



2026

Clayhill Motorsports Park

Hummer Rules

ADJUSTMENTS, ADDITIONS OR DELETIONS to the rules will be at the discretion of the Clayhill Motorsports Park officials.

If a dispute between driver(s) and track officials or other(s) exists, the decision of the track officials will be final. If it is not covered in the rules, it will be determined by the track officials & their decision will be final.

ANYTHING NOT SPECIFIED MUST BE OEM STOCK AND IN STOCK LOCATION

GENERAL: All cars must be a commercially produced FWD 4-cylinder car from a known auto manufacturer

- No turbo charged, super charged or rotary engines allowed
- No all-wheel drive cars or all wheel steer cars
- Engine must be outwardly stock appearing. There is no engine teardown in any way.
- Engine must match brand of car (ex. Honda must have Honda engine). Engine swaps are allowed.
- Questions of legality can and will be answered during the pre-race inspection if asked for by entrant. No guarantee of legality shall be expressed or implied during pre-race inspection. Legality will be determined in POST-race inspection.
- Competitors may present cars for inspection prior to participating in any racing event.
- Mirrors are **NOT** allowed
- Raceceiver is always mandatory on track.
- No two-way radios of any kind allowed

WEIGHT: 2,200 pounds with car and driver after the race. Exceptions: 50 lb. weight break for HANS or like device 50 lb. weight break for full containment seat. **WEIGHT MUST BE DISPLAYED ON BOTH RIGHT AND LEFT FRONT A-PILLARS!**

SUSPENSION: Must have stock rear and front suspensions as from factory. Any transplanted OEM suspension or steering parts must be brand for brand and must bolt into factory mounting holes without alteration to operate. Slotting of factory mounting holes allowed. No adjustable aftermarket suspension components. Any adjustable OEM components must be welded to render them non-adjustable. Plating and structuring for durability and safety is allowed.

- No racing springs/shocks/struts allowed. Springs may be heated, clamped or use spring rubbers. Springs may be swapped from other models but within 2" of factory installed height.
- There will be a strut assembly (to include spring and bumpers or devices) claim of \$200 each.
- Rear control arms should be stock but may be braced/strengthened/repaired. No adjustable control arms.
- Stock type aftermarket suspension bushings are allowed
- Stock type STANDARD, non-adjustable, non-rebuildable shocks/struts required. No weight jacks/cups of any kind
- Suspension limiter chain or tether is allowed as a solid piece. No aftermarket limiters.
- Bump stops are allowed on struts.



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BODY/ROLLCAGE: Must have a fully welded, quality built MINIMUM 4-point roll cage inside the car with minimum of 0.95" thick tubing

- Minimum 3 driver door bars / 2 side door bars
- 6 or more-point cages okay
- Minimum of 3 vertical windshield or "trash" bars in front of driver.
- No part of the driver's helmet may extend above the lower level of the roll cage halo.
- Roll cage may extend forward behind bumpers. Bumpers must be covered in some way with no exposed sharp corners. Coverage is at officials' discretion.
- Frame-like tubing is only allowed for REPAIRS in front of front strut towers and behind rear strut towers. No other frame-like tubing may be added to chassis.
- Aftermarket asphalt style nose pieces allowed. Any nose piece used must be conformed to fit at reasonable and near-factory dimensions.
- No push bars to extend outside of bumpers or beyond nose piece.
- All bumpers (stock or tubing) must be covered, and no sharp edges may be exposed
- No rub rails allowed on sides of body
- Sunroofs must be closed/covered with sheet metal
- No holes are allowed in the hood or front fenders, and the hood should cover entire engine compartment.
- Holes in firewall and floor should be covered to seal off driver from hot fluids or parts.
- Floor pans and/or firewalls should remain intact between the front strut towers and rear strut towers. Firewalls and floor pans may be patched with STEEL for REPAIRS only.
- Gutting of body is allowed however car should maintain reasonable appearance of stock car.
- Driver and front passenger door window openings along with rear and front window openings must remain open and uncovered. Front windshield visors no more than 12" are allowed. Rear door and/or small rear side windows can be closed or covered.
- No fins, wings, gurney flaps or lips are allowed anywhere on body. Properly constructed and mounted rear mount spoilers that run from side to side are allowed within reason.
- Sheet metal decking should remain flush with doors and stock body lines and should not create any lips or airfoils. There must be 2 inspection doors on decking. 1 at front and 1 at the back.
- Sheet metal roofs CANNOT be flat and should be made to closely resemble the factory roof lines. Roof pillars must also closely resemble the factory shape and lines.



