords may not be visible before, during, or after runs. Recapped tires or re-grooved tires are not allowed. Competitors are responsible for policing the "rubbing tire" rule and protests must be made before timed runs.

(c) Track Width: Track width is open provided the top of the wheel/tire fits under the fender measured from the top of the tire. Only 356 models with drum and very early disc brakes may use individual space for each wheel stud.

(d) Increase Rim Width: Any rim width is allowed provided it does not extend beyond the fender.

(e) Wheels: Wheels may be any diameter.

D-1.4. Chassis/Body/Interior

(a) Roll Bars/Roll Cages: Roll bars or full interior cages are permitted. See Appendix XII for additional information, specifications and requirements.

(b) Spoilers: Any rear factory aerodynamic device, delivered as a factory option, is permitted. All others are permitted provided the leading edge of the spoiler is attached to the vehicle. The spoiler can be no wider than the stock body width and the spoiler does not exceed 10 inches in height, from the leading edge. Any rear wing can be used provided it is not wider than the door handles; does not extend more than 6 inches past the rear of the car; no part is higher than 6 inches above the roof; and has less than 8 square feet of area for all wing elements (measured from directly above the car)

(c) Air Dams: Any front air dam or splitter delivered as a factory option is permitted. All others are permitted provided it does not extend to less than 2 inches above the ground and not more than 6 inches forward of the bumper. Splitters can be no wider than the widest part of the vehicle measured from the centerline of the front wheels forward.

(d) Canards are permitted.

(e) Interior: Vehicles, at minimum, must have dashboard, windows (glass or plexiglas), visors (if originally equipped), headliner, and door panels. Dashboards may be modified or replaced but must be OEM-like and cover the original area. Visors and headliners may be replaced, but must be installed. Interior panels (door, kick, etc.) and carpet forward of the B pillar (front passenger area) may be replaced, not removed, with an upholstered or finish panel of any material. The area behind the B pillar may have trim and carpet removed. Race seats, window nets, and seat back braces are permitted.

(f) Bodywork: The use of fiberglass or other material body components is permitted for the following components: hoods (front and rear), rear deck lids, bumpers and rocker panels and (for air cooled vehicles only) front and rear fenders. Headlights, taillights, brake lights and turn signal lights must be operational.

(g) Fenders: Fenders may be rolled to allow for extra wheel/tire clearance, but must retain the stock outside appearance. Vehicles are permitted to have aftermarket fender flares or fiberglass fenders with flares. All four tires shall not extend beyond the fender opening at the highest point of the tire, unless the Porsche model was originally an open-wheeled design.

(h) Fuel Tanks: Fuel tanks may be changed and/or relocated.

D-1.5. Transmission

(a) Transmission: Any Porsche-based transmission is permitted.

(b) Transaxle gear ratios: Any ratio set may be used outside of the specified gear set. Ring and pinion may be altered.

(c) Limited Slip: Any differential may be used.

E-1. UNLIMITED CATEGORY MODIFICATIONS

The Unlimited category includes all vehicles modified beyond the allowable limits specified in the As-Delivered, Optioned, and Prepared categories as well as some limited production and “tuner” vehicles. These rules provide the minimum that is required for the vehicle to be classified in this category. Some specified items are not allowed in this category. Unless defined as a production vehicle with complete documentation proving so, all racing, rally, and special non-production Porsche models shall be included in this category.

E-1.1. Engine

(a) Engine: A Porsche-based engine or electric motor system is required.

(b) Displacement: Any displacement is permitted.

(c) Fuel Management: Modifications to the fuel injection or carburetor system are permitted. The use of turbochargers or superchargers other than those used in production is permitted by class allowance. Modified boost pressure is permitted.

(d) Ignition: Any ignition system is permitted.

(e) Nitrous Oxide Systems: These systems are not permitted.

(f) Exhaust: A muffler is required for any internal combustion engine.

