



UK Junior Series 2026



Announcement and Technical Regulations Version 3: December 2025

These regulations are to be read in addition to the Auto Cycle Union (ACU) National Sporting Code, ACU Technical / Standing Regulations and any Final Instructions issued for each event.

The Promoter/Organiser of this series reserves the right to alter or amend these regulations and / or the intended events at any time.

1. Announcement

The NG Road Racing Club (affiliated to the Auto Cycle Union) will run a Championship named:

UK Junior Series

Background

The UK Junior Series shall run at 7 of the 8 scheduled NG Road Racing Championship rounds. It is our aim to provide a stepping stone from Mini Bike's to the world of motor cycle racing on iconic, full circuits such as Donington Park and Brands Hatch, on "large wheel" restricted machines. This is a showcase championship incorporated into the busy race schedule at NG's events.

The Championship is structured to provide a platform where both legacy machines such as Metrakit Pre GP125's, Moriwaki's etc. can compete with the current Honda NSF250F (Formerly British Talent Cup Machines) with a simple restrictor applied available from NG Road Racing, as well as the BeOn Promo3 (Yamaha YZ250F Electric Start) and a host of other machines that shall become available shortly. By purchasing a Honda NSF to race in this series, riders can transition straight into the newly named R&G Moto 4 British Cup the following year, by simply removing the restrictor, meaning cost is kept to a minimum.

Join the NG Road Racing family today, where we can arrange your Auto Cycle Union Compulsory Training Course and on track assessment (BRA) all in-house, get you signed up to the Series, then provide you with professional, personal guidance along your entire journey (references available).

We have assigned a Series Technical Advisor, Championship Co Ordinator, Safeguarding Officer, Accredited Media Partners as well as Race Administration support whenever you need it.

We have sponsors committed to our new series who will provide awards, complimentary tyres per round courtesy of Dunlop, plus additional spot prizes, Championship trophies and top newcomer awards.

This is a fast evolving championship, the rules, regulations, format and structure remain dynamic as it develops. We anticipate that now we are able to launch the series it will grow, to that end if you would like to become involved as a partner, sponsor or simply to help out we would love to hear from you.

Call and ask us about our season package on the NG Road Racing BeOn Promo3

Our feature prize for the Championship winner: They will receive funding to cover the entire season entry fees for the 2027 R&G Moto 4 British Cup! (conditions apply)

Contacts:

Selina in Raceadmin@ngroadracing.co.uk . Phone 07580 094577

Steve Bostock Championship Co-Ordinator stevejbostock@gmail.com . Phone 07967 681639





1.1 Rider Eligibility

Riders must hold a current Road Race license and be paid up members of the NG Road Racing Club. Membership is available online at <https://entries.ngroadracing.co.uk/annual-junior-membership>

Riders must be 13 years of age to compete or take part in official testing permitted by the ACU and organised/promoted by NG Road Racing. The maximum age is 17 years old on 1st March 2026

1.2 Permitted Machines and Specifications

- 125cc Two Stroke Single Cylinder. Maximum Power Output 30BHP (Pre GP 125)
- Up to 250cc Four Stroke Single Cylinder. Maximum Power Output 30BHP.
- All machines must be capable of a minimum of 27 BHP.

Examples of machines (but not restricted to) are as follows:

- Honda NSF 250F (Moto 4 British Cup Machines) - Using mandatory throttle restrictor plate **now** available exclusively from NG Road Racing.
- Metrakit 125 (Pre GP 125)
- Moriwaki 250
- BeOn Promo3 (Yamaha YZ250F Electric Start, 30 BHP) available now through NG Road Racing to buy or hire

Additional manufacturers and models are currently being considered and researched. Please call to discuss your machine and to check whether it can be included.

1.3 Technical Requirements (To be read in addition to the Standing Regulations of the Auto cycle Union for machine preparation for racing)

1.3.1 Fuel

Only unleaded, pump fuel may be used. Random testing shall be carried out. In the event of a sample not being available upon request, penalties shall be imposed.

1.3.2 Numbers and Backgrounds

Numbers shall be black on white background. Numbers must be always displayed while on track even in free practice and testing.

1.3.3 Tyres

The tyre choice is open for the Championship. Tyre Warmers and wet weather / rain tyres are permitted. In the event of changing / wet conditions, the Clerk of The Course may mandate the use of wet weather / rain tyres. Hand cut slicks are not permitted.

The organiser / promotor reserves the right to introduce a control tyre at any time, via a “phased” introduction.

1.3.4 Engine

Engines must be as originally homologated for the model, with no modifications allowed. This includes all internal components on all models.

1.3.5 Cooling System and Coolant

The cooling system and radiator must be as originally homologated for each manufacturer. Coolant hoses may be changed/upgraded. The only coolant allowed is water. The radiator cap can be changed

1.3.6 Titanium

The use of titanium is strictly forbidden. Regular magnetic testing will be carried out. (Titanium is not magnetic)

1.1.1 Air Box

The air box and any air intakes must be as originally homologated, air filters may be changed.

1.1.2 Transmission / Gearbox

Machines must be geared (not automatic), gearbox's must be as originally homologated for each machine. Quick Shifters are permitted. Rear wheel sprockets, sprocket carriers, Countershaft sprockets, chain pitch and size may all be changed.

1.1.3 Clutch

The clutch centre must be as originally manufactured. Clutch baskets, friction plates may be changed.

