

NLR 26



Sporting and Technical Regulations

Sporting Regulations

1. Classes & Rider Eligibility

Fortis F900R 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 Fortis F900R 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 Specifications

1.1 Participation in this series is exclusively limited to the BMW F900R, with the following approved models:

2023/24 BMW F900R: e1168/201300167*00

2025 BMW F900R: e1168/201300381*00

2026 BMW F900R: TBC

1.2 Unless otherwise specified, all bikes must maintain their original front, rear, and side profiles as manufactured.

2. Displacement capacities

2.1 The displacement capacity must remain as originally produced for the F900R: 895cc.

2.2 Modifying the bore and stroke is not allowed.

2.3 Power - F900R machines must not be making more than 105 BHP DIN at the rear wheel when measured on a dynamometer.

2.4 Machines will be subject to regular and random dynamometer and ECU checks at any time while at an event.

3. Minimum Weight

3.1 At any time during a Championship event, the weight of the F900R (including the tank and its contents) must not be less than the minimum weight of 193 kg.

3.2 The manufacturer declared wet weight is 211 kg for the F900R.

4. Number and Background Colours

Front - RED background WHITE numbers

Sides - RED 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 Any modification (cutting, grooving) is forbidden.

7. Engine

7.1 Fuel Injection System

7.1.1 All Components must be the standard unmodified BMW items as homologated for the production machine.

7.1.2 No modification of fuel pumps or pressure regulator is allowed.

7.1.3 Engine tick-over cannot be adjusted from standard setting.

7.2 Cylinder Head

7.2.1 No modifications are allowed.

7.2.2 The cylinder head gasket must be the standard item.

7.2.3 Only normal maintenance interventions as prescribed by the Manufacturer in the model's Service Manual are authorised.

7.3 Camshaft

7.3.1 No modifications are allowed.

7.3.2 The timing of the camshaft must be as per the standard machine.

7.4 Cam Sprockets or Gears

No 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

No modifications are allowed.

7.8 Piston Pins and Clips

No modifications are allowed.

7.9 Connecting Rods

Con-rods on the F900R must remain standard.

7.10 Crankshaft

7.10.1 No modifications are allowed, including polishing and lightening.

7.10.2 The flywheel must remain as originally produced by the manufacturer on the homologated machine.

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

7.11.1 No modifications to the crankcases are allowed, including painting, polishing and lightening.

7.11.2 Lateral (side) covers must be standard.

7.12 Engine Case Secondary Covers

7.12.1 All lateral covers/engine cases containing oil must be protected by a second cover, which will be the control items supplied by the nominated supplier (Fortis).

7.12.2 No damaged cases will be permitted unless approved by the Technical Director/Chief Technical Officer

8. Transmission/Gearbox

8.1 Modifications to gearbox or selector mechanism are not allowed.

8.2 The engine sprocket must remain as standard, but the rear sprocket make and amount of teeth is free. The manufacturer of the chain must remain standard BMW fitment 122 links, M Endurance BMW chain Part Number: 33.81.7.106.113. or standard BMW Silver chain part number: 33.81.8.522.842

9. Clutch

9.1 The original clutch assembly may not be modified.

9.2 The friction and drive discs must be BMW standard fitment items only

10. Oil Pumps and Oil Lines

10.1 No pump modifications are allowed.

10.2 Oil lines may not be modified or replaced

11. Radiator and oil coolers

11.1 Protective meshes may be added in front of the water radiator and must be the control items from the nominated supplier (Fortis).

11.2 The radiator tubes to and from the engine may not be replaced, the system must be maintained with its original tanks. Radiator fan and wiring may not be disconnected or removed. Thermal switches, water temperature sensor and thermostat must be retained as standard inside the cooling system.

11.3 Radiator cap must remain as standard.

11.4 The only liquid engine coolants permitted other than lubricating oil shall be water. This is to avoid the use of oil-based substances which can be dangerous if spilt onto the circuit.

12. Air Box

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

12.2 The air filter element must be the BMW standard fitment item only and may not be modified.

12.3 All motorcycles must have a closed breather system. All the oil breather lines must be connected and discharge in the air box.

13. Fuel Supply

13.1 Fuel lines from the fuel tank to the delivery pipe assembly may be replaced and the fuel tank connector can also be replaced from plastic to metal.

