

Class	2022 SCCA Pax	Class Name + T	Previous Pax + T	New Pax + T	Net Change
SS	0.830				
AS	0.821				
BS	0.818				
CS	0.810				
DS	0.806				
ES	0.792				
FS	0.805				
GS	0.794				
HS	0.786				
HCS	0.793				
SSC	0.808				
STS	0.813				
STX	0.817				
STR	0.828				
STU	0.829				
STH	0.812				
CAM-C	0.819				
CAM-T	0.816				
CAM-S	0.839				
XS-A	0.843				
XS-B	0.854				
EV	0.835				
SSP	0.853	SSPT	0.836	0.840	0.004
ASP	0.848	ASPT	0.831	0.835	0.004
BSP	0.852	BSPT	0.835	0.839	0.004
CSP	0.864	CSPT	0.847	0.851	0.004
DSP	0.844	DSPT	0.827	0.831	0.004
ESP	0.840	ESPT	0.823	0.827	0.004
FSP	0.824	FSPT	0.808	0.812	0.004
SSR	0.842	SSRT* doesn't exist	0.825	0.829	0.004
XP	0.885	XPT	0.867	0.872	0.004
BP	0.867	BPT	0.850	0.854	0.004
CP	0.851	CPT	0.834	0.838	0.004
DP	0.865	DPT	0.848	0.852	0.004
EP	0.849	EPT	0.832	0.836	0.004
FP	0.874	FPT	0.857	0.861	0.004
HCR	0.814	HCRT* doesn't exist	0.798	0.802	0.004
SMF	0.845	SMFT	0.828	0.832	0.004
SM	0.861	SMT	0.844	0.848	0.004
SSM	0.883	SSMT	0.865	0.870	0.004
AM	1.000	AMT	0.980	0.985	0.005
BM	0.988	BMT	0.968	0.973	0.005
CM	0.895	CMT	0.877	0.882	0.004
DM	0.898	DMT	0.880	0.885	0.004
EM	0.909	EMT	0.891	0.895	0.005
FM	0.908	FMT	0.890	0.894	0.005

This modifier is used locally to accommodate drivers who run street tires in a race tire class due to the cost savings. In recent years 200tw tires have become increasingly competitive, resulting in a narrowing gap between the speed potential of street and race tires. The SCCA adjusts the pax index regularly to reflect the constantly-evolving speed differential between classes which accounts for the latest tire compounds. Occasionally we have to analyze the impact of our local tire modifier and make sensible adjustments. This comparison highlights the primary supporting reasons that ASNW's street tire modifier should change from 0.980 to 0.985 for the 2022 season.

SS vs "SSRT": The only difference between those two classes is that SSR allows race tires, but the car must otherwise still conform to SS. "SSRT" doesn't actually exist, but if it did then our previous street tire modifier would reduce the pax more than what the SCCA calculates as the difference between street vs race tires would be for that class. Bailey's recommendation evens them out.

STS vs FSPT: With the previous street tire modifier, some cars would have a notably more advantageous pax running in Street Prepared using the tire modifier than Street Touring, which should not be the case. Bailey's recommendation evens them out.

XS-A vs SSMT: While these two classes are similar, Street Modified allows some interior removal and the potential for significantly lower minimum weights. Bailey's recommendation makes SSMT appropriately more difficult than XS-A.