

2027

2027 LUCKY DOG RACING LEAGUE COMPETITION RULES v1.0

10.13.2026

POWERED BY HANKOOK Competition

WWW.RACELUCKY.COM

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Welcome to Dawg Nation!

Lucky Dog Racing League is a "for racers, by racers" community born out of the desire to offer competitive yet safe, fun, and affordable, wheel-to-wheel racing without the usual barriers to entry…complex rules and the need to have a trust fund. Our experienced staff are all racers themselves and are committed to keeping you on track and delivering safe events at amazing tracks, awesome formats, great seat time value, easy car prep, understandable rules…and offering a bull-free experience. As racers, we understand the competitive nature of this sport but keeping you and your car safe is paramount to us. ***We're a non-claiming series that absolutely, positively, no-way, no-how allows or tolerates contact***. And by offering a multi-class qualifying race configuration, we ensure that you're running with a "like pack" so that every team has a fair chance to be the Top Dog!



Lucky Dog encourages and welcomes ingenuity and creative engineering. And in an effort to make the racecar valuation process easy to understand and implement…we threw it out the window! You'll see in the rule set below; we give you quite a bit of leeway (we know most of you are already over-embellishing your cars…why not embrace it!). And just because you did a clever engine swap, installed a 24-gallon fuel cell, or architected fancy front-end aerodynamic decorations, that doesn't always translate to leading the pack. So, we're giving you the opportunity to prove your stuff prior to each race with a 40-minute qualifying session to determine which Class you are to compete in. It's our mission to provide a level playing field, shaking out the Greyhounds from the Chihuahuas and the Basset Hounds from the Bulldogs.

Lucky Dog Racing League in a Nutshell… No Car Valuations or 75-page Rulebook

1. Bring a mass production passenger car that is model year 2012 or older.
   By extending the model year, we are providing teams with more car options, and hopefully more reliability. This move to 2012 is NOT intended to provide an open license to go faster and Super Dog (SD) times will continue to be enforced.
2. To level the playing field & manage speed, we run a spec 200 treadwear tire; Hankook RS4's purchased from Hankook Competition in Austin Texas.
3. Each race weekend begins with a qualifying session to help determine where you fit into the wolf pack; A, B or C Class.
4. To manage the "pointy-end" of the field, we have a Super Dog (SD) "too-fast" lap time.

About Racing… So you want to be a racer huh?

While Lucky Dog Racing League (LDRL) is a no-contact series... racing inevitably can be dangerous… period…just don't tell your mother. Cars can get damaged whether it's catastrophic failure (you left the radiator cap off or you threw a rod) or there was an unfortunate self-imposed accident or contact incident. Yes, you or someone else could be hurt, or worse. Racing is taxing on your body, brain, and bank account. You'll be exposed to heat, cold, fumes, noises, vibration, jolting, exhaustion, ego, humility, stress, embarrassment, despair, euphoria, and the agony of defeat. It's strongly recommended that you endure a complete physical exam to receive clearance from your physician prior to competing in the strenuous way of life in motorsports.

Registration and/or arrival at the track implies you understand the risk associated with this life-changing sport and that you agree to observe and adhere to the rules contained within, the requirements and restrictions, and acknowledge that you and your team/crew/guests/fan club are participating at their own risk and shall not hold Lucky Dog Enterprises LLC, its owners, staff, sponsors, tracks, partners, vendors, service providers, associations, and assignees responsible.

And We Keep It Simple & Affordable

At Lucky Dog, we know life is complicated, but your race weekend shouldn't be. We don't charge for bogus memberships or licenses, and we never charge a pit pass fee for your crew, friends, family, sponsors, guests & your fan club. The only thing you pay for is your $550 USD Driver Fee* or $2200 total entry fee with no less than 2 drivers; covering all your drivers.

** $550 & $22000 within Early Dawg Discount deadline; excludes a handful of Premium track events, such as Laguna Seca, Sonoma, Barber, Road Atlanta, VIR, etc.*

2027 LUCKY DOG RACING LEAGUE COMPETITION RULES

2027 Rule Updates Highlighted Yellow

1. WHAT KIND OF CARS

a. Stock production four-wheeled vehicles originally intended for street use but are repurposed as a racecar for road course endurance racing. Lucky Dog attracts all levels of drivers from all types of racing including SCCA, NASA, AER, WRL, 24 Hours of LeMons, ChampCar, PCA, BMW clubs, Spec Miatas, and the like. **Vehicles should be at least 15 years old based on "model year."** For 2027, **2012 or older model year** is acceptable. Models are determined based on model year (VIN check if necessary), even if a certain chassis runs before or after the cut-off date. Tube frame cars are disallowed. A car will be considered "tube frame" if the vehicle is essentially a tube frame with sheet metal hanging off, missing the original inner front or rear (or both) fender wells, missing the original firewall, missing the original floor pan, or missing the original trunk pan. Judgment of cars lies with the vehicle safety and technical inspection director. Considering a crazy build? Contact chris@racelucky.com before "em-*barking*" on a project. Exceptions may be granted on a case-by-case basis. Mutilated or missing VINs automatically place a vehicle in Super Dog (SD) class.

b. **B-SPEC** LDRL is ecstatic to invite SCCA B-SPEC cars to compete this. B-SPEC cars must meet all LDRL rules, including running Hankook R-S4 tires. Thanks for joining us and we hope you can get your endurance racing fix here with us.

c. **Mazda MX-5** As a proud member of the Mazda Motorsports Program since 2024, Mazda MX-5s up to model year 2015 are welcome to compete with LDRL. Model year 2006-2015 MX-5 must retain the original engine, or "spec MX-5 engine."

d. **Nissan Micra Cup Cars** from the Canadian series are welcome to compete with LDRL.

2. WHAT KIND OF DRIVERS

a. LDRL welcomes all levels of drivers who hold a valid US or International driver's license, but strongly recommends that novices first attend some type of driving instruction at a local track day/HPDE.

b. Depending upon track regulations, LDRL allows minors at least 16 years of age with two years of demonstrated / documented racing experience (e.g., karting, quarter midgets, etc.). **A special approval from LDRL's insurance carrier is required. Please allow two weeks for approval.** All drivers under the age of 18 require a completed minor liability waiver form by a parent or legal guardian. Contact Registration@RaceLucky.com for additional information.

3. TEAMS / NUMBER OF DRIVERS

a. A Lucky Dog team is defined as two or more drivers for a specific event. Each team must have a Team Captain who is responsible for establishing the team name & car number, and for entering the team car for a race, hopefully in a timely manner (Captain can be a driver or not). The number of required drivers is dependent upon the length of the race and/or the track venue and is always specified in each race's Event Information & Schedule; for example: Race Duration 12 hours or less – Two (2) drivers required but there is no maximum limit on driver count. Race Duration of 24 hours – Three (3) drivers required but there is no maximum limit on driver count.

4. ENTERING A RACE

a. To enter an event, access www.RaceLucky.com to view the Event Schedule and create an online Raceday Driver Profile. Membership is FREE! No licensing requirements or fees.

b. Team Captains must first create their car(s) information (Make/Model/Year/Color), Team Name and Car Number (see rule 7e).

c. Team Captains then enter their team for a specific event and then allow fellow drivers to create their own driver profiles, joining your team name, to enter and pay for the race. If a team captain would like to pay for the entire team, please contact

Registration@RaceLucky.com for specific directions. Car entry (Early Dog $550 USD includes Car Entry AND Captain's driver fee most venues except premium tracks) must be paid at time of registration. Entries paid after the 30-day payment deadline will be at regular price ($600). Please note that some premium tracks, such as Laguna Seca, Sonoma Raceway, Barber, Road Atlanta, VIR, etc., have a slightly higher entry fee; please refer to Schedule at www.RaceLucky.com. Most regular events have a minimum/maximum team entry fee [typically four (4) Early Dawg Discount driver entry fees or $2000], as outlined in the event's Supplemental Rules.

TEAM PRICING: All drivers after your 4th driver entry fee race for FREE; no limit. Contact Registration@RaceLucky.com for specific instructions on how to register your additional drivers.

d. Each driver must create their own Driver Profile and enter the event, selecting their Team Name from the drop-down list. Driver Fee must be paid at time of registration. Driver fees paid 30 days prior to the event will receive an Early Dawg Discount; regular fees apply after that. Don't know who all your drivers are yet? No problem! Drivers can join the team at any time.

e. Crew, family, guests, spectators and your fan club are always FREE! No pit pass or gate fee required unless required by a specific track (like the gate fees at Buttonwillow, WSIR, Chuckwalla, CMP, etc.). All bodies on property must sign a Waiver Liability Form. Please review the Supplemental Rules included in each event's schedule, specifically regarding pets and children at events, on cold pit lane, etc.

