



**The U.S. ½ Mile & The Colorado Mile  
Presented by The U.S. Mile**

**Rules, Regulations & Technical Specifications (RRTS)**

2015.1 Edition ©

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The U.S. Mile is a competitive motor sports event, the conduct of which is governed by The U.S. Mile Staff in accordance with its Rules, Regulations & Technical Specifications. These Rules, Regulations & Technical Specifications may be amended from time to time, along with any special rules, regulations & technical specifications that may be issued by the The U.S. Mile for a specific event and/or any applicable agreement to which The U.S. Mile is a party.

All cars, motorcycles, drivers, and riders, and entrants will be subject to the U.S. Mile Rules, Regulations & Technical Specifications, specifically the Technical Requirements, Required Safety Equipment, Vehicle Safety Inspection, and General Competition Vehicle Rules. These sections cover rules for safety equipment, including but not limited to full roll cages, safety belts, fire extinguishers, as well as appearance and other items. All drivers/riders must apply for a U.S. Mile competition license or have a current Texas Mile competition license.

In the event there is any difference between this version of Rules, Regulations & Technical Specifications and the supplement version you receive in your Driver Packet, the version in your Driver Packet will take precedence. The U.S. Mile Staff reserves the right to amend or change the rules at any time in the interests of safety. Waivers and exceptions to these requirements may be granted on a case-by-case basis by the Race Director, Chief of Tech, or Owners of the U.S. Mile.

These Rules, Regulations & Technical Specifications are a guide toward a universal competition goal, and interpretation will be made by the U.S. Mile Staff. Any situation not included or not specifically covered in the Rules, Regulations & Technical Specifications will be acted upon by U.S. Mile Staff and their decisions will be final and non-negotiable.

The U.S. Mile Staff will perform an inspection of the required safety equipment for an assurance of its presence on the vehicle. This inspection is primarily a courtesy to the entrant and in no way expresses or implies a warranty of safety. Responsibility for the safe installation and use of this safety equipment is the sole responsibility of the entrant.

**ALL PARTICIPANTS MUST COMPLETE THE TECHNICAL INSPECTION PROCEDURE PRIOR TO COMPETITION.**

The U.S. Mile Staff reminds you that all motor sports are dangerous and that safety of yourself and your race vehicle is solely your responsibility. Please pay particular attention to the minimum safety equipment required in the following Rules, Regulations & Technical Specifications of the U.S. Mile.

**Driver/Rider Disclaimer: Conformance to these regulations is the driver's/rider's responsibility. There will be NO EXCEPTIONS to these rules and regulations and The U.S. Mile WILL NOT give refunds to participants who do not meet the SAFETY REQUIREMENTS.**

# 2015 U.S. Mile Rules, Regulations & Technical Specifications

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### Revision History

<b>Date</b>	<b>Version</b>	<b>Section Change/Notes on Changes Made</b>
4-1-15	2015 Edition	Changed Dates on all pages

## 1.0 Acceptance

All persons or groups making an official entry into the U.S. Mile events are to be knowledgeable of the rules, regulations and technical specifications (RRTS). An entrant's participation in the event and submission of the on-line registration and/or mailed official entry form shall constitute an acknowledgement and acceptance of the RRTS. The decision of the organizers in their interpretation and enforcement of the RRTS are final.

*Individuals in cars attempting runs over 199 mph or 215 mph without the proper equipment or license may be dismissed from the event with no refund and/or fined, and potentially banned from all future U.S. Mile events.*

Tech Limit is the maximum speed that The U.S. Mile will allow a given vehicle to go based on the criteria listed in the RRTS. The limit is determined by the technical specifications that are required for each level. The "Technical Speed Limit" for each vehicle will be assigned at Tech Inspection and a different tech sticker will be put on any vehicle who is proclaimed eligible to go over 199MPH.

In addition to the Tech Limit for the vehicle, there is also a License program based on each entrant's experience level. This is the highest speed that The U.S. Mile will allow a given entrant to achieve regardless of the vehicle Tech Limit. A competitor's speed license may be raised during an event if the competitor follows the procedures detailed in the licensing section.



## **2.0 Competition & Publicity Waivers**

All persons admitted to the pre-grid, race-grid and/or other restricted areas of U.S Mile Staff sanctioned events must obey all of the Rules, Regulations & Technical Specifications set forth by U.S Mile Staff. Each person admitted must complete and sign all releases of liability requested by U.S Mile Staff.

