

Car _____ Owner _____

Actual Displacement _____ cc GVW _____ lb (door tag) # Seats _____

NEHA 2007 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% 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	
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 seat = Curb Weight)		
Factor (cc/lb) (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

Your Class
