

2026 LITTLE R RULEBOOK

PERFORMANCE MANUFACTURING KARTING SERIES

2026 KART CLASSES AND SPECIFICATIONS

REID'S DRIVE IN NOVICE DIVISION:

Driver requirements: Ages 5-8 (as of May 1st 2026)

Minimum weight: 250lbs (kart and driver)

General rules: WKA* rules

Motor Rules ARKA*

MOTOR

Fuel: 87 octane gasoline

Engine type: 2025 AKRA BSP Clone Motor. Must run .375 (red) restrictor plate. (Must follow AKRA clone rules)

Header: Big Pipe, All exhaust pipes must have support brace.

No Predator (212cc) motors

Clutch: Open

Gear Rule: 14 clutch driver. 58 gear on rear axle

Tires: Burris Tires 11

Steering fairing: Not allowed

* Track Reserves Right to Change Gear Rule At Any Time During Season.

TREDWAY SPEED SHOP JUNIOR 1

Driver requirements: Ages 8-10 (as of May 1st 2026)

Minimum weight: 250 lbs (kart and driver)

General Body rules: WKA* rules apply

Engine Rules ARKA*

MOTOR

Fuel: 87 octane gasoline

Engine type: 2025 AKRA BSP Clone Motor. Must run .425 (green) restrictor plate. (Must follow AKRA clone rules)

Header: Big pipes are allowed with RLV mufflers. Big pipe may not extend past rear bumper of kart. All exhaust pipes must have support brace.

No Predator (212cc) motors

Clutch: Open

Tires: Burris Tires 11 or 33

Steering fairing: Not allowed

BUD'S APPLE PIE JUNIOR II:

Driver requirements: Ages 10-12 (as of May 1st 2026)

Minimum weight: 280 lbs (kart and driver)

General Body rules: WKA* rules apply

Engine Rules ARKA*

MOTOR

Fuel: 87 octane gasoline

Engine type: 2025 AKRA BSP Clone Motor. Must run .500 (purple) restrictor plate. (Must follow AKRA clone rules)

Header: Big pipes are allowed with RLV mufflers. Big pipe may not extend past rear bumper of kart. All exhaust pipes must have support brace.

No Predator (212cc) motors

Clutch: Open

Tires: Burris Tires 11 or 33

Steering fairing: Not allowed

FRONTIER AUTO WRECKING JUNIOR III:

Driver requirements: Ages 12-15 (as of May 1st 2026)

Minimum weight: 300lbs (kart and driver)

General Body rules: WKA* rules apply

Engine Rules ARKA*

MOTOR

Fuel: 87 octane gasoline

Engine type: 2025 AKRA BSP Clone Motor. Must run .550 (blue) restrictor plate. (Must follow AKRA clone rules)

Header: Big pipes are allowed with RLV mufflers. Big pipe may not extend past rear bumper of kart. All exhaust pipes must have support brace.

No Predator (212cc) motors

Clutch: Open

Tires: Burris Tires 11 or 33

Steering fairing: Allowed

FISHER'S AUTO REPAIR SENIOR LITES:

Driver requirements: Ages 14 and older (as of May 1st 2026)

Minimum weight: 340lbs (kart and driver)

General Body rules: WKA* rules apply

Engine Rules ARKA*

MOTOR

Fuel: 87 octane gasoline

Engine type: 2025 AKRA BSP Clone Motor. (Must follow AKRA clone rules)

Header: Big pipes are allowed with RLV mufflers. Big pipe may not extend past rear bumper of kart. All exhaust pipes must have support brace.

No Predator (212cc) motors

Clutch: OPEN

Tires: Burris Tires 11 or 33

Steering fairing: Allowed

MELCHER'S AUTO CARE SENIOR HEAVY:

Driver requirements: Ages 14 and older (as of May 1st 2026)

Minimum weight: 375lbs (kart and driver)

General Body rules: WKA* rules apply

Engine Rules ARKA*

MOTOR

Fuel: 87 octane gasoline

Engine type: 2025 AKRA BSP Clone Motor. (Must follow AKRA clone rules)

Header: Big pipes are allowed with RLV mufflers. Big pipe may not extend past rear bumper of kart. All exhaust pipes must have support brace.

No Predator (212cc) motors

Clutch: OPEN

Tires: Burris Tires 11 or 33

Steering fairing: Allowed

XTREME BUDGET PREDATOR KARTS

The Xtreme Budget Predator class is designed as an economical “trophy” class, with the entry level racer in mind. The idea behind this class is to be able to bolt a box stock engine and have a chance be competitive. Any engine or engine work done that is not in the intention or spirit of these rules may be told to take it out of competition. Do not ruin this class. When you choose to play games, you only hurt the future of the sport just for a trophy. Think about it.