All entrants empower The U.S. Mile to represent them in assigning rights for reproduction of sanctioned events by electronic, broadcast and/or print media and automatically assign rights to utilize their name, facsimile, etc., in media related materials and/or advertising and promotion of sanctioned events.

### **3.0 Participant – Terms and Conditions**

All participants agree to accept announcements pertaining to U.S. Mile related activities or offers via mail or email. All U.S. Mile participants agree to assign any and all video and still photo rights to The U.S. Mile for any purposes deemed appropriate by The U.S. Mile Staff.

The U.S. Mile own or license all copyright rights in images, video, audio, graphics, photographs or any other content related to The U.S. Mile to the full extent provided under the copyright laws of the United States. Except as expressly provided in any written agreement with The U.S. Mile, you are prohibited from copying, reproducing, modifying, distributing, displaying or transmitting any content related to The U.S. Mile. You may use images, video, audio, graphics, and photographs for your own individual non-commercial and informational purposes only.

## 4.0 Automobiles - Required Safety Equipment (under 199 mph).

The following safety equipment is required to be used for all automobiles running up to 199 mph.

**4.1 HELMET:** Each driver must wear a proper fitting helmet that meets SNELL Foundation 2005 or newer (**SA2005 or SA2010**). **MUST HAVE CURRENT DATES ON HELMET. NO EXCEPTIONS.**  
**Note: The DOT-only certified helmets (such as for ATVs) and M-rated helmets are NOT acceptable.**

**4.1.1** Shatterproof eyeglasses will be the minimum standard if helmet is not full face with eye protection/shield.

**4.1.2** If open cockpit, a full face SA2005 or newer SA2005 or SA2010 helmet will be required as well as arm restraints.

**4.1.3** A padded neck collar and/or a helmet restraint system are recommended **NOT** required

**4.2 SEAT BELTS:** Correctly installed factory seat belts, OEM or better, is the minimum standard required to be used by each driver. 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. A racing harness may be used provided that it is in good condition and mounted per the manufacturer's recommendations, otherwise you will be asked to use your factory seat belt. 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.

**4.3 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 required to be worn by the driver of the vehicle. **SFI approved driving gloves are REQUIRED.** They can be purchased through OG Racing, Jegs, and Summitt Racing. Golf gloves and mechanics gloves are not considered appropriate. NO open-toed shoes, shorts, tank tops or cowboy boots may be worn. An SFI 3.2A/1 (or better) Driver's suit and SFI 3.3 Driver's Accessories (shoes, balaclava, gloves, underwear) are highly recommended but not required.

**4.4 ROLL BAR/CAGE:** A competition approved Roll Bar for an open vehicle (convertible) is mandatory unless your vehicle is equipped with a factory rollover protection system (please contact the U.S Mile Tech Staff regarding approval for convertibles). Convertibles must run with the top in the up position. For other street cars, a 4-point Roll Bar or a 6-point cage is recommended but not required.

- 4.5 TIRES:** DOT-approved tires in good condition are required to be used. The tire speed rating must exceed the speed rating that the car is attempting to achieve. For more info on speed ratings: <http://www.tirerack.com/tires/tiretech/techpage.jsp?techid=35>
- 4.5.1** All tires must have an equal (or greater) Load Carrying Rating and Speed Rating than the original (OEM) manufacturer's requirement.
- 4.5.2** HIGHLY RECOMMENDED: The use of tires with better ratings than OEM is recommended.
- 4.5.3** Drag radials (DOT spec) are not approved.
- 4.5.4** Drag racing (DOT-spec) "skinnies" or front runners are not approved.
- 4.6 VEHICLE COMPONENTS IN GOOD OPERATING CONDITION:** No leaks from the vehicle or loose items within the vehicle. Driver's floor mat needs to be removed. Ice may be used for intercoolers. Please make sure your vehicle is in good working condition with no loose hose clamps or dragging mechanical components. Fresh brake fluid is recommended. See the tech sheet for further details.

## 5.0 Automobiles – Required Safety Equipment (At 199 mph to 215 mph)

The following safety equipment is required to be used for all automobiles running at 199 mph to 215 mph, and highly recommended for all other vehicles. You must submit a safety equipment check-list to the U.S Mile and gain approval to enter a vehicle attempting speeds over 199 mph.