5. CREDITS & REFUNDS. GENEROUS REFUND POLICY:

We're racers too and we understand that life happens. Lucky Dog is always committed to working with teams in these circumstances & we're pleased to offer this very forgiving refund policy:

- 100% monetary refund or 100% rollover future race credit 60 days prior to the event
- 100% rollover future race credit after 60 days prior to the event.
- 50% rollover future race credit after 30 days prior to the event.
- NO SHOWS; no refunds or race credits
- Additionally, see Catastrophic Failure Rule 13k in case your car is less eager to compete than you are!
- Transaction fees associated with entries will not be refunded.

6. INTERIOR CAR SAFETY & GUIDELINES

Note: The SFI Foundation Inc. website is a great resource for vehicle safety issues such as proper harness installation, onboard fire suppression systems, etc.; see www.sfifoundation.com.

a. **Roll Cage.** As one of the most critical safety aspects of your vehicle, leave the design, fabrication and installation of your roll cage to the professionals (see LDRL Sponsors webpage for local fabricators). LDRL requires a minimum 6-point (8 points recommended) hoop or halo-type roll cage constructed of seamless or DOM (Drawn Over Mandrel) mild steel tubing (SAE 1020 or 1025 recommended) or alloy steel tubing (SAE 4130 or T45) or Docol R8 tubing. Alloy and mild steel tubing may not be mixed. ERW tubing is not allowed. Door bars should be spaced at least 6 inches apart measured at tube center, where they meet the main hoop and where they meet the front leg. Cage contact points with the body of the car should land on spreader plates fully welded to the body, measured 24 sq. in. or larger. Plates bent to body contour or tying in multiple planes (door sill, seat shelf, etc.) are encouraged. "Plinth" blocks are allowed, but please send pictures to chris@racelucky.com before making final welds.

Tubing guidelines by car weight:

Vehicle Weight	Tubing Size (inches) (outer diameter x wall thickness)
Up to 1700 lbs.	1.375 x .080
1700 – 2700 lbs.	1.500 x .095 1.625 x .080

2700 lbs. and up	1.500 x .120 1.750 x .095 2.000 x .080

We'll be looking for appropriate, safely sized and spaced driver door / sill bars, passenger door / sill bars, a dash bar, harness bar, down stays, diagonals, and the halo, hoop, and other main cage elements. It is also recommended that all cage joints use gussets. Please have a 3/16" inspection hole drilled in the cage (typically on the passenger side of the harness bar) such that wall thickness and tube diameter can be measured. Seated/belted drivers with helmets must be below the top of the roll cage by no less than 2-inches. Roll cage bars must be sufficiently padded with SFI 45.1 high-density roll bar padding covering all areas that could come in contact with the driver. Bolt-in cage solutions will not be accepted. Period. Previously grandfathered or teched bolt-in solutions are no longer valid. Cage elements that extend past the front axle line or rear axle line are allowed provided they are not made into a ram plate, rub rail, or pit maneuver bar. No exoskeletons. That is, no bar may extend outside the original dimensions of the vehicle except the roof in case of ultra-tall drivers. Any doubt or questions contact us at Chris@RaceLucky.com.

b. **Seats** must be a purpose-built, manufactured, fixed back (no adjustable recline) aftermarket racing seat. Homemade or OEM seats are not allowed. Seats must have a very solid mounting and use sufficient seatback bracing to prevent rearward failure. To withstand impacts from any direction, the driver's seat must be attached to the roll cage or to the floor of the vehicle; pay special attention to beefing up the mounting solution. To accommodate different driver sizes, seat-sliders are allowed but must be mounted equally securely. A seat back more than 6 inches forward of the cage bar requires seatback support. If a seat is altered, it must be done in a safe manner and is subject to Technical Inspection. Remember that steel plates or at least 2.5-inch load washers are required when mounting to sheet metal. Take care with submarine belt installation when combining with a seat on sliders. Angle is important for safety. Consider mounting more than one submarine belt of different colors, if you have a driving roster with extreme variation in height. Please check your seat's mount points for stress fractures or other wear or failure before each race. An example of different seatback support mechanisms for all seats can be found here: https://www.ioportracing.com/faq/seatbackbraces.htm. Composite material seats should not be drilled through. A seatback support mechanism supporting a composite seat should be made large, contour to the seatback, and butt up against the seatback. Email chris@racelucky.com for pictures or ideas.

c. **Passengers**. While no passengers are allowed; a second seat may be installed but must meet the same seat, mounting, and belt requirements, not block visibility, and not block access to the kill switch for the belted in driver.

d. **Seat Belts/Driver Harness** must be SFI 16.1, 16.5 or FIA approved, and a 5- or 6-point harness is required with 2- or 3-inch width belts. Belts must be in great condition and be within two (2) years of manufacture date if certified by SFI. See https://sfifoundation.com/protectivegearrestraintsnets/. Belts that wear a FIA certification state the date of expiration. Select your belts wisely. Y-belts (single point) are not allowed, and mandatory anti-submarine belts should be mounted vertically. When routing belts, please make sure the belt material is not rubbing against any part of the seat including shoulder harness holes, the roll cage or other part of the vehicle that could compromise the integrity of the belts. Clip-style belt mounts must be safety wired or cotter pinned after installation. Finally, the hardware used to mount the harness must be Grade 8 or better and utilize at least 2.5-inch or larger load washers. Belts should be mounted to the floor in original factory holes, or through

the floor with beefy backing plates to prevent hardware pull-through. Mounting belts to the seat bracketry, especially in the case of aftermarket seat sliders, is not allowed in LDRL.

e. **Fire Suppression Systems** can be a life saver, literally. LDRL requires the installation of a legible current dated SFI 17.1 or FIA certified fire suppression system. We highly recommend series sponsor LifelineUSA. Self-fill systems are not permitted. Systems must be mounted securely with appropriate hardware. The activation point for the system must be clearly marked with a fire extinguisher "E Circle" decal available at Tech & Safety Inspection. One activation handle must be in reach of the fully belted-in driver. Systems must be installed compliant with the manufacturer's instructions and homologation documents. Have the instructions handy in case a technical inspector has questions. Always check the service dates on the bottle sticker to ensure it, or the entire system does not require maintenance or replacement. All systems must be serviced every 2 years by the manufacturer or the manufacturer's authorized servicing agent, as mandated by either SFI or FIA. Bottles must carry an active, legible service or maintenance label displaying last service date and service due date. Again, fire suppression agent cylinders must be recertified in compliance with the manufacturer's specifications. It is highly unlikely your local fire extinguisher refill shop will qualify. Check with the manufacturer to make sure your service is done correctly. Reference Technical List #s 16 and 52 from FIA, here: https://www.fia.com/regulation/category/761 SFI here: https://www.sfifoundation.com/wp-content/pdfs/Current17.1Products.pdf

f. **Window Nets** are mandatory to prevent a driver's arm or hand extending out the window in the event of an incident. Must be SFI 27.1 or FIA approved; not expired, i.e., within two (2) years SFI or five (5) years FIA of date of manufacture. Proper installation of the net and its latch system is imperative for safe driver egress (i.e., exiting the car). Window nets shall not be affixed to the door itself of a vehicle, regardless of the door being immobilized through welding or other means. Window nets must be equipped with an easy-to-use, yet secure latching system that is easily accessible by the driver and safety & crew personnel. Zip ties are not acceptable. Window nets should not be mounted too far back in the window opening. The goal is to prevent your arm from extending out the window during an accident when you may be unconscious or not have control of your own arm. If the mirror is blocked, move it, not the window net. Belts or nets not clearly marked with expiration dates will be marked / punched by LDRL techs and noted in the logbook and tech sheet. Center nets are optional in LDRL and are not evaluated for expiration.

g. **Kill Switch** is mandatory and must be clearly marked with a Primary Switch "OFF" lightning bolt decal available at Tech & Safety Inspection. This kill switch must be turned off during any fueling activity and must interrupt the ignition and main battery circuits. You may have more than one switch. Switch location is open. The switch must be operable by belted in driver. Solenoid fired remote kill switches are allowed.

h. **Inside the vehicle** must be devoid of airbags and any loose items, wires, hoses & cables, sharp edges, all things flammable or anything that can impede the safe entry, driving and exit of the car. Ignition locks must be removed or disabled. A quick-release steering wheel system is especially handy. In the case of cooling suit systems, ice chests / coolant vats must be securely installed. Factory interior components such as door panels, carpet, plastic trim pieces, headliners, etc., should be removed. The point is to minimize the quantity of things that produce noxious, asphyxiating fumes if on fire. It's hard enough to escape a burning vehicle, don't make it harder.

i. **Fuel, Oil, and Coolant Lines** that pass through the interior of the vehicle must be encased in steel or aluminum piping/conduit (flexible conduit or steel braided line acceptable). It is recommended that OEM

lines also be encased. Coolants such as WaterWetter®, antifreeze or other additives are permitted.

j. **Firewalls** must be devoid of any holes or openings. Holes of 1-inch diameter or greater need to be sealed and patched with metal (epoxy, welded or riveted). Rear and midengined cars must also have a firewall-type barrier between the engine and cockpit (OEM glass or metal). Again, all holes much be patched and sealed.

