

NLR 26



NL500
CHAMPIONSHIPS

Sporting and Technical Regulations

Sporting Regulations

1. Classes & Rider Eligibility

NL500 Freshman

ACU or SACU Novice or Intermediate Novice Licence prior to riding at their first event of 2026.

NL500 Elite

ACU or SACU Clubman or National Licence prior to riding at their first event of 2026.

European FMN Licence subject to proof of insurance and written start permission to FIM Minimum Standards

NL500 Senior

No weight restrictions apply to this class; however, riders must be **45 years of age or older** as of 1 January 2026.

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 to be awarded at each event (Drawn at random).

1 x Pair of tyres to Dunlop NL500 Elite

1 x Pair of tyres to Dunlop NL500 Freshman

1 x Pair of tyres to Dunlop NL500 Senior

Prizes to be awarded at the end of the championship to the championship winner.

1 x Pair of tyres to Dunlop NL500 Elite

1 x Pair of tyres to Dunlop NL500 Freshman

1 x Pair of tyres to Dunlop NL500 Senior

To be eligible for tyre prizes, riders must:

Use Dunlop tyres for qualifying and all races

Have purchased from No Limits Race Support either:

At least one Dunlop tyre (from the approved list) at the meeting in question before the final race, or at one of the preceding 2 rounds.

Riders who do not meet these requirements will not be eligible to claim prizes.

Proof of purchase will be confirmed with the Race Support Team following the final race of the event.

Prizes will be drawn at random at the event.

Technical Regulations

All machines competing in any 2026 No Limits 500 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.

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 Honda CB500 1993-2003 Drum & Disc brake Models (CBF model not eligible)

1.2 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.

1.3 Motorcycles must be based upon bikes originally homologated for road 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 and Screen

3.1 The appearance and dimensions must be as homologated.

3.2 Seat covers or single-seat units may be used to allow for the display of race numbers; however, the original silhouette of the motorcycle must be preserved. Seat units designed specifically for racing are strongly recommended.

3.3 Any fairing is forbidden.

3.4 The seat may be altered or replaced but any replacement seat must retain the original seat profile.

3.5 Engine protector pads may be fitted, but must be secured with lock wire or bolts (adhesive alone is not acceptable).

3.6 A front number plate or board is mandatory and must not exceed 260mm in width and 230mm in height. It must not offer any aerodynamic benefit. Purpose-designed racing number boards are strongly recommended and are readily available from bodywork suppliers.

3.7 The top edge of the front number plate or board must not exceed the height of the front master cylinder when mounted.

3.8 Radiator cowls/side panels must remain 'securely' fitted to the machine.

4. Steering Damper

A steering damper may not be added.

5. Frame/Swingarm

5.1 No alterations to the chassis/frame are allowed unless specified in these regulations.

5.2 Frame braising or strengthening is forbidden.

5.3 Additional frame bracing is forbidden.

5.4 The side stand lug may be removed for safety reasons (ground clearance).

5.5 The standard swingarm must be used and remain unaltered.

5.6 Unused lugs may be removed from the frame and swingarm; however, the subframe must remain otherwise complete. If the subframe is damaged beyond repair, a non-performance modification may be permitted, subject to approval by the Chief Technical Official. In such cases, a weight penalty may be applied.

6. Suspension

6.1 Front Forks must remain as homologated by the manufacturer.

6.2 Front fork springs may be replaced with aftermarket springs available from Hypapro or Hagon. No other modifications to the fork internals are permitted, except for spacers and washers as originally fitted to any of the three approved fork types.

6.3 Front Forks may be positioned in the yokes at any height.

6.4 Any quantity or type of fork oil may be used.

6.5 Rear suspension units must remain as homologated or be direct replacement aftermarket items from Hagon with the correct extended length. The adjustable damping version of the standard Hagon shock absorber is also permitted.

6.6 The slim line Hagon shock designed for the CB500/4 is not permitted.

6.7 The YSS of Taiwan shock detailed here is also permitted.

Shock type, Emulsion (Nitrogen and Oil).

Shock length, 350mm as std CB500.

