

ACU NATIONWIDE JUNIOR CUP

NATIONWIDE SENIOR CUP

2027 CHAMPIONSHIP REGULATIONS

Final version 3.3

TALENT WINS HERE.

AFFORDABLE MACHINERY. EQUAL POWER.

OVERVIEW AND CONTENTS

ACU Nationwide Junior Cup / Nationwide Senior Cup

These regulations must be read with the ACU National Sporting Code, current ACU Road Race Standing Regulations, BMCRC General Regulations and the Final Instructions for each meeting. Where a conflict exists, the higher governing regulation takes precedence.

> **The 38 hp rule overrides every other technical freedom. No machine may exceed 38.0 horsepower when tested on the Official Bemsee Dynamometer. A component being otherwise compliant does not excuse an over-power result.**

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1. GETTING STARTED

Championship philosophy. These classes are intended to provide accessible, enjoyable and competitive racing on approved lightweight production motorcycles. Rider ability should be the principal performance differentiator. Competitors must comply with both the letter and the spirit of these regulations.

1.1 ACU Nationwide Junior Cup

For eligible junior riders aged 13 to 18 years on 1 January of the race season and holding the appropriate current ACU Road Race licence. **Riders must also satisfy applicable ACU licensing and machine-capacity requirements.**

1.2 Nationwide Senior Cup

The evolution of the current Senior 300 class. Riders must hold the appropriate current ACU Road Race licence. There is no championship upper age limit, subject always to ACU licensing rules.

1.3 Membership and registration. Riders must be paid-up BMCRC members and complete championship registration before scoring points. Guest entries may be accepted at the organiser's discretion but do not score championship points unless the Supplementary Regulations state otherwise.

1.4 Riders under 18. A parent or appointed guardian must accompany the rider when required at Race Administration, briefings, technical inspection, Race Control and presentations.

1.5 Briefings. Attendance at all mandatory rider briefings is compulsory. Failure to attend may result in the rider being prevented from taking part until an alternative briefing has been completed.

1.6 General rule. Unless a change is expressly permitted in this document, the motorcycle and its components must remain as originally manufactured for the approved model.

1.7 Technical intent. A modification that is not expressly listed, or which is judged to defeat the cost-control or parity purpose of these regulations, may be prohibited by the Chief Technical Officer, subject to the ACU National Sporting Code.

1.8 Numbers. Race numbers and backgrounds must comply with the allocation and colour requirements published by BMCRC. Numbers must be clearly displayed during every on-track session, including practice and testing.

INITIAL APPROVED MOTORCYCLES

Both classes: Kawasaki Ninja 400, Kawasaki Ninja 300 and Yamaha YZF-R3 (four-stroke twins); KTM RC 390 (four-stroke single); Aprilia RS125 (two-stroke single). All machines have a 38.0 hp maximum.

The four-stroke machines must meet the approved production-based specification. The Aprilia RS125 must comply with approved Superteens specification; 38.0 hp is a ceiling, not permission for additional tuning.

Additional machines and restrictors. BMCRC may approve further models and define model-year or variant restrictions by Technical Bulletin. A model-specific inlet restrictor plate is mandatory where stated; Bemsee will issue each required plate free of charge.

2. POWERTRAIN

38.0 hp maximum on the Official Bemsee Dynamometer. All internal engine components must remain as homologated. No rider aids.

Item / status	Requirement
Internal engine components - Standard	Must remain as homologated for the approved model.
Air-filter element - Permitted	May be replaced; original airbox and intake route retained.
Exhaust system - Permitted	Open; no designated Arrow system. Noise, safety and 38.0 hp limits apply.
ECU / approved electronics - Restricted	MCRCB Solo electronics; fuel and ignition mapping only; no rider aids.
Quickshifter - Permitted	Upshift ignition/fuel cut permitted.
Auto-blipper - Prohibited	Not permitted unless fitted and specifically approved as OEM.
Final-drive gearing - Permitted	Front/rear sprockets, chain pitch and chain length are free.
Pump fuel - Mandatory	Commercial unleaded pump fuel only.

