



# Hooked on Driving Time Trials

Rulebook version 26.1

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## 1. Intent

This time trial series (not wheel-to-wheel racing) adds a dedicated time trial element to select HOD Northeast Track Days, allowing drivers to benchmark and gauge their personal best lap times among peers. Events are run under Hooked On Driving's existing HPDE safety standards, with dedicated time-trial-only sessions for hot lap attempts.

Our core principle is to keep it simple, fair, and fun: friends driving with friends on track, in a supportive, no-ego environment. In line with that, our time trials rules give competitors the freedom to build whatever car they want. There are three classes based on street tires, so that people don't have to run R-Comps or full slicks to be competitive, and one unlimited class for those seeking the very fastest times.

## 2. Sportsmanship & Conduct

- All participants must conduct themselves with the highest standards of behavior and sportsmanship: respect fellow drivers, officials, instructors, and track staff at all times.
- Aggressive or unsportsmanlike behavior (including but not limited to blocking, brake-checking, retaliatory moves, intentional contact, verbal abuse, or any actions that endanger others or disrupt the event) will be grounds for immediate ejection from the event, and potential suspension or ban from the series.
- Share the track: Slower drivers must allow faster drivers to pass safely and promptly.
- Violations may result in warnings, session black flags, event disqualification, or series bans.
- Protests must be submitted to officials within 30 minutes of results posting, with evidence (e.g., Dragy data export, video, screenshots). Appeals go to the HOD event director or series organizer; their decisions are final.
- No alcohol or impairing substances before or during event activities.

## 3. Classing

There are three classes for production-based cars on street tires, and one unlimited class.

### 3.1 Street classes T1, T2, T3

The street classes are for production vehicles (500+ vehicles sold annually) meant primarily for street use.

- Tires must be DOT-approved and suitable for road use.
- All tires must have a UTQG treadwear (TW) rating of 100 or higher (measured per the tire's molded sidewall rating). There are no exceptions for lower-treadwear tires (e.g., no Hoosier A7/R7, Michelin Pilot Sport Cup 2 R, etc.), even if they are considered street-legal.



- Tire changes are allowed between sessions, but all official timed runs must comply with the class's tire rules.
- Classes are based on tire width only. All FWD cars and RWD cars with a solid rear axle get +10mm allowance.
- Width is measured by the widest single tire (staggered setups use the rear/max measurement) as indicated in the sidewall measurement.
- Class T1, 275mm and up. Typical cars include Corvettes, Camaros, 911 GT3s, GT4s, high-power Mustangs, and heavily modified street cars.
- Class T2, 235-265mm. Typical cars include Caymans, BMW M2/M3, Camaros on moderate setups, Club-spec Mustangs, and many mid-power cars. FWD and RWD solid-axle cars may run up to 275 mm.
- Class T3: 225mm and under. Typical cars include Miatas, BRZs/GR86s, Civics, older/lighter sports cars. FWD and RWD solid-axle cars may run up to 235 mm.

### 3.2 Unlimited class

The unlimited class is intended for unrestricted builds, heavily modified exotics, low-volume production cars, kit cars, time attack specials, race-prepped cars, or any production vehicle that chooses not to comply with street tire rules.

- No restrictions on tire width, treadwear, compound, or type (DOT or non-DOT allowed): Hoosier R7/A7, Cup 2 R, racing slicks, etc.
- Typical cars: race-prepped GT3s, low-volume production cars (Ariel Atom, Cardinal Coupe), kit cars (Exocet), purpose built track cars (Radical, Rush SR), heavily modified production time attack cars, etc.

## 4. Vehicle & Safety Requirements

- All vehicles must pass HOD self-tech form (brakes, fluids, tires in good condition, no major leaks, secure battery, etc.). Each driver is responsible for bringing a well sorted, safe and mechanically sound car to the event.
- Cars must comply with HOD HPDE event specific limitations such as – no hybrid/EVs at NJMP, no Nitrous, no Meth injection.
- Roll bars/cages, harnesses, helmets, etc., follow HOD's existing HPDE rules.
- Street-legal registration is not strictly required, but encouraged to keep spirit street-oriented in T3/T2/T1.

## 5. Event Format & Scoring

Time trial competitors get three on-track sessions per day, plus two classroom sessions (one mandatory and one optional).



All official lap times will be captured using the Dragy timing unit (GPS-based performance meter and lap timer, via the Dragy Lap app or equivalent Dragy system). Drivers must:

- Use a compatible Dragy device (e.g., DRG70, Dragy Pro) mounted securely (e.g., windshield mount).
- Define the track's start/finish line in the app prior to sessions (or use pre-defined track maps if available).
- Ensure the device is paired, recording, and capturing laps accurately during hot-lap sessions—verification should be completed during Session 1.
- Submit/export their best lap data (e.g., screenshot, export file, or app share) to event officials for verification and official posting.
- Classes-T3, T2 & T1 are subject to verification of tire size and UTQG by HOD officials.
- Results will be separated by class (T3, T2, T1, TU) and posted promptly after verification.