Xtreme Budget Predator Rules-

- Chassis must be 15 years old or older.
- open wheel front end. May use champ nose (inside front bumper) or no nose piece at all. Must have number panels on front and rear. Side panels may reach from tire to tire. 8” Maximum height at front, 12” maximum height at rear.
- Non Metallic body panels highly recommended. All edges must be rolled.
- No Ceramic bearings
- No Titanium
- Brake Rotors must be steel
- Box stock 212 Predator. Stock out of the box.
- Tires: Burris 11
- Clutch: Max torque 13 tooth*. Rev. 5/21/2024
The only allowed alteration of the clutch is the spring. No cutting shoes, drilling/grinding drums, etc
Rear gear 54-57 . If Kart and driver weigh over 400, may run up to 59
Rev. 5/21/2024
- Weight is 370Lbs.
- All safety is still Mandatory on the karts, safety pins, wired bolts, double nuts. Be safe.
- Claimer rule on engine \$160 That is engine only not including throttle linkage, clutch or clutch guard.
- Pump gas only. No additives. 87 Octane only. Tracks may require fuel from a specific station.

Engine rules clarification-

- 1)Engine must be ran out of the box
- 2) Governor must be connected-spring May be zip tied-5500rpm max on the stand after the race.
- 2b) May use DynoCams 5250rpm rev limiting coil. If using this coil, you may remove governor arm, but everything else must remain in place.
- 3)Air filter and sock must be installed per factory
- 4)Engine must have a keyway as installed by factory on the flywheel
- 5) Valve springs must match 10.8 and 18# check
- 6) 1/8” hole may be drilled in gas cap
- 7) Carburetor jet May be changed
8. Oil Sensor May be disconnected
- 9) Fuel Tank May be leveled

Any engine may be claimed by a racer in the field after feature, track promoter, or XBP official.
Claim Price-\$160 Promoter or track claim overrides competitor claim and may claim a sealed engine.
Engine Seal Program- For 2026 ALL ENGINES must be sealed. Anyone caught tampering with an engine seal will receive a minimum 5 year suspension from Xtreme Budget Predator competition. If repair is needed that requires removal of seals, removal must be done by XBP official. Or a better thought- a new engine is \$159 at your local HF store. If you aren’t tampering with the internals, that seems like a more reasonable way to go. Brand new Engines only, in an unopened box, must be brought to an authorized

sealer. Some sealers may have an “exchange engine”. This means you will trade your engine for another brand new, already sealed engine. This is up to the sealer. Refusal to swap may permanently disqualify you from XBP Competition. Engines will be swapped hemi-for-hemi, non-hemi for non-hemi. Price to seal an engine- \$10

Tracks running multiple classes (rookie/novice/pro) May allow a driver one race to attempt to “move up”. With a second race start in the higher class, the driver must run the higher class at all Xtreme Budget Predator sanctioned races. Tracks that only run one XBP class will not count, as there is no option of which class to run. For example, if a driver is running the rookie class at one track and makes 2 novice starts at any tracks, that driver must then run novice at any sanctioned tracks.

The rookie class is to be a non-points class at all tracks. Any driver that collects 3 total sanctioned feature wins must move up.

Due to popular demand and keeping with the spirit of being an entry level class, we will now be a “dirty tire” class.

It’s still an open slick class. You can still wash and prep during the week, but once hotlaps start, nothing is allowed to be done to the tires other than air pressure adjustments for the remainder of the race day. If a tire is cut in the heat race, a new tire may be swapped but the driver will be required to put laps on it before the feature starts. This may be done during intermission or if the track allows, while another class is on the track.

You must show officials the tire is in fact cut, and start scratch for the feature.

By entering a kart into any sanctioned Xtreme Budget Predator you are agreeing to abide by these rules, as well as conduct yourself in a respectful manner and a failure to do so may leave to suspensions and other penalties.

-varies by track.

*- As of January 1, 2026, all chassis must be at least 15 years old, regardless of adjustability

Any tracks that may be interested in running this class may contact Brandon Clapperton for further information.

Track information:

This class is designed to be a trophy class only, with a low registration fee. It is designed for drivers that are just getting into karting, as well as those looking for a more affordable class of karts from other classes.