E-1.2. Suspension

(a) Machined Suspension: Any adjustment may be made and machining is allowed (such as machining to attain negative front camber on 356-series cars). Suspension points may be relocated.

(b) Multi-linked Suspension: This suspension type is permitted.

E-1.3. Brake/Wheel/Tire

(a) Wheel and Tire: Any wheel and tire combination is permitted, except that non-DOT tires and racing slicks are not permitted. The cord may not be visible before, during or after official timed runs.

E-1.4. Chassis/Body/Interior

(a) Chassis: Any Porsche-based chassis, unibody or tube frame chassis is permitted.

(b) Roll Bars/Roll Cages: Roll bars or full interior cages are permitted. In some instances, they may be required. See Appendix XII for additional information, specifications and requirements.

(c) Bodywork: Automobile bodywork must maintain recognizable external features of the Porsche model, but may be made of any material. Tires may extend beyond the fender opening. Automobile bodywork must include a front and rear trunk or deck lid and doors.

E-1.5. Transmission

(a) Transmission: Any transmission is permitted.

F-1. ALL VEHICLE CLASSIFICATION

F-1.1. All Vehicle SCCA PAX

All vehicles (Porsche and non-Porsches) will be additionally classified by Autocross Committee staff according to the current SCCA PAX factor guidance and/or tables. These PAX factors and a secondary SCCA PAX-adjusted time will be displayed and tabulated in addition to the Porsche-only Silver Sage PAX data. Drivers should inform Timing and Scoring of any discrepancy in the displayed SCCA PAX factor prior to their first run. (See Appendix 2)

F-1.2. All Vehicle Award Eligibility

All drivers are eligible for certain daily awards as shown in H-1.1

G-1. TIMING AND RUN SCORING

G-1.1 Timing Standards.

Timing shall be timed to the nearest one-thousandth (0.001) of a second. If backup stopwatch timing is used, timing to the nearest tenth (0.1) of a second shall be used.

G-1.2 Number of Runs.

Each driver shall be allowed a minimum of 3 timed runs.

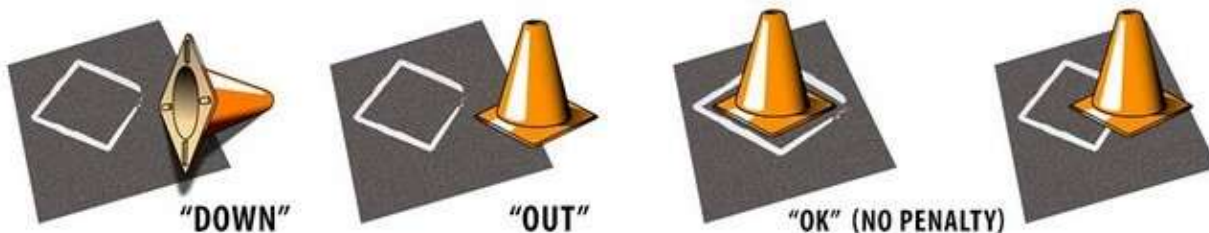
G-1.3 Reruns.

If a timing malfunction, object on the course or red flag occurs not associated with the driver on course, the driver may request or be offered a rerun at the discretion of the Autocross Event Marshal. No reruns will be given in the event of a mechanical or other failure.

G-1.4 Penalties.

G-1.4.1 Course Pylons.

Each scored pylon will be clearly marked with a line around the base of each pylon. If the pylon is upset (tipped over) or totally displaced outside the line, a two-second (2 sec) penalty will be assessed. If a non-scored pylon is hit or displaced, no penalty shall be assessed (example: laid down pointer cones without a marked line)



G-1.4.2 Displaced or Downed Pylons on Course.

A driver encountering a downed or displaced pylon on course has the option of continuing the run or stopping as soon as possible, and pointing out the downed or displaced pylon to a course worker. The driver may opt for a rerun under G-1.3 at the discretion of timing and scoring.