## 5.1 Track Session 1: Practice, non-timed warm-up

Use this session for setup checks, tire warm-up, track familiarization, sighting laps, shake-down runs, and any necessary Dragy troubleshooting. No official times recorded or used for scoring.

- This is a long 30-minute session, pace yourself and play well with others.
- Passing is by point-by only, in designated areas.
- Verify that your Dragy is set up correctly and working properly (e.g., device mounted securely, app paired, track start/finish line defined, GPS signal strong, laps being captured accurately). If your Dragy app is not working correctly, see Race Direction.

## 5.2 Track Sessions 2 and 3: Competition Hot Laps

There are two hot-lap sessions, which are handled identically. Drivers get an out lap, 3 hot (flying) laps to set their best time, and an in lap.

- Drivers will be released by the starter with sufficient gap from the previous driver to provide a good chance at an unobstructed or minimally trafficked lap. Only a small group of cars will be on track at any given time. When one car completes their timed laps and pits in, the next car will be released onto the track. This staggered, controlled release continues until all participants have had their opportunity in each scored session or the session ends out of time.
- The fastest single clean lap across both scored sessions (Session 2 or Session 3) is recorded (provided the session was not DQ'd).
- Any off-track excursion involving more than 2 wheels off the track surface, any spin on track, or any black flag violation, will result in disqualification (DQ) of that entire session for the driver. No times from a DQ'd session will be eligible for official scoring.



## 6. Incident, Flag, and Session Interruption Policies

- **Off-Track / Incident Penalties:** Any driver who places more than two wheels off the track surface during a scored session (or has both front wheels or both rear wheels off at once) will have the entire session disqualified (DQ). No lap times from that session will count toward official scoring. This is a strict all-or-nothing rule to enforce truly clean laps.
- **Black Flag (Individual):** Drivers shown an individual black flag must immediately and safely report to the black flag station (or hot pits if directed). Failure to comply promptly, or repeated issues, may result in loss of all times from that session or further penalties (e.g., event disqualification).
- **Black Flag (Extra Lap Taken):** Drivers running more than their out-lap, 3 timed flying laps & in-lap during a timed session will be black flagged and DQ'd. Drivers must be aware of lap count so as not to put their times in jeopardy.
- **Black Flag All / Full-Course Caution:** A Black Flag All (waving black flags at all stations, often with an "ALL" sign) signals an immediate major caution: Proceed slowly, no passing, and return to the pits or designated area. This typically ends or severely interrupts the session. No resumption is guaranteed. Scoring is based only on any clean laps completed and recorded before the interruption.
- **Red Flag / Major Incident:** A red flag (full stop for safety, accident, cleanup, debris, medical, etc.) requires all drivers to slow immediately, complete the current lap cautiously if safe, and exit the track or proceed to the pits as directed. The session is considered to have ended at the point of the red flag. Any clean laps recorded and submitted via Dragy before the red flag remain valid for scoring (subject to off-track or other penalties). No partial resumption or "make-up" laps are provided unless announced by officials.
- **No Official Lap / Incomplete Session:** If a driver does not complete and record any clean flying laps in a scored session due to mechanical failure, early session-ending interruption (e.g., red flag or Black Flag All before a valid lap), spin/off-track, or other issue, they receive no timed result for that session. In cases of mechanical issues preventing any laps, the driver may still receive participation credit (e.g., for series points if applicable), but no lap time will be posted.
- **General Scoring During Interruptions:** The series uses the fastest single clean lap from the available scored sessions. Interruptions do not trigger prorated times, averages, or special adjustments—only fully valid, clean laps recorded before any session-ending event are considered. The emphasis remains on clean, incident-free performance. All decisions regarding session validity, restarts, or scoring adjustments are at the discretion of HOD officials and the series director.



## 7. Prize Structure & Awards

Prizes and awards will be given for each event. In addition, special recognition will be given at the end of the season.

- Trophies: Awarded to 1st, 2nd, and 3rd place in each class (T3, T2, T1, TU) based on the official fastest clean lap time. Trophies will be presented at the end-of-day awards ceremony, or posted results, and may include social media posts.
- Cash Payout: The 1st place finisher in each class receives a cash payout, provided the class has 3 or more participants. Payout amount is to be announced per event based on class entry fees and sponsorship and will be distributed at the awards ceremony.