Tracks must follow our rules exactly, with the only exceptions being clutch driver and rear gear options. Tracks must uphold any tech infraction suspensions from other sanctioned facilities. These aren’t track suspensions. Drivers may run non DXMP classes. Failure to do so may result in loss of technical support from DXMP and loss of 212 dash qualifier races.

Tracks are not to run this class on the same day as The 212! At Action Park East Speedway. (Or wherever it is held)

Authorized to seal engines-

Brandon Clapperton, Deposit NY

Jason Walsh- Newburgh NY

Dave Carpenter, Elmira NY

Joe Muckle, Jr, Stephentown NY

Thomas Diamond, Schoharie, NY

Shawn Jeffery, Sanborn, NY

Chris Crews- Adam’s, Mass

Chris Lopez, Wellsville, NY

Matt Chavis- Canajoharie, NY

BATTERY OPERATED (EX. BBT) STARTERS ARE ALLOWED ON ALL FLATHEADS AND CLONE MOTORS

2026 PROCEDURES

All classes will draw for their starting positions upon sign-in. **Sign-in closes at 6:15**-all drivers signing in after that point will be required to start tail in their heat. If you are caught missing the drivers meeting you will be put tail in your heat race. Each division will run one heat to determine the feature line-up for the feature.

Novice Drivers will be required to move up to Junior I at Race Directors Discretion.

**Please note, reserved parking is in effect. Do not park in someone's spot and if unsure, please ask. IF you miss two consecutive weeks, you will forfeit your parking spot. If you have unforeseen circumstances come up, preventing you from being there, please call and speak with the office. ALL Parking questions, concerns are to be brought to Dave Just's attention. He has graciously volunteered to handle all parking for 2026. This means to do not around Dave, you will be directed back to him. Thank you for your cooperation.

NOTE - Please adhere to the following:

All issues are to be addressed to Dave Just for parking

Ryan or Greg for race situations.

Scott just for tech infractions.

*Do Not go to the office or approach management. These gentlemen do a great job and can handle/address any and all questions or concerns. If management needs to become involved - Ryan, Greg or Dave will come to us to address.

2026 MEMBERSHIP INFORMATION

Memberships

Ransomville Memberships Must be purchased by June 1st. In order to be eligible for all season ending awards / point fund \$\$ / trophies, you must race 50% of the time and purchase a membership.

Memberships will be available for \$50.00.

US. Memberships will also give drivers a \$5.00 discount on entry fees on a weekly basis. In the event a Karter decides to run multiple classes, he or she must have a membership purchased per class run.

Example: If you run for points in the Lite and Heavy classes, you must purchase a Lite and Heavy memberships to be eligible for all year end awards.

2026 ADMISSION INFORMATION

Pit Pass Spectator: \$20.00 US per event

Competitors: \$25.00 US for member Per Class and \$30.00 for non-members Per Class.

(Payout will be for top 3 based on \$10.00 per kart.)

Reserved Parking: \$60.00 for members (if Available) - Currently SOLD OUT for 2026

2026 POINTS STRUCTURE (*Place. Points*)

1. 60	12. 34	23. 20
2. 56	13. 32	24. 20
3. 52	14. 30	
4. 50	15. 28	
5. 48	16. 27	
6. 46	17. 26	
7. 44	18. 25	

8. 42 19. 24
9. 40 20. 23
10. 38 21. 22
11. 36 22. 21

2026 WEEKLY ORDER OF EVENTS:

(running order is subject to change at tracks discretion)

6:15 Sign-in closes

6:45 Practice all divisions *(each practice will be 3-5 laps at Flaggers discretion)*

6:55 National Anthems

7:00 Heats:

Order is subject to change

Junior I - 8 laps

Senior Light - 8 laps

Novice - 6 laps

XBP - 8 laps - when scheduled

Junior 2 - 8 laps

Junior 3 – 8 laps

Senior Heavy – 8 laps

Intermission

Features:

Order is subject to change

Junior 1 - 15 laps

Senior Lights – 15 laps

Novice - 10 laps

XBP - 15 laps - when scheduled

Junior 2 – 15 laps

Junior 3 – 15 laps

Senior Heavy – 15 lap

*Time limits may be enforced due to how long an event has gone on

2026 RANSOMVILLE KART RULES AND REGULATIONS

**** No Open Flames Allowed on Property at Any Time ***

****All trailers must be equipped with a Working Fire Extinguisher**

DRIVER APPAREL

Helmet will be 2020 Snell or DOT approved with full face shield- helmet will be inspected during Pre-season inspection (snowmobile helmets or modular helmets are not permitted).