G-1.4.3 Lap DNFs.

A DNF shall be charged for failing to follow the prescribed course route (going off course) as reported by a course worker or as observed by the timing and scoring volunteers. A mechanical DNF will be noted if a car needs outside physical assistance to continue a run.

G-1.5. Protests.

Any protests should be lodged with timing and scoring staff as soon as possible. The decision of the Autocross Event Marshal is final. No timing protests shall be allowed after the day of the event. Any protests regarding car classification or event point scoring shall be submitted within 24 hours of the event, in writing, via email to autocross@silversageporsche.com.

H-1. AWARD COMPETITIONS

H-1.1 Event Daily Awards.

There will be 5 event day awards for:

- Raw Low Time of Day (LTD) – All Drivers
- Low Time of Day – Porsche Only – Silver Sage PAX adjusted
- Low Time of Day – All Drivers – SCCA PAX adjusted
- Low Time of Day – Ladies Porsche Only – Silver Sage PAX adjusted
- Driver of the Day (selected by the Autocross Event Marshal)

H-1.2 Silver Sage Region Autocross Season Awards

H-1.2.1 Eligibility.

To be eligible for a year end trophy a participant must run more than 50 percent of the scheduled Silver Sage Region Autocross series event days. The current schedule is for eight event days; minimum eligibility is currently 4 event days. If a weekend is dropped, this will reduce eligibility to two event days.

H-1.2.1 Club Champion Awards.

Season Silver Sage Porsche drivers will be ranked using their aggregate PAX points (See H-1.2.6). Silver Sage Region will recognize its Club Champion, runner-up and third place drivers at the season-end annual holiday dinner. Ties will be resolved using the rules in H-1.2.7.

H-1.2.2 Club Class Champion Awards

There will be a year-end award for Class Champions. Class Champions must meet eligibility rules under H-2.1 and must have also competed during the season against at least one other Class vehicle.

H-1.2.3 Club Special Recognition Award

An award will be presented to the driver who commits the single most embarrassing/unique driving maneuver of the season. This would be the coveted Yellow Toilet Seat Trophy.

H-1.2.4 Drops: (DELETED)

H-1.2.5 Class Scoring

Class scoring points will be awarded for each event as follows:

Place	Points		Place	Points
1	20		6	7
2	16		7	5
3	13		8	3
4	11		9	2
5	9		10	1

H-1.2.6 PAX Scoring

PAX points will be awarded for each event as follows:

Place	Points	Place	Points	Place	Points
1	100	11	52	21	18
2	94	12	48	22	16
3	88	13	44	23	14
4	82	14	40	24	12
5	77	15	36	25	10
6	72	16	32	26	8
7	68	17	29	27	6
8	64	18	26	28	4
9	60	19	23	29	2
10	56	20	20	30+	1

H-1.2.7 Tiebreaker.

In the event of a points total tie at the end of the season for Class and/or PAX, breaking the tie will be by comparing all of head-to-head events of the tied competitors. The competitor that beat the other(s) the most will win the tie. If a tie still remains, the tie will stand.

H-1.2.8 PAX Factors

Each Silver Sage Region class is assigned a PAX Index number. These are multipliers used to compare participants' times with others across different classes. The participant's best time is multiplied by their class PAX Index for a modified time to be compared with others. The PAX factors for each class is based on the vehicles' performance potential. Each year the index values may be modified as conditions change.