k. **Fuel Systems** can be the vehicle's OEM gas tank (with venting) or an aftermarket FIA FT3 or SFI-rated fuel cell with rubber molded bladder. Auxiliary tanks must be FIA FT3 or SFI-rated. FUEL CELL + AUXILIARY TANKS + SURGE TANK = TOTAL ONBOARD FUEL CAPACITY. **FUEL CAPACITY IS LIMITED TO 24 GALLONS.** There may be multiple fill locations, but no dumping two jugs simultaneously. Fuel cell vent lines must terminate in a location that is lower than the bottom of the fuel cell (in the off chance your car is on its lid, and the safety valve fails). Inline surge tanks must be a maximum of one-half gallon. Absolutely no leaks. **Your fuel system must be capable of being filled without a funnel.** In open cockpit cars fitted with fuel cells (e.g., hatchbacks, wagons, etc.), a full bulkhead must separate the driving compartment from the fuel cell and its attached tubing. The purpose of this bulkhead is to prevent a fuel fire flash from reaching and scorching the driver. Please consult with Lucky Dog Technical & Safety Director Chris Wilhelm on any questions at Chris@RaceLucky.com (sending pictures, if necessary) and to discuss strategies on how to achieve the required separation, or custom tank/fill solutions. Each vehicle is unique and we're here to work with you to determine a workable and safe solution. Reminder to regularly check fuel cell foam and HydraMats for deterioration.

l. **Batteries** must be securely mounted with proper hardware; terminals and other exposed hot areas are to be covered with appropriate insulating material. Batteries containing liquid installed in the cockpit must be contained in a properly sealed battery box.

m. **Exhaust Systems** are open. Noise must meet track dB guidelines and be no louder than 92 dB (50 feet from track). Exhaust piping must be leak-free and routed away from any part of the fuel system and tank. The black flag steward and technical inspection chief reserve the right to apply an "ouch, my ears hurt" penalty to any vehicle that is per LDRL's judgment, too loud. Exhaust systems should exit aft of the main roll cage hoop. Side pipes are allowable but please take care to route them safely. No one likes to sear themselves on a hot exhaust pipe while getting in or out of the car or helping belt in a driver.

n. **Chassis Electrical**. Open. Positive (hot) terminals of batteries, distribution blocks, kill switches, and alternators should be covered with a boot or shield to prevent arcing in case of collision.

o. **ECUs & Tuning**. Open.

p. **Driver Comfort**. Open, including data acquisition equipment, tilt column, trick switch panels & fancy gauges.

7. EXTERIOR CAR SAFETY & GUIDELINES

a. **Windshields** of some sort are mandatory provided they are strong and can withstand being hit by something kicked up on the track. Keep your OEM windshield or feel free to replace it with Lexan™ polycarbonate or a sturdy steel mesh system, though you might miss those wipers. Plexiglass® is not acceptable. Windshields should be free of cracks that compromise structure or visibility. Depending upon the magnitude of a crack, Tech will determine if you will be allowed to race with it or not. If it's questionable, contact Chris@RaceLucky.com.

b. **Glass Guidelines.** Glass is allowed except in the Driver and Passenger doors. If the vehicle is a 4-door car, the rear doors may have glass. Hatchbacks may have "rear triangle" glass and rear window glass is allowed. Lexan™ is also an acceptable replacement for glass. Glass must be open or closed, not tilted out or half-

down. Any NACA ducts or helmet air ducts applied in the driver's or passenger window openings must be minimized in size and are subject to the technical inspector's ruling if they block emergency egress from the vehicle.

c. **Doors, Hoods & Fenders** are mandatory. Hoods are required to be securely attached to the vehicle via OEM latches or a reinforced hood pin solution. Added exterior structural embellishments such as rub rails, fortified bumper bars, cowcatchers or the like are not allowed as this is non-contact series… you shouldn't need this stuff. The Technical Director has discretion to allow vehicles to compete that are missing bodywork, including hoods, due to damage suffered during the course of the event.

d. **Sunroofs, T-Tops & Convertibles** are allowed under the following conditions; however, no glass or Lexan sunroofs. For open cars with T-Tops or convertibles, arm restraints are required (bring them to Tech Inspection). Drivers arriving at Pit Out without arm restraints will not be allowed on track. And for those vehicles with a sunroof, it must be closed in with either the metal OEM sunroof panel, a sturdy replacement panel or mesh (openings no larger than 1-inch) securely attached with metal fittings (no plastic or zip ties).

e. **Car Numbers** can be reserved in advance via LDRL and then adding your car number to your Car Profile in Raceday. PLEASE CONTACT Registration@RaceLucky.com TO SECURE A "UNIQUE" CAR NUMBER. We can't guarantee exclusive use of car numbers as teams from all the endurance race series run with LDRL, but we encourage you to select a 3-digit number as it's less likely to be used. In the event there is a duplicate number at an event, and the teams can't negotiate a solution, the default is to the team who has registered for the event first. Single, double & triple digits are allowed. Car numbers must be applied to both side doors as well as the roof/hood (in the case of a convertible). Front and rear bumper numbers are required and must be high contrast and at least 4-inches in height. The intent is for on-board cameras to be able to identify vehicle numbers while following or being followed. Lighted number panels through led light strips, Day-Glo, other methods, or illumination of your existing number with lighting is required for night races (e.g., 24-hour races).
All Lucky Dog teams must run a set (3) of 13.5"x18.5" series branded numbered door panels. Lucky Dog has sourced an online number panel self-service option for the series; we will no longer be distributing free panel sets at races. We are pleased to announce that Lucky Graphics Solutions (www.TeamLMS.com), owned by one of our teams, is our *"Official Decal Dawgs of Lucky Dog Racing League,"* providing quality laminated panels, driver names & trailer decals at a great deal! PLEASE ALLOW TWO (2) WEEKS LEAD-TIME FOR ORDERING PANELS. Teams also have the option of downloading SOURCE ART FILES to print themselves OR ordering them online via LDRL's preferred decal vendor above. Panels are 13.5"W x 18.5"W, three (3) are required (each door and the roof or hood for convertibles), and numbers are to be in **Trade Gothic** font (font file is provided for DIYs). Teams will continue to receive their Hankook windshield banners, small bumper numbers & sponsor decal packs during Friday's Tech Inspection (which are required to be applied before entering the track). We are sorry we are unable to ship these Sponsor Decal packs in advance now that we have over 800+ teams & 7000+ drivers.

f. **Mirrors** are mandatory; at least one interior mirror (OEM or a panoramic type) and one driver side mirror are required. Utilizing a camera and screen in-lieu of an actual mirror is authorized but keep a mirror handy for installation when the technology fails.

g. **Vehicle lighting requirements:**
ALL Races - Brake Lights – Two or more functioning brake lights, red in color, are required.
Nighttime races – In addition to ALL Races above:

- Two or more functioning headlights are required. Headlights will be aimed to be non-blinding. Discretion on headlight brightness and aim rests with the technical inspector and black flag marshal. LED bars and combination beams are allowable. The intent of "two or more" means fixtures wired independently such that a wiring failure or fuse blow does not "take out" all your headlights at once.
- Two or more functioning taillights are required, red in color.
- A JAWS (Jacques Advanced Warning System) light – a.k.a. flashing yellow strobe beacon, is only required for night racing (e.g., 24-hour events) and must be operable when the vehicle kill switch is in the off position. Direct wiring or battery powered solutions are acceptable for the JAWS. The JAWS on/off switch must be operable by a fully belted in driver. See http://www.ioportracing.com/instructions/JAWS-Direct-Instructions.pdf. Our year end race where we run 10 or 15 minutes past sunset is not a night race. As such, the JAWS is not required for this race.
- Number illumination is also and only required for night racing. Car numbers must be lit in any fashion that makes car numbers legible from a corner worker stand 50 feet from the track surface. EL Wire, Day-glo panels, and license plate lights are a few ideas that are acceptable.
- Optional, day or night: A rain light that is steady or flashing may be used. It is recommended especially for rain races. Visit series sponsor https://www.lifeline-fire.com/shop/category/rain-light-29 for rain lights.
- Thematic lighting is allowable in any combination, quantity, or color, as long as it does not flash while the vehicle is on track.

h. **GoPro Cameras/Drones** must abide by both LDRL and track regulations. GoPro cameras are allowed to be mounted to the interior of the car, but never on the exterior. Helmet cameras are not allowed. The majority of the tracks absolutely ban the use of drones…hot or cold track.

i. **Tow Hooks** are mandatory. All vehicles must be equipped with an easily accessible front and rear tow-hook (3-inch opening recommended to accommodate a tow strap), constructed of materials (chain or strap will work too) that is capable of pulling the weight of your vehicle that could be stuck in mud or worse, a catch fence. Keep in mind, if you are missing a tow hook or it is a subpar solution (please have a beefy solution), the safety crew's priority is rescuing and protecting the driver, not your car. You could end up with a tow strap attached to a sub-optimal location on your racecar.

