

NLR 26



FRESHMAN
SPORT CHALLENGE

Sporting and Technical Regulations

Sporting Regulations

1. Classes & Rider Eligibility

Freshman Sport Challenge

Riders MUST hold a valid

ACU Novice or Intermediate Novice Licence prior to riding at their first event of 2026 and must not have competed for more than 1 season of racing.

SACU Novice Licence prior to riding at their first event of 2026 and must not have competed for more than 1 season of racing.

2. Entries

How to enter

Via www.nolimitsracing.co.uk

When to enter

Full Season - 1st December 2025 - 21st January 2026

Individual rounds - Please see the round entries calendar

Fees

Entry to this class as your main class will be £269-£529 circuit dependent.

Entry to this class as your 2nd class will be £170-£245 circuit dependent.

3. Programme

At each event, you will receive a minimum of 10 minutes scheduled timed practice and a minimum of 3 scheduled races.

4. Other Regulations

Useful Regulations

NLR26 Tyre Regulations

NLR26 Supplementary Regulations

5. Prizes

Prizes for this class are yet to be announced.

Technical Regulations

All machines competing in any 2026 No Limits Freshman Sport Challenge races must comply with these regulations. These rules are in addition to the ACU Standing Regulations as outlined in the ACU Handbook.

All No Limits Racing (NLR) Championships are open only to riders holding a valid ACU or SACU licence or a Licence from another FMN with proof of valid insurance and start permission.

These regulations are correct at the time of publication but are subject to amendment by the ACU or NLR. Any updates or changes will be communicated via an official NLR Bulletin

Anything not expressly permitted within these regulations is strictly prohibited.

Anything not expressly authorised or prescribed in these specifications must remain in standard form, with the exception of paintwork.

1. Eligible Machines

1.1 Open to production-based motorcycles originally homologated for road use.

Engine capacity limits:

4-cylinder: over 400cc up to 636cc

3-cylinder: over 500cc up to 675cc

Engine capacity limits will be confirmed by bulletin in line with the 2026 ACU Road Racing Standing Regulations. Please use the above capacities as a guide only.

Bore and stroke must remain homologated; modifications to achieve class limits are prohibited.

Machines outside these specifications may be considered upon application to NLR.

1.2 Eligible Models

Traditional 600 Machines (Max 140 bhp SAE on nominated dyno):

Honda CBR600RR

Yamaha YZF-R6

Kawasaki ZX-6R (599cc & 636cc)

Suzuki GSX-R600

Triumph Daytona 675/675 R

1.3 Minimum Weight

4-cylinder (up to 636cc): 161 kg

3-cylinder (up to 900cc): 161 kg

Weight includes tank and contents at all times.

No tolerance is permitted. Ballast may be used to meet minimum weight.

1.4 Engine and frame numbers must be present and must not show signs of tampering or removal. Unstamped, new replacement components are allowed. Frames without numbers are acceptable only if the motorcycle was originally manufactured and supplied specifically for racing use.

2. Fuel

2.1 Only unleaded fuel, available from a roadside service station to current ACU regulations.

2.2 E85 biofuel is also acceptable from roadside outlets.

3. Bodywork, Fairing, Seat & Fuel Tank

3.1 The frame must be the originally fitted and homologated part with no modification allowed.

3.2 Holes may be drilled on the frame only to fix approved components (i.e. fairing brackets, steering damper mount, sensors).

3.3 The sides of the frame-body may be covered by a protective part made of a composite material. These protectors must fit the form of the frame.

3.4 Crash protectors may be fitted to the frame using existing points (max. length: 50 mm), or pressed into the ends of the wheel axles (max. length: 30mm).

3.5 Nothing else may be added or removed from the frame body.

3.6 All motorcycles must display a unique identification number punched on the frame body.

3.7 Engine mounting brackets or plates must remain as originally produced by the manufacturer for the homologated motorcycle.

3.8 Front sub frame / fairing mount may be changed or altered, the material is free.

3.9 Rear sub frame may be changed or altered. The material must be metal, no composites are allowed.

3.10 Additional seat brackets may be added, non-stressed protruding brackets may be removed if they do not affect the safety of the construction or assembly. Bolt-on accessories to the rear sub-frame may be removed.

