

# THREE CLASS TYPES FOR VEHICLES

1. UNLIMITED STREET VEHICLE
2. UNLIMITED RACE VEHICLE
3. LAND SPEED RACE CLASSES

Drivers can choose one to two CLASS TYPES. Extra fee applies to choosing two CLASS types. See [REGISTRATION FOR FEES](#).

## UNLIMITED STREET VEHICLE and UNLIMITED RACE VEHICLE

### OBJECT OF UNLIMITED:

The object is for the driver to be the fastest vehicle in a specific UNLIMITED CLASS at the end of the mile (last 132 feet of the mile). You will receive a speed certificate based on your top speed run. This is for those that will be attempting speeds over **190MPH**.

There will be 2 Unlimited groups:

1. Street Vehicle Legal Unlimited
2. All other Vehicle Unlimited

Within these groups, the classes are sub-divided into vehicles with power adders and without power adders. These will be the class choices:

1. UNLIMITED STREET VEHICLE
2. UNLIMITED STREET VEHICLE WITH POWER ADDERS- Nitros, Turbo, Supercharger or Unlimited Power Adders
3. UNLIMITED RACE VEHICLE
4. UNLIMITED RACE VEHICLE WITH POWER ADDERS – Nitros, Turbo, Supercharger or Unlimited Power Adders

**WHAT DETERMINES THE DIFFERENCE BETWEEN UNLIMITED STREET and RACE?** To be classified as street, your vehicle must be legal to operate on public roads. We will use common sense to determine this and ask for proof of registration and state inspection.

### SAFETY and OTHER REQUIREMENTS FOR UNLIMITED:

1. You must submit a safety equipment check-list to the Texas Mile and gain approval to enter in an unlimited class.
2. ROLL BAR/CAGE: A 4 point roll cage that meets drag racing specs is required for cars going **190MPH** and higher. Some exceptions might be made for factory roll protection based on car manufacturer, experience of driver, projected top speed and special waivers signed.

3. DRIVER RESTRAINT SYSTEM– The seatbelts should be in good condition. No damage may be present on the seatbelts and they must be the factory configuration.

Any harness or any restraint system, other than factory stock, shall conform to the following in all respects\* except for the expiration regulations.

1. All vehicles must have a five (5), six (6), or seven (7) point seat belt system. Arm restraints are required in open cars and cars with: Open T-tops, Open Targa tops, missing moon/sun roofs, or glass moon/sun roofs.
  2. A five (5) point system consists of: a three (3) inch lap belt, two shoulder belts that are either two (2) *inch (for use with HANS only)* or three (3) inches wide, and a two (2) inch anti-submarine strap.
  3. A six (6) point system is recommended for cars where the driver is seated in an upright (to thirty (30) degrees) or a semi-reclining position. It consists of two (2) anti-submarine belts in addition to lap and shoulder belts. Note: Current FIA Approved belt sets with two (2) inch lap belts are acceptable with the six (6) point system.
  4. A seven (7) point system is recommended for seats with more than thirty (30) degrees of incline. Note: Current FIA Approved belt sets with two (2) inch lap belts are acceptable with the seven (7) point system.
  5. The material of all straps should be *Nylon or polyester, and* in new or perfect condition. The buckles should be metal quick release. There should be a common release for all belts. [Note: Certain Momo brand belts were recalled by the manufacturer. These are NOT suitable for racing.]
  6. The shoulder harness shall be mounted behind the driver and above a line drawn downward from the shoulder point at an angle of no more than twenty (20) degrees with the horizontal.
  7. The seat, seat holes, and attachments to the seat are not permissible “harness guides” for compliance with the angle requirement. Only specific harness guide bars, or parts of the chassis or the cage are allowed to be used for this purpose. The guide bar, if used, should not present a sharp edge to the belt. It should provide as much area of support as possible to distribute the load.
  8. Only separate shoulder straps are permitted. “H” type belts are allowed. “Y” type belts are not allowed. Each shoulder strap must have an independent mounting point.
  9. All mounting hardware should be SAE grade five (5) or better. Large diameter mounting washers should be used to spread the load. Bolting through floor panels etc. is not acceptable without required washers.
  10. All belts should meet at least one of the following:
    - A) SFI Specification 16.1 or 16.5 and shall bear a dated label of no more than two (2) years old. At least one date label is required on belt sets.
    - B) A restraint system meeting FIA spec #8853/1985, 8853/98, or D-###.T/98, including amendment 1/92 may be used. FIA certified belts have a label that shows an expiration date. The belts cannot be used past December 31st of the year shown on the label. At least one date label is required on belt sets.
  11. All drivers should take care to ensure that their belts are properly worn, adjusted, and latched. **“Cam-lock” type belts can be subject to inadvertent release, should the driver fail to ensure that they are properly latched.**
  12. Any driver involved in a high impact crash shall send all of their safety belts back to the manufacturer for inspection, re-webbing if necessary, and re-certification before they may be used again in competition. Proof of re-certification is the driver’s responsibility.
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13. All belts should be threaded to the manufacturer’s instructions. An example of one type of threading instruction set appears at end of this section.

Harnesses that are expired for racing may be used providing that they are in at least very good condition. The use of a lap belt without any shoulder restraint is not permitted. Passenger seatbelts must meet the same minimum requirements per the CCR as the driver seatbelts if being used by a passenger. Note passenger equipment need not match the installed equipment on the driver's side.