j. **Tire/Wheels**. See Rule 10 for Hankook Competition series sponsorship tire information as the series runs a spec tire, Hankook's Ventus R-S4 tire, **purchased directly from Hankook Competition North America** (click here). No restrictions on wheels; we highly recommend series sponsor Apex Wheels. All vehicles must comply with the tire rule, regardless of Class, as it is the primary speed control measure implemented by this series. Teams arriving at the track with illegal tires are subject to being put in the Super Dog (SD) Class and are not eligible for podium trophies or sponsor contingencies. Minimum tread wear is 180. Vehicles with less than 180 tread wear tires will not be allowed to race! Vehicles must come to technical inspection with race tires mounted on the vehicle.

k. **Engine & Drivetrain Swaps/Aero Enhancements**. Engine swaps are acceptable. Creative engineering and ingenuity is very welcomed and encouraged! No aerodynamic improvement penalties. That's right, open aero!

l. **Brakes**. After market brakes are open, including rotors, calipers, pads, pedals, and master cylinders. Be sure to check out series sponsor HAWK Performance, click here.

m. **Suspension/Shocks/Struts/Springs**. Springs may be cut. Shocks and struts are open as are adjustable control arms and sway bars. Altered suspension geometry by bending, ovaling, shimming, etc. is allowed.

n. **Radiators**. Aftermarket radiators allowed.
o. **Air Filters**. Open.
p. **Induction / Air Metering**. Open. That's right, turbos, superchargers, intake manifolds, etc. are open.
q. **Bumper Covers**. Those annoying plastic things are not required, but the actual structural bumper underneath them or approved substitute, is required. Any questions – chris@racelucky.com
r. **Final Word**. All cars, teams, drivers, crew, guests & spectators are subject to the approval of Lucky Dog staff, the Technical Director, Chief Steward, and Race Director who all have the final word. If you have any questions or doubts prior to the race, contact us at info@RaceLucky.com.

8. DRIVER SAFETY

Note: A number of Lucky Dog series' sponsors & partners are a great resource for purchasing gear & consumables. Check out the LDRL Sponsors page for great dawg deals!

a. **Driver's Helmet** must be a good condition full-face Type SA (sports application) helmet, Snell SA 2020 or better, like SA 2025. SA2015 is NO LONGER VALID for competition use. No Snell M (motorcycle) or Snell K (karting) helmets allowed. Functioning, closing visor must be intact; use is recommended but optional, except for cars without windshields. We highly recommend series sponsor Pyrotect for all your race gear needs.

A note to those with FIA standard helmets:
FIA 8860 are acceptable until (if) they expire:

- FIA 8860-2018 and 8860-2018-ABP - Currently no expiry date
- FIA 8860-2010 - Expires December 31, 2028
- FIA 8860-2004 - NOT ACCEPTED
- FIA 8859-2015 (with SA2015) NOT ACCEPTED
- FIA 8858-2010 (with SA2010) NOT ACCEPTED

b. **Head & Neck Restraint System** is mandatory for all drivers, such as an SFI 38.1, FIA, HANS,® or series sponsor NecksGen® (LDRL discounts, see Sponsor webpage). No foam donuts! Head and neck restraints must not be expired. Check with your manufacturer. Many head and neck restraint systems have tethers that expire at a different cadence than the shoulder foam rubber replacement cadence. Expiration of the device itself or the tethers will render it unusable in LDRL race competition. Once again, the difference between SFI and FIA is in play. For dual-certified units, LDRL will respect the longer of the two certifications. See https://www.necksgen.com/recertifications for NecksGen recertification. See www.armadilloracing.com for HANS device recertification.

c. **Racing Suits** must be in good condition, no rips/holes and have valid SFI or FIA certification. Style may be single or two piece. Drivers wearing an SFI 3.2A/1 or 3.2A/3 suit must also wear SFI 3.3 or FIA certified fire-retardant underwear (e.g. Nomex or Carbon-X). While SFI 3.3 underwear is still recommended to be worn with all suits, SFI 3.2A/5 or higher suits can be worn without SFI 3.3 underwear. We highly recommend series sponsor Pyrotect for all your race gear needs. FIA 8856-2000 suits, undergarments, and socks will expire Dec 31, 2028 no matter the condition. FIA 8856-2018 suits, undergarments, and socks expire 10 years from date of manufacture. Friends, if your socks and underwear are older than 10 years old… gross. Just gross.

d. **Socks/Race Shoes/Gloves** are required and must be fire retardant and FIA or SFI 3.3 rated. Fire retardant socks are required; no polyester, cotton, etc. Race shoes required for all fueling crew (leather shoes are not acceptable).

e. **Balaclavas/Head Sock/Helmet Skirt** is strongly recommended but not required unless you have a beard or long hair that is not covered by your helmet (applies to all genders). These items must be SFI 3.3 rated as well if used.

f. **Arm Restraints** are required for those vehicles with an open top/convertible or car with T-tops.

9. FUELING

FUELING safely is of high priority for LDRL and all fueling pit stops are a mandatory five (5) minutes (unless otherwise noted in an event's Supplemental Rules). All fueling must be done on the hot pit lane from authentic, non-leaking five (5) gallon racing fuel jugs. You MAY NOT use a funnel (or anything that functions as a funnel) to fuel your car. Your fuel system must be able to be filled without a funnel. Mechanical fuel pumps and dry breaks are allowed. A gravity-fed safety fueling system available only through PYROTECT is allowed. No fueling from a motorized pump or at the track's on-premises fueling station. SAFETY FUELING VIDEO IS NOW AVAILABLE; all drivers and crew are strongly encouraged to view this short but important overview of fueling guidelines and safety on pit lane, visit www.LuckyFuel.net.

- Car must come to a complete stop in the pit stall before any drivers, crew, fuel jugs, tools, tires, etc. are brought over the wall.
- No staging of fuel jugs over or on the wall.
- Only one (1) fuel jug over the wall at one time.
- No persons are allowed in the car during fueling.
- NO MORE THAN FIVE (5) PEOPLE OVER THE WALL WHILE THE FUEL CAP IS OFF. THE OUTGOING AND INCOMING DRIVERS COUNT TOWARDS THAT FIVE (5).
- Kill switch must be turned off during fueling.
- No working on car while the car is being fueled; no work – of any kind, including tire pressure & temps, cleaning windows, cooling suit maintenance, GoPro camera adjustment, etc., may be done to the car while the gas cap is off.
- Fueling team members must all be wearing full safety gear (like the drivers), including a helmet with a closed visor (OK if fueling helmet is expired). If the gas cap is off, all team members over the wall must be in full gear. We recommend that teams have dedicated fueling gear, especially gloves. Fuel spilled on your fire suit, shoes, gloves, etc. is a safety issue once you are in your racecar. Dedicate your old gear to fueling only.
- At least one fueling team member must be solely focused on managing a 10 lb. ABC extinguisher (minimum size) by directing it towards the fueling point and standing between 10 to 12 feet from the vehicle, dedicating full attention to the task at hand (and not allowed to handle any fuel jugs).
- On pit lane, never have your back to the track or to oncoming traffic.
- Drip pans are mandatory to catch any overflow or spills. Pans must be adequately sized, sturdy, fuel-compatible catch pan that can accommodate at least one (1) gallon (with the sides at least 2.5-inches). Flat oil drip garage trays, cardboard, carpet, aluminum baking trays, Tupperware bowls and the like are not acceptable solutions. Fuel & racing fluid spills are your responsibility to clean up immediately in hot/cold pit lane or the paddock. Please keep a healthy supply of kitty litter or purpose absorbent on hand, as well as a broom & dustpan. Only some tracks provide a fluids disposal station; please ask. Many tracks will impose a team fine for spills not attended properly.
- Fuel storage often depends upon the track; most require that fuel be stored in the paddock in your hauler. No barrels on cold pit lane or fuel storage in garages.

10. SERIES SPONSORSHIP

Hankook Competition North America out of Austin, Texas is the title sponsor of the Lucky Dog Racing League series, and Lucky Dog holds a multi-year contract with Hankook Competition. Please visit the Lucky Dog website to view the terms and conditions, and to ORDER YOUR TIRES; visit https://www.racelucky.com/rules/hankook/).