- 5.1 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 while normally seated, belts fastened, & steering wheel in place. A fire system is recommended but not required.
- 5.2 HELMET:** Each driver must wear a proper fitting helmet that meets SNELL Foundation SA2005 or newer (**SA2005 or SA2010**). **MUST HAVE CURRENT DATES ON HELMET. NO EXCEPTIONS. Note: The DOT-only certified helmets (such as for ATVs) and M-rated helmets are NOT acceptable.**
- 5.2.1** Only full face helmets are allowed for speeds over 199mph, no open face or motocross style helmets are allowed.
- 5.2.2** If open cockpit, a full face SA2005 or newer (SA2005 or SA2010) helmet will be required as well as arm restraints.
- 5.2.3** A padded neck collar and/or a helmet restraint system are recommended, but not required.
- 5.3 SEAT BELTS/SAFETY HARNESS:** All vehicles must have a five-, six-, or seven-point seat belt system/safety harness. A race seat with a hole for the submarine strap is recommended. Alternative submarine strap mounting bars, such as those manufactured by Brey-Krause, are approved. Arm restraints are required in open cockpit cars and cars with open T-tops, open Targa tops, missing moon/sun roofs, or glass moon/sun roofs.
- 5.3.1** 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 five (5) 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. Belts cannot be over 5 years old by the date shown on the label.

- 5.3.2** A five-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.
  - 5.3.3** A six-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-point system.
  - 5.3.4** A seven-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.
  - 5.3.5** 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.]
  - 5.3.6** 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. Please consult an experienced race car preparation shop for mounting your safety harness.
  - 5.3.7** The seat should be equipped with proper shoulder harness holes or the cage/roll bar needs to have a guide to prevent the shoulder harnesses from falling to the sides. The guide bar, if used, should not present a sharp edge to the belts. It should provide as much area of support as possible to distribute the load.
  - 5.3.8** 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.
  - 5.3.9** 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.
  - 5.3.10** 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. Proof of re-certification is the driver's responsibility.
- 5.4 CLOTHING:** An SFI 3.2A/1 (or better) Driver's suit and SFI 3.3 Driver's Accessories (gloves, shoes, underwear, socks, and balaclava (if you have facial hair)) are required.

**5.5 ROLL BAR/CAGE:** All cars that are attempting speeds at or over 199 mph are required to have a four-point roll bar at minimum. A six-point or eight-point cage is highly recommended. The material and minimums are as follows:

FOR DOM:                   under 2500lbs: 1.50"x 0.095"  
                                   2501-3000lbs: 1.50"x 0.120" or 1.75" x 0.095"  
                                   3001+lbs: 1.75"x 0.120"

FOR Alloy (CM):           under 1500lbs: 1.375"x 0.095"  
                                   1501-2500lbs: 1.50"x 0.095"  
                                   2501-3000lbs: 1.50"x 0.120" or 1.75" x 0.095"  
                                   3001+lbs: 1.75" x 0.120"

- 5.5.1** The cage may be removable or may be permanently welded, or any combination thereof, providing that all aspects of the cage meet these rules.
- 5.5.2** All roll cage surfaces that may come in contact with the driver should be padded with high-density padding such as Ethafoam or Ensolite. It is recommended that the padding meeting SFI specification 45.1 be used.

Any individual wishing to enter a vehicle which deviates from the rules listed above must contact the Chief of Tech 30 days prior to the event for approval.

**5.6 TIRES:** DOT-approved tires in good condition are required to be used. The tire speed rating must exceed the speed rating that the car is attempting to achieve. For more info on speed ratings: <http://www.tirerack.com/tires/tiretech/techpage.jsp?techid=35>. **In order for the tires to be approved, the tires must be (Y) rated, or a competition road race tire unless a letter from the tire manufacturer is submitted and approved by the Chief of Tech before registration that the tire can be run over 199 mph. Tire manufacture recommendations for number of runs on the tire should be taken seriously. Please contact your tire manufacturer for more details.**

***High horsepower cars, in order to reduce wheel/tire slip – please consider the use of “bead lock” wheels. Have tires installed by a professional shop without using soap.***

- 5.6.1** All tires must have an equal (or greater) Load Carrying Rating and Speed Rating than the original (OEM) manufacturer’s requirement.
- 5.6.2** HIGHLY RECOMMENDED: The use of tires with better ratings than OEM is recommended.
- 5.6.3** Drag radials (DOT spec) are **not** approved.