\*Aftermarket DOT-certified belt sets, installed to the manufacturer's specifications may be allowed. Proof of DOT certification and proper installation is the driver's responsibility.

## **Safety Requirements for ALL AUTOMOBILES**

Remember: Safety is Paramount

**Required Safety Equipment -Driver**

**Disclaimer: Conformance to these regulations is the driver's responsibility. There will be NO EXCEPTIONS to these rules and regulations and The Texas Mile WILL NOT give refunds to participants who do not meet SAFTEY REQUIREMENTS.** These regulations do not guarantee or imply that injuries or death will not occur. If there are any questions or problems with these regulations, it is the reader's responsibility to contact the Texas Mile office, or a Texas Mile official immediately. The safety tech rules are listed below. Drivers are responsible for reading and complying with all these requirements.

**1. FIRE EXTINGUISHER:** A 2 lb minimum, automotive BC handheld fire extinguisher, with a secure quick release-mounting bracket preferably made of metal, mounted within easy reach of the Driver.

**2. HELMET:** Proper fitting helmet that meets SNELL Foundation 2000(M2000/SA2000) or newer - (M2005/SA2005). **MUST HAVE CURRENT DATES ON HELMET. NO EXCEPTIONS**

Helmet in good condition with eye protection is the minimum standard.

- A. Shatterproof eyeglasses will be the minimum standard if helmet is not full face with eye protection.
- B. If open cockpit, a full face M2000/SA2000 or newer (M2005/SA2005) helmet will be required as well as arm restraints.
- C. An SFI 3.3 spec balaclava (head sock) is recommended NOT required
- D. A padded neck collar and/or a helmet restraint system are recommended NOT required

**3. BELTS:** Correctly installed factory seat belts, OEM or better, is the minimum standard. Belts must be in "as new" condition. Vintage cars must have newer seat belts or harnesses. Lap belts used without any shoulder restraints are not permitted.

- **REQUIRED FOR VEHICLES THAT WILL RUN AT 190 MPH OR ABOVE and HIGHLY RECOMMENDED FOR ALL OTHER DRIVERS:** A five or six-point safety harness system that includes three-inch (3") shoulder and lap belts. All belts must be dated and in "as new" condition and may not be more than five (5) years old. All aftermarket belts must have date tag.
  - Belts must be installed and used properly.
  - The installation and use of a proper racing safety harness is highly recommended.

**4. CLOTHING:** Non-synthetic fabric clothing (cotton, wool, leather etc.), covering torso, all arms and all legs, plus "tennis" shoes without holes are the minimum standard. **SFI approved driving gloves are REQUIRED.** They can be purchased through Summitt Racing and Jegs. Golf gloves are not considered appropriate. NO open toed shoes, shorts, tank tops or cowboy boots may be worn.

- **REQUIRED FOR VEHICLES THAT WILL RUN AT 190 OR ABOVE and HIGHLY RECOMMENDED FOR ALL OTHER DRIVERS:** An SFI 3.2A/1 (or better) Driver's suit and SFI 3.3 Driver's Accessories (shoes, balaclava, gloves, underwear) are highly recommended.

**5. ROLL BAR/CAGE:** A competition approved Roll Bar for an open vehicle (convertible) is mandatory unless your vehicle is equipped with a factory roll system. For other street classes, a Roll Bar or a 6-point cage is recommended. **ALL CARS THAT PLAN TO ATTEMPT A SPEED RUN OVER 190MPH ARE REQUIRED TO HAVE A FOUR POINT ROLL HOOP AS MINIMUM.** The material and minimums are as follows:

FOR DOM or ERW:

- under 2000lbs: 1.50"x.120"
- 2001-3500lbs: 1.75"x.120"
- Over 3500lbs: 2.00"x.120"

FOR Alloy (CM)

- under 1500lbs: 1.375"x.095"
- 1501-2500lbs: 1.625"x.095"

Over 2500lbs: 2.000"x.095"

**6. TIRES:** DOT approved race tires are approved. Tires must meet speed rating. The speed rating on the tire must exceed the speed you are attempting! For more info on speed ratings:

<http://www.tirerack.com/tires/tiretech/techpage.jsp?techid=35>

- All tires must have an equal (or greater) Load Carrying Rating and Speed Rating than the original (OEM) manufacturer's requirement.
- HIGHLY RECOMMENDED:** The use of tires with better ratings than OEM is recommended.

**7. COMPONENTS IN GOOD OPERATING CONDITION-** no leaks or loose items - see the tech sheet and [this link for further details.](#)

**\*\*IMPORTANT\*\* MUST READ FOR ALL DRIVERS & CREW**

Questions? Contact Jonathan Hernandez at: [jono\\_550@yahoo.com](mailto:jono_550@yahoo.com)

Attention ALL: WAIVER- this is not the complete waiver. You will be required to sign a complete waiver at the event.

This event was originally created to provide those with everyday performance motorcycles and cars a place to legally run their cars over the speed limit, over a short distance (1 mile), and build up to a speed below 190 mph.

There is a fire/rescue crew on sight and an ambulance. HOWEVER, none of the safety requirements or safety crews guarantees your safety. You are entering this event at your own will and understand that it is dangerous and you could be harmed or killed. You enter completely at your own risk and you are not depending on anybody to ensure your safety or your well-being or the safety or well-being of those that are your guest or fans. You agree not to sue anybody and/or any company and your family/heirs and friends agree not to sue anybody and/or any company if you or them or harmed, injured or killed.