

NLR 26



NEXT-GEN
SPORTBIKE

Sporting and Technical Regulations

Sporting Regulations

1. Classes & Rider Eligibility

Next-Gen Sportsbike

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 Next-Gen Sportsbike 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

Yamaha YZF-R7

Aprilia RS660

Kawasaki Ninja 650

Honda Hornet 750

Triumph Daytona 660

Suzuki GSX-8R

More eligible machines to be added contact technical@nolimitsracing.co.uk

2. Engine configurations and displacement capacities

2.1 Sportbike Class motorcycles must be capable of achieving approximately 70 kW (95 PS).

2.2 Machines outside of these classifications will be considered upon application by the Chief Technical Officer

3. Performance limit

Sportbike performance limits will be an integrated part of the legal maps issued for the class and listed online.

4. Minimum weight

Tbc

5. Numbers and number-plates

Brand / Number-Plate Background:

- Aprilia – PURPLE background and BLACK numbers
- CFMoto – TURQUOISE background and BLACK numbers
- Honda – RED background and WHITE numbers

- Kawasaki – GREEN background and WHITE numbers
- Kove – WHITE/CYAN background and CYAN numbers
- Suzuki – BLACK background and YELLOW numbers
- Triumph – YELLOW background and BLACK numbers
- Yamaha – BLUE background and WHITE numbers

6. Fuel

Any generally available forecourt fuel is permitted.

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 Any modification (cutting, grooving) is forbidden.

8. Fuel-injection system

8.1 The original homologated fuel-injection system must be used without any modification.

8.2 The fuel injectors must be stock and unaltered from the original specification and manufacture.

8.3 Butterflies cannot be changed or modified.

9. Lateral covers and protection

9.1 Lateral (side) covers may be altered, modified or replaced. If altered/modified, the cover must have at least the same resistance to impact as the original. If replaced, the cover must

be made of material of the same or higher specific weight and the total weight of the cover must not be less than the original.

9.2 All lateral covers/engine-cases containing oil and which could contact the ground in a crash must be protected by a second cover made of metal (e.g., aluminium alloy, stainless steel or steel); composite covers are not permitted.

9.3 The secondary cover must cover a minimum of one-third of the original cover. It must have no sharp edges that might damage the track surface.

9.4 Plates or crash-bars made of aluminium or steel are also permitted in addition to these covers. All such devices must be designed to withstand sudden shocks, abrasion and crash-damage.

9.5 These covers must be fixed properly and securely with a minimum of three screws that also mount the original covers/engine cases to the crankcases.

9.6 Oil-containing engine covers must be secured with steel bolts.

9.7 The Chief Technical Officer has the right to refuse any cover not satisfying this safety purpose.

10. Transmission / Gearbox

10.1 Must be the originally-fitted and homologated parts (including but not limited to shafts, selector mechanism, gears and primary gears), with the following exceptions:

10.2 Undercutting and re-shimming are allowed.

10.3 The positive-neutral selector mechanism may be removed.

10.4 Shift star/indexer, spring, roller and detent may be replaced or modified, but must function as originally designed.

10.5 Countershaft sprocket, rear-wheel sprocket, chain pitch and size may be changed.

10.6 The front sprocket cover may be modified or eliminated.

10.7 The chain guard (if not incorporated in the rear fender) may be removed.

10.8 A support may be added to the gearbox shift shaft to reduce flex; this may be a separate part or integrated into a cover.

11. Clutch

11.1 Clutch system (wet or dry type) and method of operation (by cable or hydraulic) must remain as homologated.

11.2 Friction and drive discs may be changed.

11.3 Clutch springs may be changed.

11.4 The clutch basket (outer) must be the originally-fitted homologated part.

11.5 The original clutch inner assembly may be modified or replaced by an aftermarket clutch, including back-torque limiting (slipper) capability.

11.6 No power source (i.e., hydraulic or electric) can be used for gear selection if not installed in the homologated road model. Human power is excluded from the ban.

12. Oil pumps and oil lines

12.1 Must be the originally-fitted and homologated parts with no modification allowed.

12.2 Oil lines may be modified or replaced. If lines contain positive pressure and are replaced, they must be of braided-reinforced construction with swaged or threaded connectors.

12.3 All oil-related fittings must be lock-wired.

13. Cooling system

13.1 The only liquid engine coolant permitted will be water.

13.2 An additional water radiator may be fitted, but the appearance of the front, rear and profile of the motorcycle must not be changed. Extra mounting brackets to accommodate the additional radiator are permitted.

