

# NLR 26



***Sporting and Technical Regulations***

## Sporting Regulations

### 1. Classes & Rider Eligibility

#### **Stock Twin Trophy**

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](http://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 Stock Twin Trophy 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 Specifications

All items not mentioned in the following articles must remain as originally produced by the manufacturer for the imported machine, except where specific changes are required by the ACU Standing Regulations.

### 2. Displacement capacities

2.1 The following engine configurations compose the Standard Twins class.

Over 400cc up to 650cc 4-stroke 2 cylinders maximum (watercooled)  
Over 600cc up to 820cc 4-stroke 2 cylinders maximum (aircooled)

2.2 The displacement capacities must remain at the original imported size. Increasing the bore size to reach class limits is not allowed.

### 3. Minimum Weight

3.1 The minimum weight of any Standard Twins motorcycle must be equivalent to that stated by the manufacturer for road use less 15% half wet (Oil & Water but no fuel). There is no maximum weight.

3.2 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.

3.3 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.

3.4 During the practice and qualifying sessions any rider may be required to submit his motorcycle to a weight control.

#### 4. Number and Background Colours

Front - YELLOW background BLACK numbers

Sides - YELLOW background BLACK numbers

#### 5. Fuel

Any generally available forecourt fuel is permitted.

#### 6. Tyres

6.1 There is no nominated control tyre. Any road legal treaded tyre may be used, where a "Wet Race" or "Wet Practice" has been declared the use of rain tyres are permitted.

6.2 Any modification (cutting, grooving) is forbidden.

#### 7. Engine

##### 7.1 Carburetion Instruments / Fuel Injection System

7.1.1 Carburetion instruments refer to throttle bodies and variable length intake track devices.

7.1.2 Carburation instruments must remain as originally imported.

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

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

##### 7.2 Cylinder Head

7.2.1 No modifications are allowed.

7.2.2 No material may be added or removed from the cylinder head. The cylinder head gaskets may be changed.

7.2.3 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.

7.2.4 Valve spring shims are not allowed.

### 7.3 Camshaft

7.3.1 No modifications are allowed (except that standard camshafts from a later model of the same machine may be used in earlier models – the camshafts must only be used in the original positions inlet for inlet – exhaust for exhaust)

7.3.2 At the technical checks: for direct cam drive systems, the cam lobe lift is measured; for non direct cam drive systems (i.e. rocker arms) the valve lift is measured.

### 7.4 Cam Sprockets or Gears

No dimensional modifications are allowed.

### 7.5 Cylinders

No modifications are allowed.

### 7.6 Pistons

No modifications are allowed (including polishing and lightening).

### 7.7 Piston Rings, Pins and Clips

No modifications are allowed.

### 7.8 Connecting Rods

No modifications are allowed (including polishing and lightening).

### 7.9 Crankshaft

No modifications are allowed (including polishing and lightening).

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

7.10.1 No modification to the crankcases are allowed (including painting, polishing and lightening).

7.10.2 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.

7.10.3 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.

## 8. Transmission/Gearbox

8.1 No internal modifications are permitted. Quickshifters and ignition interrupters are not permitted.

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

## 9. Clutch

9.1 No modifications are allowed (except for the fitting of an aftermarket clutch detent spring).

9.2 Only Friction and drive discs may be changed but their numbers must remain as original.

9.3 Clutch springs may be changed but the number must remain as that on the Manufacturers homologated machine.

## 10. Oil Pumps and Oil Lines

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.

## 11. Radiator and oil coolers

11.1 Additional radiators and / or oil coolers are not allowed.

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

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

## 12. Air Box

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

12.2 The air filter element may be replaced.

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

### 13. Fuel Supply

13.1 An additional control unit to change the fuel mixture may be installed and must be fitted to the original connectors, this unit must not be utilised to perform any other function. (The original wiring loom connectors to the CDi must remain unmodified).

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

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

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

13.5 Fuel filters may be added.

### 14. Carburetion Instruments/Fuel Injection.

14.1 If an Interceptor fuel control unit, Bazzas Z – FI fuel control unit or any other plug in fuel control units of other manufactures are used, they must only be used for the change of the fuel mixture.