**5.6.4** Drag racing (DOT-spec) “skinnies” or front runners are **not** approved.

**5.7 VEHICLE COMPONENTS IN GOOD OPERATING CONDITION:** No leaks from the vehicle or loose items within the vehicle. Driver’s side floor mat needs to be removed. Ice may be used for intercoolers. Please make sure your vehicle is in good working condition with no loose hose clamps or dragging mechanical components. Fresh brake fluid is recommended. See the tech sheet for further details.



## 6.0 Automobile - Required Safety Equipment (At or Over 215 mph)

- 6.1 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 while normally seated, belts fastened, & steering wheel in place.
- 6.2 HELMET:** Each driver must wear a proper fitting helmet that meets SNELL Foundation SA2005 or newer (**SA2005 or SA2010**). **MUST HAVE CURRENT DATES ON HELMET. NO EXCEPTIONS.** Note: The DOT-only certified helmets (such as for ATVs) and M-rated helmets are **NOT** acceptable.
- 6.3 SEAT BELTS/SAFETY HARNESS:** All vehicles must have a five-, six-, or seven-point seat belt system/safety harness. A race seat with a hole for the submarine strap is recommended. Alternative submarine strap mounting bars, such as those manufactured by Brey-Krause, are approved. Arm restraints are required in open cockpit cars and cars with open T-tops, open Targa tops, missing moon/sun roofs, or glass moon/sun roofs.
- 6.3.1** 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 five (5) 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. Belts cannot be over 5 years old by the date shown on the label.
- 6.3.2** A five-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.
- 6.3.3** A six-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-point system.
- 6.3.4** A seven-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.
- 6.3.5** 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.]

- 6.3.6** 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. Please consult an experienced race car preparation shop for mounting your safety harness.
- 6.3.7** The seat should be equipped with proper shoulder harness holes or the cage/roll bar needs to have a guide to prevent the shoulder harnesses from falling to the sides. The guide bar, if used, should not present a sharp edge to the belts. It should provide as much area of support as possible to distribute the load.
- 6.3.8** 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.
- 6.3.9** 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.
- 6.3.10** 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. Proof of re-certification is the driver's responsibility.
- 6.4 CLOTHING:** An SFI 3.2A/1 (or better) Driver's suit and SFI 3.3 Driver's Accessories (gloves, shoes, underwear, socks, and balaclava (if you have facial hair)) are required.
- 6.5 ROLL BAR/CAGE:** All cars that are attempting speeds at or over 215 mph are required to have an eight-point roll bar at minimum. The material and minimums are as follows:
- |                |   |
|----------------|---|
| FOR DOM:       | under 2500lbs: 1.50"x 0.095"                  |
|                | 2501-3000lbs: 1.50"x 0.120" or 1.75" x 0.095" |
|                | 3001+lbs: 1.75"x 0.120"                       |
| FOR Alloy (CM) | under 1500lbs: 1.375"x 0.095"                 |
|                | 1501-2500lbs: 1.50"x 0.095"                   |
|                | 2501-3000lbs: 1.50"x 0.120" or 1.75" x 0.095" |
|                | 3001+lbs: 1.75" x 0.120"                      |
- 6.5.1** The cage may be removable or may be permanently welded, or any combination thereof, providing that all aspects of the cage meet these rules.

**6.5.2** All roll cage surfaces that may come in contact with the driver should be padded with high-density padding such as Ethafoam or Ensolite. It is recommended that padding meeting SFI specification 45.1 be used.

Any individual wishing to enter a vehicle which deviates from the rules listed above must contact the chief of tech 30 days prior to the event for approval.

**6.6 TIRES:** DOT-approved tires in good condition are required to be used. The tire speed rating must exceed the speed rating that the car is attempting to achieve. For more info on speed ratings: <http://www.tirerack.com/tires/tiretech/techpage.jsp?techid=35>. **In order for the tires to be approved, the tires must be (Y) rated, or a competition road race tire unless a letter from the tire manufacturer is submitted and approved by the Chief of tech before registration that the tire can be run over 199 mph. Tire manufacture recommendations for number of runs on the tire should be taken seriously. Please contact your tire manufacturer for more details.**

***High horsepower cars, in order to reduce wheel/tire slip – please consider the use of “beadlock” wheel. Have tires installed by a professional shop without using soap.***

**6.6.1** All tires must have an equal (or greater) Load Carrying Rating and Speed Rating than the original (OEM) manufacturer’s requirement.