Class	PAX Index	Class	PAX Index	Class	PAX Index	Class	PAX Index
		O-01	0.879	P-01	0.892	U-01	1.000
		O-02	0.887	P-02	0.900		
A-03	0.907	O-03	0.921	P-03	0.934		
A-04	0.935	O-04	0.948	P-04	0.961		
A-05	0.938	O-05	0.952	P-05	0.965		
		O-06	0.963	P-06	0.978		
A-SUV	0.895	O-SUV	0.908	P-SUV	0.922		

Appendix 1. Model Class Chart for As-Delivered (A), Optioned (O), and Prepared (P)

Series	Year	Model	Avg Weight	Avg HP	lbs per hp	As Delivered	Optioned	Prepared
356 / 912 / 914								
	1948-1965	356 ALL	1900	70	27.14	--	O-01	P-01
	1965-1969	912 ALL	2127	102	20.85	--	O-01	P-01
	1970-1975	914 ALL	2072	90	23.02	--	O-01	P-01
	1969-1972	914/6 ALL	2194	110	19.95	--	O-01	P-01
	1976	912E	2127	90	23.63	--	O-01	P-01
924 / 944 / 968 / 928								
	1976-1986	924	2381	110	21.65	--	O-01	P-01
	1987-1988	924 S	2381	155	15.36	--	O-02	P-02
	1979-1983	924 Turbo	2450	154	15.91	--	O-02	P-02
	1983-1989	944	2715	173	15.69	--	O-02	P-02
	1987-1991	944 S ALL	2932	199	14.73	--	O-02	P-02
	1986-1989	944 Turbo ALL	2998	232	12.92	--	O-02	P-02
	1992-1995	968 ALL	3100	237	13.08	--	O-02	P-02
	1978-1995	928 ALL	3571	290	12.31	--	O-02	P-02
911								
	1965-1977	911 ALL	2370	170	13.94	--	O-02	P-02
	1978-1989	911 ALL	2750	210	13.10	--	O-02	P-02
	1989-1994	964 ALL	3031	247	12.27	--	O-03	P-03
	1995-1998	993 ALL	3131	280	11.18	--	O-03	P-03
	1999-2004	996 Base & 4	2904	296	9.81	--	O-03	P-04
	1999-2004	996 4S	3047	315	9.67	--	O-04	P-04
	2004	996 40 th Anniv	3000	345	8.70	--	O-04	P-04
	2005-2012	997 Base & 4	3120	340	9.18	A-04	O-04	P-04
	2005-2012	997 S & 4S	3142	380	8.27	A-04	O-04	P-04
	2010-2012	997 GTS	3257	335	9.72	A-05	O-05	P-05
	2012-2016	991.1 Base & 4	3086	345	8.94	A-04	O-04	P-04
	2012-2016	991.1 S & 4S	3120	395	7.90	A-05	O-05	P-05

911

	2014-2016	991.1 GTS & 4GTS	3186	424	7.51	A-05	O-05	P-05
	2017-2019	991.2 Base & 4	3197	365	8.76	A-05	O-05	P-05
	2017-2019	991.2 S & 4S	3219	414	7.78	A-05	O-05	P-05
	2017-2019	991.2 GTS & 4GTS	3241	444	7.30	A-05	O-05	P-05
	2019-On	991.2 T	3186	365	8.73	--	O-04	P-05
	2019	991.2 Speedster	3230	503	6.42	--	--	P-06
	2020-On	992 Base & 4	3318	380	8.73	A-05	O-05	P-05
	2020-On	992 S & 4S	3417	444	7.70	A-05	O-05	P-05
	2021-On	992 GTS & 4GTS	3516	473	7.43	A-05	O-05	P-05
	2024-On	911 S/T	3056	518	5.90	--	--	P-06
	1975-1994	911 Turbo ALL	3307	375	8.82	--	O-04	P-04
	1996-1997	911 Turbo ALL	3500	450	7.78	--	O-05	P-05
	2001-2005	911 Turbo ALL	3400	430	7.91	--	O-05	P-05
	2005-2012	911 Turbo ALL	3550	505	7.03	A-05	O-05	P-05
	2012-2017	911 Turbo ALL	3620	520	6.96	A-05	O-05	P-05
	2017-2019	911 Turbo ALL	3671	540	6.80	A-05	O-05	P-05
	2020-On	911 Turbo ALL	3770	641	5.88	--	O-06	P-06

