

2026 NORASPORT SUPERLITE TECHNICAL REGULATIONS

A. TECHNICAL CONTROL

It is the competitor's responsibility to ensure that their machine is presented at technical inspection in the same condition as for racing. It is the responsibility of the competitor to re-present their machine for technical inspection after any accident damage.

The SOLE RESPONSIBILITY for safety and suitability of their machine and clothing for competition lies with the competitor. The Senior Technical Official may, at their entire discretion, refuse to allow any machine, or component, or item of protective clothing to be used on the grounds of safety, in any competition, their word shall be final.

B. PROTESTS - MACHINE ELIGIBILITY

Any protest the eligibility of a machine must be made in accordance with the NORASPORT Sporting Code, section 18: Protests and Appeals. If so ordered by the Race Director, competitors must strip their machines to allow adjudication upon the veracity of a protest. Refusal to strip shall be considered a verification of the protest, which will then be upheld.

C. ADDITIONAL TECHNICAL REQUIREMENTS

The Championship Organiser/Promoter may enforce additional technical requirements at any time, which shall be published on the official website, the Final Instructions or by way of an Official Bulletin direct to the competitors.

D. GENERAL

All machines offered for technical inspection shall be of a clean, tidy and sporting appearance with no offensive markings that could damage the image of the organisers and promoters or bring the sport into disrepute. Race numbers and backgrounds must be clearly visible, of the correct size and not obscured by any graphics or stickers. All cars must display any championship sponsors graphics as issued by the organiser or promoter.

1. PERSONAL PROTECTION

A complete protective race suit made from fire retardant material must be worn. Competitor's footwear and gloves are to be made from fire retardant material. **Suitable eye protection and gloves are compulsory in all conditions.** All Competitors must wear helmets bearing one of the following approval codes must be used and be in good condition with no damage. Helmets must fit correctly and have a secure means of fastening.

Territory	Marking
UK Only	BS6658:1985 or ACU Gold Label
Europe	ECE22-05 'P' 'NP' or 'J'
Japan	JIS T 8133:2000
USA	SNELL M2010 or M2015

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2. ELIGIBILITY

All machines must be homologated Superlites to compete in the one make series. The Manufacturer will supply homologation papers and technical personnel to provide the organiser's technical officials with the means to confirm each machine's strict compliance with the homologation paper requirements. The Manufacturer will also supply the organisers with an official list of homologated machines (by unique serial number). Machines not on this list, regardless of their compliance, will not be permitted to compete.

No Structural changes to any part of a Superlite are allowed without written consent, all suspension arms, steering components, drivetrain system must be the original factory parts or approved replacements. Un-approved changes could outlaw your machine from the Championship. PLEASE make sure and get written approval for any modification prior to commencing of any work.

All machines must be approved for technical inspection **prior** to race day and be on the approved list. When presented for technical inspection, the machine must be in a clean and tidy condition having been washed, indicating that both mechanical and structural defects have been investigated as part of the regular maintenance schedule. **During technical inspection we are only checking that the car conforms to the rules, the safety of the machine is the SOLE responsibility of the driver.**

All structural fabrication repairs are to be carried out to a safe standard and placed for inspection **BEFORE** competing.

All Superlites that change ownership **MUST** be thoroughly inspected at the a race meeting by the appointed Superlite technical officer for modifications that are outside of the performance or safety regulations. This must be done before they can compete again in the championship. If previously allowed variations are on the car they must be changed to current specifications before the new owner driver can compete in the series.

3. ENGINE CONTROL

When each Superlite is built, the engine that will have been checked to conform to the regulations at the point of fitment, this engine must not be changed for a non approved unit. When carrying out engine servicing, only replacement of like for like parts is allowed and no internal alterations can be made to enhance performance. Please note that during any meeting you are subject to engine strip downs if we feel that there is any doubt regarding the eligibility. If you are found to be cheating in this respect you will be subject to disciplinary action as laid out in the Sporting Code. To provide close exciting racing it is essential that strict control measures are implemented.

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4. CHASSIS, SUSPENSION AND STEERING COMPONENTS

All the component parts that make up the rolling chassis of a Superlite have been fabricated or sourced to be of a balanced nature for strength and safety. No changes to or homemade versions of any factory parts are allowed as this could compromise the reliability of the car and therefore endanger yourself and others while you are competing.

All major components, including but not limited to; The main Chassis, all front and rear Suspension arms, track rods, stub axles and hubs, steering rack/column/wheel, pedal box, engine cradle, complete drivetrain and wheels are to only be replaced by like for like components constructed to the same standards as by the original manufacturer. The Final judgement regarding what parts are deemed to be safe is made by the Race Organisers not the driver.

5. RACE NUMBER MARKINGS

These must be fitted to the bonnet and both sides of the machine in a clearly visible position. To help spectators to identify the different cars and understand the class structure the numbers and backgrounds must be as follows

S1 – Black Numbers on Yellow Backgrounds

S2 – Black numbers on Blue Backgrounds

S3 – Black numbers on Green Backgrounds

Any alternatives to this may be considered on a case-by-case basis.

