

NLR 26



Sporting and Technical Regulations

Sporting Regulations

1. Classes & Rider Eligibility

Streetbike Cup

Riders MUST hold a valid

ACU or SACU Novice, Intermediate Novice, 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

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 Streetbike Cup 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. Machine Eligibility

Up to 900cc, from the Naked/Street middleweight category.

Approved models are :-

Street triple 675, 765s/rs/Moto2 Edition

Ktm 790/890

Yamaha MT09

Yamaha FZ8

Kawasaki Z750/800/900

MV Augusta Brutale 800

Aprillia Shiver 750/900

BMW F 800 and F900

Ducati 796/821 Monster

Benelli TNT 899

Suzuki GSX-S 750

Suzuki GSR750.

2. Minimum Weight

2.1 The minimum weight must be equivalent to that stated by the manufacturer for road use less 15% half wet (Oil & Water but no fuel).

2.2 There is no maximum weight.

2.3 In the final inspection at the end of the race, the checked machines may be weighed in the condition they were at the end of the race. The established weight limit must be met in the condition the machine finished the race. Nothing can be added to the machine including water, oil, fuel or tyres.

2.4 At the time of the event, the weight of the whole machine (including the tank and its contents) must be not less than the minimum weight. During the practice and qualifying sessions any rider may be required to submit his motorcycle to a weight control.

3. Number and Background Colours

Front - YELLOW background BLACK numbers

Sides - YELLOW background BLACK numbers

4. Fuel

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

5. Bodywork and Fairing

5.1 Fairing and bodywork must be a silhouette of the production motorcycle and may be replaced with aftermarket bodywork that complies with the ACU Standing Regulations.

5.2 The material may be changed.

5.3 The Chief Technical Officer has the right to refuse any bodywork that does not appear safe and cosmetically tidy.

5.4 The original combination instrument/fairing brackets may be replaced.

5.5 All other fairing brackets may be altered or replaced.

5.6 The original air ducts running between the fairing and the air box may be altered or replaced.

5.7 The original air ducts into the air box may be altered or replaced.

5.8 Minimal changes are allowed to permit the use of an elevator (stand) for wheel changes and to add a small plastic protective cone to the frame or engine.

5.9 Front mudguard may be replaced. The use of carbon fibre or Kevlar® composites is allowed.

5.10 Front mudguard may be spaced upward for increased tyre clearance.

5.11 Rear mudguard fixed on the swing-arm may be replaced.

5.12 The existing rear mudguard under the seat may be removed.

5.13 A mudguard may be fitted directly onto the swing-arm (it may not cover more than 120 degrees of the wheel)

5.14 All exposed edges must be rounded.

5.15 Seat:

- Seat, seat base and associated body work may be replaced.
- The top portion of the rear body work around the seat may be modified to a solo seat.
- Holes may be drilled in the seat or rear cowl to allow additional cooling.
- Holes which are bigger than 10mm must be covered with metal gauze or fine mesh.
- All exposed edges must be rounded.

5.16 Oil Containment

- The lower fairing has to be constructed to hold, in case of an engine breakdown, at least half of the total oil and engine coolant capacity used in the engine (minimum 5 litres).
- The lower edge of openings in the fairing must be positioned at least 50 mm above the bottom of the fairing.
- All engine cases containing oil and which could be in contact with the ground during a crash must be protected by a second cover made of composite material. No Limits recommends and offers a discount to entrants on GBRacing products. All these devices must be designed to be resistant against sudden shocks and all devices must be fixed by bolts onto the engine covers/cases.

5.17 The chief technical officer has the right to forbid any covers, if the evidence shows the cover is not effective

5.18 All exposed edges must be rounded.

6. Frame and Body

6.1 Frame Body and Rear Sub Frame

Frame must remain as originally produced by the manufacturer for the originally imported machine.

6.2 The sides of the frame-body may be covered by a protective part made of composite material.

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

6.4 Engine mounting brackets or plates must remain as originally produced by the manufacturer.

6.5 Rear sub frame can be replaced with an aluminium item.

7. Front Forks

7.1 Forks structure (spindle, stanchions, bridge, stem etc.) must remain as originally produced by the manufacturer for the originally imported machine.