3.11 The paint scheme is not restricted but polishing the frame body or sub-frame is not allowed.

4. Fasteners

4.1 Fasteners may be replaced with stronger materials; titanium allowed in structural locations.

4.2 Fairing/bodywork may use quick disconnect fasteners.

4.3 Internal engine bolts must be homologated material or stronger.

5. Frame and Subframe

5.1 Frame must be homologated with no modifications except for fixing approved components.

5.2 Protective composite covers may be fitted to frame sides.

5.3 Crash protectors allowed: max 50 mm on frame, 30 mm on wheel axles.

5.4 Engine mounting brackets must remain homologated.

5.5 Front and rear sub-frames may be altered: rear must be metal, front material is free.

5.6 Non-stressed bolt-on accessories may be removed.

5.7 Lateral covers may be replaced or reinforced; oil-containing cases must have secondary metal protection covering $\geq 1/3$ original area.

6. Suspension and Swingarm

6.1 Front Forks

Forks must be the originally fitted and homologated parts with the following modifications allowed:

6.1.1 Original internal parts of the homologated forks may be modified or changed.

any aftermarket damper kits or valves

6.1.2 Fork springs may be modified or replaced.

6.1.3 Fork caps may be modified or replaced to allow external adjustment. They may extend the clamping area of the fork leg a maximum of 18mm above the standard fork tube. The fork 'drop' must never be set allowing the fork to be submerged in the top yoke/clamp. The full clamping area of the top yoke/clamp must be used.

6.1.4 The fork stroke will be a maximum of 125mm to the bump stop plus a maximum of 5mm bump stop stroke.

6.1.5 Dust seals may be modified, changed or removed if the fork is totally oil-sealed.

6.1.6 The original surface finish of the fork tubes (stanchions, fork pipes) may be changed. Additional surface treatments are allowed.

6.1.7 The front fender mounts integrated in the fork lower may be modified or removed and replaced.

6.1.8 Fittings for suspension stroke sensors (potentiometers) may be attached. The axle bore in the fork lower cannot be modified. The front axle nut/sleeve may be added or modified and/or made captive.

6.1.9 The triple clamp assembly (Upper clamp, lower clamp and stem) may be replaced

6.1.10 A steering damper may be added or replaced with an aftermarket damper. The steering damper cannot act as a steering lock limiting device.

6.2 Rear Swingarm

6.2.1 The rear fork (Swingarm) must be the originally fitted and homologated part with no modification allowed.

6.2.2 Rear axle chain adjuster may be modified or changed. The wheel axle nut may be replaced and/or made captive.

6.2.3 Rear axle chain adjuster slot may be enlarged to allow the brake calliper mounting to become captive.

6.2.4 A solid protective cover (shark fin) shall be fixed to the swing-arm, and must always cover the opening between the lower chain run, swingarm and the

rear wheel sprocket, irrespective of the position of the rear wheel.
Brackets/mounts for rear wheel stand bobbins may be added to the rear fork by welding or bolts.

6.2.5 An anchorage system or point(s) to keep the original rear brake calliper in place may be added to the rear swing-arm.

6.2.6 Wheel support rails/guides may be added to permit quick wheel changes.

6.3 Rear Suspension Unit

6.3.1 Rear suspension unit (shock absorber) may be replaced with a unit from the

6.3.2 The original attachment points to the frame and rear fork (or linkage) must be as homologated.

6.3.3 The rear suspension linkage assembly (all parts including bearings) may be replaced.

6.3.4 Removable top shock mounts must remain as homologated. A nut may be made captive on the top shock mount and shim spacers may be fitted behind

7 Tyres

7.1 Only the tyres listed below are permitted. Use of any other brand or model will result in disqualification from final results. Tyres will be checked in Parc Fermé.

Permitted Pirelli Tyres

Diablo Supercorsa V2 – SC1 / SC2

Diablo Supercorsa V3 – SC1 / SC2 / SC3

Diablo Supercorsa V4 – SC1 / SC2 / SC3

Diablo Superbike Slick – SCQ / SCX / SC0 / SC1 / SCD / SC2 / SC3

Diablo Rain – SCR1 / SCR2

Diablo Wet (Intermediate)

Permitted Metzeler Tyres

Racetec RR – KD / K1 / K2

Racetec RR Slick – KD / K0 / K1 / K2

Racetec TD Slick – TD

Racetec Rain – KR1 / K2

Racetec Intermediate

7.2 The cutting of extra tread grooves is forbidden.

7.3 Tyres will be examined during post-race technical control. Riders found using non-compliant tyres will be disqualified from championship points and awards. Repeated violations and disregard of the tyre regulations will result in further sanctions.

7.4 Wheel balance weights may be discarded or added.

7.5 If a race is declared as 'WET', a control rain tyre designated by NLR may be used. Please refer to the tyre regulations for further details.