11. REGISTRATION, SAFETY, AND VEHICLE TECH

Tech and Registration is traditionally held in the late afternoon prior to race day. Event-specific information and schedules are available for each race at www.RaceLucky.com. We're a very accommodating group; if you can't make Tech & Registration the day before, please contact us in advance, and we'll make

other arrangements for your team. Yeah, it will probably cost you a bottle of Patron or some special craft beer.

a. When you arrive for **Tech Inspection**, only one team member is required to be with the car. You'll be asked to complete **Advance Electronic Tech (E-Tech)** online per the special E-Tech link outlined in each event's Supplemental Rules & Schedule. E-Tech teams receive priority service in the Tech Line as we confirm the legality and safety of your fine racecar. Teams unable to complete advance online E-Tech can complete a manual paper Tech Form onsite. During the Tech process you will also be issued a **Lucky Dog Log Book** and a tech inspection decal confirming your vehicle's clearance. Do not lose your log book ($100 replacement fee). If you fill your Lucky Dog Log Book (20 event weekends recorded), you may turn it in for a free standard race entry (premium price events not eligible for free entry).

b. **Visual compliance** will ensure that all your series stickers, numbered door panels, and Sponsor/Contingency decals that are put on your car prior to entering onto the track are provided. Visual Compliance is compulsory, mandatory, required, etc.

c. **Registration**. Once you have completed Tech, please have your entire team (i.e., all drivers) proceed to Race Central/Registration to finalize your entry. Turn in your completed tech form, confirm your drivers, pay outstanding balances, receive your driver wristbands, sign the liability waiver form, and perform any registration, garage, or paddock camping tasks. All drivers must present themselves in person at Registration to have their Driver Wristband applied by LDRL staff.

d. **Transponders** are required (Model AMB X2, TR2, TranX 260 or compatible). During online registration, the team captain can indicate if a rental transponder is required ($50) or if the team owns one (in that case, you'll need to enter your transponder number in your online Raceday Car Profile). If a rental transponder is lost or destroyed, you will be charged a replacement fee of $550 USD or if the case gets damaged, you'll be charged a $100 repair fee. You will leave a credit card on file at Registration as your deposit. RENTAL TRANSPONDERS MUST BE RESERVED NO LATER THAN TWO WEEKS BEFORE THE RACE. Transponders must be mounted vertically with clear sight of the ground, no higher than 60 cm from the ground. Do not mount near heat sources including turbos and exhaust. MyLaps transponder holders (recommended) are available for purchase at Registration for $10 USD.

e. **Gear Check** can be completed at any time, before or after Tech & Registration. Teammates may bring other's gear for checking in their absence. Gear is checked at each race; it's not that we don't trust you, but it's one of our many jobs to keep you safe.

12. RACE DAY

RACE DAY begins with a brief but informative mandatory Drivers' Meeting an hour before our Qualifying/Practice session on-track. ROLL CALL: Two (2) teams will be randomly selected at each Drivers Meeting for roll call to confirm attendance by all of your drivers and team captain (no substitutes/stand-ins). Failure to make roll call will result in an automatic 5-minute start penalty. Any team or driver misrepresenting themselves at roll call will result in automatic expulsion for the team from the race event. A complete list of the day's events, times, and durations is published and posted online for each event at www.RaceLucky.com. Additionally LDRL uses a SlickText event notification system at every race to communicate with teams regarding track/incident status, announcing Super Dog times, locating parts for teams, etc. (sign-up instructions outlined in each event schedule).

a. **Qualifying** session is held for the first 40 minutes of the first race day (dependent upon track operating hours), followed by a short break for teams to reassemble on grid and prepare for the actual race. The qualifying period is split into two segments. Class A and the "faster half" of class B make up the first segment. The second segment is the "other half" of class B, and class C. The two segments will each have approximately 20 minutes to qualify. Which group you participate with is

up to you. Your team may choose to use the "last half" of the qualifying period to have novice drivers try out the car and the track. Fastest qualifying lap wins "the pole" and is invited to grid at the front of their class for all races of the event weekend. Please compete for the best lap time you can during qualifying. The A-class pole can only be set within the first segment of qualifying. The data will help us set the "too fast" lap time also known as the "Super Dog" SD time. More information about SD is below. A team cannot receive a black flag warning for too-fast a lap time during the qualifying session. If we don't know and you don't know your car's or driver's capability yet, that's fine. We'll class your car based on our experience and the vehicle at hand. Look to a pit marshal with a radio for any questions you may have. During this qualifying session, you will have the opportunity to either strive for the pole, or cycle a couple of your drivers through a quick practice to get acquainted with the course, as well as shake-down your vehicle for any last-minute adjustments. Lucky Dog will be taking the average of your lap times to determine which Class you qualify for and will be grouped with during the entire race weekend. **Classing is based on both your car's capabilities and your collective drivers' performance during the event against competitors/field for that event.** We want to know who are the greyhounds or the Chihuahuas. It's our goal to put you in a Class with like teams so that everyone has the opportunity to race to be a Top Dog! Keep in mind that during the race, we will be closely tracking each team's performance within their Class via the MyLaps timing system. If you have sandbagged during your qualifying session; you'll be moved up a class mid-race…running with some bigger dogs. And if you qualified as a greyhound but you are consistently performing as a dachshund, we will move you down a class mid-race. We do understand that at times there are some extenuating circumstances (e.g., your fourth driver just arrived or you finally resolved that fuel uptake gremlin). We'll listen; but it better be pretty compelling…remember, this is a No Bull Zone. In the event you wish to review and/or discuss your classification, please seek out the Timing and Scoring Chief. LDRL's practice is to not adjust classes until your team has completed three (3) solid driving stints so that we can collectively make an informed decision. Depending upon the number of cars entered, we usually have three (3) classes plus the occasional Super Dog (SD) class.

b. **Classes** include A, B, C and Super Dog (SD). Class A includes the fastest group of cars, Class B the next group, and Class C, the slowest group. Class SD is only applied when a car does not meet the eligibility rules of the series such as a tube frame chassis running exhibition, vehicle is too new, tires that are not LDRL marked Hankook R-S4, or other reasons at the discretion of the race director. Class SD cars must observe the same safety requirements and fueling procedures. If a car is unable to participate in the qualifying session, Lucky Dog will assign a Class. As stated above, we will be tracking each team's performance within their Class throughout the race. If you're turning out to be more or less of the beagle than what was initially assessed, Lucky Dog reserves the right to make class adjustments as required. In the event your team gets faster over the season or slower because you picked up some greener rental drivers, understand that your vehicle may be classed differently at different races depending upon the venue, weather, competition, etc.

c. More about **Super Dog SD** – LDRL has revised its stance on "Super Dog" vehicles and teams. The intent of the rule is to increase safety on course by decreasing the closing speeds between the fastest and slowest vehicles. Using the qualifying lap time data, combined with historical data, a "fastest lap time" will be declared. Declaration happens between qualifying and the start of the race. The time will be shared via Slick Text Notifications, Race Monitor, and pit marshals to all teams. The time may be slower or faster than the

best time achieved during qualifying; especially so if the race is in a different condition than qualifying such as rain. If during the race your car completes a lap faster than the fastest allowed lap time, your team will receive a black flag. The black flag severity is progressive for exceeding the fastest allowed lap time. The first black flag will be a two (2) minute penalty letting you know you have exceeded the time. The second black flag will be a five (5) minute hold. The third black flag will be a ten (10) minute hold. The fourth black flag will result in a disqualification for that race and the vehicle will be removed from competition for the rest of the day. The vehicle's class will not change as a result of crossing the fast lap time threshold. That is, an "A" class car will remain in class. There is not a time-per-class, only a "too fast" lap time. Additionally, the black flag steward reserves the right to have a team discussion or even issue a black flag to your team if the vehicle is observed "grossly lifting" or "brake checking" the start/finish line to not go faster than the fastest allowed lap time. Furthermore, the black flag steward or designee will record trap speeds at different points around the track to calculate the actual closing speed differential between the fastest and slowest vehicles. Again, the intent is to increase safety by putting a cap on the fastest vehicles welcome for participation in LDRL. As far as increasing the speed of the slowest vehicles in LDRL, stay tuned for more information as the season progresses. We use lap time as an indicator of which teams are running fast in our series, understanding that some teams are fast in the corners and some teams have fast straight-line speed, and that lap time is a mediocre indicator at best. Having said that, it is the only real tool we have to evaluate which cars and teams are starting to drive outside the scope of our series. In this spirit, we also take team reports of racers driving at 11/10ths in corners and passing unsafely; and we have the same conversation with those teams regardless of lap times. At the end of the day, we don't want to stop anyone from racing at their and their car's ability levels, but we want to make sure that team and car abilities fit the series. The few teams we have had go into Super Dog have been talked with and have dialed back their car in the name of better longevity and fuel economy, as well as began driving at more like 9/10, gaining respect and appreciation from other teams, having less incidents, and overall enjoying their weekend more. Be advised this is how we are attempting to manage speed differential on-track with a variety of cars and driver capabilities.

d. **Call to Grid** occurs approximately 10 minutes prior to the start of the race. No gridding until the call from grid marshals. We ask that cars safely assemble on hot pit lane, lined up at pit out by class. Grid marshals will assist. Any vehicle that grids in a class too high (slow C car gridding in class B or A for an advantage) MAY, at the sole discretion of the timing and scoring official, be moved into the higher class. Again, it is the sole discretion of the timing and scoring official if a car that has gridded in the "wrong" class will be moved or not moved between classes. All drivers are to be securely strapped in their vehicles, wearing their necessary safety gear AND DRIVER WRISTBANDS (which LDRL staff confirms prior to allowing you on track). If you do not feel comfortable with the double-file start, no worries…simply start at the back of the grid. Safety comes first!

e. **Green Flag** will be shown following a few parade laps (usually lead by a pace car) to confirm we are receiving a transponder ping for all cars. The official Start Time of the race is the posted race time (e.g., 10:00am) and not the time we show the green flag.

f. **Checkered Flag** will be shown to the leader as close to the scheduled end time as possible, perhaps a minute early or a minute late based on the lead car's position on track. (e.g., a 7-hour race can run from 10:00am to 5:00pm, regardless of when the green flag is shown or any unforeseen race breaks, postponements or red flag incidents).

g. Sandbagging. Driving significantly slower than your driver and car's capability can be considered sandbagging. Sandbagging to prevent crossing over the lap time threshold that keeps you in a specific class is not illegal in Lucky Dog racing. It does however make you a "undesirable dawg" and your skill at bracket racing will not win you many friends in an endurance race. Please, in the spirit of fair competition, attempt to drive as well and quickly as you safely can.

