



2022 NMCA RULE AMENDMENTS

(THESE RULE AMENDMENTS COVER RULE CHANGES MADE TO THE INITIAL RELEASE OF THE 2022 RULEBOOK)
(UNLESS OTHERWISE NOTED, RULE CHANGES BECOME EFFECTIVE IMMEDIATELY)

Note:

- Rulebook Additions are [Blue underline](#)
- Rulebook Deletions are ~~Red-strikethrough~~
- Rulebook Most recent updates in **Yellow highlights**. If a section has been updated, the date of the revision is indicated in the section title.

INITIAL RULEBOOK RELEASE - 01/26/2022

1ST AMENDMENT RELEASE - 1/31/2022

2ND AMENDMENT RELEASE – 2/2/2022

3RD AMENDMENT RELEASE – 2/7/2022

4TH AMENDMENT RELEASE - 2/22/2022

5TH AMENDMENT RELEASE - 3/28/2022

6TH AMENDMENT RELEASE - 4/06/2022

7TH AMENDMENT RELEASE - 4/13/2022

8TH AMENDMENT RELEASE - 5/02/2022

9TH AMENDMENT RELEASE - 5/18/2022

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**Section 5: Xtreme Street, Page 6, Paragraph 6, Section - Exhaust System
(1-31-2022)**

EXHAUST SYSTEM

Any exhaust system permitted. All exhaust systems must be directed out of body and away from driver and fuel tank. Exhaust may exit underneath car or out the front fenders but must not affect timing or staging beams. ~~Bull horns or upturned exhaust prohibited. Must have mufflers. (Turbo exempt from muffler requirements)~~

**Section 4: Factory Super Cars, Page 3, Paragraph 2, Section - Fuel Injection
(1-31-2022)**

Permitted ECUs under review pending FIRMWARE approval:

ACCEPTED ECU AND FIRMWARE					
MANUFACTURE	PART DESCRIPTION	MAKE	SOFTWARE	FIRMWARE	RPM LIMIT
HALTECH	NEXUS-R5	CHEVROLET	V1.14.1	V1.14.1-Release-1-NMCA-Chevy-10200.nex	10200
BIG STUFF 3	GEN 4	CHEVROLET	GEN4-STACK	gen4-stack-""-NewAccel_COPO_DPAK	10200
FUELTECH	FT450, FT550, FT600	CHEVROLET		TBD	10200
HOLLEY	V6 BUILD 220	CHEVROLET	V6 BUILD 220	HEFI_06002310_DOCH.EEP	10200
MOTEC	M1DOMINATOR or HP EFI50	CHEVROLET		nmcafactorysupercarsfirmware	10200
HALTECH	NEXUS-R5	DODGE	V1.14.1	V1.14.1-Release-1-NMCA-Dodge-10200.nex	10200
BIG STUFF 3	GEN 4	DODGE	GEN4-STACK	gen4-stack-""-NewAccel_COPO_DPAK	10200
FUELTECH	FT450, FT550, FT600	DODGE		TBD	10200
HOLLEY	DOMINATOR or HP EFI	DODGE	V6 BUILD 220	HEFI_06002310_DOCH.EEP	10200
MOTEC	M150	DODGE		nmcafactorysupercarsfirmware	10200
HALTECH	NEXUS-R5	FORD	V1.14.1	V1.14.1-Release-1-NMCA-Ford-10700.nex	10700
BIG STUFF 3	GEN 4	FORD	GEN4-STACK	gen4-stack-""-NewAccel_SCJ	10700
FUELTECH	FT450, FT550, FT600	FORD		TBD	10700
HOLLEY	DOMINATOR or HP EFI	FORD	V6 BUILD 220	HEFI_06002300_FORD.eep	10700
MOTEC	M150	FORD		nmcafactorysupercarsfirmware	10700

Section 1: GENERAL REGULATIONS, Page 10, Section 2.14, Contingency Verification, Paragraph 5 (2-2-2022)