7.2 Standard original internal parts of the forks may be modified/replaced. Dust seals can be modified, changed or removed if the fork is totally oil-sealed.

7.3 Any quality and quantity of oil can be used in the front forks. No Limits recommends Motul products for this. Available at a subsidised price through No Limits Race Support.

7.4 The height and position of the front fork in relation to the fork crowns is free.

7.5 The upper and lower fork clamps (triple clamp, fork bridges) must remain as originally produced by the manufacturer on the originally imported machine.

7.6 Steering damper may be added or replaced with an after-market damper. The steering damper cannot act as a steering lock limiting device.

8. Rear Fork (Swing arm)

8.1 Every part of the rear fork must remain as originally produced by the manufacturer (including rear fork pivot bolt). After market chain adjusters and quick release L74 items may be added.

8.2 Rear wheel stand positioning (support) brackets may be added to the rear fork. Brackets must have rounded edges (with a large radius) viewed from all sides. Fastening screws must be recessed.

8.3 For safety reasons, it is compulsory to use a chain guard fitted in such a way as to prevent trapping between the lower chain run and the final driven sprocket at the rear wheel.

9. Rear Suspension Unit

9.1 Rear suspension unit may be modified or replaced.

9.2 The rear suspension linkage must remain as originally produced by the manufacturer for the originally imported machine.

9.3 Rear suspension unit spring may be changed.

10. Wheels

10.1 Wheels must remain as originally produced by the manufacturer at the time of sale into the dealer/distributor network for the originally imported machine.

10.2 No modifications of the wheel-axles or any fixing and mounting points for front and rear brake caliper are authorised. Spacers can be modified. Modifications to keep spacers in place are permitted.

10.3 Any inflation valves may be used.

10.4 Wheel balance weights may be discarded, changed or added to.

11. Tyres

11.1 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

11.2 Slick tyres, intermediates and wets are permitted and there is no maximum usage over the event.

12. Exhaust Systems

12.1 Exhaust pipes and silencers may be modified. Replacement full exhaust systems are allowed.

12.2 Catalytic converters must be removed (cut off or taken out).

12.3 Wrapping of exhaust systems is not allowed except in the area of the riders foot or an area in contact with the fairing for protection from heat. The Chief Technical Officer shall be the final arbiter of the permissible area of wrapping.

13. Electrics and Electronics

The central unit (ignition/engine control unit/CDI) must remain the same as the originally imported unit.

14. Sump, Oil Pumps and Oil Lines

14.1 The original sump can be replaced to accommodate an exhaust system.

14.2 No pump modifications are allowed. Oil lines may be modified or replaced. Oil lines containing positive pressure, if replaced, must be of metal reinforced construction with swaged or threaded connectors.

15. Radiator and oil coolers

15.1 Additional radiators and / or oil coolers are not allowed. *Exception: An additional oil cooler is permitted on the KTM 790/890.* Pattern radiators of the same dimensions are allowed.

15.2 The radiator hoses to and from the engine can be changed but the system must be maintained, with its original tanks.

15.3 Protective meshes can be added in front of the oil and/or water radiator(s). Radiator fan and wiring may be removed.

16. Fasteners

16.1 Standard fasteners may be replaced with fasteners of any material and design. The strength and design must be equal to or exceed the strength of the standard fastener it is replacing.

16.2 Fasteners may be drilled for safety wire.

16.3 Fairing/body work fasteners may be changed to the quick disconnect type. Aluminium fasteners may only be used in non-structural locations.

17. Generators

17.1 No modifications allowed.

17.2 The electric starter must operate normally and always be able to start the engine during the event (including at pre and post race inspections). The engine must start and run when the electric starter has stopped its procedure.

17.3 The addition of a device for infra red (IR) transmission of a signal between the racing rider and his team, used exclusively for lap timing, is allowed.

17.4 The addition of a GPS unit for lap timing/scoring purposes only is allowed.

18. Wiring Harness

The original wire-loom must remain as originally produced.

19. Battery

Battery may be replaced with any item.

20. Air Box

20.1 The air box must remain as originally produced by the manufacturer for the originally imported machine but the air box drains must be sealed.

20.2 The air filter element may be replaced.

20.3 All motorcycles must have a closed breather system. The oil breather line must be connected and discharge in the airbox.