13.2 Quick connectors or dry-break quick connectors may be used.

13.3 Fuel pressure regulator may not be modified or changed.

13.4 Fuel vent lines may be replaced.

13.5 Fuel filters may be added.

14. Exhaust System

14.1 The exhaust system must be changed and the replacement must be the control item from the nominated supplier (Fortis) manufactured by Arrow (Linkpipe – AR71729MI) (Headers – AR71730MI) (Silencer – AR71915PRI) Catalytic converters must be removed.

14.2 Exhaust hanger supplied by the nominated supplier (Fortis)

14.3 For safety reasons, the exposed edges of the exhaust's pipe outlet must be rounded to avoid any sharp edges.

14.4 No additional internal parts may be added to the exhaust system.

14.5 Wrapping of exhaust systems is not allowed except in the area of the rider's foot or an area in contact with the fairing/Oil containment tray for protection from heat.

15. Electrics and Electronics

15.1 Engine Control Unit (ECU)

15.1.1 The engine control unit (ECU) must be the BMW Standard Production ECU, as supplied on the homologated motorcycles.

15.1.2 The quickshifter will be a BMW 900R Cup Blue edition and this is the only Quickshifter / Blipper to be used.

15.1.3 No aftermarket external fuelling devices are allowed of any kind.

15.1.4 No non-standard devices are allowed that can perform any other electronic management function including traction control, throttle response control, real-time fueling control (such as with an Auto Tune module), and/or the management and switching between multiple ECU software maps and/or fuel mixture maps while the machine is in motion during a Championship event is specifically prohibited.

15.1.5 Spark plugs may be replaced.

15.1.6 Ignition coils may not be relocated.

15.2 Generator, Alternator, and Electric Starter

15.2.1 Generator, alternator, and their assembly must remain as originally produced by the manufacturer on the homologated machine and operate normally. No modifications are allowed.

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

15.3 Additional Equipment

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

15.3.2 The addition of a GPS unit for lap timing/scoring purposes is allowed, but not wired into the Dash/ECU/Wiring Loom.

15.3.3 Telemetry or any other means to remotely determine machine settings while it is in motion during an event is not allowed. The use of data logging hardware including suspension travel measurement and multi channel data acquisition systems is not allowed.

15.4 Wiring Loom

15.4.1 Modification or replacement of the wiring loom is not allowed, and unused wiring loom elements supplying current to direction indicators, horn, lights, etc may be unplugged and/or disconnected and removed.

15.4.2 Cutting of the wiring loom is not allowed.

15.4.3 Key/Ignition Lock must not be relocated.

15.5 Battery

The battery may be replaced. If replaced, its nominal capacity must be equal to or higher than the homologated type. The use of a Lithium battery is prohibited.

16. Frame and Body

16.1 Frame Body and Rear Sub-frame

16.1.1 The frame body must remain as originally produced by the manufacturer for the homologated machine. The sides of the frame may be covered by a protective part made of a composite material. These protectors must fit the form of the frame.

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

16.1.3 Nothing may be added by welding or removed by machining from the frame.

16.1.4 Engine mounting brackets or plates must remain as originally produced by the manufacturer for the homologated machine.

16.1.5 All structural fasteners and fittings must remain as standard, this includes (but is not limited to) engine mounting bolts, spindles, pivot bolts, brake caliper bolts and their respective nuts and washers unless replaced by a control item from the nominated suppliers (Fortis). Fasteners may be drilled for the purpose of the application of safety lockwire, but intentional weight saving modifications are not allowed.

16.1.6 Front sub-frame may not be changed or modified to that originally produced by the manufacturer for the homologated machine, unless with a control item from the nominated supplier (Fortis).

16.1.7 Rear sub frame must remain as originally produced by the manufacturer for the homologated machine.

16.1.8 Additional seat brackets may be added to the rear sub-frame, but none may be removed. Bolt-on accessories to the rear sub-frame may be removed. Non-stressed protruding brackets may be removed from the rear subframe.

16.1.9 The paint scheme of the frame body and sub-frames must remain as standard.

17. Front Forks

17.1 The front fork structure (spindle, stanchions, bridges, stem, etc.) must remain as originally produced by the manufacturer for the homologated machine.

17.2 Standard original internal parts of the front forks must be replaced, as specified below

17.2.1 After-market cartridge damper kits must be installed in the front forks and supplied by the nominated supplier (Fortis). Front Suspension unit springs may be changed.

