

FREMONT RACEWAY PARK

HF PREDATOR CLASS RULES

Foreward: Listed in this document is our ruleset designed to make this class as cost-effective and fair as possible. These rules are mostly based on the box-stock Predator rulesets set by dirt oval tracks in our area. This ruleset is a living document, as we may alter or change certain facets of the rules throughout the season to maintain fairness and affordability. Please be patient with us as we navigate this new class. This class is being introduced in 2023 to provide a more cost-friendly entry into the sport of sprint kart racing. Our purpose for creating this class is to attract new drivers to Fremont Raceway Park, whether they be dirt racers looking to expand their skills on the asphalt, or drivers that are **completely new to karting and racing** altogether. It is our hope that this class provides a fun doorway into the sport of sprint karting, while providing some exciting and fair racing in the process. This class is not intended to be a class for professional racers, but rather a category centered around fun and cost-efficiency, to attract new faces to FRP and give aspiring racers a chance to hit the track without spending a ton of money. If you find yourself feeling inclined to cheat or argue while competing in this class, please come back to this document and re-read this foreward. We cannot wait to see where this class goes and we look forward to seeing you at Fremont Raceway Park!

The rules outlined in this document are strict and final. If this document does not say that you CAN do something, that means that you CANNOT do it. Box Stock Harbor Freight Motors will abide by these rules. If you make any modifications to your engine you run a serious risk of breaking these rules. Please follow these rules exactly, and you will be legal for this class. Rules last updated: 3/20/2023

ENGINE:

- Harbor Freight Predator 212cc.
- Both Hemi and Non-Hemi Harbor Freight engines are permitted (cannot mix heads and blocks).

ENGINE CONFIGURATION: Engine must be “box-stock”, with all internal and external components exactly as they are when the motor is purchased,

The following bullet points go into more detail on where the boundaries of legality lie.

- Fuel Tank Modifications
 - Relocation of the fuel tank to the chassis, and installation of top plate, throttle linkage and fuel pump is permitted.
 - If fuel tank is not relocated, drilling a small vent hole into the fuel tank cap is permitted.
- Removal or deleting of the RPM governor is **not permitted (5500 RPM Max)**.
- Stock airbox required. Aftermarket airboxes will not be permitted.
- Stock muffler required. Aftermarket exhaust pipes, headers and mufflers will not be permitted.
- Modification of stock muffler is NOT permitted.
- Stock muffler heat shield required. Removal of the muffler heat shield will not be permitted.
- There is no spec spark plug. Any spark plug is permitted.
- 10.8lbs max valve spring compression rate (stock is 10.5lbs).
- Carb is to remain stock as factory , no modifications. Carb jet is NO-GO Gauge at 0.032
- No billet flywheels, must remain stock with no modifications with stock key.
- Chain guard is required.

ENGINE RPM LIMIT:

- The engine must not exceed 5500 RPM during an unloaded free-rev while on a kart stand.
- The purpose of this rule is to catch engine modifications and to promote safety.
- Revving a stock predator engine higher than 5500 RPM can be dangerous.

CLUTCH AND CHAIN

- Any shoe-style drum clutch allowed. No disc clutches.
- Open gearing. Suggested gear ratio TBD.
- There is no chain restriction, all chain types and sizes permitted.

WHEELS AND TIRES

- 6" and 5" diameter wheels allowed.
- Any slick tire compound allowed. No treaded tires permitted (exception for rain conditions).
- Any wheel width allowed.

CHASSIS

- Non-caged racing kart chassis only. No champ, recreational or rental kart chassis allowed.
- Both offset and European-style racing chassis allowed.
 - *Since Fremont only has 2 right-handed corners, many oval-style chassis have proven to be very fast on the road course with zero tire stagger. If you are driving an offset oval chassis, you should **not** be at a disadvantage to a proper road-course style kart.*
- Chassis must have steel front bumper, steel side nerf bars and steel rear bumper.
 - Chassis must have side panels or side pods of some kind, in addition to side nerf bars.
 - Front-bumper plastics are recommended, but not required.

POST-RACE TECH

- As with all classes at FRP, drivers finishing in the top 3 in the final may or may not be subjected to post-race engine tech.
 - Any driver found to have an illegal motor will be disqualified and receive zero points for that race day.
 - Driver will be required to return with a motor that adheres to this rulebook the next time they come to FRP to race.

*As mentioned in the foreward of this document, the purpose of this class is to be an introductory class to sprint karting and for some, an introductory class to **racing as a whole**. We understand that mistakes happen and that many dirt tracks have slightly different rules as it pertains to "box stock". **In most cases, any driver found to have a motor that breaks the rules will not be turned away**. We want as many people to enjoy the track as possible, so if you are found to have broken the rules and we feel as though it is an honest mistake, we will still allow you to race as a non-points eligible driver for the remainder of that race day. We will require you to correct any illegal modifications prior to returning for the next race day, however.*

CLAIMER RULE: In order to make engine rule enforcement easier on our track staff, we will be enforcing a claimer rule in the Box-Stock HF Predator class to discourage drivers from spending money modifying their engines.

- If a driver suspects another driver of having a modified or illegal engine, that driver can claim the suspected driver's motor for the price of \$200 cash, paid to the track operator Carson Smith.
 - Only drivers who have finished in the top 3 in the feature race are eligible to have their motors claimed.
 - The claimed driver's motor will be replaced by a brand new HF Predator 212 motor, which we will have in-stock at the track.
 - The track keeps the total of the \$200 claiming fee. No money is awarded to the driver whose motor is being claimed.
 - Claims must be made by the driver ONLY, not a crewmember, spectator or family member.
 - Claims can also be made by the race track, if applicable.
 - Claims must be made in-person at the end of a race day before both parties involved have left the track. Claims will not be accepted any sooner or later than that.
 - Claims must be reported to Carson Smith ONLY, with cash in hand.
- If a driver's motor is claimed, that driver must remove the motor from their kart and give it to the claiming party immediately.
 - Any components on the motor that were not included in the box from Harbor Freight will be removed prior to giving the motor to the claiming party. This includes the clutch, chain guard and any aftermarket throttle linkage components.
 - If both parties agree to handle the motor transfer at a later date, that will be permitted.
- The track will only have 1-2 new motors available for the claimer rule on any given race day.
 - Claims will be processed on a first-come, first-serve basis if the amount of new motors available is limited.
 - If the track does not have a new motor available to support a claim, the claiming party will be refunded and the claim will not be processed.
- Drivers are only allowed to claim 1 motor per race day and 2 motors per season.
- A driver can only have their motor claimed 2 times per season by another driver.
- Any motor that is blatantly illegal or modified will not be eligible for the claimer rule.
 - Any driver found to have an illegal motor will receive zero points for that race day. This zero-point round cannot be used as a drop in the season championship.
 - Driver will be required to return with a motor that adheres to this rulebook the next time they come to FRP to race.