13.3 Alternatively (but not in addition to b) an oil cooler may be fitted. The oil feed may be provided by:

- A. an oil coupling already present, or
- B. replacing a heat-exchanger (oil/water) with an oil-cooler adaptor plate, or
- C. fitting an adaptor plate behind the oil filter.

13.4 Protective meshes may be added in front of the oil and/or water radiator(s).

13.5 The cooling-system hoses and catch-tanks may be changed. The reservoir/overflow/expansion bottle must be fitted and may have a small vent-hole.

13.6 Radiator fan and wiring may be changed, modified or removed. Thermal switches, unused temperature sensors and thermostat may be removed.

13.7 Radiator cap is free.

14. Airbox

14.1 The airbox must be the originally-fitted homologated part with no modification allowed.

14.2 The air-filter element may be replaced but must be fitted in the original location.

14.3 The airbox drains must be sealed.

14.4 All motorcycles must have a closed breather system: all oil-breather lines must be connected (may pass through an oil catch-tank) and must discharge exclusively into the airbox. Only the original breather vents may be used.

14.5 No heat protection may be attached to the airbox.

15. Fuel supply

15.1 Fuel pump and fuel-pressure regulator must be the originally-fitted homologated parts with no modification allowed.

15.2 The fuel pressure must be as homologated.

15.3 Fuel lines from the fuel-tank to the injectors (fuel hoses, delivery-pipe assembly, joints, clamps, fuel-canister) may be replaced and must be located to be protected from crash-damage.

15.4 Fuel-level sensors may be removed or fixed in position.

15.5 Quick-connectors or dry-break connectors may be used.

15.6 Fuel vent lines may be replaced.

16. Exhaust system

16.1 Exhaust pipes, silencers and exhaust mounts may be altered or replaced from those fitted on the homologated motorcycle.

16.2 Catalytic converters must be removed.

16.3 The number of final exhaust silencer(s) must remain as homologated. The silencer(s) must be on the same side(s) as on the homologated model.

16.4 For safety reasons, the exposed edge(s) of the exhaust pipe(s) outlet(s) must be rounded to avoid any sharp edges.

16.5 Exhaust system wrapping is not allowed except in the area of the rider's foot or an area in contact with the fairing for protection from heat.

16.6 The noise limit for Sportbike will be 105dB(A) (with a 3 dB(A) tolerance after the race only).

17. Sportbike Electrics and Electronics

17.1 The ECU/dashboard/harness/left-switchgear must be the Sportbike Control Electronics System as documented in the eligible parts list (and uses the SPTBK_A ECU). The sole official supplier of the Control Electronics System is Solo Engineering (www.soloengineering.com).

17.2 The firmware and manufacturer (engine) map must be declared authorised by the championship and published on the online system.

17.3 No other external modules may be fitted except:
part of a quick-shifter where the module may only provide a signal to the control ECU;
championship-mandated devices (e.g., two-way RF system);
data-logger.

17.4 The rain light must be powered by the ECU (as detailed in the harness schematics).

17.5 The ECU may be freely located but must be fitted securely, in a damped mounting without vibration.

17.6 During an event the Technical Director has the right to ask a team to substitute their ECU. The change must be done before Sunday warm-up.

17.7 During an event the Technical Director or his appointed deputy has the right to read and save the team's calibration file (AMP); it will not be shared except for conformity checks with control-electronics system partners, but may be used in dyno tests.

17.8 The following sensors must be connected directly to the ECU only, and must be the original OEM sensors unless stated:

- Throttle Position Sensor(s)
- Grip Position Sensor (see MCRCB Authorised Parts list)

- Map Sensor, Map Sync (pressure sensor on intake port used to synchronize the engine during start)
- Air-box Pressure
- Engine pick-ups (Cam, Crank)
- Twist-grip position (Gas)
- Front Speed
- Rear Speed
- Gear Position
- Air Pressure
- Water Temperature
- Air Temperature
- Oil Pressure Switch
- Tip-Over Switch (internal to ECU)

17.9 The following additional sensors may be added (and are not required to be OEM):

- Gear-shift load cell/switch (may only provide a signal to the control ECU)
- Bosch Lambda Sensor (single)
- Fork Position
- Shock Position
- Front Brake Pressure
- Rear Brake Pressure
- Switches Left (from control supplier) and right
- Oil Temperature Sensor
- GPS

17.10 The data-logger must be from the MCRCB Authorised Parts List (Data Logger List).

The characteristics of authorised data-logging systems must be:

- The data-logger unit must be available for sale to the public.
- The logged data must be available to the Technical Director (uploaded to secure file-share or via flash-drive).
- The logger must log any channels/signals requested by the series.
- The ECU may log data exclusively for the Championship. It will be used for Balance of Performance (BOP) and diagnostics.