13. WHAT TO EXPECT ON-TRACK

a. Awareness. All drivers are expected to drive a clean, safe race, providing the necessary space to other cars vying for the same racing line.

b. Driver Stints are a maximum of two (2) hours, and we watch this closely via the timing system. You are certainly welcome to drive shorter stints, but 2 hours is the max. And that does not mean 2 hours 3 minutes! All drivers must have a 60-minute break between driving stints; we realize you are ironman material, but it's a safety thing.

c. Pit Stops/Driver Changes & Fueling are allowed at any time, except during Red Flag or All Black Flag incidents (all work and fueling on pit lane must come to an immediate stop until the race returns to Yellow). When you safely depart off the hot track onto pit lane, you will reduce speed and come to a complete stop at Pit In, where you will be given a magnetic timer. No "California Stops;" Pit In is not a drive thru…no fries with that timer! Do not lower window nets, loosen or unbuckle belts, or remove any driving safety equipment before coming to a complete and safe stop in your pit box (could result in a pit lane penalty being issued).

d. MANDATORY PIT STOPS are required for each team within every two (2) hours for a period of five (5) minutes. During this time, you can change drivers, fuel your car, and whatever else needs to be done. This is how we equalize the field in terms of exceptional fuel economy, large fuel cells, monster motors, etc.

e. Fueling Pit Stops are a minimum of five (5) minutes (thus the magnetic timer) unless otherwise stated in an event's Supplemental Rules. Complete Fueling Guidelines are covered in Section 9. This is for your safety and ours.

f. Mechanical or Driver Change pits stops outside of the mandatory five (5) minute spot every two (2) hours discussed above, have no time requirement. You'll still receive a magnetic timer, which you'll return to Pit Out who will confirm that you did not take fuel.

g. Timer Discrepancies, Tampering, and Failure. From time to time a vehicle may be "let go" too early before a 5-minute timer has expired. The black flag marshal will consult with timing and a correction may be made in timing to correct the error and maintain a fair race. Tampering with the timer is prohibited and will earn a black flag penalty when it is discovered. Timer equipment failure is known to happen. Ultimately it is the team's responsibility to make sure that they serve the entire 5-minute period on the pit lane. The timer is only to help you comply with the 5-minute rules.

h. Pit Lane & Paddock Speed is closely monitored for speeding and unsafe driving. Pit Lane speed (unless posted otherwise) is a maximum of 25 mph. Paddock area speed (unless posted otherwise) is a maximum of 10 mph.

i. Contact/Loss of Control. A reminder that LDRL is serious about safety and not tolerating contact or erratic, overly aggressive and what we/fellow competitors deem as unsafe driving. While a racing incident might occur from time to time, we are watching closely for unsafe driving (i.e., slow, aggressive, overdriving, blocking, bullying, careful track re-entry, observation of flag stations, etc.). Our corner workers and safety personnel are the eyes and ears that we rely upon to help keep you safe; we value and respect what they report to Control and the Chief Steward. Intentional, avoidable or repeated unintentional acts or contact are grounds for putting your car on the trailer. Accidental contact, off-tracks, "agricultural driving," and spins due to inexperience, fatigue, vehicle failure or some other excuse you'll tell Black Flag Steward, will

be dealt with on a case-by-case basis and any penalties applied via the Penalty Guidelines outlined later in Section 14. Remember we're racers too, we understand it's always the other guy's fault. You have a responsibility as a driver to report unsafe driving on the track, perhaps via radio to your crew who then will seek out an LDRL staff member or pit lane marshal to report the incident or problem. Coming to us at the end of the race after several hours or emailing us GoPro video a month later helps no one. Please come to us immediately with your reports! We are fairly forgiving if you spin or go off track (i.e., four wheels off; we're cool with two wheels off unless it's repeated each lap and you're creating your own new race line…the grass or gravel is not considered an acceptable race surface). If we have three (3) incident reports on your car as a team during a one (1) hour period, the Chief Steward will issue a Black Flag and bring you to visit the Dog House to hear your side of the story, do a vehicle safety check and ensure you are not fatigued, dehydrated, etc. Again, we're racers, we're sure it's someone else's fault and no error on your part…pfft. It's Lucky Dog's policy to Black Flag any and all cars involved in an incident and send them to the Dog House at Pit Out, even cars that did not make contact with another car or track property. If the Corner Workers absolutely confirm that a team was not at fault, we will only bring in the offending driver. Again, we're racers…you paid for track time, and we want to get you back out there… but safely. The Black Flag Steward has full discretion as to the penalty the offending driver/team will endure. Often, it's simply a quick chat and a drive-through to being held for a few minutes or we'll ask that you change drivers. Please be respectful to the Black Flag Steward and other Lucky Dog staff and volunteers who are simply striving to keep you safe. The longer you talk, the longer you'll visit the Dog House. The Black Flag steward has authority to request timing to "credit laps" back to a vehicle that may have been black flagged in error, or if circumstances warrant such an action. This is a very rare circumstance.

j. Safe Re-Entry/Blend Lines. When entering the track from Pit Out, it's imperative that you observe the blend line and rapidly closing traffic to safely enter onto the track. In the event you end up off track (as the result of some "help" or if it was self-imposed), please wait and carefully reenter the track when there is a break in traffic.

k. Catastrophic Failure. If your precision racecar fails on track (which rarely happens, right?), safely pull off to the side of the track if possible and try to make eye/hand waving contact with a nearby corner station to 1) let them know you are OK, and 2) to verify that they see you. Be assured that Safety/Rescue has been notified and dispatched; we're attempting to retrieve you as quickly and safely as possible. DO NOT GET OUT OF THE CAR, unless you believe it's on fire. Do not remove any safety equipment or loosen belts on a hot track. When Safety/Rescue arrives on the scene, your first order of business is to let them know you are OK or advise them otherwise. Their first priority is to save you, and not the vehicle. If your car experiences a catastrophic failure in the first two (2) hours of racing on the first event day, you are eligible for a $250 team credit to be applied to a future event.

l. Passing. The passing vehicle is 100% responsible for the careful and safe preparation, planning and execution of the pass…period. If you are about to be passed, it's most helpful to give the passing car hand signals as to which side you will allow them to pass on. But most importantly, you need to hold your line, maintain your speed/pace and remember that the other car is responsible for safely getting around you but relying upon you to be predictable. Listen for additional information regarding passing during the driver's meeting. You may get to hear about the famous "vortex of danger."

m. Pit Communications. You must have some form of communication between your crew and driver. Securely

mounted in-car radio solutions (we recommend series sponsor www.SampsonRacing.com); whiteboards or signage are all acceptable. If you need help bringing your driver in, seek out Lucky Dog staff or pit marshal and we can have your car black flagged.

n. **Working on Car on Pit Lane** is allowed but is limited to 30 minutes or you may risk a penalty. If you have an engine change or the like, please pull your car into the paddock area. Any time you are working on your car with a jack, jack stands are ALWAYS required.

o. **Fatigue/Hydration** is a very important safety consideration for your drivers and crew. Racing is an exhaustive sport and you can easily become fatigued and dehydrated, even in cold weather. Don't be a hero…remember that we're racing for trophies that look like dawgs, made out of car parts! If you feel tired, thirsty, faint, dizzy, nauseous, hot, cold, etc., pull in to your pits. If it's a real emergency, safely pull off track and get the attention of a nearby corner worker. We will get to you quickly. PLEASE DO NOT GET OUT OF YOUR CAR, REMOVE YOUR SAFETY EQUIPMENT OR REMOVE YOUR BELTS ON A HOT TRACK UNLESS YOU BELIEVE THE CAR IS ON FIRE.