21. Fuel Supply

21.1 An additional control unit to change the fuel mixture may be installed and must be fitted to the original connectors. (The original wiring loom connectors to the CDI must remain unmodified).

21.2 Fuel pump and fuel pressure regulator must remain as homologated.

21.3 Fuel lines may be replaced but the fuel petcock must remain as originally produced by the manufacturer.

21.4 Quick connectors or dry break quick connectors may be used. Fuel vent lines may be replaced.

21.5 Fuel filters may be added.

22. Carburetion Instruments/Fuel Injection.

22.1 Aftermarket fuel modules are allowed, but standard ECU's must remain.

22.2 Ecu re-flashing is allowed but the machine must not rev past 12,800 rpm. Please note that this is subject to change during monitoring throughout the season. Riders will be informed via bulletin published on the Rider Information Board.

23. Brakes

23.1 Brake discs can be replaced by aftermarket discs which comply to the following rules:-
Brake discs and carrier must retain the same material as the original disc and carrier.

23.2 A 'wave' type disc or round disc can be used. The outside and inner diameter of the brake disc must remain the same as on the homologated disc.

23.3 The thickness of the brake disc may be increased by 20% and must continue to fit into the standard brake caliper without any modification.

23.4 The number of floaters is free.

23.5 The fixing of the carrier on the wheel must remain the same as on the original disc. Anti lock systems (ABS) can be disconnected and the ABS ECU can be dismantled. The ABS rotor wheel can be deleted, modified or replaced.

23.6 Front brake callipers must remain as originally produced by the manufacturer.

23.7 The rear brake caliper bracket may be modified to a quick release type.

23.8 The front and rear master cylinder must remain as originally produced by the manufacturers for the originally imported machine.

23.9 Front and rear brake fluid reservoirs may be changed with an aftermarket product. Front and rear hydraulic brake lines may be changed.

23.10 The split of the front brake lines for both front brake calipers must be made above the lower fork bridge.

23.11 Quick (or "dry-break") connectors in the brake lines are authorised.

23.12 Front and rear brake pads may be changed. Brake pad locking pins may be modified for quick change types.

23.13 Handlebars and Hand Controls Handlebars.

23.14 Handlebars must be of the standard shape and design, hand controls may be relocated. Clip on style bars are not acceptable. *Exception: 2023 Triumph Moto2 model can use standard handlebars in the as manufactured position*

23.15 Handlebars must be mounted in their OEM clamps and position above the top yoke. *Exception: 2023 Triumph Moto2 model can use standard handlebars in the as manufactured position*

23.16 Throttle controls must be self closing when not held by the hand.

23.17 Throttle assembly and associated cables may be modified or replaced but the connection to the throttle body and to the throttle controls must remain as per the originally imported machine.

23.18 Clutch and brake lever may be exchanged for an aftermarket copy. A remote adjuster to the brake lever is allowed.

23.19 Switches can be changed but electric starter switch and engine stop switch must be located on the handlebars.

24. Footrest/Foot Controls

24.1 Footrest/foot controls may be relocated but brackets must be mounted to the frame at the original mounting points. Their two original mounting points of fixture (on foot controls and on the shift shaft) must remain as original.

24.2 Footrest may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position.

2.3 The end of the footrest must have an 8mm solid spherical radius.

25. Fuel Tank

25.1 Fuel tank filler cap may be altered or replaced from those fitted to the originally imported motorcycle, by a "screw-on" type fuel cap.

25.2 The sides of the fuel tank may be covered by a protective part made of a composite material. These protectors must fit the shape of the tank.

25.3 Fuel tanks with a tank breather pipes must be fitted with non-return valves that discharge into a catch tank with a minimum volume of 250cc made of a suitable material.

26. Engine

26.1 Engine must remain as originally produced by the manufacturer for the homologated machine.

26.2 Fuel Injection System

26.2.1 Throttle bodies and intake track devices must remain as originally produced.

26.2.2 Bell mouths must remain as originally produced by the manufacturer for the homologated machine.

26.2.3 The injectors must remain standard units as on the original imported motorcycle.

26.3 Cylinder Head

26.3.1 No modifications are allowed.

26.3.2 No material may be added or removed from the cylinder head.

26.3.3 The valves, valve seats, guides, springs, tappets, oil seals, shims, cotter valve, spring base and retainers must be as originally produced by the manufacturer for the homologated machine. Only normal maintenance interventions as prescribed by the Manufacturer in the model's Service Manual are authorized.