**6.6.2** HIGHLY RECOMMENDED: The use of tires with better ratings than OEM is recommended.

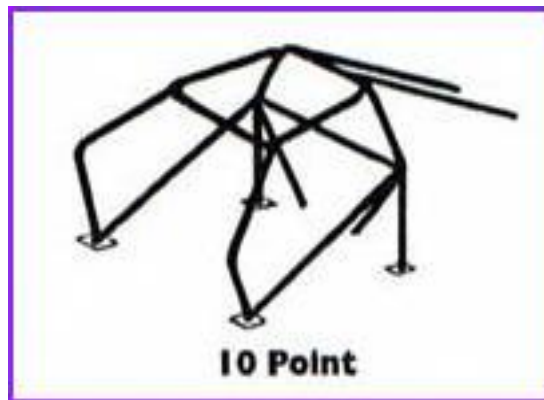
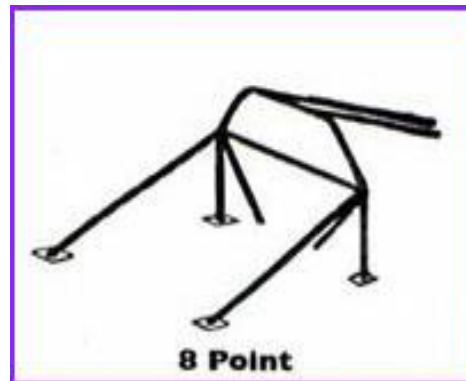
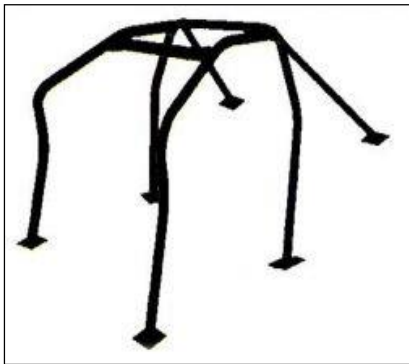
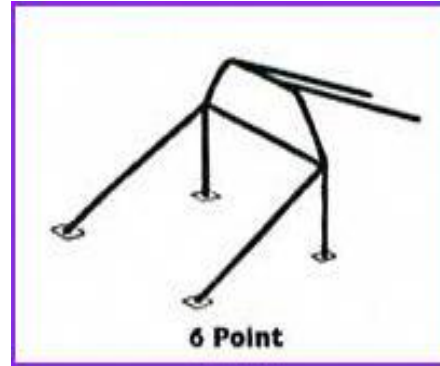
**6.6.3** Drag radials (DOT spec) are not approved.

**6.6.4** Drag racing (DOT-spec) “skinnies” or front runners are not approved.

**6.7 VEHICLE COMPONENTS IN GOOD OPERATING CONDITION:** No leaks from the vehicle or loose items within the vehicle. Driver’s side floor mat needs to be removed. Ice may be used for intercoolers. Please make sure your vehicle is in good working condition with no loose hose clamps or dragging mechanical components. Fresh brake fluid is recommended. See the tech sheet for further details.

### 6.8 ACCEPTABLE DESIGNS FOR DIFFERENT ROLL CAGE SETUPS

The following diagrams are considered acceptable. Additional designs may be approved with submittal to the U.S. Mile. Cages with certifications/log books assigned by NHRA, SCCA, NASA, NASCAR and other sanctioning bodies may be approved on a case-by-case basis.



6 Point

## **7.0 Automobile- Classification Rules**

Class types for Automobiles

### **7.1 STREET LEGAL**

### **7.2 NOT STREET LEGAL**

### **7.3 EXHIBITION VEHICLE**

### **7.4 After you choose your Automobile class you will be requested to answer ALL of the following questions:**

**7.4.1 Body Style-** What is the body style of your automobile?

**7.4.2 Speed Range-** Will your automobile go over 199 mph or stay below 199 mph?

**7.4.3 Engine Induction-** Is your automobile naturally aspirated, turbo charged or supercharged?

**7.4.4 Engine-**How many cylinders does your automobile have?

**7.4.5 Cubic Inch / Liter Equiv. Range-** What is the engine displacement?

**7.4.6 Fuel-** What type of fuel does your automobile run on?

**7.4.7 Nitrous-** Does your automobile have nitrous?

**7.4.8 Methanol Injected-** Is your automobile methanol injected?

**7.4.9 Drive Line-** what is the driveline of your automobile?

**\*\* By classifying your automobile as street legal or not street legal and answering the questions above you will be able to compare yourself to your peers running similar setups or configurations. This will allow for you to challenge yourself in more than one way.**

## 8.0 Motorcycles – Required Safety Equipment

The following safety equipment is required to be used for all motorcycles. The motorcycle safety tech rules are listed below. Riders are responsible for reading and complying with all these requirements.

