

NLR 26



Sporting and Technical Regulations

Sporting Regulations

1. Classes & Rider Eligibility

SuperTwin 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

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 SuperTwin 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 Any four-stroke twin cylinder motorcycle originally sold for road use with a water cooled engine of up to 700cc may be used.

2.2 Single cylinder 4-stroke machines up to 800cc are also permitted, provided they use a production-based engine (these machines do not require road homologation but must not exceed 78bhp sae).

3. Weight

3.1 650cc machines: 150kgs | 651cc to 700cc machines: 160kgs

3.2 At any time during the event, the weight of the whole machine (including the fuel tank and its contents) must not be less than the minimum weight.

3.3 There is no tolerance on the minimum weight of the motorcycle.

4. Number and Background Colours

Front - GREEN background WHITE numbers
Sides - GREEN background WHITE 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 Slick tyres can be used.

6.3 Any modification (cutting, grooving) is forbidden.

7. Engine

7.1 Original cylinder head, rods, pistons, valves, cylinders may be modified but the capacity must not exceed 700cc for water cooled engines or 800cc for single cylinder machines.

7.2 Pistons may be replaced or modified.

7.3 Camshafts may be altered or replaced.

7.4 Polishing and lightening of engine parts is permitted.

7.5 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.

7.6 Original OEM cylinder head, pistons, valves, cylinders may be modified, polished or lightened. Gas flow modifications normally associated with individual tuning is permitted.

7.7 Compression ratio of the engine may be changed.

7.8 Conrods may be modified or replaced but the material must remain the same type as found on the standard machine (steel rods can only be replaced by steel rods) and the rods must be the same weight or heavier than standard.

7.9 Crankshaft may be modified or changed but must be no lighter than that used on the standard machine.

7.10 Camshaft timing may be changed by the slotting of cam sprockets. Cam lift and dwell is free. The thermostat may be removed from the housing to aid cooling, if required.

8. Transmission/Gearbox

8.1 Gearbox may be changed or modified. The number of gears must remain as found on the standard machine.

8.2 Additions to the gearbox or selector mechanism, such as quick shift systems are permitted.

9. Clutch

9.1 Clutch springs: friction and drive plates may be replaced.

9.2 The use of slipper clutch assemblies is permitted.

9.3 Front and rear external drive sprockets, chain pitch, width and length can be changed

10. Oil Pumps, Oil Sumps, Oil Lines and Water Pumps

10.1 All external engine oil drain plugs must be correctly torqued and be security lock wired.

10.2 Where practical, all external oil gallery plugs, pressure / temperature sensors containing positive oil pressure must be correctly torqued and secured with lock wire or some other form of security device. As an absolute minimum all external plugs must be installed with the use of a high strength thread locking agent and paint marked to verify that this is the case.

10.3 Any external oil lines containing positive oil pressure must be of suitable material and construction. All oil line fasteners should be lock wired or at the very least be secured with a high strength locking agent.

10.4 External oil filters (including those with a drilled HEX) must be secured using a suitable hose clamp (Jubilee type) and secured with lock wire in such a way as to prevent it from undoing.

11. Radiator and oil coolers

Original radiator and oil cooler can be replaced. An oil cooler can be added if not fitted as standard. The radiator breather must vent into a catch tank with a minimum volume of 250cc.

12. Breathers

12.1 All motorcycles must have a closed breather system. All oil breather lines must be connected and discharge in the air box only. The lines must discharge above the throttle bodies. They cannot discharge into the inlet tract or the exhaust air inlet system. The

breather line must go engine to airbox direct or engine to catch tank to air box. All connections must be sealed so there are no direct atmosphere emissions.

12.2 It is not allowed to add a pump used to create a vacuum in the crankcase. If a vacuum pump is installed on the homologated motorcycle then it may only be used as homologated.

13. Ignition/Fuel System

13.1 The ECU must remain as fitted to the homologated machine or a machine of similar type and construction from a previous model and from the same manufacturer. However, it is permitted to use a secondary fuel and/or ignition module such as a Power Commander. Flashing the standard ECU is also allowed.

13.2 The use of an aftermarket ECU (e.g., Motec, IgniTech etc) is not permitted.

13.4 For machines under 651cc, the throttle bodies and injectors can be changed, bored out, polished and modified. The use of multiple injectors per cylinder is allowed.

14. Throttle Bodies

14.1 For machines over 651cc, the throttle bodies and injectors must be as found on the homologated machine. No modifications are permitted with the exception of removal or fixing the position of any secondary butterflies only.

14.2 Bell mouths may be modified, removed or changed.

15. Exhaust System

Exhaust pipe and silencers may be altered or replaced from those fitted to the homologated motorcycle. The number of final exit(s) to the exhaust may be altered from that of the homologated machine.

16. Electrics and Electronics

16.1 The engine must start using the standard on board electric start.

16.2 The alternator may be modified or changed.

16.3 The original wiring harness may be modified or replaced.

17. Frame and Swing Arm

Frame must remain as originally produced by the manufacturer for the homologated machine. Surplus attachment brackets may be removed and/or replaced, sub frame attachment & instrument brackets are free. Rear sub frame may be replaced or modified. Swing arm may be replaced from a model of the same Manufacturer, provided the original

attachment to frame and rear suspension remains as per original frame model. No bracing or strengthening is allowed.

18. Suspension

18.1 Forks may be changed or modified. Fork yokes/triple clamp may be changed. Original internal parts of the fork may be modified or replaced. Aftermarket damper kits or valves may be installed. Fork springs may be replaced. Fork caps may be modified or replaced beyond the homologated standard to allow external adjustments. Steering damper may be added or changed.

18.2 Rear suspension unit can be changed or modified, but the original attachment to the frame and swing arm must remain as homologated.

19. Bodywork,Tank, Fairing and Seat Unit

19.1 Fairing, mudguards and seat may be altered or replaced.

19.2 Windscreen, if fitted, may be replaced with transparent material only.

19.3 The original instruments and fairing brackets may be removed, replaced or added to.

19.4 The petrol tank is free but capacity may be no greater than 20 litres. The unleaded baffle in the tank may be removed and the filler replaced. Fuel tank materials may be changed but must be metal (steel / aluminum / titanium). The use of carbon composite or plastic fuel tanks are not permitted unless they are as fitted to the standard motorcycle and remain unmodified.

19.5 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.

20. Airbox

Air boxes may be modified or replaced.

21. Wheels

Wheels may be replaced with any size or make.

22. Brakes

22.1 Front and rear brake discs may be changed. Only ferrous materials are allowed for brake discs.

22.2 Front and rear brake calipers may be changed. Front and rear brake pads may be changed.

22.3 Front and rear master cylinders may be changed.

22.4 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 (bottom yoke).

23. Electric Starter and Kill Switch

Where the motorcycle is originally fitted with an electric starter, the engine must be capable of starting on the starter button at Post Race Technical Controls. The kill switch must be located on the handlebars and must be operational at all times. Kill switches must be located in such a way that they are able to be operated by the rider with his hands still on the handlebar controls.

24. Battery

The size and type of the battery may be changed and relocated.

25. 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.

26. 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.

27. 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.

28. 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.