



# 2018 JUNIOR FASKART RULES

**ALL 2018 Rules of Competition Also Apply**  
Rules take effect January 1, 2018

## OVERALL

- A. The Junior Faskarts are designed as an entry level division for drivers between the ages of 7 and 15 to begin racing at the Indianapolis Speedrome. Safety is always the #1 priority! These rules are designed to keep speeds at a proper level for young and inexperienced drivers while keeping fun very important. High performance parts or designs should not be a part of this division.
- B. In addition to the driver safety items required in the Speedrome Rules of Competition, driver arm restraints are required always when on the racing surface.

## THE KART

- A. Previously approved chassis/roll cage combinations built by All American Naskart, H&H Fabrications, or Indy Faskart are eligible. Teams can also build or have built a new chassis, but it will need approval by the Chief Steward. This must not be altered in style from previously built cars in any way. Safety must be the #1 priority and corners shall not be cut with high-performance in mind. The track can recommend chassis builders if asked.
- B. All competitors must run the Speedrome Spec engine sold exclusively at the track. All 2018 engines will be sealed. Any engine purchased in 2017 must be brought to the Speedrome and go thru inspection. If it is deemed to be unaltered and approved, only then it will be sealed for 2018 competition.
  - 1. For competitor safety and fair competition, the engine is NOT to be altered from its original condition in any way. Any altered engine will result in a disqualification and removal of that engine from future completion.

- 2. The engine's cost is \$375 (price includes all taxes and fees).
- 3. The engine belongs to the competitor with all routine maintenance their responsibly.
- 4. The engine comes with all parts needed for it to run except for a clutch and engine oil.
- 5. The engine must be safely mounted behind the driver in a standard location.
- 6. All engines may be numbered and cataloged by the track.
- C. Any clutch can be used with affordability and safety in mind.
- D. The track will deem which restrictor plate is to be in use. This can change at any time with strictly safety being the #1 reason. Again, any alteration to this area to add performance will result in a disqualification.
- E. The track may be a required gear ratio.
- F. Each team must run regular 87 octane pump gas. These engines are built for this. No methanol. There is to be no nitro or any other performance additives added to the fuel. Fuel may be tested at any time.
- G. These must be clevis-type with thread and bolt style. The spindle can only rise up-and-down not side-to-side. No Heim-ends can be used on these spindles, just tie-rod type ends. Nothing for adjusting the caster/camber to be available.
- H. Tires shall be the Cheng Shin or the Hoosier. Both are durable and long lasting.
- I. Rims measuring between 5 and 7 inches may only be used.
- J. For safety, wheel guards are mandatory on the outside to protect the wheels and tires from contact with other cars.
- K. The overall weight of the car shall be a minimum of 350 pounds before going onto the track with the driver on board. Any added weight ballast should be very securely mounted and painted white for safety with the car number on it.
- L. The skirting or any part of the body can be no lower than the frame. No wings allowed
- M. Any panels around the engine must be hinged or easily removable for access by the tech inspector.

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