- 8.1 ENGINE KILL SWITCH:** Riders must have a lanyard style kill switch that kills all power in the event of a rider falling off. Tip over switches will NOT be a suitable replacement for a kill switch.
- 8.2 TIRES:** Tires must be rated for the top speed of your motorcycle.
- 8.3 SAFETY-WIRED ITEMS:** The following items must be safety wired:
  - 8.3.1** Front axels must be safety wired. If you are unable to safety wire you must contact a member of tech prior to the event.
  - 8.3.2** Oil drain plugs will be safety wired and it is encouraged to safety wire the filler cap but is not required at this time.
  - 8.3.3** Drive chains must have the master link clip safety wired or silicone (preferably colored silicone).
- 8.4 BREATHER HOSES:** Crankcase breather hoses must be run into a catch tank or in to the air box.
- 8.5 CLOTHING:** Leather racing suits must be worn and zipped at all times while in the hot pits or racing lane. Kevlar T panels can only be used for expansion flexibility (arms and legs) and not to replace other large areas of leather. Leather gloves with no holes or other openings other than breathing pinholes. Leather riding boots suitable for motorcycle riding/racing, must completely cover and surpass the ankle. Driving shoes will not be permitted.
- 8.6. HELMET:** Helmets must be certified by Snell Memorial Foundation and bearing M2005 or M2010 approval stickers. All helmets must be in sound condition, including shell, liner, and strap. All helmets must be approved by the tech inspector. **MUST HAVE CURRENT DATES ON HELMET. M2000 HELMETS WILL NOT BE PERMITTED. NO EXCEPTIONS.**
  - 8.6.1** Shields must be shatterproof in nature and have clear visibility.
  - 8.6.2** Visor tear-offs are not allowed.

**8.6.3** The U.S. Mile prohibits hydration devices such as camel backs during competition events.

**8.7 STEERING DAMPER:** A steering damper is required for speeds greater than 140 mph.

**8.8. CHAIN GUARD:** A metal chain guard is required.

**8.9. BRAKES:** Both front and rear brakes must be functional.

\*\* Anything not covered, but deemed unsafe by the tech inspector WILL NOT be permitted.

## 9.0 Motorcycles – Classification Rules

Class types for Motorcycles

### 9.1 INLINE MOTOR /FACTORY STOCK

### 9.2 INLINE MOTOR /MODIFIED

### 9.3 INLINE MOTOR /UNLIMITED

### 9.4 V TWIN MOTOR / FACTORY STOCK

### 9.5 V TWIN MOTOR /MODIFIED

### 9.6 V TWIN MOTOR / UNLIMITED

### 9.7 EXHIBITION MOTORCYCLE CLASS

**9.8 Read the following classification definitions to make sure you qualify for the class you chose.**

**9.8.1 Factory Stock:** Classification retains all a factory produced drive-train, electronics, chassis, exhaust, induction and layout. Modifications are allowed to meet the set safety requirements outlined in the technical rules and regulations. Cosmetic changes to the paint, ancillaries, and changes of tire make are allowed. Tires must retain a DOT rating. Performance enhancing modifications are not allowed to the drive-train, electronics, chassis, exhaust, induction and layout.

Factory Stock class will not allow any modification deemed speed enhancing by the Tech Inspection Official.

**9.8.2 Modified:** Classification allows the modification to the drive-train, chassis, exhaust, induction. Preparation is allowed e.g. the covering or removal of signal lenses, extensive safety wire, aftermarket plastics, etc. Drastic layout and chassis modification purposed for land speed racing will not be allowed in the Modified class.

The Tech Inspection Official retains the right to reclassify any Modified entrant not deemed street worthy. “Street worthy” generally specifies that the motorcycle is able to reasonably and safely; make over the road travel for an



extended period of time starting and stopping and abide to local state safety inspection requirements. The motorcycle must be capable to perform the above without the aid of support vehicles or staff.

- 9.8.3 Unlimited:** Classification allows an infinite amount of modifications to the bike specifically for the purpose of drag, road or land speed racing. Any participant may classify themselves as Unlimited. Chassis alteration, layout or engine modification is not required.

Any entrant has the right to move up in classification if he or she wishes. Moving up delineates that your bike runs a lesser engine displacement and/or classifies lower than the class the rider wishes to be moved up into. Entrants may not classify themselves into a lesser class unless specifically allowed by the Tech Inspection Official.

