2025 STREETBIKE CUP REGULATIONS

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All machines competing in any 2025 No Limits Streetbike Cup Races must comply with these regulations. The regulations are additional to the ACU Standing Regulations as laid out in the ACU Handbook. All NLR Championships are for riders who possess a valid ACU or SACU. The regulations are as follows and are correct at of the printing but which are subject to any amendments made by the ACU or NLR which will be issued by means of an NLR Bulletin. Engine and frame numbers must not have been tampered with or deleted. New, unstamped components are admissible. Bikes without a frame number are acceptable providing they were originally supplied for racing. Motorcycles must be based upon bikes originally homologated for road use.

Anything that is not authorised and prescribed in this rule is strictly forbidden.

All machines must comply with all requirements of Road Racing as specified in the ACU Standing Regulations.

1. Machine Specifications

The class is open to bikes upto 900cc, from the Naked/street middleweight category. They must retain the original profile handlebars - not clip ons.

Approved models are :- Street triple 675, 765s/r/rs, 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.

BMW F900 machines must be built to the 2023 specification and regulations in the 2023 BSB championship. The only changes that will be allowed from these regs will be a relaxation on the tyre regulation. Any tyre that confirms with the NLR class will be allowed.

Other machines may be considered upon application to NLR – Machines must stay in Naked form with handlebars.

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. Minimum Weight

The minimum weight 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.

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.

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

Number Plates Racing numbers must be affixed to the front and the two sides of the motorcycle so that both front and side numbers are clearly visible to the public and officials ON BOTH SIDES OF THE TRACK and must comply with the following regulations:

a) Front Numbers – Numbers must be fitted directly on the front of the fairing not on the side, ALL fairings may be modified to accommodate this.

b) Side Numbers - numbers must be fitted to the bellypan, NOT THE SEAT FAIRING. The figures must be clearly legible and like the background must be painted in colours to avoid reflection from sunlight.

The minimum dimensions of the letters are as follows : Height of figure: Front 160mm Side 120mm Width of figure: Front 80mm Side 60mm Width of stroke 25mm Space between 2 figures 15mm The English form for the number must be used. That is single vertical line for the "one" and a sloping line without a horizontal line for the "seven" (see current ACU handbook) All other number plates or markings on a motorcycle liable to cause confusion with the number must be removed before the start of a competition. Unless authorised in the Supplementary Regulations or Final Instructions the following colour combinations must be used for the front and side numbers: Yellow background, black numbers.

4. Fuel

Any generally available forecourt fuel is permitted.

5. Tyres

The official control tyre supplier to the series will be Pirelli and Metzeler. Eligible tyres are listed in the 2023 No Limits Tyre List. A full range at discounted pricing is available via the tyre service provider, No Limits Race Support.

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

6. Engine

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

6.1 Fuel Injection System

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

Bell mouths must remain as originally produced by the manufacturer for the homologated machine.
The injectors must remain standard units as on the original imported motorcycle.

6.2 Cylinder Head

No modifications are allowed.

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

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.

Valve spring shims are not allowed.

6.3 Camshaft

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

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

6.4 Cam Sprockets

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

6.5 Cylinders

No modifications are allowed.

6.6 Pistons

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

6.7 Piston Rings, Pins and Clips

No modifications are allowed.

6.8 Connecting Rods

No modifications are allowed (including polishing and lightening).

6.9 Crankshaft

No modifications are allowed (including polishing and lightening).

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

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

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.

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.

7. Transmission/Gearbox
No internal modifications are permitted. Quickshifters/blippers are allowed.

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

8. Clutch
Clutches may be modified or replaced.

9. Sump, Oil Pumps and Oil Lines
The original sump can be replaced to accommodate an exhaust system.

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.

10. Radiator and oil coolers
Additional radiators and / or oil coolers are not allowed. Pattern radiators of the same dimensions are allowed

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

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

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

The air filter element may be replaced.

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

12. Fuel Supply
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).

Fuel pump and fuel pressure regulator must remain as homologated.

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

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

Fuel filters may be added.

13. Carburetion Instruments/Fuel Injection.

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

Ecu re-flashing is allowed but the machine must not rev on past 12800 rpm. Please note that this is subject to change during monitoring throughout the season.

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

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

15. Electrics and Electronics

15.1 Ignition/Engine Control System.
The central unit (ignition/engine control unit/CDI) must remain the same as the originally imported unit.

15.2 Generators
No modifications allowed.

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.

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.

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

15.3 Wiring Harness
The original wire-loom must remain as originally produced.

15.4 Battery

Battery may be replaced with any item.

16. Frame and Body

16.1 Frame Body and Rear Sub Frame
Frame must remain as originally produced by the manufacturer for the originally imported machine.

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

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

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

Rear sub frame can be replaced with an aluminium item.

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

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.

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.

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

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

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

Rear Fork (Swing arm)
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.

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.

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.

18. Rear Suspension Unit
Rear suspension unit may be modified or replaced.

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

Rear suspension unit spring may be changed.

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

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.

Any inflation valves may be used.

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

20. Brakes
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.

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.

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

The number of floaters is free.

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

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

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

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

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

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

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

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

21. Handlebars and Hand Controls Handlebars.

Handlebars must be of the standard shape and design, hand controls may be relocated. Clip on style bars are not acceptable.

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

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.

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

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

22. Footrest/Foot Controls
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.

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

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

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

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.

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.

24. Fairing/Body Work
Fairing and bodywork including seat may be replaced with any type as long as it complies with the ACU Standing Regulations.

The material may be changed.

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

The original combination instrument/fairing brackets may be replaced.

All other fairing brackets may be altered or replaced.

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

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

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.

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

Front mudguard may be spaced upward for increased tyre clearance.

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

The existing rear mudguard under the seat may be removed.

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

All exposed edges must be rounded.

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.

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

All exposed edges must be rounded.

25. Fasteners
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.

Fasteners may be drilled for safety wire.

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

26. 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.

27. The Following Items May Be Removed:
Emission control items (anti-pollution) in or around the airbox and engine (02 sensors, air injection devices).

Instrument panel, speedometer and instrument bracket and associated cables.

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.

28. 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.)
15. Special Regulations Endurance – All machines entering any endurance races, must have a switch mounted on the handlebar to operate the red rear warning light. This must be able to be operated by the rider whilst on the machine and at speed.

29 Transponders
The transponder to be used for timing purposes must be AMB/Mylaps TranX 260 or TranX Pro transponders, or other compatible equipment. The Chief Technical Officer will refuse any machine that does not have a correctly-positioned positive transponder attachment. Transponders should be fitted as follows (see appendix a):
The transponder should be positioned on either side of the machine in the area of the swinging arm pivot; it should not be covered by metal or carbon fibre.
Positive attachment of the transponder bracket consists of a minimum of tie wraps, but preferably by screw or rivet.
Velcro or adhesive alone will not be accepted.
The Transponder retaining clip must also be secured by a tie wrap. This is the responsibility of the team and rider and no responsibility will be accepted by the organisers for failure to comply. Timekeepers have the right not to time any machine where the transponder is incorrectly fitted, not attached or lost and the Clerk Of The Course will not accept this reason for a rider failing to produce a qualifying time in accordance with the regulations.

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