The detailed powertrain rules follow on page 5. A compliant parts list never overrides the 38.0 hp maximum.

2. POWERTRAIN REGULATIONS

2.1 Engine

All internal engine components must remain as homologated for the approved model. Capacity increases and non-homologated pistons, rods, crankshafts, camshafts, valves or valve springs are prohibited. Cylinder-head machining, porting, polishing, gas flowing, welding, epoxy addition and other performance machining are prohibited.

2.2 Aprilia RS125

The machine must comply with the approved Superteens technical specification. Any Superteens-specific seal, carburettor, cylinder, exhaust or ignition requirement remains applicable where adopted by BMCRC. The 38.0 hp ceiling does not authorise changes outside that specification.

2.3 Induction

Throttle bodies, injectors, fuel system, manifolds, velocity stacks and airbox must remain homologated. The filter element, quick-action or QA throttle and aftermarket switchgear are free. A Bemsee restrictor plate is mandatory where specified; plates are issued free and must not be modified.

2.4 ECU and electronics

Stock ECU/electronics are not mandatory. MCRCB Solo electronics are permitted. Only fuel and ignition mapping and power restriction may be used. Traction, launch, wheelie, cornering, GPS and IMU-based rider aids are prohibited.

2.5 Transmission and clutch

Gearbox type and internal ratios must remain homologated. Friction plates, steel plates and clutch springs may be replaced. The clutch centre, basket and slipper mechanism must remain as homologated. Aftermarket slipper clutches are prohibited. Final-drive gearing is free.

2.6 Exhaust and noise

The exhaust system is open; no designated Arrow system is required. The maximum static sound level is 105 dB A-weighted, subject to ACU procedures and any tolerance in the Final Instructions. The system must be securely mounted and have no dangerous projections.

2.7 Cooling

The original radiator position and general arrangement must be retained. Hoses, clips, radiator cap and protective mesh may be changed. Thermostat removal is permitted. Only water or an ACU-approved non-glycol coolant may be used on track.

2.8 Fuel and materials

Fuel sampling may be carried out. A requested sample must be made available. Nitrous oxide, oxygenated racing fuel, methanol blends and other performance additives are prohibited. Titanium components and titanium fasteners are prohibited unless originally fitted to the approved model.

3. CHASSIS AND CYCLE PARTS

3.1 Frame, swingarm and geometry

The frame, swingarm, steering head, pivot points and suspension-linkage mounting points must remain standard. Removable road-equipment brackets may be removed. No cutting, welding, drilling for weight reduction or geometry alteration is permitted.

3.2 Suspension and steering

Fork internals, springs, oil, preload adjusters and fork caps are open. Outer fork tubes, stanchions, yokes, steering stem and wheel spindles must remain standard. The rear shock is open, but original mounting points and linkage ratio must remain. A steering damper is permitted.

3.3 Wheels, tyres and weight

OEM wheels must be retained. Bearings and spacers may be replaced with safe like-for-like parts.
Only the following Dunlop control tyres are permitted (standard specification):
Dry: Dunlop SportSmart TT - front 110/70R17; rear 140/70R17.
Wet: Dunlop KR189 - front 110/70R17; Dunlop KR389 - rear 140/65R17.
Tyre warmers are permitted. Hand cutting, regrooving or chemical treatment of tyres is prohibited.
Minimum motorcycle and combined motorcycle/rider weights apply as set out in section 3.3.1 on page 7.

3.4 Bodywork and aerodynamics

Race fairings and seat units are permitted. The machine must retain the general production silhouette. The lower fairing must be capable of retaining fluids as required by ACU regulations. Non-standard wings, fins, ducts or aerodynamic appendages intended to create downforce are prohibited.