17.11 Only the following may be connected directly to the logging system:

- GPS unit (lap-timing and track position)
- Transponder / lap-time signal

17.12 Telemetry is not allowed.

17.13 No remote or wireless connection to the motorcycle for any data exchange or setting is allowed while the engine is running or the motorcycle is moving.

17.14 All shift-lights must be only white.

17.15 If handlebar switches are replaced from those supplied in the kit then they must meet the specification documented on www.soloengineering.com. Their basic layout, switch-function, position and colour must follow those supplied in the kit.

17.16 Plug-caps and coils must remain as homologated.

17.17 Spark-plugs may be replaced.

17.18 Battery, right switchgear and main switch are free.

18. Generator, alternator, electric starter

18.1 The generator (ACG) must be the originally-fitted homologated part with no modification allowed.

18.2 The stator must be fitted in its original position and without offsetting.

18.3 The electric starter must operate normally and always be able to start the engine during the event.

18.4 During parc fermé the starter must crank the engine at a suitable speed for starting for a minimum of 2 seconds without the use of a boost battery. No boost battery may be connected to the machine after the end of the session.

19. Frame body and sub-frames

19.1 The frame must be the originally-fitted homologated part with no modification allowed.

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

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

19.4 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: 30 mm).

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

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

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

19.8 Front sub-frame / fairing mount may be changed or altered but the use of titanium and carbon (or similar composite materials) is forbidden.

19.9 Rear sub-frame may be changed or altered. The material must be metal; no composites are allowed.

19.10 In the case of a fixed rear sub-frame (part of the main frame) the rear part of the frame may be cut off and replaced with a sub-frame following the outline of the original design.

19.11 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.

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

20. Suspension – General

20.1 No aftermarket or prototype electronically-controlled suspensions may be used. If electronically-controlled suspension is originally fitted to the machine it must be replaced by conventional parts.

20.2 Electronically-controlled steering damper cannot be used if not installed in the homologated model for road use. If an electronics model is fitted to the homologated machine it can be used — however it must be completely standard (any mechanical or electronic part must remain as homologated).

21. Front forks

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

- Kits must be of an open-cartridge design (no sealed/through-rod/pressurised systems).
- Fork springs may be modified or replaced.
- Fork caps may be modified or replaced to allow external adjustment. They may extend the clamping area of the fork leg a maximum of 18 mm 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.
- The fork stroke will be a maximum of 125 mm to the bump-stop plus a maximum of 5 mm bump-stop stroke.
- Dust-seals may be modified, changed or removed if the fork is totally oil-sealed.
- A steering damper may be added or replaced with an aftermarket damper.
- The steering damper cannot act as a steering-lock limiting device.

22. Rear fork (swing-arm)

22.1 The rear fork (swing-arm) must be the originally-fitted homologated part with no modification allowed.

22.2 Rear-fork pivot bolt must be the originally-fitted homologated part with no modification allowed.

22.3 Rear axle chain adjuster may be modified or changed. Bolts may pass through the adjuster to make the rear caliper hanger captive, however wheelbase adjustment will be reduced and the swing-arm cannot be modified to regain that adjustment. The wheel axle nut may be replaced and/or made captive.

22.4 A solid protective cover ("shark-fin") shall be fixed to the swing-arm, and must always cover the opening between the lower chain run, swing-arm and the rear wheel sprocket, irrespective of the position of the rear wheel.

22.5 Brackets/mounts for rear-wheel stand bobbins may be added to the rear fork by welding or bolts.

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

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

22.8 The sides of the swing-arm may be protected by a thin vinyl cover only; no composite or structural covers are allowed.

23. Rear suspension unit

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

23.2 The rear-suspension linkage must be the manufacturer-designated assembly.

23.3 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 it.

24. Wheels

24.1 Wheels must be the originally-fitted homologated parts with no modification allowed.

24.2 A non-slip coating/treatment may be applied to the bead-area of the rim.

24.3 If the original design included a cushion drive for the rear wheel, it must be the originally-fitted homologated part with no modification allowed.