p. **Track Damage** unfortunately can happen when you decide to take a walkabout on the backside of Turn 2 and you hit some Armco railing. Please be advised that your team will be held liable for the cost of this damage and its repair. If Lucky Dog gets a track damage invoice, we'll be passing the cost along to you. It is track dependent, but turf damage, excessive use of Oil-Dri during an oil-down situation, excessive use of fire suppressant, paddock pavement damage from large spills, Armco, k-rail (concrete), tires, tire bundling materials, cones, and paint could be billable.

q. **Pit Stall** (hot & cold pit lane) can be a busy and dangerous place, especially during pit stops. Please keep your pit area clean and organized and remember that having young children or pets in the pit lane area is never a good idea (and often not allowed by the track).

r. **Pit Vehicles/Pets/Children**...not necessarily in that order...need to be closely supervised. Pets and children under the age of 12 are not allowed on cold pit lane, and you must be at least 16 years old to be on hot pit lane (some tracks require that you are 18 years old to be on hot or cold pit lanes, such as Laguna Seca Raceway). Remember that during a race, the paddock area and adjacent track areas have moving racecars and other team/spectator vehicles. Treat it like a hot track. Pit vehicle guidelines are governed by track regulations; ATVs or dirt bikes are never allowed. Golf carts are often allowed but must be driven by someone of at least 16 years of age and observing the 10-mph paddock speed limit. Many tracks have helmet requirements.

s. **Alcohol, Drugs & Smoking/Vaping**. Alcohol is absolutely not allowed anytime the racetrack is hot (including guests, family & spectators). Save the beer and rum runners for the checkered flag celebration. Also, glass drink containers are never allowed at a track, even in the paddock. And obviously no fireworks. No smoking/vaping on pit lane. No smoking/vaping within 20 feet of any source of highly flammable fuel (propane, gasoline, fuel vapors, etc.). Recreational drugs are never allowed at Lucky Dog events nor the track venues we race at (regardless of state law); and are grounds for removal from the event (including team guests). Failure to observe any friendly reminders from track personnel, LDRL staff or volunteers may result in less than desirable consequences, including the car being put on the trailer for the day/weekend/year or permanent removal from the series.

t. **BBQs/Heaters**. BBQ's are generally allowed in the Paddock area by most tracks (but not in the garages), provided BBQ's are not open flame, are supervised at all times, a fire extinguisher is within 20' of the heat source and, at a minimum, 30' from all race cars, fuel containers or other flammable sources. Electric, propane or kerosene heaters within the "cold" side of the pit wall are usually allowed (i.e., track-dependent)

provided all heating elements or flame sources are directed away from any flammable material and are kept a minimum of 20' from any fuel storage. No open flame stoves, open flame BBQs or smudge pots are allowed in the cold pits or in the garages.

u. Weather. Regardless of weather, we race! Should the weather turn viciously unsafe, Lucky Dog will either postpone the race until the weather clears, modify for the format (especially in heat) or cancel or reschedule the event.

14. PENALTIES

All penalties, and their duration, are at the discretion of the Race Director, Chief Technical Director, Chief of Timing and Scoring, and / or Black Flag Steward. Typically, on-track infractions are a stop-and-go penalty. More severe infractions will result in timed penalties. Pit lane speed, fueling violations, passing under yellow and contact will most certainly incur a time penalty. Grossly negligent conduct or egregious decision-making may result in driver or entire team disqualification, suspension or ejection from the event or series (without refund). If you feel a penalty was unfair, please discuss the matter with the Race Director when the event occurs and definitely before the end of the race. When trying to rationalize an appropriate penalty, consider "How many lives were directly and immediately endangered by my actions?" More lives? More penalty.

FUELING VIOLATIONS
Any fueling infraction observed will be penalized with an additional one (1) minute wait time per violation at Pit Out/Doghouse, after your 5-minute required fueling time has run out. Repeat offenders will be given longer penalties.
BLACK FLAGS NOT INVOLVING CONTACT
Any time a black flag is displayed, the car must immediately report to the Black Flag Steward/Dog House; DO NOT STOP AT YOUR PIT STALL. Ignoring either of these two rules will result in a much longer penalty, suspension or removal from the series. NOTE: If any one driver is involved in more than one black flag, a driver change may be required after the appropriate penalty has been served.
Black Flag Steward has discretion on magnitude and length of all penalties not involving contact.
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Any time a black flag is displayed, the car must immediately report to the Black Flag Steward/Dog House; DO NOT STOP AT YOUR PIT STALL. Ignoring either of these two rules will result in a much longer penalty, suspension or removal from the series. NOTE: If any one driver is involved in more than one black flag, a driver change may be required after the appropriate penalty has been served.
Black Flag Steward has discretion on magnitude and length of all penalties involving contact.
BLACK FLAGS INVOLVING EXCEEDING FAST LAP TIME
1st Offense – Will receive a 2-minute penalty.
2nd Offense – Will receive a 5-minute penalty.
3rd Offense – Will receive a 10-minute penalty.
4th Offense – Vehicle is disqualified from day's race and removed from the track.

Contact - Any time contact occurs between cars, ALL involved must report to Black Flag Steward. CONTACT IS NOT ALLOWED IN LUCKY DOG RACING, and it almost always requires an error in judgment to some extent on the part of all parties involved. Generally, LDRL assumes an all-at-fault case when contact occurs, and all teams involved are issued a penalty. However, if a clear and definitive "at-fault" case can be determined from flag station corner worker, the not-at-fault team will be checked for car and driver safety condition and sent back on track. Alternatively, good sportsmanship conduct would expect that if you are at-fault in a contact situation, you would voluntarily report to the Black Flag Steward.

Self-Reporting Teams. A little bit of insight…if you self-report to the Black Flag Steward when you have contact, pass under the yellow, etc., this will be taken into consideration when determining your penalty. Do the right thing and good dawgs get rewarded.

Final Words. The Lucky Dog Technical Director, Chief of Timing & Scoring, Race Control, Race Director & Chief Steward have final word on all cars, teams, drivers, crew, guests, spectators and rules. We reserve the right to DQ (disqualify), ban or suspend a team, driver, associated guest, crew member or spectator from a race or event weekend for a determined amount of time or permanently.

15. UNDERSTANDING RACE FLAGS

Like you don't already have enough things to be keeping track of while you're driving, you need to keep a keen eye on the corner worker stations. Since 2022, LDRL no longer follows a "line of sight" requirement with respect to corner worker stations and flags. LDRL is now following industry "standard" flagging rules as described and followed by most every track and corner worker. A flag indicates a condition starting at the flag station (an imaginary line perpendicular to the station that crosses the track), and that condition persists until the next occupied flag station that is not displaying a flag. LDRL will observe this change for unsafe "racing to the flag" and other tomfoolery where discretion and common sense take precedence over the letter of the rule. ***Download a Race Flag handout here.***

a. **Green** – Run Lassie run! The race is on! For those of you on the backside of the track, remember that the absence of a yellow or any flag at a station indicates that the race has started.
b. **Standing Yellow** – Localized incident on track, be aware and reduce to 70% of race speed. Do not pass or you will receive a black flag.
c. **Waving Yellow** – Conveys urgency and possible immediate danger on or near track. Immediately reduce speed to 40% and do not pass or you will receive a black flag. Sometimes there can be a full course yellow, indicating all cars regardless of position on track, must reduce speed.
d. **Code 35** – A purple or pink flag with the number 35 on it; only used have a handful of tracks but becoming more popular as an alternative to a pace car and full-course yellows. Indicates incident on track that requires Safety. Reduce speed to 35 mph and do not pass. Maintain interval between the car in front of you.
e. **Red** – Carefully stop your vehicle (don't jam on the brakes and collect the field behind you), and safely pull to either side of the track (but not off the track). It's possible there has been a significant incident and emergency vehicles must be able to pass. STAY IN YOUR CAR AND DO NOT REMOVE ANY BELTS OR SAFETY EQUIPMENT. Never get out of your car on a hot track unless you believe your car is on fire. Failure to observe this rule will result in the end of your race day. Wait patiently until the cars are either collected by the pace car or the track returns to a yellow flag status before going green again. Remember the absence of a yellow, red, or white flag at a worker-occupied station indicates that the race has resumed. No working on car or fueling on pit lane under red flag. If you are in the process of fueling during a red flag, simply replace the fuel cap and step away from the car.
f. **White** – Indicates a slow moving or off-pace vehicle, often a pace car or emergency vehicle (EV). Often accompanied by a yellow flag indicating reduce your speed and do not pass. If there is an emergency vehicle or pace car on track, do not pass unless you are waved by (and proceed one car at a time) or you will receive a black flag. Drafting off the EVs is not acceptable…give them some space. In LDRL, we treat the white flag like a yellow flag; there is no passing under white.
g. **Red/Yellow Stripes** – Indicates there is debris of some sort on the racing surface; could be fluids or someone's drive train. It's simply an informational flag to inform you to be aware and on the lookout; usually displayed for two laps. Be assured if there is significant debris on the racing line or something that can cause damage to your car; we will either display a yellow or red and have the safety crew remedy the issue.
h. **Blue with Yellow Stripe** – Indicates there is a race going on and you're not in it! This is known as the passing flag and is simply an informational flag to let you know that traffic is approaching and you're about to be passed by one or more cars. Hold your position and

do not change your speed or your line. The passing cars are relying on you to continue driving as you are so that they can safely pass. Check your mirrors and provide a point-by with hand signals. Remember, passing cars are 100% responsible for safely passing you.