17.2.2 Minimum 0.8 - Maximum 1.1

17.2.3 Dust seals must be the original BMW items

17.2.4 Any quality and quantity of oil may be used in the front forks.

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

17.2.6 The upper and lower front fork clamps (triple clamp, fork bridges) must remain as originally produced by the manufacturer on the homologated machine including all bolts and hardware.

17.2.7 No aftermarket or prototype electronically controlled suspension parts may be used.

18. Steering Damper

18.1 Replacement Steering Damper supplied by the nominated supplier (Fortis) must be fitted and the specified attachments to the frame and steering assembly must be used.

18.2 The steering damper cannot act as a steering lock limiting device.

19. Rear Fork (Swing arm)

19.1 Every part of the rear fork (swing arm) must remain as originally produced by the manufacturer for the homologated machine, including rear fork pivot bolt.

19.2 Rear axle adjusters must be the standard BMW items.

19.3 The Rear Swing arm may not have a composite protection guard fitted.

19.4 Rear wheel stand/paddock stand support brackets require a modification to the swingarm which may be performed by Fortis Racing. The hardware for the rear stand adaptors must be from the nominated supplier (Fortis). As the bikes are being released in road trim, Fortis will supply instructions for competitors to complete these steps of drilling and tapping their swing arms for stand bobbins or the option to drop the bike to them for the works to be completed.

20. Rear Suspension Unit

2.1 Replacement rear suspension unit (shock absorber) supplied by the nominated supplier (Fortis) must be fitted and the original attachments to the frame and rear fork must be used.

2.2 Rear suspension unit spring may be changed.

2.3 Rear shock springs range Min 150 – Max 190.

2.4 No aftermarket or prototype electronically controlled suspension unit may be used.

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

21. Chain Guard

It is compulsory to fit a 'shark fin' chain guard made from rigid plastic, metal, or carbon fibre material, fitted and located in such a way to prevent trapping between the lower chain run and the final driven sprocket at the rear wheel. This must be supplied by the nominated supplier (Fortis).

22. Rear Ride Height Adjuster

Rear Pre-load adjuster may be used supplied by Fortis Racing only Part No: 270-955-002.

23. Wheels

23.1 Wheels must remain as originally produced by the manufacturer for the homologated machine. No replacement lighter wheels may be fitted.

23.2 The cushion drive for the rear wheel must remain as originally produced for the homologated machine.

23.3 No modifications of the wheel axles or any fixing and mounting points for the front brake caliper are authorised. Spacers may be modified or replaced with captive items, which will be control items supplied by the nominated supplier (Fortis). Modifications to the wheels to keep spacers in place are permitted.

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

21.5 Any inner tube (if fitted) or inflation valves may be used.

24. Brakes

24.1 The following brake system components must be the standard BMW/Brembo items:

- Brake Calipers and mounting hardware
- Brake Discs
- Master Cylinders
- Fluid reservoirs Front and rear hydraulic brake lines must be changed for the control items from the nominated supplier (Fortis).

24.2 The ABS must be disabled, the pump must remain in place and be fitted with the blanking plugs supplied with the brake line kit.

24.3 The split of the front brake lines for both front brake calipers must be made above the lower fork bridge (lower triple clamp).

24.4 Dry-break connectors in the brake lines are not permitted.

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

24.6 Additional air scoops or ducts are not allowed.

24.7 Front brake adjuster may be used. Supplied by Fortis racing only;

- Fortis Lever Part No: LBMWD.R.02
- Fortis Remote Adjuster Part No: RA.GP.N

25. Handlebars and Hand Controls

25.1 Handle bars may be replaced only with BMW option items, supplied by the nominated supplier (Fortis).

25.2 Handle bars and hand controls may be adjusted to suit rider but handlebars may not be inverted.

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

25.4 Throttle assembly and associated cables may not be modified or replaced.

25.5 Clutch and brake lever must be the standard BMW items.

25.6 A front brake lever protector must be fitted and be the control item Manufactured by R&G and from the nominated supplier (Fortis).

25.7 Handle bar-mounted switches must be the BMW standard fitment items and may not be modified or removed. No additional switched controls are permitted apart from the control item for the rain light (see section 2.22).