3.5 Brakes

Brake pads, hydraulic lines, fluid, the front master cylinder and caliper pistons are open. Replacement discs must retain the original diameter and be ferrous. Caliper bodies must remain standard. ABS may be removed or disabled where permitted by ACU regulations, with all work completed safely.

3.6 Controls and ancillary items

Footrests, rearsets, handlebars, levers, grips, quick-action or QA throttles, aftermarket switchgear and the steering damper are free, provided original structural mounting points are used. The throttle must close automatically. On-board cameras require prior organiser approval and must pass technical inspection.

Component requirements

OEM wheel diameter, width and material must be retained for the approved model. The front brake lever guard must protect against accidental brake activation. Rearsets and handlebars must use safe mounting points and have no sharp edges.

3.3.1 MINIMUM WEIGHT

To promote performance parity between riders of differing physical weight, motorcycle and combined motorcycle/rider minimum weights shall apply.

Machine	Hard Minimum	Soft Maximum	Junior Combined Minimum	Senior Combined Minimum
Kawasaki Ninja 300	142 kg	155 kg	215 kg	227 kg
Kawasaki Ninja 400	145 kg	158 kg	218 kg	230 kg
Yamaha YZF-R3	145 kg	158 kg	218 kg	230 kg
KTM RC390	141 kg	154 kg	214 kg	226 kg
Aprilia RS125 Superteen	TBC	TBC	TBC	TBC

Combined Minimum Weight means the weight of the motorcycle together with the rider wearing their complete racing equipment, including helmet, leathers, boots, gloves and normal protective equipment.

The motorcycle must at all times comply with its specified Hard Minimum Weight.

Where the motorcycle and rider do not achieve the applicable Combined Minimum Weight, ballast shall be added to the motorcycle until either the applicable Combined Minimum Weight is achieved or the motorcycle reaches the specified Soft Maximum Weight.

Once the motorcycle has reached the Soft Maximum Weight, it shall not be necessary to achieve the Combined Minimum Weight.

Ballast must be securely attached to the motorcycle in a position and manner approved by the Chief Technical Officer. Ballast may not be carried on the rider.

The motorcycle and rider may be weighed at any time during an event. For post-race weight control, the motorcycle and rider shall be weighed in the condition in which they completed the race, and nothing may be added prior to weighing.

> **There shall be no tolerance below the Hard Minimum Weight.**

BMCRC reserves the right to amend Hard Minimum, Soft Maximum or Combined Minimum weights by Technical Bulletin where necessary to maintain performance parity.

4. SAFETY AND TECHNICAL CONTROL

MANDATORY SAFETY EQUIPMENT

Safety item	Requirement
Shark fin and front brake lever guard	Both must be securely fitted and effective.
Rear red safety light	Operative in wet or reduced-visibility conditions.
Cut-out, self-closing throttle and controls	Must function correctly at technical inspection.
Lockwiring, catch tanks, breathers and lower fairing	As required by current ACU Standing Regulations.
Water / approved non-glycol coolant	Glycol-based antifreeze prohibited on track.
Aero additions and unsafe projections - Prohibited	Machine must present a safe production-based silhouette.

4.1 Machine safety

Every motorcycle must comply with current ACU machine-preparation rules. Oil plugs, filters and other specified items must be secured; the lower fairing, breathers and catch tank must meet ACU requirements.

The rear safety light must be switched on whenever Dunlop wet control tyres are fitted, visibility is reduced or the Clerk of the Course declares a wet race. Protective engine-case covers must be fitted where required.

4.2 Inspection powers

The Chief Technical Officer may inspect any registered machine before, during or after an event and may:
- measure power, noise, capacity, dimensions or weight;
- take fuel or fluid samples;
- inspect, seal or exchange ECUs and other components;
- download permitted electronic information;
- require bodywork or covers to be removed; and
- require an engine or component strip in accordance with ACU procedures.

4.3 OFFICIAL DYNO PROCEDURE

1. SELECTION

The Technical Team may select any machine at any time, including after qualifying or a race.