911 GT3, GT2

	1999-2004	996 GT3 & GT3 RS	3042	380	8.01	--	--	P-05
	2005-2012	997 GT3 & GT3 RS	3075	429	7.17	--	--	P-06
	2013-On	991 GT3 & GT3 RS	3153	495	6.37	--	--	P-06
	2021-On	992 GT3	3126	510	6.13	--	--	P-06
	2002-2005	996 GT2 ALL	3153	476	6.62	--	--	P-06
	2007-2008	997 GT2	3170	523	6.06	--	-	P-06
	2010	997 GT2 RS	3016	612	4.93	--	--	P-06
	2019	991 GT2 RS	3241	690	4.70	--	--	P-06

Boxster								
	1997-2004	986 Boxster Base	2833	217	13.06	--	O-03	P-03
	2000-2004	986 Boxster S	2833	250	11.33	--	O-03	P-03
	2004	986 Boxster S 550 Spyder	2911	266	10.94	--	O-03	P-03
	2004-2008	987.1 Boxster Base	2855	236	12.10	-	O-03	P-03
	2004-2008	987.1 Boxster S	2855	276	10.34	-	O-03	P-03
	2008	987 Boxster RS60 Spyder	2987	303	9.86	--	O-04	P-04
	2009-2012	987.2 Boxster Base	2855	255	11.20	A-03	O-03	P-03
	2009-2012	987.2 Boxster S	2855	310	9.21	A-04	O-04	P-04
	2011-2012	987.2 Boxster Spyder	2811	321	8.76	--	--	P-04
	2013-2016	981 Boxster Base	3035	260	11.67	A-03	O-03	P-03
	2013-2016	981 Boxster S	3139	310	10.13	A-04	O-04	P-04
	2014-2016	981 Boxster GTS	3163	325	9.73	A-04	O-04	P-04
	2016	981 Boxster Spyder	2899	385	7.53	A-05	O-05	P-05
	2017-On	718 Boxster Base	3020	296	10.20	A-04	O-04	P-04
	2017-On	718 Boxster S	3053	345	8.85	A-05	O-05	P-05
	2017-2019	718 Boxster GTS 4cyl Turbo	3097	364	8.51	A-05	O-05	P-05
	2019-On	718 Boxster T	2976	296	10.05	A-04	O-04	P-04
	2019-On	718 Boxster Spyder	3206	414	7.74	--	--	P-05
	2020-On	718 Boxster GTS 4.0	3097	394	7.86	A-05	O-05	P-05
	2024-On	718 Spyder RS	3214	493	6.52	--	--	P-06
Cayman								
	2006-2008	987.1 Cayman Base	2954	241	12.26	A-03	O-03	P-03
	2006-2008	987.1 Cayman S	2954	291	10.15	A-03	O-03	P-03
	2009-2012	987.2 Cayman Base	2954	261	11.32	A-03	O-03	P-03
	2009-2012	987.2 Cayman S	2954	315	9.38	A-04	O-04	P-04
	2012	987.2 Cayman R	2833	326	8.69	--	--	P-04
	2014-2016	981 Cayman Base	2888	271	10.66	A-03	O-03	P-03
	2014-2016	981 Cayman S	2976	321	9.27	A-04	O-04	P-04
	2014-2016	981 Cayman GTS	3083	341	9.04	A-04	O-04	P-04
	2016	981 Cayman GT4	2954	385	7.67	--	--	P-05

Cayman

	2017-On	718 Cayman Base	2943	296	9.94	A-04	O-04	P-04
	2017-On	718 Cayman S	2987	345	8.66	A-04	O-04	P-05
	2017-2019	718 Cayman GTS 4cyl Turbo	3031	364	8.33	A-04	O-04	P-05
	2019-On	718 Cayman T	2976	296	10.05	A-04	O-04	P-04
	2019-On	718 Cayman GT4	3199	414	7.73	--	--	P-05
	2020-On	718 Cayman GTS 4.0	3097	394	7.86	A-05	O-05	P-05
	2022-On	718 Cayman GT4 RS	3120	493	6.33	--	--	P-06