i. Black with Orange or Red Ball – Often referred to as the "meatball" or Mechanical flag, this flag is intended to make a car aware of a possible mechanical issue they might not be aware of (such as the pyrotechnic show they create as they drag around their rear bumper). This flag is usually issued at the Start/Finish line (and sometimes also at a second location on-track as discussed during the Drivers Meeting). If you receive it, simply raise your hand to acknowledge that you saw it and on your next lap around, pull into Pit In where you will be advised of the issue and sent to your pit stall (and then proceed safely to Pit Out observing the Pit Lane speed of no more than 25 mph).

j. Black Flag (Closed) – Referred to as the "furled" black flag. Simply a warning that you are doing something unsavory on-track that needs to be addressed but is not a large enough infraction to pull you in entirely under a waving/open black flag. If you receive it, simply raise your hand to acknowledge that you saw it and cool your jets. No need to come in. And if you're not sure if the flag is for you, we do give you one (1) more lap for verification. Keep yourself out of the Dog House!

k. Black Flag (Open) – Now you've done it! Just kidding, this flag means that there is some issue with your driving. Don't panic, it's probably not that big of a deal. If you receive it, simply raise your hand to acknowledge that you saw it and on your next lap around, pull into Pit In, STOP, and proceed to Pit Out/Dog House (DO NOT TO GO YOUR PIT STALL) where you will be advised by the Black Flag Steward of the issue and resolution (usually just a chat or you'll sit for a few minutes; worse case we'll ask you to change drivers). And if you're not sure if the flag is for you, we do give you one (1) more lap for verification. But if we have to put the pace car out to get you, that will be all bad…dawg!

l. Black Flags All-Around – Black flags are displayed at all corner stations indicating that something significant has happened on track and we want all cars to return to pit lane and line up at Pit Out. DO NOT RETURN TO YOUR PITS or BEGIN WORK ON YOUR CAR…NOTHING, NADA! In some cases, the pace car will collect all the teams (see Emergency Overrides). Most likely a red flag was already issued, and we don't want to leave you sweltering in your car as the safety crew returns the track to a safe operating condition. Drivers are allowed to get water from their crew. Once the incident is resolved, cars return to the track in their original track position under a full course yellow and wait to return to green flag racing. You must complete one lap (usually under yellow) before returning to your pit stall or paddock.

m. EMERGENCY OVERRIDES. Occasionally a safety situation on-track arises that requires all cars on pit lane be held at Pit Out until we receive word from the Safety Team and/or Control that cars can be released back on-track. This is for your safety and yes, we understand that you are possibly losing laps and the cars still on-track have a small advantage at the moment…that's racing. Also note that 99% of the time the Pace Vehicle will attempt to pick up the race leader however, sometimes this is not possible due to safety concerns. Lack of cooperation or griping can result in a trip to the Dog House.

n. Checkered Flag – Wahoo! Congrats…. we all survived, the race is over and now the bragging begins! Vehicles may not *"buzz the wall."* This means that vehicles that choose to drive unreasonably close to the pit wall in celebration may receive a very stiff penalty (or disqualification) as such actions are unsafe and have the potential to endanger many lives. **Don't do it; you will proceed directly to the Dawg Pound, bypassing the usual Dawg House.**

16. WHO WINS WHAT

Winning is determined by the team with the greatest number of laps (regardless if the car is still running or not) within their Class at the end of the race as tracked by the MyLaps timing system (penalty/bonus laps applied as required). Upon the checkered flag, typically the top three (3) cars from each class will pull into the Winner's Circle to celebrate and allow spectators to view cars up close and meet the teams (no impound period). Award ceremony is held immediately following the last race of the event/weekend. And if you didn't podium, please join us for the festivities as our sponsors graciously award all kinds of things to the entire field. Trophies are issued based on the number of Classes and the number of entries within each class (i.e., low car count or low car count within a Class determines the number of trophies & podiums for each event/class).

17. LIVE TIMING/STREAMING/TELEMETRY

Live timing is available online at www.race-monitor.com and www.redmist.racing on your mobile device. Also, MyLaps Speedhive app and website should show our races. Many races are also broadcast live by LDRL via our new ***Lap Dog Live*** stream on Lucky Dog's LIVE YouTube channel, also pulling in the various team live streaming feeds as well. Let us know if you are streaming prior to a race by emailing your link to info@RaceLucky.com. And be sure to follow RaceCapture/Podium teams live, as supported by LDRL series sponsor Autosport Labs.

18. NATIONAL & REGIONAL CHAMPIONSHIPS

The 2027 Top Dog Nationals/1000 Miles of Thunderhill Championship will be held at Thunderhill Raceway Park, Willows CA on November 13-14, 2027. So, who will be the 2027 Top Dogs? Racing is open to all teams but those dawgs who have raced two (2) event weekends in 2027 AND placed in the Top 5 of their A/B/C class (with two original drivers and original car) will be in contention for the championship. The championship event format is over two days of racing, using a parc fermé format over Saturday night. Lucky Dog also offers Regional Championships; the **Pacific Endurance Cup**, the **Southwest Endurance Cup** and **Southern Endurance Cup**. Visit the 2027 Schedule page for complete details.

19. VOLUNTEERS

We love volunteers and it's a great way to learn about the series, meet the teams and earn $150 per day in race entry credits (or choose $100 per day in race entry credits PLUS overnight housing; space permitting, double occupancy & 30 days advance notice advised). No experience required; we'll send you an overview of what is required to be a Pit Marshal…you'll be in the center of all the action. We take great care of our volunteers…we'll outfit you with a sexy safety green vest, track radio and make sure you're fed and hydrated throughout the day. If you're interested, please use the Lucky Dog Volunteer Portal (https://www.racelucky.com/volunteers/) specifying which event you'll be attending, how many bodies you are bringing, and what days/times you are available. ***Questions?*** Email us at Jeri@RaceLucky.com.

20. SPIRIT OF THE RULES.

Spirit is an integral part of Lucky Dog's philosophy, culture & community. Trust us when we say there is no money in this motorsports gig and that we're spending the kids' college fund to support this endeavor. The Lucky Dog staff is passionate about racing and we endure the travel and chaos because we love it and you! We ask that you reciprocate the respect, collaboration and support that the Lucky Dog family is dedicated to showing you. This is best done by embracing the "spirit of the rules," and letting us know when we've done something right or when we need to do something better. Verbal or physical abuse of fellow competitors, guests, track personnel, LDRL staff, event workers, pit marshals and especially volunteers, is strictly prohibited…and will earn you an immediate trip to the Dawg Pound, hosted by the Top Dawg, completely bypassing the Dog House!

HE FINE PRINT

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Schedule/Event Changes

Lucky Dog Racing League reserves the right to cancel or change event dates, format, pricing, required number of drivers, schedule or purse/trophies based on circumstances that are the beyond the control of the Lucky Dog organization, for any reason. This can include, but not limited to: Track availability & condition, weather, changes in track contract agreements, team entry count, and those situations we believe would not allow us to fully deliver a safe and/or complete race experience.

Loss/Damage/Injury

Lucky Dog Enterprises LLC and Lucky Dog Racing League Racing is in no way responsible for any loss, injury or damage you sustain in the course of participating, driving, or attending one of our events. As previously discussed, motorsports are taxing on your body, brain and bank account. It's strongly recommended that you endure a complete physical exam to receive clearance from your physician prior to competing in the strenuous way of life in motorsports. We do not provide for any type of medical or health insurance on your behalf; that is solely your responsibility & is required to participate in LDRL events. Nor do we reimburse you for any loss or damage to your car or other property, including the track facility or other's vehicles or property. Registration and/or arrival at the track implies you understand the risk associated with racing and that you agree to observe and adhere to the rules contained within, the requirements and restrictions, and acknowledge that you and your team/crew/family/guests/fan club are participating at their own risk and shall not hold Lucky Dog Enterprises LLC, its owners, staff, sponsors, partners, vendors, associations and assignees responsible.

Rule Changes

The rule set contain herein is subject to change at any time to accommodate industry standards/mandates, insurance requirements, great ideas from our teams & staff, and contractual track obligations despite our utmost intent to maintain a stable and consistent rule book.

Making You Famous...And Us.

Lucky Dog Racing League reserves to the right to record (audio or video), photograph or document participation of any driver, crew or guest for promotional/commercial purposes without explicit permission or compensation (permission is granted by presence at the event) including and not limited to use on our website, Forums, social media, advertising, printed materials, merchandise, online promotion and media outlets (Internet, TV, radio, magazine, etc.).

Wanna Get Lucky? Let's Go Racing!