

Car \_\_\_\_\_ Owner \_\_\_\_\_

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

# NEHA 2008 Unprepared & Street Prepared Classification Worksheet

| <b>ADJUSTMENTS FROM NORM</b>   |               |                   |
|--|---------------|-------------------|
| 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% becomes +0.4 |               |                   |
| <b>Multiply your actual displacement (cc) by each factor and enter at right</b>  | <b>Factor</b> | <b>Adjustment</b> |
| 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    |                   |
| <b>Total Adjustments</b>   |               |                   |
| <b>Displacement Adjustments (cc)</b> (Multiply Total Adjustments by Displacement)  |               |                   |
| <b>Adjusted Displacement (cc)</b> (Add Displacement Adjustments to Actual Displacement)  |               |                   |
| <b>Curb Weight (lb)</b> (GVW – 175 lb per seat = Curb Weight)  |               |                   |
| <b>Factor (cc/lb)</b> (Adjusted Displacement (cc) divided by Curb Weight)  |               |                   |

**Factors for Unprepared**

- U 1 1.550 and above cc/lb
- U 2 Less than 1.550 cc/lb
- U 3 Less than 1.000 cc/lb
- U 4 Less than 0.840 cc/lb

*No kit cars and no engine swaps*

**Factors for Street Prepared**

- SP 1 1.500 and above cc/lb
- SP 2 Less than 1.500 cc/lb
- SP 3 Less than 1.060 cc/lb
- SP 4 Less than 0.900 cc/lb

*Kit cars and engine swaps will be classed where deemed most competitive*

|                   |
|-------------------|
| <b>Your Class</b> |
|-------------------|