Damper rod shaft, 12mm.

Piston Diameter, 30mm. Adjustment, Threaded body Preload only.

Spring, Progressive 46-17-25-220 additional heavier spring is available 46-20-30-220 (46mm= ID, 17= spring rate, 25= spring rate, 220= length). Part number, RE302-350T-20

Standard shocks that are modified outside of the above parameters are STRICTLY forbidden.

7 Tyres

7.1 The NL500 Championship is a Dunlop Control Tyre Championship. Use of any other brand will result in disqualification. Tyres will be checked in Parc Fermé.

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. Silencers and Exhaust Systems

8.1 The silencers may be changed.

8.2 The exhaust may exit on either side of the machine, or under the seat unit. The noise output must be within the 105db limit at all times, including post-race controls.

8.3 The bore of the header pipes must not be greater than 38mm & must remain a constant diameter.

9. Spark Plugs

Any make and type of spark plug may be used.

10. Oils and Fluids

Any type of lubrication, brake or suspension fluid may be used.

11. Safety Wiring

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

11.2 Engine protection covers must be safety wired.

12. Starter / Generators

12.1 Must remain entirely as homologated.

12.2 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.

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

13. Airfilters

13.1 The entire air intake system must remain as homologated and be fully assembled in the correct manner, including the air filter element.

13.2 Pattern air filters may be used, provided they are direct replacements for the original items and offer no technical advantage.

13.3 No cutting, shaping or other alterations to filters is permitted.

13.4 Performance air filters such as K & N Filters are not permitted.

14. Carburettors

14.1 Only standard units as fitted on the homologated model are permitted. A tolerance of $\pm 5\%$ is allowed on the main jet size from the specified value.

14.2 Carburettor needles must remain as homologated only position may be modified.

15. Oil Pipes

Oil lines subject to positive pressure must be replaced with metal-reinforced hoses featuring swagged or threaded connectors.

16.0 Brakes

16.1 The choice of brake pads is free

16.2 Brake callipers and pistons must remain standard

16.3 On the Honda CB500, any combination of original equipment caliper and master cylinder may be used, provided both are genuine Brembo or Nissin parts.

16.4 Brake hoses may be changed.

16.5 Original equipment master cylinders must be used. However, due to potential supply shortages, a master cylinder from a CBF model may be permitted with prior approval from the Chief Technical Officer.

16.6 Aftermarket master cylinders are not permitted. *Exception see 16.5.*

16.7 Original discs, solid replacement discs, and floating-type aftermarket discs may be used, provided they match the homologated sizes. This includes wave-type discs in the standard size.

16.8 Dust seals may be removed.

16.9 The addition of metallic shims between the brake pads and caliper, intended to reduce heat transfer to the hydraulic fluid, is strictly prohibited.

17. Throttle

17.1 Throttle control must be self-closing.

17.2 Quick action throttles are permitted.

18. Breathers

18.1 All motorcycles must have a closed breather system.

18.2 No direct atmospheric emission is permitted.

19. Number Plates

19.1 Must conform to ACU regulations.

19.2 Number plates must be fitted to the front and both sides of the machine. (See section 3.0 Bodywork)

19.3 All number plates will have a Yellow background with Black numbers.

20. 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.

21. Footrests / Foot Controls

21.1 Original Honda footrests are allowed with riser plates to aid ground clearance.

21.2 On original footrests the rear pillion brackets must be removed.

21.3 On all makes and models race style rear sets may be fitted.

21.4 Standard or race shift linkages may be utilised.

21.5 Quickshifter of any type are not permitted.

22. Wiring Harness

22.1 Original equipment wiring harness may be modified or replaced.

22.2 No data acquisition or non-standard functions may be included in the replacement harness.

22.3 For neatness and safety, redundant and excess wiring must be secured to prevent any interference with machine functions, such as fork or yoke movement and steering.