25.8 Electric starter switch and engine stop switch must be located on the handle bars

26. Footrest/Foot Controls

26.1 Foot rest and foot controls must be replaced by the control items from the nominated supplier (Fortis) and brackets must be mounted to the frame at the original mounting points. The original points of fixture (for the footrest, foot-controls and on the shift shaft) must remain as original. Foot controls linkage may be replaced only by the control items from the nominated supplier (Fortis). The original mounting points must remain.

26.2 The OEM mounting plates which connect to the engine and swinging arm for the footrests must be replaced with the control items from the nominated supplier (Fortis).

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

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

26.5 Rigid footrests must have an end (plug) which is permanently fixed, made of aluminum, plastic, Teflon® or an equivalent type material, with a minimum radius 8 mm. The plug surface must be designed to reach the widest possible area.

27. Fuel Tank

27.1 Fuel tank filler caps must be the standard BMW fitment.

27.2 Fuel tanks must be completely filled with a fire retardant, open-celled mesh material (i.e. Explosafe).

27.3 Fuel tank valve petcock must remain as originally produced by the manufacturer for the homologated machine.

27.4 Fuel tank valve may be changed from plastic to metal.

27.5 Fuel tanks with 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.

28. Fairing/Body Work

28.1 Fairing and body work must be replaced by the control items from the nominated supplier (Fortis) and be exact cosmetic duplicates of the original parts, with slight differences due the racing use (different pieces mix, attachment points, fairing bottom, etc). The use of carbon fibre or carbon composite materials is not allowed. All replacement panels must be painted and of presentable appearance.

28.2 Overall size and dimensions must be the same as the original part.

28.3 BMW Option windscreen may be fitted but must not obscure the front number. Only the approved BMW option parts may be used.

28.4 Motorcycles that were not originally equipped with streamlining are not allowed to add streamlining in any form, with the exception of a lower fairing device, as described in 28.8. This device cannot exceed above a line drawn horizontally from wheel axle to wheel axle.

28.5 The original combination instrument/fairing brackets must be replaced with the control items from the nominated supplier (Fortis).

28.6 The instrument panel (Standard fitment BMW TFT Dash) must be mounted within the control protective case from the nominated supplier (Fortis).

28.7 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 control oil containment belly pan from the nominated supplier (Fortis) must be fitted. Bellypan must be black in colour.

28.8 Front mudguards may be replaced with the control item from the nominated supplier (Fortis) and may be spaced upward for increased tyre clearance.

28.9 Rear mudguard fixed on the swing arm (if fitted) must be the standard BMW fitment item. It is permitted to modify the standard rear mudguard or remove it to provide improved tyre clearance.

29. Seat

29.1 The appearance from both front, rear and profile must conform to the homologated shape.

29.2 Seat and seat base may be replaced with BMW option parts BMW 'High Seat' or BMW 'Low Seat' from the nominated supplier (Fortis), otherwise the standard fitment BMW seat must be used.

29.3 The rear bodywork around the seat must be modified to a solo seat with the control items from the nominated supplier (Fortis).

29.4 The homologated seat locking system (with plates, pins, rubber pads etc.) must be replaced with the control items from the nominated supplier (Fortis).

30. Fasteners

30.1 Standard fairing/bodywork 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.

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

30.3 Fairing/bodywork fasteners may be changed to the quick disconnect type.

30.4 Aluminum fasteners may only be used in non-structural locations.

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

- Any type of lubrication, brake or suspension fluid may be used.
- Instrument bracket(s) and associated cables may be replaced with the control items from the nominated Supplier (Fortis).
- Material for brackets connecting non original parts (fairing, exhaust, instruments, etc) to the frame (or engine) cannot be made from titanium or fibre reinforced composites.
- All BMW F900R Crash Protection, engine covers, frame, crash bobbins, chain, footrests, etc. must be supplied by the nominated supplier (Fortis).

32. The Following Items May Be Removed:

- Emission control items in or around the air box, exhaust, and engine (O2 sensors, air injection devices).
- Chain guard.
- Bolt on accessories on a rear sub frame

33. 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.
- License plate bracket.
- Toolkit.
- Helmet hooks and luggage carrier hooks
- Passenger foot rests.
- Safety bars, centre and side stands must be removed (fixed brackets must remain).

34. 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.
- 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.)
- All motorcycles must have a closed breather system. The oil breather line must be connected and discharge in the airbox.
- Where breather or overflow pipes are fitted they must discharge via existing outlets. The original closed system must be retained; no direct atmospheric emission is permitted.

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.