It is the competitor's responsibility to [Stop at Tech immediately following the final round for Contingency Verification. This Contingency form](#) will be provided to you at this time and It is the competitors responsibility to completely and accurately fill out the NMRA contingency form [during the Contingency Verification Process. Bypassing Tech and the Contingency verification Process is grounds for refusal of Contingency for the event. prior to entering the NMRA tech area. This form will be provided to you at the Registration Trailer with your race credentials and Tech Card.](#)

Section 5: Xtreme Street, Page 2-3, Sections - Weight and Notes (2-7-2022)

ENGINE POWER ADDER BASE CID – (WEIGHT)

- Big Block Nitrous 588 ([589-600 seen note](#)) Carb or EFI/.130 single plate– (3100) +25 with SR20 or =
- Big Block Nitrous 588 ([589-600 seen note](#)) Carb or EFI/.136 single jet plate – (3125) +25 with SR20 or =
- Big Block Nitrous 588 ([589-600 seen note](#)) Carb or EFI w/fogger .044 – (3150) +25 with SR20 or =
- Big Block Nitrous 588 ([589-600 seen note](#)) Carb or EFI w/fogger .046 – (3175) +25 with SR20 or =

NOTE:

– Maximum CID for big block Nitrous entries is [600](#) ~~588~~ inches. ([589 to 600 cu in add 4lbs per cu in over 588](#)) (Deduct 50 lbs. for 540 and under)

Section 1: General Regulations, Page 12, Section 2.22, Driver Eligibility (2-7-2022)

2.22 DRIVER ELIGIBILITY:

A competitor is permitted to compete in [multiple](#) ~~two different~~ categories with ~~two~~ different vehicles. A competitor cannot drive more than one vehicle in the same category at the same event, nor can the same vehicle be driven by separate drivers at the same event. This is for all NMCA categories of competition with the exception of True Street which will be allowed to compete in class eliminations on Saturday and the appropriate bracket on Sunday. Bracket categories may purchase multiple tech cards for eliminations as long as the vehicle meets class rules and the driver is able to conform to the Competition Directors time/turn around demands an individual vehicle cannot be used for multiple entries.

Section 3: Factory Super Cars, Page 3, Paragraph 1, Section - Fan, Alternator, Water Pump. (2-22-2022)

FAN, ALTERNATOR, WATER PUMP

Alternator [optional](#). ~~must be engine-driven and functioning. Belt must be tight enough to drive equipment in a satisfactory manner without excessive or noticeable slippage.~~ May be relocated. Aftermarket pulleys permitted. Electrically driven fans and water pumps permitted. Remote water pump permitted. Use of “smog pump” or air pump for crankcase evacuation prohibited.

Section 3: Factory Super Cars, Page 1, Paragraph engine, Power Adder - Base Weight. (3-28-2022)

ENGINE, POWER ADDER - BASE WEIGHT

- Ford 302 (2010 – 2016), 2.9L Whipple - 3450
- Ford 327 (2019), 3.0L Whipple - 3575
- Ford 351 (2019), 2.9L Whipple - 3575
- GM 350 (2014 - 2018), 2.9L Whipple - 3450
- GM 350 (2019 - ~~2022~~2020), 2.65L Magnuson - 3575
- Mopar 354 (2015), 2.9L Whipple - 3500
- Mopar 354 (2020-2021), 3.0L Whipple - 3575

Section 3: Factory Super Cars, Page 4, Paragraph 4 Supercharger. (3-28-2022)
SUPERCHARGER / INTAKE MANIFOLD / INTERCOOLER