**9.9 After you choose your Motorcycle class you will be requested to answer ALL of the following questions:**

- 9.9.1 Body Style-** What is the body style of your motorcycle?
- 9.9.2 Manufacture Origin-** Where was your motorcycle made?
- 9.9.3 Engine Induction-** Is your motorcycle naturally aspirated, turbo charged, or supercharged?
- 9.9.4 Engine-** How many cylinders does your motorcycle have?
- 9.9.5 Cubic Centimeters-** What is the engine displacement?
- 9.9.6 Fuel-** What type of fuel does your motorcycle run on?
- 9.9.7 Nitrous-** Does your motorcycle have nitrous?
- 9.9.8 Methanol Injected-** Is your motorcycle methanol injected?
- 9.9.9 Inches over stock length-** has the frame of your motorcycle been extended?

**\*\*By classifying your motorcycle and answering the questions above you will be able to compare yourself to your peers running similar setups or configurations. Now you can compare your bike with other bikes on many different levels, from a broad range to a very narrow range. This will allow for you to challenge yourself in more than one way.**

**In order to be classified in the American Iron Class you MUST choose the USA as the manufacture origin of your bike and you MUST choose Sport Bike or Classic as the body style of your motorcycle.**

## **10.0 Land Speed Racer Classification**

LSR Classification Types

### **10.1 LAND SPEED RACING AUTOMOBILE**

### **10.2 LAND SPEED RACING MOTORCYCLE**

**\*\* The U.S. Mile honors classes for Land Speed Racing. For more information refer to <http://www.landracing.com/>. Each LSR participant will need to populate their own class according to the SCTA rules.**

### **10.3 If you chose LSR Automobile you will be requested to answer ALL of the following questions:**

**10.3.1 Body Style-** What is the body style of your Automobile?

**10.3.2 Speed Range-** Will your automobile go over 199 mph or stay below 199 mph?

**10.3.3 Engine Induction-** Is your automobile naturally aspirated, turbo charged or supercharged?

**10.3.4 Engine-**How many cylinders does your automobile have?

**10.3.5 Cubic Inch / Liter Equiv. Range-** What is the engine displacement?

**10.3.6 Fuel-** What type of fuel does your automobile run on?

**10.3.7 Nitrous-** Does your automobile have nitrous?

**10.3.8 Methanol Injected-** Is your automobile methanol injected?

**10.3.9 Drive Line-** what is the driveline of your automobile?

### **10.4 If you chose LSR Motorcycle you will be requested to answer ALL of the following questions:**

**10.4.1 Body Style-** What is the body style of your motorcycle?

**10.4.2 Manufacture Origin-** Where was your motorcycle made?

**10.4.3 Engine Induction-** Is your motorcycle naturally aspirated, turbo charged, or supercharged?

**10.3.5 Engine-** How many cylinders does your motorcycle have?

**10.3.6 Cubic Centimeters-** What is the engine displacement?

**10.3.7 Fuel-** What type of fuel does your motorcycle run on?

**10.3.8 Nitrous-** Does your motorcycle have nitrous?

**10.3.9 Methanol Injected-** Is your motorcycle methanol injected?

**10.3.10 Inches over stock length-** has the frame of your motorcycle been extended?

## **10.5 Body Style Definitions for Motorcycles**

**10.5.1 Sport bike** or Superbike is a motorcycle optimized for speed, acceleration, braking, and cornering on paved roads, typically at the expense of comfort in comparison to less specialized motorcycles. The riding position has the rider leaning over the fuel tank with their feet behind them. Examples are Suzuki Hayabusa, Kawasaki Ninja, and Honda CBR.

**10.5.2 Sport-Touring Bikes:** blends performance with long-distance capabilities while providing comfort and relative safety to the rider. Generally, these bikes are still designed more for comfort than speed and performance. They fall between sport and touring. Examples are Honda ST series, Yamaha FJR, and BMW K1200GT

**10.5.3 Classic /Cruiser /Touring Motorcycles:** These bikes are large and heavy motorcycles designed for comfort on long rides and not for speeds equal to sport bike. The riding position on these bikes are usually but not always places the feet forward and the hands up, with the spine erect or leaning back slightly. Examples are BMW R1200C, HD Softail Heritage, and Suzuki Boulevard.