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- Some sheet metal will be allowed. The spirit of this rule is to keep cars remaining as close to stock appearing as possible. No more than 1/3 of the original body can be sheet metal – this does not include decking and/or interior. You can mix and match to achieve this 1/3. Additional sheet metal not as specified may result in a 100 lbs. weight penalty which increases by 100 lbs. at each event until corrected.

TIRES/WHEELS/BRAKES: - Aftermarket racing wheels allowed – 7 inch maximum. BEADLOCKS allowed on RIGHT FRONT ONLY.

- Maintain proper air pressure.
- Street legal DOT tires or racing tires are allowed. Directional tires are allowed.
- Tire inner tubes are allowed
- Tires can be mixed and matched for stagger on all 4 corners.
- Stock-type master cylinders required. No bias adjusters or shut-off valves.
- Brakes must remain stock-type and operational 4-wheel brakes. Aftermarket pads and rotors are allowed.

IGNITION/FUEL/EXHAUST: Any air or oil filters (K&N, etc.). The air intake filters must be closed at the end.

- Intake must be a stock intake. Porting and polishing are allowed. No Skunk 2, etc.
- Any racing fuel or pump gas allowed – no nitrous oxide or nitro methane allowed.
- Stock-type fuel injection or stock manufactured carburetor only (Motorcraft, etc...). ONE 0.800" maximum throttle body spacer may be used. Stock-type aftermarket and OEM throttle bodies are allowed. No Holley, Weber or other racing carburetors are allowed. Carbureted cars must be stock for engine.
- No cold air intakes for fuel injections – must be stock type breather system. A flexible rubber or plastic hose may be used in place of the stock air box tube. No smooth metal or smooth plastic tubing is allowed. A cone type filter is allowed and may be connected directly to throttle body or the allowed tubes.
- Aftermarket radiators allowed – can be braced for support. Aftermarket (racing) header is allowed and will be subject to claim. The claim is \$300 and includes only the header itself. Claims must be made with the tech inspector and must be done prior to leaving the racing surface.
- Computer may be chipped and/or tuned. A standalone ECU and aftermarket harness are allowed. Ignition coils must remain OEM however the coil-on-plug kits are allowed.
- Racing fuel cells are highly recommended. An approved racing fuel cell must be commercially produced with a plastic or rubber bladder as well as an outer metal enclosure. Cells should be mounted properly as per manufacturers' recommendations, and it should have a rollover valve or ball.
- The fuel rail may be an aftermarket in the interest of safety. No exotic or high-capacity rails - subject to the discretion of the tech inspector. A fuel pressure regulator and/or gauge is allowed.
- Exhaust which runs through the cockpit should be fully shielded from driver with metal
- Exhaust pipes must not extend out of anybody surface more than 1" and pipe must be blunt and free of sharp edges.



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SAFETY: RACING helmet with Snell SA 2010 or FIA 8860-2010 certification or newer is required (no motorcycle or DOTs helmets)

- Minimum single-layer fire suit required (SA 3.2A specification recommended).
- Racing shoes (SFI Spec 3.3) are REQUIRED to be worn during competition or on the racing surface.
- Fire proof gloves are mandatory (SFI 3.3 specification recommended).
- A 4 or 5-point harness, properly mounted by manufacturers' specifications, is required. Harness certifications are good for 4 years from the date of SFI certification or until marked expiration. Any worn, abraded or torn belts shall be replaced. Harnesses should be mounted to roll cage at all attachment points.
- A minimum 5 lb. fire extinguisher or on-board fire suppression system is strongly recommended and should be securely mounted within the drivers reach.
- Only commercially produced racing-type seats which are properly mounted per manufacturers' specifications are allowed. A full containment seat is strongly recommended. Cars equipped with full containment seats will receive a 50 lbs. weight break.
- A head and neck restraint system (SFI 16.1 compliant) are strongly recommended. Drivers using a head and neck restraint will receive a 50 lbs. weight reduction.
- Head and neck restraint certifications are good for 5 years from the date of SFI certification.
- Full size window nets are MANDATORY – no sprint style nets
- Fuel cells must have both a vertical and horizontal fire wall to separate from driver compartment
- Fuel lines which run through the cockpit should be fully shielded with a firewall or within metal conduit.
- All glass and ancillary and unneeded plastic should be removed
- Interiors should be free of debris and sharp edges
- Batteries must be securely attached inside the engine compartment or may be relocated inside a securely mounted box. Must use positive fasteners and hardware – NO BUNGIE CORDS or RATCHET STRAPS.
- Wet cell batteries that are inside the driver compartment MUST be covered with a non-conductive cover (plastic or rubber).

ANY RULE CHANGES WILL BE SHOWN IN **GREEN**