YEAR	BRAND	CID/HP	SUPERCHARGER	UPPER	LOWER
<u>2014-2015</u>	<u>Camaro COPO 350</u>	530 HP	2.9L Whipple	3.250	8.000
<u>2016-2018</u>	<u>Camaro COPO 350</u>	580 HP	2.9L Whipple	3.250	8.000
<u>2017-2018</u>	<u>Camaro COPO 350</u>	590 HP	2.9L Whipple	3.125	8.000
<u>2019-2022</u> 2020	<u>Camaro COPO 350</u>	630 HP	2.65L Magnuson 34J/32R or 32J/34R	3.125	8.000
<u>2015</u>	<u>Challenger Drag Pak 354</u>	540 HP	2.9L Whipple	3.000	7.950
<u>2021</u>	<u>Challenger Drag Pak 354</u>	630 HP	3.0L Whipple	3.375	8.000
<u>2010</u>	<u>Mustang Cobra Jet 330</u>	500 HP	2.9L Whipple	3.970	8.125
<u>2012</u>	<u>Mustang Cobra Jet 330</u>	510 HP	2.9L Whipple	3.970	8.125
<u>2013</u>	<u>Mustang Cobra Jet 302</u>	500 HP	2.9L Whipple	3.500	8.000
<u>2014</u>	<u>Mustang Cobra Jet 302</u>	525 HP	2.9L Whipple	3.375	8.000
		560 HP	2.9L Whipple	3.000	8.000
<u>2016</u>	<u>Mustang Cobra Jet 302</u>	565 HP	2.9L Whipple	3.250	8.000
		575 HP	2.9L Whipple	3.250	8.000
<u>2019</u>	<u>Mustang Cobra Jet 327</u>	610 HP	3.0L Whipple	3.625	6.938
<u>2019</u>	<u>Mustang Cobra Jet 351</u>	570 HP	2.9L Whipple	3.500	8.000

Section 5: Xtreme Street, Page 2-3, Sections - Weight (4-6-2022)

ENGINE POWER ADDER BASE CID – (WEIGHT)

- Small Block Nitrous 440 – Inline non SVA (~~2775~~**2800**) (add 25 for symmetrical port BD head)
- Small Block Nitrous 440 – Non-Inline/Canted (~~2800~~**2850**)

- Small Block 76 mm (Billet) Mod Motor/sub 365 E85 – (~~3200~~**3125**) ram air permitted

- Small Block Supercharged 91 series 366 - 440 - Gas (~~2975~~**3000**) ram air permitted
- Small Block Supercharged 91 series 366 - 440 – E85 (~~3000~~**3025**) ram air permitted
- Small Block Supercharged 91 series 366 - 440 – M1 (~~3075~~**3100**) +50 ram air

- Small Block Vortech S/C 94 series 366 - 440 - Gas (~~3025~~**3050**) ram air permitted
- Small Block Vortech S/C 94 series 366 - 440 – E85 (~~3050~~**3075**) ram air permitted
- Small Block Vortech S/C 94 series 366 - 440 – M1 (~~3100~~**3125**) +25 ram air

- Small Block Supercharger 94 series 366 - 440 – (Gas) (~~3075~~**3100**) +25 ram air
- Small Block Supercharger 94 series 366 - 440 – (~~3125~~**3150**) (E85) +25 ram air
- Small Block Supercharged 94 series 366 - 440 – (M1) (~~3250~~**3275**) ram air not permitted

- Buick, Olds, Pontiac, Mopar Nitrous 588 – (~~2975~~**3050**) (Mopar deduct 50 lbs.)(+ 25 lbs. for .048 jet)

Section 5: Xtreme Street, Page 2-3, 5 & 6 - Sections - Note, Nitrous, Supercharger (4-13-2022)

NOTE:

– Maximum CID for all small block Nitrous entries is 465 inches. ~~.(+25 lbs. for .048 jet)~~

NITROUS OXIDE

Single Stage Fogger: Any conventional single stage nitrous fogger system permitted. One nitrous/fuel nozzle per cylinder permitted. All SB entries using a single stage fogger system have a maximum jet size of ~~.048~~^{.0486} ~~(weight add for .048 jet)~~(BB entry limited to ~~.044~~^{.046}) (The maximum allowable number of solenoids for any single stage fogger system is five (2 nitrous, 2 fuel and 1 redundant purge). BBC/BBF limited to (2) .125 nitrous solenoids. Progressive systems are permitted.

Purge System: Nitrous purge systems are permitted a maximum of 1 solenoid. Progressive systems are permitted to use one inline “safety” solenoid. Purge line must clearly exit the hood/cowl or body in a fashion to not allow purged nitrous to enter the engine when racing.