23. Cooling System

23.1 Must remain as homologated except the thermostat may be removed.

23.2 Only water is to be used in the cooling system.

23.3 The cooling fan may be removed complete with electrical connections.

24. Engine

24.1 This must be as original.

24.2 Ignition systems, including ECUs, must remain standard OEM units with the original factory software installed. Flashed OEM ECUs or aftermarket replacements are not permitted. Officials reserve the right to remove the ignition system at any time and replace it with a standard unit or one from another eligible machine.

24.3 The maximum power output for all eligible models is nominally **52 bhp at the rear wheel**. Should organisers choose to verify this, the engine will be sealed and tested within 48 hours of the event. Any tuning aimed at exceeding this limit by means not specified in the regulations is strictly forbidden. Post-race technical control will include power testing using an onsite dynamometer.

24.4 An oil containment tray meeting ACU regulations must be securely fitted beneath the engine. Race-specific trays are strongly recommended and are available from various bodywork suppliers.

24.5 Ignition and mechanical timing must remain as standard.

24.6 Standard or aftermarket cylinder head gaskets may be used; however, the gasket supplied must not be modified in any way.

24.7 Surface matching of the cylinder head is only permitted if absolutely necessary and shall be limited to a skim of up to 0.125mm off either the cylinder head or the engine block (not both). Technical officials will use a clearance tool to verify compliance. If a machine fails the compliance check for any reason, the competitor must dismantle the engine for further inspection. Only Technical Officials are permitted to be present during the measurement process.

24.8 Gearbox ratios to remain as homologated.

25. Final Drive

25.1 Sprockets may be changed from standard to aftermarket replacements.

25.2 The pitch of the chain and must remain as standard.

Honda CB = 525

25.3 The front sprocket on all machines must remain as standard.

Honda CB = 15

25.4 The rear sprocket on each machine may be changed to a maximum of 2 teeth more than original. Permitted rear sprockets:

Honda CB = 40/41/42

25.5 'O' ring and non 'O' ring chains are permitted.

26. Dynamometer

26.1 All machines entered into any NLR 2026 event must undergo dynamometer testing during their first event of the season.

26.2 Dynamometer checks may be conducted at any time during a meeting at the sole discretion of the organisers. Information obtained by the Chief Technical Officer will be communicated exclusively to the Clerk of the Course. Any infractions must be reported immediately.

26.3 After each race, up to seven machines will be randomly selected at post-race technical control for dynamometer testing.

26.4 Machines failing to meet the required standards on the dynamometer will be excluded from the race results.

26.5 By entering any NLR 2026 event, riders consent to have their machines subjected to dynamometer testing at the event organisers' discretion. Riders acknowledge and accept that while dynamometer testing is part of the event, organisers will not be held liable for any damage or mechanical failure, including but not limited to engine failure, that may occur during testing.

27. Speedo/Rev Counter

27.1 The original speedo and rev counter assembly can be removed, retained or modified.

27.2 The use of aftermarket rev counters and shift lights is permitted.

27.3 A rev counter must be fitted to the machine.

28. Handlebars

28.1 Both standard and suitable aftermarket handlebars may be used (e.g., Renthal).

28.2 Bar ends must be fitted to the handlebars.

28.3 The handlebar ends must not drop lower than the centre line of the handlebar mounting points.

28.4 Flat handlebars with no lift are permitted.

29. 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.

30. Wheels

30.1 Wheels must remain as standard and with original rim sizes and bearing sizes.

30.2 Either drum or disc brake rear wheels from the original models may be used.

30.3 Provided the original wheel bearing sizes are retained, captive spacers may be utilised to assist wheel changes. Changes requiring alternate bearing sizes are not permitted.

30.4 Spindle (ends only) may be modified to prevent damage, retaining original materials.

31. Items That Must Be removed

- Side and centre stands
- Mirrors
- Traffic indicators
- Front Lights
- Rear Lights
- Horn
- Registration plate support
- Pillion support bars
- Stand handles
- Internal gear of the mileage indicator (where applicable)

32. 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.

33. Presentation

33.1 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.

33.2 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.

34. Aftermarket Components

Aftermarket parts may be used provided they offer no performance advantage over the original parts, and no technical advantage is gained.

35. 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.

36. General

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.