Cayenne

	2003-On	Cayenne Base	4597	286	16.07	A-SUV	O-SUV	P-SUV
	2003-2010	Cayenne S	4597	340	13.52	A-SUV	O-SUV	P-SUV
	2011-On	Cayenne S ALL	4597	380	12.10	A-SUV	O-SUV	P-SUV
	2013-On	Cayenne Diesel	4883	237	20.60	A-SUV	O-SUV	P-SUV
	2003-On	Cayenne Turbo ALL	4700	515	9.13	A-SUV	O-SUV	P-SUV
	2008-2010	Cayenne GTS	4597	399	11.52	A-SUV	O-SUV	P-SUV
	2009	Cayenne Transsyberia	4700	399	11.78	A-SUV	O-SUV	P-SUV

Macan

	2014-On	Macan Base	4112	249	16.51	A-SUV	O-SUV	P-SUV
	2014-On	Macan S	4112	335	12.27	A-SUV	O-SUV	P-SUV
	2014-On	Macan Turbo	4244	395	10.74	A-SUV	O-SUV	P-SUV
	2016-On	Macan GTS	4112	355	11.58	A-SUV	O-SUV	P-SUV

Panamera

	2011-On	Panamera Base ALL	4100	296	13.85	A-03	O-03	P-03
	2011-On	Panamera S ALL	4200	395	10.63	A-03	O-03	P-03
	2011-On	Panamera Turbo ALL	4400	510	8.63	A-03	O-03	P-03
	2013-On	Panamera GTS	4250	424	10.02	A-03	O-03	P-03
	2013-On	Panamera S Hybrid	4530	375	12.08	A-03	O-03	P-03

Taycan								
	2019-On	Taycan Turbo	5132	670	7.66	A-03	O-03	P-03
	2019-On	Taycan Turbo S	5121	750	6.83	A-03	O-03	P-03
	2020-On	Taycan 4S	4771	562	8.49	A-03	O-03	P-03
	2021-On	Taycan	4568	402	11.36	A-03	O-03	P-03
	2021-On	Taycan Cross Turismo 4	5029	469	10.72	A-03	O-03	P-03
	2021-On	Taycan Cross Turismo 4S	5033	562	8.96	A-03	O-03	P-03
	2021-On	Taycan Cross Turismo Turbo	5196	670	7.76	A-03	O-03	P-03
	2021-On	Taycan Cross Turismo Turbo S	5199	750	6.93	A-03	O-03	P-03
Specials								
	2004-2005	Carrera GT	3043	605	5.03	--	--	P-06
	2014-2015	918 Spyder	3692	887	4.16	--	--	P-06

Appendix 2. SCCA PAX Table

SCCA 2025 Pax Index

SS	0.836	SSP	0.857	XP	0.890	AM	1.000
AS	0.826	ASP	0.851	BP	0.874	BM	0.978
BS	0.819	BSP	0.855	CP	0.863	CM	0.899
CS	0.813	CSP	0.859	DP	0.865	DM	0.906
DS	0.811	DSP	0.847	EP	0.858	EM	0.916
ES	0.790	ESP	0.840	FP	0.877	FM	0.917
FS	0.817	FSP	0.831			FSAE	0.980
GS	0.794			HCR	0.814		
HS	0.784	CAM-T	0.821			KM	0.937
HCS	0.789	CAM-C	0.825	SMF	0.850		
		CAM-S	0.844	SM	0.868		
SSC	0.802			SSM	0.878		
		XA	0.846				
SST	0.837	XB	0.848	CSM	0.800		
AST(STR)	0.834	XU	0.869	CSX	0.803		
BST(STU)	0.833						
CST	0.830	EVX	0.839				
DST(STX)	0.818						
EST(STS)	0.815						
GST(STH)	0.810						