TURBOCHARGER

All cast wheel turbochargers (mid-frame GT47/S400 chassis only) must be as manufactured from factory with an “as cast” or billet wheel. For “cast or billet wheel turbo”, any inconsistent modifications to compressor or turbine wheel, blades, hubs, cover, or housing, beyond accepted commercially available manufacturing process, is PROHIBITED. Compressor inducer cannot exceed 76.6 mm. Maximum inlet diameter for compressor housing will not exceed 78.6 mm (2 mm for housing/wheel clearance). Reducers PROHIBITED. Compressor exducer (this includes the backing plate and the tip to tip measurement) cannot exceed 116 mm and at no point extend past the 116 mm backing plate (i.e. no reverse clipping of the wheel permitted). Inducer blade tip measurement will take place at the leading edge (must capture .200 of blade tip) where the tip meets the compressor housing and must extend to the final exducer measurement without steps. Compressor map groove will not exceed .250 of an inch and must be maintained throughout the entire circumference of the groove. Adjustable map groove rings prohibited. Any turbocharger entry may be asked to remove the compressor cover for tech inspection. The turbine wheel will not exceed 96.5 mm x 88.5 mm. Turbine wheels are only allowed to be constructed from Inconel material. Compressor wheel/impeller must only be constructed of cast or billet aluminum material. Bore-less shaft PROHIBITED. Reducers PROHIBITED. No reduction or milling permitted on the compressor or turbine retention nuts. (Hub and turbine retention nut diameter minimum is .850) No bore-less shaft turbochargers permitted. (6 cylinder see weights) [By June 1 the cover on all 76 billet and cast wheel turbos in Ultra Street will need to conform to a 90-degree surge slot. The exducer cannot be visible through the surge slot on any turbocharger. Revised weights will be posted once cover changes are made.](#)

Section 16: Dodge//Mopar HEMI Shootout, Page 2 - Sections - Street Equipment and Tires: Front & Rear (4-13-2022)

STREET EQUIPMENT

In order to compete, all vehicles and/or drivers are required the following:

6. D.O.T. Radials or D.O.T. Slicks on ~~front and~~ rear [\(Drive Tire\)](#) of vehicle. [Non D.O.T. Front Runner Tires permitted on front of vehicle.](#)

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TIRES: FRONT & REAR

DOT slick tires or DOT legal radials tires required for drive tires during ~~the road tour AND~~ the ~~Hemi Shootout True Street~~ competition ~~and~~ class run off. Racing slicks prohibited. Tire shaving is prohibited. [Non D.O.T. Front Runner Tires permitted on front of vehicle.](#)

Section 14: True Street, Page 1, Section - Windshield & Windows (5/2/2022)

WINDSHIELD & WINDOWS

OEM safety glass windows required & must be functional.

Optic Armor stock replacement Windshield and Rear Glass permitted per manufacturers recommended specs. [Any Stationary mounted Side Glass may be replaced with Optic Armor Stock per manufacturer's specs.](#)

Section 3: Factory Super Cars, Page 3, Firmware and Page -4, Paragraph 4

Supercharger.

FUEL INJECTION

Electronic fuel injection permitted. Larger fuel injectors permitted, provided no modification or re-drilling of manifolds is performed. Only one injector per cylinder permitted. All entries must have an NMCA accepted ECU and firmware. If an ECU is not listed on the NMCA accepted Engine Management list, please contact NMCA Tech regarding the approval process.

Permitted ECUs under review pending FIRMWARE approval:

ACCEPTED ECU AND FIRMWARE					
MANUFACTURE	PART DESCRIPTION	MAKE	SOFTWARE	FIRMWARE	RPM LIMIT
HALTECH	NEXUS-R5	CHEVROLET	V1.14.1	V1.14.1-Release-1-NMCA-Chevy-10200.nex	10200
BIG STUFF 3	GEN 4	CHEVROLET	GEN4-STACK	gen4-stack-""-NewAccel_COPO_DPAK	10200
FUELTECH	FT450, FT550, FT600	CHEVROLET	4.81	Nexus-R5-V1.14.1-Release-5-NMCA-Chevy-102000.nex	10200
HOLLEY	DOMINATOR or HP EFI	CHEVROLET	V5 BUILD 171	HEFI_06002310_DOCH.EEP V5 BUILD 180	10200
MOTEC	M1DOMINATOR or HP EFI50	CHEVROLET		nmcafactorysupercarsfirmware	10200
HALTECH	NEXUS-R5	DODGE	V1.14.1	V1.14.1-Release-1-NMCA-Dodge-10200.nex	10200
BIG STUFF 3	GEN 4	DODGE	GEN4-STACK	gen4-stack-""-NewAccel_COPO_DPAK	10200
FUELTECH	FT450, FT550, FT600	DODGE	4.81	Nexus-R5-V1.14.1-Release-4-NMCA-Dodge-102000.nex	10200
HOLLEY	DOMINATOR or HP EFI	DODGE	V5 BUILD 171	HEFI_06002310_DOCH.EEP V5 BUILD 181	10200
MOTEC	M150	DODGE		nmcafactorysupercarsfirmware	10200
HALTECH	NEXUS-R5	FORD	V1.14.1	V1.14.1-Release-1-NMCA-Ford-10700.nex Nexus-R5-V1.14.1-Release-6-NMCA-Ford-9800.nex	10700 9800
BIG STUFF 3	GEN 4	FORD	GEN4-STACK	gen4-stack-""-NewAccel_SCF	10700

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				gen4-stack-""-NewAccel_SCI-1	9800
FUELTECH	FT450, FT550, FT600	FORD	4.81	FT450-NMCA-10700rpm-TBD FT550-NMCA-10700RPM-TBD FT600-NMCA-10700RPM-TBD	10700 9800
HOLLEY	DOMINATOR or HP EFI	FORD	V6 BUILD 220 V5 BUILD 171	HEFI_06002300_FORD.eep-V5 BUILD 180 HEFI_06002300_FORD.eep-V5 BUILD 182	10700 9800
MOTEC	M150	FORD		nmcafactorysupercarsfirmware	10700 9800

SUPERCHARGER / INTAKE MANIFOLD / INTERCOOLER

Must be correct year, make and model specified for cars engine package. Sandblasting, grinding, flash removal, dry film coating, or any other modification to Supercharger Intake Manifold and Intercooler prohibited.

YEAR	BRAND	CID/HP	SUPERCHARGER	UPPER	LOWER
<u>2014-2015</u>	<u>Camaro COPO 350</u>	530 HP	2.9L Whipple	3.250	8.000
<u>2016-2018</u>	<u>Camaro COPO 350</u>	580 HP	2.9L Whipple	3.250	8.000
<u>2017-2018</u>	<u>Camaro COPO 350</u>	590 HP	2.9L Whipple	3.125	8.000
<u>2019-2022</u>	<u>Camaro COPO 350</u>	630 HP	2.65L Magnuson 34J/32R or 32J/34R	3.125	8.000
<u>2015</u>	<u>Challenger Drag Pak 354</u>	540 HP	2.9L Whipple	3.000	7.950
<u>2021</u>	<u>Challenger Drag Pak 354</u>	630 HP	3.0L Whipple	3.375	8.000
<u>2010</u>	<u>Mustang Cobra Jet 330</u>	500 HP	2.9L Whipple	3.970	8.125
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<u>2013</u>	<u>Mustang Cobra Jet 302</u>	500 HP	2.9L Whipple	3.500	8.000
<u>2014</u>	<u>Mustang Cobra Jet 302</u>	525 HP	2.9L Whipple	3.375	8.000
		560 HP	2.9L Whipple	3.000	8.000
<u>2016</u>	<u>Mustang Cobra Jet 302</u>	565 HP	2.9L Whipple	3.250	8.000
		575 HP	2.9L Whipple	3.250	8.000
<u>2019</u>	<u>Mustang Cobra Jet 327</u>	610 HP	3.0L Whipple	3.625 3.375	6.938
<u>2019</u>	<u>Mustang Cobra Jet 351</u>	570 HP	2.9L Whipple	3.500	8.000