Car			Owner	
Actual Displacement	_ cc	GVW _	lb (door tag)	# Seats

NEHA

2012 Unprepared & Street Prepared Classification Worksheet

ADJUSTMENTS FROM NORM

Norm = 2 valves + 1 injector per cylinder, normally aspirated, in-line configuration (rotary displacement is doubled prior to applying

factors). The Adjustment is the Factor in decimal form. Example +40	0% becomes +0.4		
Multiply your actual displacement (cc) by each factor and enter at right	Factor	Adjustment	
Variable valve timing	+ 25%		
Four-wheel drive	+ 25%		
Wheel size (diameter and width)	+ 1% per 0.5"		
Tire treadwear rating (50–150 for U; < 100 for SP)	+ 8%		
Non-stock anti-roll bars (SP only)	+ 5%		
Non-stock springs (SP only)	+ 5%		
Modified suspension (SP only) (other than shocks, alignment and bolt-on reinforcement)	+ 5%		
6-point roll cage (for U)	- 5%		
6-point roll cage (for SP) (Required as of 2002 season)	- 20%		
Intact interior (SP only w/full cage)	- 5%		
Excessive lightening (SP only)	+ 10%		
More than 2 valves per cylinder (stratified charge valves not included)	+ 10% each		
More than 1 camshaft per bank of cylinders	+ 5%		
V-type engine configuration	+ 10%		
1 venturi or injector per 4 or more cylinders	- 20%		
1 venturi or injector per 2 cylinders	- 10%		
Non-stock exhaust manifold (SP only)	+ 10%		
Non-stock induction (SP only)	+ 10%		
Turbocharger	+ 30%		
Supercharger	+ 25%		
Intercooler	+ 25%		
Excessive sound (over 96 dB)	+ 15%		
Nitrous oxide (<i>mandatory fire system</i>) (SP only)	Up 1 class		
Diesel	- 25%		
Total Adjustments			
Displacement Adjustments (cc) (Multiply Total Adjustments by Displacement)			
Adjusted Displacement (cc) (Add Displacement Adjustments to Actual Displacement)			
Curb Weight (lb) (GVW – 175 lb per se	eat = Curb Weight)		
Factor (cc/lb) (Adjusted Displacement (cc) divided by Curb Weight)			
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Factors for Unprepared

Factors for Street Prepared