Full coverage driver wear including sturdy shoes, socks over the ankle, racing jacket with long pants (or suit), and gloves. No hoodies, no sweatpants. No pants with holes or torn jeans. 2a. No Hey Dudes as race shoes - shoelaced or velcro closures only

Neck brace designed for racing is required.

Racing gloves are required at all times while driving on the racing surface.

Arm sleeve is recommended by not required.

Elbow pad for right elbow is recommended but not required.

Chest and rib protection is recommended but not required for JR1 and up. Chest/ Rib protection is mandatory for all Novice drivers.

Long hair must be well-secured and kept under helmet and no hoodies are permitted. (If hair is visible to track crew or scorer while on the racing surface, you will be asked to exit the racing surface for the remainder of the race for your safety)

No loose clothing while racing. This is to ensure safety.

No smoked or tinted visors after dark.

BASIC CHASSIS:

All karts must have a chain guard.

Floor pan must be within 1" of the frame from the front of the seat forward.

Seats must securely locate the driver laterally and longitudinally. Seat must be constructed out of a one-piece mold with no add in sections, cracks, or repairs. Seat must be mounted forward of the rear axle.

Fuel tank must be securely bolted to the floor pan or chassis unless it is an integral part of the engine.

Header must extend past fuel tank (if the fuel tank is an integral part of the engine) but may not extend past the rear bumper. Header support brace is required and all pipes must be in a secure fixed position.

Karts must have a minimum of rear brakes. All brake bolts and supports must be pinned or wired. All karts must have a rotor guard or wolf plate.

Front bumpers are required. Rear bumpers are required. Nerf bars are required.

Front spindles must be keyed and pinned.

Rear axle must have snap rings on both sides.

Steering wheel must be keyed or pinned. The three bolts that hold the steering wheel to the hub must be keyed or pinned. All tie-rods bolts must be keyed or pinned.

No quick dis-connect steering wheels are allowed this year.

All bodies, side panels and nose pieces must be securely mounted to the chassis.

Kart numbers must be at least 6" on nose and both side panels. Solid colors. No metallic unless outlined with a solid color. If the scorer cannot see/ read your number from the tower, you will be asked to change them. No repeat numbers will be allowed in a single class (same # and adding a letter will not be permitted). This is to ensure accuracy in our scoring process.

All ballast weighing = 7lbs must be double nutted (or keyed) using a minimum of 1 x 5/16" bolt. All ballast weighing = 7lbs must be double nutted (or keyed) using a minimum of 2 x 5/16" bolts or 1 x 3/8" bolt. All Ballast must be painted white with the kart number written legibly on them.

Reserved Parking

Reserved Parking is in effect. It is SOLD OUT for 2026 - if you did not attend the meeting or make arrangements to renew your parking/provide payment - please call Dave Just to get on the waiting list. ABSOLUTELY NO personal vehicles are to be parked in a reserved parking spot unless a kart is transported to the track in the back. This will be enforced.

Please be courteous and work with your neighbors, fellow racers. This years parking is a work in progress so patience is appreciated.

Parking questions should be directed to Dave Just and only Dave Just. Attempting to go around Dave in any way, shape or form will not be tolerated. 716-807-9536

In the event you miss two consecutive weeks of racing, you will forfeit your parking spot. We understand circumstances arise which are beyond our control - reach out, call the office and discuss it with us. Exceptions can be made in certain circumstances.

TECH RULES:

There will be weighing after heats and features.

Anyone who runs a Clone engine must use 87 octane pump gasoline.

Anyone who runs a Briggs and Stratton engine must use methanol

No full fairings over legs, but smaller ones over steering columns are allowed for JR3, and all senior classes (Novice, JR1 and JR2 are not permitted to use a steering faring)

Steering faring must be mounted a minimum of 3" from any part of the steering wheel

All guards must be in place. NO EXCEPTIONS.

Oil overflow containers are mandatory. Container must be securely affixed to chassis and must be connected via tubing to the valve cover of engine. Container must be sealed while on racing surface.