24.4 Wheel axles must be as homologated with no modification allowed. Axle cones are not allowed.

24.5 The axle nut may be replaced and be captive.

24.6 Wheel spacers can be modified or replaced.

24.7 Bearing spacers are free.

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

24.9 Angled aluminium or steel inflation-valves are compulsory.

24.10 The only allowed rim sizes are:

- Front: 3.5"
- Rear: 5.5"

25. Brakes

25.1 Front and rear brake discs may be replaced with aftermarket discs provided they fit the original caliper and mounting. The maximum outside diameter is 320 mm; however the offset, wheel-mounting and ventilation system must remain as on the homologated motorcycle. Internally-ventilated discs are not allowed if not present on the homologated machine.

25.2 The maximum thickness of the brake disc is 5.5 mm.

25.3 Only steel (max. carbon content 2.1 wt%) is allowed for replacement brake discs.

25.4 Front brake calipers, as well as all mounting points and mounting hardware (mount, carrier, hanger) must be the originally-fitted homologated parts with no modification allowed. Spacers may be fitted between the caliper and fork-lower to fit larger diameter discs. Caliper bolts must have correct length shanks.

25.5 Rear brake calipers must be the originally-fitted homologated parts with no modification allowed. The mounting points and carrier/hanger must remain as homologated but threaded holes may be made in the carrier/hanger to make the hanger captive connected to the chain adjusters.

25.6 The brake-lever design is free.

25.7 Front and rear hydraulic brake lines may be changed. The brake-fluid reservoir may be replaced and/or repositioned. Quick-connectors may be used but only between the master cylinder and the brake-hose split.

25.8 The split of the front brake-lines for both front-brake calipers must be made above the lower edge of the fork-bridge (lower triple-clamp). Brake-line hose fittings (including banjo bolts) can only be steel.

25.9 Front and rear brake pads may be changed. Brake-pad locking pins may be modified for quick-change type.

25.10 Additional air-ducts are not allowed.

25.11 The ABS system must be removed.

25.12 Motorcycles must be equipped with brake-lever protection, intended to protect the handle-bar brake lever from being accidentally activated in case of collision with another motorcycle. Composite guards are not permitted.

26. Handlebars and hand controls

26.1 Handlebars may be replaced.

26.2 Handlebars and hand-controls may be replaced and relocated.

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

26.4 Clutch assembly and brake lever may be replaced with an aftermarket model. An adjuster to the brake lever is allowed.

26.5 Switches may be changed but the electric-starter switch and engine-stop switch must be located on the handlebars.

26.6 Motorcycles must be equipped with a functional ignition kill switch or button mounted on the right-hand handlebar (within reach of the hand while on the hand-grips) that can stop a running engine. The button or switch must be red.

27. Foot-rests and foot-controls

27.1 Foot-rests, hangers/brackets and hardware may be replaced and relocated but the hangers/brackets must be mounted to their original frame-mounting points.

27.2 Foot-controls: gear-shift must remain operated manually by foot.

27.3 Foot-rests may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position.

27.4 The end of the foot-rest must have at least an 8 mm solid spherical radius.

27.5 Non-folding foot-rests must have an end (plug) which is permanently fixed, made of aluminium, plastic, Teflon® or an equivalent type material (minimum radius 8 mm). The plug surface must be designed to reach the widest possible area. The Chief Technical Officer has the right to refuse any plug not satisfying this safety purpose.

28. Fuel tank

28.1 Fuel tank must be the originally-fitted homologated part with no modification allowed.

28.2 All fuel tanks must be completely filled with fire-retardant material (open-celled mesh, i.e., "Explosafe®").

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

28.4 Fuel caps may be changed. Fuel caps when closed must be leak-proof; additionally, they must be securely locked to prevent accidental opening at any time.

28.5 If the tank has a filler 'neck' (tube) inside the tank that restricts its complete filling, then the neck may be removed or have vent holes drilled through it.

28.6 A rider spacer/pad may be fitted to the rear of the tank with non-permanent adhesive. It may be constructed of foam-padding or composite material. The tank may not have a cover fitted over it unless the homologated machine also features a full cover.

28.7 The sides of the fuel tank may be protected with a cover made of composite material. These covers must fit the shape of the fuel tank.

28.8 The fuel tank cannot have heat-reflective sheet attached to its bottom surface.

29. Fairing / Bodywork

29.1 Fairing, mud-guards and body-work must conform in principle to the homologated shape as originally produced by the manufacturer. The use of carbon-fibre or Kevlar® materials is not allowed in fairing, fuel-tank cover, seat, seat-base and associated body-work construction. Specific reinforcements in Kevlar® or carbon are allowed locally around holes and stressed areas. Headlights must be included even when considered external.

29.2 For all body-work paint and decal design is free.

29.3 The fairing has a tolerance of ± 8 mm from the original homologated road fairing, respecting the design and features of the homologated fairing.