7.6 Tyres available with pre order from No Limits Race Support.

8. Intake and Exhaust Systems

8.1 Original airbox must be retained; filter element may be replaced.

8.2 Velocity stacks are free.

8.3 Exhaust systems are free but must comply with ACU noise limit of 105 dB(A).

9. Oils and Fluids

9.1 Oil pumps must remain homologated; lines may be replaced with braided reinforced lines.

9.2 Only water as engine coolant; aftermarket radiators or additional radiators allowed.

9.3 Radiator fan, hoses, and expansion tanks may be modified.

9.4 Fuel pump and pressure regulator must remain homologated; lines may be replaced with protection from crash damage.

9.5 Fuel level sensors may be removed or fixed; quick connectors allowed.

10. Safety Wiring

All drain plugs, external oil filters and bolts that enter any oil cavity must be safety wired.

11. Starter / Generators

11.1 Must remain entirely as homologated.

11.2 Starting devices and electrical generators must operate normally, with all mechanical and electrical connections intact. The generator must charge the battery correctly during the race and pass current and voltage checks at post-race control.

11.3 The engine starting must operate normally at pre- and post-race scrutineering.

12. Brakes

12.1 Front and rear discs may be replaced; outside diameter must remain as homologated.

12.2 Brake carriers may be changed but must maintain original mounting.

12.3 Calipers, master cylinders, brake lines (braided steel), pads, and quick connectors are free.

12.4 Brake lever protection is mandatory.

12.5 ABS and any electronic brake pressure control are prohibited.

12.6 Metallic shims between pads and calipers are allowed; additional air ducts are allowed.

13. Number Plates and Colours

13.1 Must conform to ACU regulations.

13.2 Colours

Front : WHITE Background with BLUE Numbers

Side : WHITE Background with BLUE Numbers

14. Kill Switch

Motorcycles must be equipped with a functional ignition kill switch or button, mounted on either the right or left handlebar within reach while gripping the handlebars. The switch must be capable of immediately stopping the engine by cutting the ignition.

15. Engine & Electronics

15.1. Bore and stroke must remain homologated.

15.2 Standard crankshaft, throttle bodies, and injectors must be retained.

15.3 ECU may be standard, kit, or aftermarket.

15.4 Rider aids including traction control, launch control, wheelie control, and engine braking adjustments are permitted.

16. Rear Safety Light

16.1 Functional red light mandatory; on track or in pit lane during wet conditions.

16.2 Must be visible $\pm 15^\circ$ from machine centre line.

16.3 LED: 0.6–1.8 W, incandescent: 10–15 W.

16.4 Continuous operation on track; flashing allowed only in pit lane.

16.5 Chief Technical Officer may reject non-compliant systems.

17. Chain Protector

A shark fin type chain guard must be fitted to the underside of the swingarm on the drive chain side, in accordance with ACU regulations.

18. Wheels

18.1 Non-homologated wheels are permitted.

18.2 Rim diameter and width must remain as homologated.

18.3 Speedometer drive may be removed; rear cushion drive must remain if fitted originally.

19. Items That May Be Altered Or Replaced

- Lubrication
- brake and suspension fluids
- Bearings
- gaskets.

20. Items The May Be Removed

- emissions controls
- Speedometer
- bolt-on sub-frame accessories.

21. Items the MUST be Removed

- Headlamp
- rear lamp
- turn indicators
- Mirrors
- Horn
- license plate bracket
- Toolbox
- helmet/luggage hooks
- passenger footrests/grab rails
- safety bars
- centre/side stands
- catalytic converters
- rear mudguards attached to the seat unit

22. Class and Series Sponsors

If required by NLR, class and series title sponsors' decals or stickers must be prominently displayed on machines where applicable and will be checked during technical inspection. Decals that conflict with class or series sponsor branding may be requested to be removed.

23. Presentation

23.1 The organisers reserve the right to refuse any machine admission to the start if, upon arrival at technical inspection, it is deemed not to be in a presentable condition.

23.2 Machines must be maintained to a high standard. Competitors are responsible for regularly checking their machines before, during, and after events to ensure ongoing compliance.

24. Parc Ferme /Disputes/Challenges

This is covered in the ACU handbook and minor queries should be directed through the riders' representatives. Check ACU Handbook for correct procedures.

25. General

Non-compliant motorcycles may be excluded at Technical Control discretion. If there are any queries relating to these regulations contact No Limits Racing administrators - info@nolimitsracing.co.uk or the Chief Technical Officer - technical@nolimitsracing.co.uk.