1 way radios are required for all drivers. The use of 2 way radios are not permitted (any driver, spectator, crew member, etc. found using 2 way radios or interfering with the 1 way communication will be disqualified and banned from all Ransomville go kart races for the remainder of the year). Any interference with 1 way communication is a safety issue and will not be tolerated. a. Communication will be made from the tower to the drivers via 1 way radio communication. Blatant disregard to requests or direction of 1 way communication will result in black flag (at tracks discretion)

No Go-Pros or camera mounted on helmets per AKRA rules. (cameras may be mounted securely on the drivers steering fairing or chassis as long as it does not impair the drivers visibility)

Once driver/ Kart pass Pre-Season inspection and Class weight will be affixed to the passenger right side of the body. a. All adherence to pre-season inspection is required throughout the season in its entirety. At Tech officials discretion a safety inspection may be performed during post-race tech. Failure to pass inspection will result in disqualification (if in feature loss of points, and loss of earned awards for the day)

RACING ETIQUETTE:

Under no circumstance is anyone to argue with or threaten the corner flaggers or pit staff. All decisions which are made by the scorer and head official (head flagger) are final. a. Note: If you have a problem with a decision which was made on the track, kindly ask the pit staff to have either the head official or scorer speak with them after the heat races or feature races have completed. At no point is anyone allowed to approach the head official during racing times. This will result in automatic ejection of the property for the remainder of the day's events. Multiple offenses will result in a suspension to be determined by the track manager. (Drivers may not use a suspension race as one of their points drops). b. Questions regarding running order, events, line-up, etc. may be relayed from pit staff or corner flagger to tower at any time. c. If you choose to approach any official, including the head official and scorer, in any manner other than in a calm fashion you will be asked to leave the track until further notice. This rule applies to all drivers, parents, crew-members, spectators, etc. There is a zero tolerance policy with this rule. Constructive criticism delivered with an appropriate tact is always welcome.

Fighting and excessive foul language is prohibited. Violators will be given a one-week suspension (drivers may not use a suspension race as one of their points drops). Repeat offenders will be suspended for the remainder of the year.

Restart after one lap complete: a. Line up in a single file line in the order of last lap completed.

Three yellow rule: a. If you are involved in three yellow flag cautions, you will be blacked flagged. This rule will be at the scorer/ head official's discretion.

All heat starts will be double file. Feature races will be double file (changes may be made at tracks discretion). If at any point where the initial green flag is halted 2 consecutive times, due to cautions, then the start will convert to single file. a. If there is 4 consecutive failed starts, due to cautions, then the race will be deemed over at the tracks discretion (finish order will be the current starting order).

All starts for all divisions will be out of turn 4 (within the starting box. NO EXCEPTIONS.). If at any time the front row drivers fire early 2 consecutive times, they will be moved back At Race Directors Discretion. (fire will be determined by head flagger and Race Director).

If at any point where your racing engine stalls while on the racing surface, the track crew will assist in re-starting the engine. Allowance of 3 occurrences, after that the driver will be asked to leave the racing surface for the remainder of said race. Rule is at track official's and scorer's discretion.

Top 3-5 karts in all classes must weigh in after each race (at tracks discretion). If you fail to weigh in after your race you will be disqualified from that race and lose any points/ award.

After the feature the classes to be teched will be directed to the tech area, failure to go directly to tech will result in disqualification. a. First refusal to tech will result in immediate disqualification of the night's events with loss of points and awards. The next event which the driver attends will be an automatic tech night (no matter the finishing position). b. Second refusal to tech is an automatic disqualification from the night's events with loss of points and awards. This will also result in a 2 week suspension for the driver/team. c. Third refusal to tech will result in automatic disqualification from the night's events with loss of points and awards. This will also result in suspension from racing events for the remainder of the year for driver/ team.

If division which you race is getting teched and you fail to meet driver/kart weight requirements, the tech officials hold the right to tech your engine in the same manner as the remainder of the division. (Even with a passed engine tech you will still lose your points and awards based on failure to meet weight requirements).

At the tracks discretion the winning driver from each division will be required to enter "pill draw" tech. Winner will randomly draw a "pill" which will determine the post-race inspection which will be required. (Tech options may include, but are not limited to, various engine specification checks, fuel checks, chassis safety checks, etc.)

Driving in the pit area is expressly prohibited. The only area which drivers can operate their kart is exiting the grid, on track, and driving up to (but not on) the scales

If at any point during a race the driver leaves the racing surface and enters the pit area, you will not be allowed to re-enter the racing surface.

Time Limits: All races will be timed. 6 and 8 lap heat races will be limited to ten minutes. 10 Lap Features will be no longer than 15 minutes and 15 lap features will be no longer than 20 minutes.

If after signing in at pit board you decide to change kart bodies- IE- your kart number an official must be notified immediately. You may not be scored properly if we are not notified.