1.1.4 Exhaust Systems and Sound Levels

The maximum permitted sound level recorded by means of a static test is 105 dB/a. A post-race tolerance may be applied but not exceeding an additional 3 dB/a. For Honda NSR 250R the exhaust system must be standard.

1.1.5 Electronics

Machine electronics (ECU) must be as originally homologated. The only modifications permitted may be in the interest of restricting the maximum power output of a machine to ensure it is compliant with the overall permitted maximum power. The Clerk of the Course may at any time instruct an ECU exchange between like for like machines. Failure to comply with such instructions may result in exclusion from that event and further penalties.

1.1.6 Front Forks / Steering

Front fork externals, stanchions, stem, wheel spindles, triple clamps, fork caps must be as originally homologated. Internals including springs and oil may be changed. Dust seals may be removed providing the fork remains fully oil tight.

1.1.7 Rear Swingarm

Must be as originally homologated for the machine. A “Shark Fin” must be fitted to the swingarm to cover the gap between the lower chain run, the rear sprocket and swingarm.

1.1.8 Rear Suspension / Shock Absorber

The rear shock absorber may be changed. The original top and bottom mounting points must remain as originally homologated for the machine.

1.1.9 Wheels

Wheels may be changed. The only permitted material is alloy. Aluminium or steel inflation valves must be fitted. 90-degree valves are recommended. Axels, bearings and spacers may be changed. The use of Titanium parts including fasteners and bolts is forbidden.

Wheels must be the following sizes:

- Front 250 x 17
- Rear 350 x 17

1.1.10 Brakes

Brake discs, pads and hydraulic brake lines may be changed. Discs must be made of the same material as the originally homologated parts. Master cylinders may be changed. Brake callipers must be as originally homologated for the machine. A brake lever guard must be fitted to the handlebar end, to prevent unintentional activation of the front brake in the event of contact with another motorcycle.

1.1.11 Foot Rests

Foot rests and hangers may be changed for adjustable rear-sets. Any items fitted must use the original frame mounting points without modification.

1.1.12 Minimum Weights and Ballast

In the interest of simplicity, there shall be no minimum stated weight limits for combined rider and machine. The Clerk of the Course may at any time instruct any rider to add ballast to his/her machine in the interest of fairness. This shall be installed in the presence of the Chief Technical Official. The Clerk of the Course’ decision is final so far as the addition of ballast is concerned.

1.1.1 Camera’s – On Board Footage

The use of camera’s / go-pro’s / helmet cams and / or any other recording device is **strictly forbidden**. For the purpose of training or promotional material sanctioned by NG Road Racing only, official filming may be requested. This is strictly under instruction from a member of the NG Road Racing operations team and approved by the Chief Technical Official and the Clerk of the Course.

1.1.2 Rear Safety Light

All motorcycles must be fitted with a rear safety red light. This light must be switched on when conditions are deemed to be reduced visibility, whenever a wet / rain tyre is fitted to either or both front and rear, and without exception if a race is declared wet by the Clerk of The Course.

1.1.3 Bodywork

The silhouette of the machine must be as originally homologated. The use of nonstandard fins and aero additions is forbidden.

2 General

2.1 The official tyre supplier for the series is Dan Cooper Motorsport . There shall initially be no control tyres however, DCM can offer significantly discounted Dunlop tyres including wets/rain.

2.2 There shall be mandatory rider briefings at each round on Friday evening. The exact time and location shall be advised in the event Final Instructions which are published and circulated 1 to 2 weeks prior to each round, and will be available in the download section of the NG Road Racing website.

2.3 It is intended to hold a post-race debrief and presentation on the Saturday evening of each event

2.4 All riders under the age of 18 must be accompanied by a parent / appointed guardian at all times while attending Race Administration, Race Control (where applicable), Technical Inspection, Rider Briefings and Presentations.

2.5 A DYNO shall be present at each event. Machines shall be randomly selected to complete a dyno run where maximum power shall be measured and recorded. Machines measuring over the permitted maximum power shall be excluded.

2.6 It is intended to put the UK Junior Series in garages where available / possible. Where garages are supplied, there shall be a charge of £30 per rider for the event.

2.7 Event entries open approximately 8 weeks prior to each event, all club members will be emailed prior to events opening.

2.8 Timing is provided by TSL Timing <https://www.tsl-timing.com/Results/ngroadracing/> Transponders are available to hire from NG Road Racing at a charge of £30 per event with an additional £30 refundable deposit upon return at the end of the event

2.9 Entrants are not eligible to enter their UK Junior Series machines in any other Championship race.

3 Awards

3.1 Points shall be awarded on the following basis: 1st position 15 points, 2nd 13 points 3rd 11 points, 4th - 9, 5th - 8, 6th - 7, 7th - 6, 8th - 5, 9th - 4, 10 - 3, 11th - 2, 12th - 1 point.

3.2 There shall also be a newcomers championship incorporated. Points for this series shall be 5 points for 1st 4,3,2,1 point for 5th.

3.3 Trophies shall be awarded to the top 3 finishers in each race for the championship, and for the top 3 newcomers on aggregate after the last race of each event.

ACT NOW - CALL OR EMAIL RACE ADMIN TODAY TO REGISTER YOUR INTEREST IN THE SERIES AND TO CONFIRM YOUR MACHINE DETAILS AND RACE NUMBER