26.3.4 Valve spring shims are not allowed.

26.4 Camshaft

26.4.1 No modifications are allowed to the camshafts. Camshafts may only be used in the original positions, inlet for inlet – exhaust for exhaust.

26.4.2 At the technical checks: for direct cam drive systems, the cam lobe lift is measured.

26.5 Cam Sprockets

No dimensional modifications are allowed, cam timing must remain as originally produced.

26.6 Cylinders

No modifications are allowed.

26.7 Pistons

No modifications are allowed, only original pistons may be used (including polishing and lightening).

26.8 Piston Rings, Pins and Clips

No modifications are allowed.

26.9 Connecting Rods

No modifications are allowed (including polishing and lightening).

26.10 Crankshaft

No modifications are allowed (including polishing and lightening).

26.11 Crankcase and all other Engine Cases (i.e. ignition case, clutch case)

26.11.1 No modification to the crankcases are allowed (including polishing and lightening).

26.11.2 The original lateral (side) covers may be modified without modification to the position and dimensions of the covered parts. The modified cover must have at least the same resistance to impact.

26.11.3 All engine cases containing oil and which could be in contact with the ground during a crash must be protected by a second cover made of composite material, metal such as aluminium alloy, stainless steel, steel or titanium. GBRacing Engine Protection is recommended and available at a discounted rate through No Limits Race Support.

26.12 Transmission/Gearbox

26.12.1 No internal modifications are permitted. Quickshifters/blippers are allowed.

26.12.2 Only countershaft sprocket, rear wheel sprocket, chain pitch and size can be changed. The sprocket cover can be modified or eliminated.

26.13 Clutch

Clutches may be modified or replaced.

27. The following items may be altered or replaced from those fitted to the originally imported motorcycle:

- A special one way valve can be fitted to the crankcase oil filler opening (to avoid oil spillage).
- Any type of lubrication, brake or suspension fluid may be used.
- Gasket and gasket materials (with the exception of the cylinder base and head gasket). Instrument, instrument bracket(s) and associated cables.
- Painted external surface finishes and decals.
- Material for brackets connecting non-original parts to the frame (or engine) cannot be made from titanium or fibre reinforced composites.
- Tachometer – NB this must be working so that noise limits may be measured.

28. The Following Items May Be Removed:

- Emission control items (anti-pollution) in or around the airbox and engine (O2 sensors, air injection devices).
- Instrument panel, speedometer and instrument bracket and associated cables.

29. The Following Items MUST BE removed

- Headlamp, rear lamp and turn signal indicators (when not incorporated in the fairing).
- Openings must be covered by suitable materials.
- Rear-view mirrors.
- Horn.
- Number plate bracket.
- Tool box.
- Helmet hooks and luggage carrier hooks
- Passenger foot rests.
- Passenger grab rails.
- Safety bars, centre and side stands must be removed (fixed brackets must remain).
- Catalytic convertor.

30. The following items MUST BE altered

- Motorcycles must be equipped with a functional ignition kill switch or button mounted at least on one side of the handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine.
- It is recommended that machines be equipped with a red light on the instrument panel.
- This light must flash in the event of oil pressure drop.
- All drain plugs must be wired.
- External oil filter(s) screws and bolts that enter an oil cavity must be safety wired (i.e. on crankcases, oil lines, oil coolers, etc.)

31. Power Limit

31.1 The maximum permitted power output shall be 135 bhp (sae) as measured on the nominated control dyno.

31.2 Rev Limit must not exceed 500rpm above production rev limit - all manufacturers and models

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.

33.3 At the Chief Scrutineer's discretion, any motorcycle or configuration deemed not to align with the ethos or intent of a naked streetbike may be excluded from participation.

34. 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.

35. General

Non-compliant motorcycles may be excluded at Technical Control discretion.

Organisers may adjust eligibility during the season to maintain parity between Traditional SuperSport and Next Generation machines.

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.