14.2 The Technical Officials in determining compliance with this regulation may require any team/competitor to supply verifiable evidence including software.

### 15. Exhaust System

15.1 Exhaust pipes and silencers may be modified or changed from those fitted to the homologated motorcycle.

15.2 Catalytic converters must be removed.

15.3 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.

### 16. Electrics and Electronics

#### 16.1 Ignition/Engine Control System (ECU)

16.1.1 Spark plugs may be replaced.

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

## 16.2 Generators

16.2.1 No modifications allowed.

16.2.2 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.

## 16.3 Additional Equipment

16.3.1 Additional electronic hardware equipment not on the original homologated motorcycle may be added. (i.e. data acquisition, computers, recording equipment etc.).

16.3.2 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.

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

## 16.4 Wiring Harness

The original wire-loom may be modified or replaced.

## 16.5 Battery

The Battery may be replaced.

## 17. Frame and Body

### 17.1 Frame Body

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

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

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

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

### 17.2 Rear Sub Frame

Rear sub frame may be altered or replaced.

## 18. Front Forks

18.1 Front forks may be substituted from a model of the same Manufacturer.

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

18.3 Standard original internal parts of the forks may be modified. After market damper kits or valves may be installed.

18.4 The fork caps can be modified or changed to add spring preload/compression adjusters. Dust seal can be modified, changed or removed if the fork is totally oil-sealed.

18.5 Any quality and quantity of oil can be used in the front forks.

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

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

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

## 19. Rear Fork (Swing arm)

19.1 Every part of the rear fork must remain as originally produced by the manufacturer (including rear fork pivot bolt and rear axle adjuster).

19.2 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.

19.3 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.

## 20. Rear Suspension Unit

20.1 Rear suspension unit (shock absorber) may be modified or replaced, but the original attachments to the frame and rear fork (swing arm) must be used and the rear suspension linkage must remain as originally produced by the manufacturer for the originally imported machine.

20.2 Rear suspension unit spring may be changed.

20.3 No aftermarket or prototype electronically-controlled suspensions can be used.

## 21. Wheels

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

21.2 The speedometer drive may be removed and replaced with a spacer.

21.3 If the original design included a cushion drive for the rear wheel, it must remain as originally produced for the originally imported machine.

21.4 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.

21.5 Any inflation valves may be used.

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

## 22. Brakes

22.1 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.

22.2 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.

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

22.4 The number of floaters is free.

22.5 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.

22.6 Front and rear brake callipers (mount, carrier, hanger) must remain as originally produced by the manufacturer.

22.7 The rear brake caliper bracket may be fixed on the swingarm, but the bracket (support) must maintain the same mounting (fixing) points for the caliper as used on the originally imported machine. A modification of these parts is authorised. The swingarm may be modified for this reason to aid the location of the rear brake caliper bracket, by welding, drilling or using a helicoil.

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

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

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

22.11 Quick (or “dry-break”) connectors in the brake lines are authorised.

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

### 23. Handlebars and Hand Controls

23.1 Handlebars may be replaced.

23.2 Handlebars and hand controls may be relocated.

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

23.4 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.

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

23.6 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.

24.3 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. Fairing/Body Work

26.1 Fairing and bodywork may be replaced with any type as long as it complies with the ACU Standing Regulations.

26.2 The original air ducts running between the fairing and the air box may be altered or replaced. Carbon Fibre composites and other exotic materials are forbidden, particle grills or wire meshes, originally installed in the openings of the air-ducts, may be taken away.

26.3 All exposed edges must be rounded.

## 27. Fasteners

27.1 Standard fasteners may be replaced with fasteners of any material and design but titanium fasteners may not be used.. The strength and design must be equal to or exceed the strength of the standard fastener it is replacing.

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

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

28. 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 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.

#### 29. 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.

#### 30. Power Limit

The maximum permitted power output of a Standard Twin shall be 72 bhp (sae) as measured on the nominated control dyno. Checks on a dynamometer may be carried out at any time during the meeting at the entire discretion of the organisers (Clerk of the Course and Chief Technical Officer).

#### 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](mailto:info@nolimitsracing.co.uk) or the Chief Technical Officer - [technical@nolimitsracing.co.uk](mailto:technical@nolimitsracing.co.uk).