29.4 Wind-screen may be replaced.

29.5 Fairing brackets may be altered or replaced.

29.6 If fitted the ram-air intake must maintain the originally homologated shape and dimensions.

29.7 The original air-ducts running between the fairing and the air-box may be replaced by exact cosmetic replicas of the original parts. If the part serves another function (i.e., dash-mounting) then the airflow passage must retain the homologated internal shape and the part must be listed in the MCRCB Authorised Parts List. The material is free.

29.8 No ducting may be added to direct airflow towards the air-box if not fitted on the original machine. No other part may be modified to perform this purpose.

29.9 Particle-grilles or “wire-meshes” originally installed in the openings for the air-ducts may be removed. Flap-valve systems may be removed. Air-ducts cannot be added if not present on the original machine.

29.10 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.

29.11 The lower fairing must not have a drain hole.

29.12 Minimal changes are allowed in the fairing to allow clearance for protective engine covers.

29.13 Motorcycles may be equipped with a radiator shroud to improve the air-stream towards the radiator but the appearance of the front, rear and profile of the motorcycle must not be changed.

29.14 Front mud-guard must conform in principle to the homologated shape originally produced by the manufacturer. Front mud-guards may be replaced and the use of carbon-fibre or Kevlar® composites are allowed.

29.15 Front mud-guard may be spaced upward for increased tyre-clearance.

29.16 Rear hugger-type mud-guards fixed on the swing-arm may be replaced with cosmetic duplicates of the original part. Use of carbon-fibre or Kevlar® composites is allowed.

29.17 The chain-guard may be removed as long as it is not incorporated in the rear hugger. If the chain-guard is incorporated in the hugger then the chain-guard-section may be removed or modified to accommodate larger-diameter rear sprockets.

29.18 The chain-guard may be removed as long as it is not incorporated in the rear fender.

29.19 The existing rear mud-guard under the seat may be removed.

30. Seat

30.1 Seat, seat-base and associated body-work may be replaced. The appearance from front, rear and profile must conform in principle to the homologated shape.

30.2 The top portion of the rear body-work around the seat may be modified to a solo seat.

30.3 Same materials as fairing must be used

30.4 All exposed edges must be rounded.

31. Fasteners

31.1 Standard fasteners may be replaced with fasteners of any material and design but titanium fasteners cannot be used. The strength and design must be equal to or exceed the strength of the standard fastener.

31.2 Special steel fasteners may be used in structural locations, but the strength and design must equal or exceed the standard fastener.

31.3 Aluminium fasteners may only be used in non-structural locations.

31.4 Fasteners may be drilled for safety-wire, but intentional weight-saving modifications are not allowed.

31.5 Thread repair using inserts of different material (such as helicoils and timeserts) is permitted.

31.6 Fairing/body-work fasteners may be changed to the quick-disconnect type.

32. Rear Safety Light

All motorcycles must have a functioning red light mounted at the rear of the machine; this light must be switched on any time the motorcycle is on the track or being ridden in the pit-lane and the session is declared WET. All lights must comply with the following:

- Lighting direction must be parallel to the machine's centre line (running direction), and be clearly visible from the rear at least 15° to both left and right sides of the machine's centre line.
- The rear light must be mounted near the end of the seat/rear body-work and approximately on the machine centre-line, in a position approved by the Technical Director. In case of dispute over the mounting position or visibility, the decision of the Chief Technical Officer will be final.

- Power output/luminosity equivalent to approximately: 10-15 W (incandescent) or 0.6-1.8 W (LED).
- The output must be continuous – no flashing safety-light whilst on track; flashing is allowed in the pit-lane when pit-limiter is active.
- Safety-light power should be supplied by the control ECU.
- The Technical Director has the right to refuse any light system not satisfying this safety purpose.

33. The following items MAY BE altered or replaced from those fitted to the homologated motorcycle

- Any type of lubrication, brake or suspension fluid.
- Bearings (ball, roller, taper, plain, etc.) of any type or brand may be used.
- Gaskets and gasket materials (except head and base gaskets – see Authorised Parts List).

34. The following items MAY BE removed

- Emission-control items (anti-pollution) in or around the air-box and engine (e.g., O₂ sensors, air-injection devices).
- Speedometer and related wheel-spacers.
- Bolt-on accessories on a rear-sub-frame.

35. 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.
- Licence-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 converters.
- Rear mud-guards affixed to the seat-unit.

31. 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.

32. Presentation

32.1 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.

32.2 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. 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.

34. 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.