2. PRESENTATION

The machine must be presented promptly, complete and in the condition in which it left the track.

3. TEST SETUP

The official operator determines gear, tyre pressure and test method under the published Bemsee protocol.

4. RESULT

The peak corrected horsepower displayed by the Official Bemsee Dynamometer is the championship result.

5. LIMIT

The maximum is 38.0 hp. No tolerance applies unless BMCRC publishes one before competition.

6. COMPLIANCE

Refusal, delay or failure to present may be treated as a technical infringement and may result in exclusion.

> **The maximum is 38.0 hp. No tolerance applies unless BMCRC publishes one before competition.**

Official result and penalties. A competitor's own dyno sheet cannot overturn the Official Bemsee result. A machine over 38.0 hp may be excluded from the relevant session or race; repeated or concealed infringements may attract further penalties. Protests and appeals follow the ACU National Sporting Code.

5. SPORTING AND ADMINISTRATION

5.1 Event operation

Entries, qualifying, grids, race distance, timing, parc ferme and timetables follow BMCRC General Regulations, Supplementary Regulations and Final Instructions.

5.2 Championship points

Points, dropped scores and tie-breaks follow the published BMCRC system unless a class schedule is issued before round one. Guest riders do not score unless expressly stated.

5.3 Awards

Separate Junior Cup and Nationwide Senior Cup awards will be made. Newcomer, Team, Manufacturer or round awards may be added with eligibility published in advance.

5.4 Cross-entry

Cross-entry is subject to organiser approval, timetable capacity and Final Instructions. Junior workload and safeguarding take priority.

5.5 Technical Bulletins

BMCRC may issue Technical Bulletins to approve additional motorcycles, define model-specific restrictions, amend a control item, clarify wording or address parity and safety. Bulletins form part of these regulations from their stated effective date.

5.6 Version control

The latest formally published BMCRC version and subsequent Technical Bulletins take precedence over earlier drafts, website copies or printed extracts.

5.7 Interpretation

The Chief Technical Officer interprets technical matters. The Clerk of the Course determines sporting matters. All decisions remain subject to the ACU National Sporting Code and applicable appeal procedures.

5.8 Conduct and spirit

Competitors, parents, guardians and teams are expected to support a safe, welcoming development environment. Attempts to exploit an omission contrary to the clear purpose of these regulations may be treated as a breach.

> **Written rulings. A verbal paddock discussion is not an approval. Where a proposed modification is uncertain, obtain a written ruling from the Bemsee Technical Team before purchasing or fitting the part.**

APPENDICES

APPENDIX A - QUICK MACHINE REFERENCE

Machine	Power ceiling	Core specification
Kawasaki Ninja 400	38.0 hp	Internal components homologated. Fork internals / shock open. OEM wheels. Production-based approved specification.
Kawasaki Ninja 300	38.0 hp	Internal components homologated. Fork internals / shock open. OEM wheels. Production-based approved specification.
Yamaha YZF-R3	38.0 hp	Internal components homologated. Fork internals / shock open. OEM wheels. Production-based approved specification.
KTM RC 390	38.0 hp	Internal components homologated. Fork internals / shock open. OEM wheels. Production-based approved specification.
Aprilia RS125	38.0 hp	Approved Superteens specification. Suspension and wheels as approved. Superteens rules remain the primary model specification.

APPENDIX B - PUBLICATION AND ENQUIRIES

Final version 3.3 | 2027 championship regulations

Based on version 3.3, August 2026. FAQ terminology corrected.

Technical enquiries

Use the official Bemsee contact channel and include machine model/year, part number, photographs and the proposed change.

Supporting publication checklist

Confirm points system, official contacts, model-year/restrictor list, dyno protocol, MCRCB Solo electronics details and the Aprilia Superteens cross-reference.

Refer to the latest formally published BMCRC regulations and subsequent Technical Bulletins, as set out in section 5.6.



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BRITISH MOTORCYCLE RACING CLUB