**10.5.4 Chopper / Bobber:** Whether you have a modified frame or not, this is the class for your custom motorcycle. This class is for all the bikes that are not mass produced. It's the place for truly one of a kind custom bikes. Examples are bikes such as those built by West Coast Choppers, Orange County Choppers, or Falcon Motorcycles.

**10.5.5 Enduro /Dual-Sport Motorcycles:** These bikes are designed for use both on-road and off-road use. These motorcycles cover a large spectrum from basically dirt bikes with headlights and turn signals to a more traditional road bike with a suspension designed to soak up the bumps off road use has to offer. Dual Sport motorcycles tend to be tall, with a high center of gravity. The term Enduro can also be used to describe these

motorcycles, though the expression has lost popularity in recent years. Examples are BMW 1200GS, KTM 525EXC, and Suzuki DR650

**10.5.6 Other:** This is for all the bikes that don't fit nicely into one of the above classes. If you have something rare or unique or just not listed above then this is where you go.

***Classification is ultimately up the discretion of the Tech Inspection Official. The Tech Inspection Official in accordance with the Race Director retain the right to reclassify any entrant at any time during the course of the event.***

## 11.0 Competitor Licensing

The U.S. Mile has implemented a competitor licensing program.

Licenses and requirements are separate for automobiles and motorcycles. A license level in the motorcycle class doesn't apply to the car classes and vice versa.

The competitor will be issued a colored wrist band based on their license level. The competitor must notify the Race Director or Chief of Tech when they wish to move up to the next license level. Failure to follow these policies can and will result in the competitor forfeiting all competition privileges for the event and possible future events. In the event that a competitor is found to be cheating by allowing another driver/rider to use their licensing band, they both will be permanently banned from all future U.S. Mile events. The Race Director decision is final in all matters pertaining to all event rules.

"Hard card" licenses will be issued to the Class A and Class AA license holders.

License color will be determined at the event.

- 11.1 CLASS C** – (color TBD) The minimum qualification for a Class C license is a valid US, Canadian provincial, military or any other approved driver's license. All other licenses must be approved prior to the event. It is the competitor's responsibility to have their licenses approved. Class C license holders are limited to 165 mph.
- 11.2 CLASS B** – (color TBD) The minimum qualification for a Class B license is a Class C license, plus sufficient acceptable prior experience or successful completion of one run with a trap speed greater than 140 mph but less than 165 mph. Class B license holders are limited to 199 mph.
- 11.3 CLASS A** – (color TBD) The minimum qualification for a Class A license is a Class B license, plus sufficient acceptable prior experience or successful completion of one run with a trap speed greater than 180 mph but less than 200 mph.

Automobiles - An approved race license from the following sanctioning bodies: ECTA, SCTA, NHRA, IHRA, NASCAR, ARCA, SCCA, NASA, Grand Am, IMSA, or FIA will be accepted for a Class A license. Class A license holders are limited to 220 mph.

Motorcycles - An approved race license from the following sanctioning bodies: CMRA, ECTA, SCTA, NHRA, or IHRA, will be accepted for a Class A license. Class A license holders are limited to 220 mph.

**11.4 CLASS AA** – (color TBD) Highest level license. The competitor must demonstrate to the satisfaction of the Race Director and/or the Chief of Tech that they are sufficiently qualified to run at the highest licensing level. Graduation to a Class AA license is not automatic and applicants must be individually approved by the Race Director and/or the Chief of Tech. Minimum qualifications are:

- a Class A license;
- considerable high speed driving experience or an approved race license from the following sanctioning bodies:

Automobiles - ECTA, SCTA, NHRA, IHRA, NASCAR, ARCA, SCCA, NASA, Grand Am, IMSA, or FIA;

Motorcycles - CMRA, ECTA, SCTA, NHRA, or IHRA, and,

- Two or more successful runs greater than 205 mph but less than 225 mph.

The Race Director has the final say whether a competitor does or doesn't qualify for a Class AA license. The Race Director has the final say in all licensing and cannot be protested to a higher level.

### Contact Us

If you have any questions about the above rules, please contact the U.S. Mile staff at 281- 303-1844.

You can email our tech inspectors for vehicle specific questions:

**Automobiles:** Mike at [mikep99z@gmail.com](mailto:mikep99z@gmail.com)

**Motorcycles:** Norman at [ruf455@msn.com](mailto:ruf455@msn.com).

You can also contact the Race Director Ryan Arnold at 281-799-6306 or [ryan@texasmile.net](mailto:ryan@texasmile.net).