Other than the previous year's Class winner which may be on RED backgrounds

**ALL RACE MACHINES MUST DISPLAY THE CORRECT RACE NUMBERS &
NORASPORT LOGOS AS WELL AS ANY CHAMPIONSHIP SPONSORS LOGOS**

6. CONTROL OF EXHAUST SOUND LEVEL

The sound output from each machine shall not exceed 105dba at the engine revolutions applicable to the machine in the following table:

Engine Size	RPM (Static)
600cc 2cyl	4000rpm
675 cc 3cyl	5000rpm
900cc 4cyl	5000rpm
1000cc 4cyl	5000rpm

The noise test will be conducted with the microphone placed at an angle of 45degrees from the end of the exhaust, 95cm away from the sound source.

NOISE IS A SOCIAL AND ENVIROMENTAL POLLUTION. Machines found to be excessively noisy during an event may be subject to exclusion. *A Black flag will be implemented.*

Please make every effort to comply by regular re-packing of muffler with approved material. You will be subjected to noise testing at random, which may be going on to the circuit or leaving the circuit after the race. Be helpful and cooperative to all members of staff. Doubtful readings will be repeated, in

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another location if thought necessary to define an accurate result.
Drive-by systems installed by circuit owners in conjunction with local environmental authorities will be the overriding factor in any situation.

7. EXHAUST PIPES

The end of the exhaust pipe, or pipes, must not project beyond the extremity of the fixed machine parts, so as not to create a hazard in the event of collision. All muffler systems must meet the required noise limit. Any systems other than the standard muffler system supplied with your machine **MUST** be approved prior to fitting. S3 cars should be fitted with single silencers unless driven in the Championship by the owner prior to 2021.

8. SUPERCHARGERS AND TURBOCHARGERS

Superchargers and turbochargers are not permitted.

9. ELECTRONICS AND IGNITION

No Electronic Ignition or ECU changes are allowed. Your CDI box/ECU is subject to random testing/swapping at any point during the season to prevent tampering. Original part number & barcode stickers must be retained.. Quick Shift Devices are allowed; electronic systems must be part of the steering wheel, example button or paddle.

10. THROTTLE CONTROL

Throttle controls must be self-closing when not held down. This function must apply whether the engine is running or not. Always keep cables well adjusted, lubricated and free of dirt at all times.

11. BRAKES

Machines must have independent brakes for each wheel. One rear brake with a fixed axle is acceptable. Brake balancers/bias valves are permitted and shall be well maintained and serviceable.

THE STANDARD BRAKE SYSTEM AS SUPPLIED BY THE MANUFACTURER MUST BE RETAINED.

DUAL MASTER CYLINDER SYSTEMS ARE COMPULSORY

EBC BRAKE PADS ARE COMPULSORY AND WILL BE SUPPLIED AT DISCOUNTS

12. OIL CATCH TANKS, PETROL AND OIL BREATHERS

Where breathers are fitted to engine, gearbox, radiator and petrol tanks, these must vent via one-way systems or discharge into a secure container of at least 250cc capacity. Any drain plugs or retaining bolts with direct access to liquids shall be drilled and lock-wired to suitable locations; catch tanks to retain spillage of liquids of all types shall be of a capacity for minimum of one complete race. Any such residue shall be drained and securely canned and taken from site. Spillage of

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any liquids within the paddock must be prevented. Failure to make satisfactory efforts will result in failure to pass technical inspection or black-flagged during racing in the event of spillage. PLEASE MAKE SURE THAT YOU COMPLY ON ALL ASPECTS OF SENSITIVE ENVIROMENTAL AND SAFETY ISSUES.

13. FUEL & FILTERS

13.1 - Petrol and oil fillers must lock securely or be suitably security wired to prevent leakage. Oil drain plugs must be security wired at all times. External Oil filters must be secured correctly.

13.2 – Only fuel available from main roadside petrol stations is allowed. Race Fuels of any description are not permitted.

14. ADDITIVES TO WATER IN RADIATORS

Glycol Anti-freeze is extremely slippy when spilt on tarmac and is consequently forbidden. Any approved non-Glycol additive may be used, plain water is also permitted but not recommended for the sake of your engine. The penalty for non-compliance is disqualification from the meeting. This is in the interest of safety of other track users.

15. CUT OFF SWITCH

All electrics must pass through an isolator switch, which must be fitted and clearly accessible in front of driver's cockpit, effectively marked if not in full view, for use in the event of an accident.

16. FIRE EXTINGUISHERS

A suitable fire extinguisher must be carried on the machine and be easily accessible from the outside for use in the event of an accident. It must be correctly mounted and secured with a quality approved release mechanism. Please contact the manufacturer regarding the fitment positions prior to carrying it out. An external sticker showing the approximate location of the extinguisher must be displayed.

17. SEAT BELT

An adjustable seat belt is compulsory minimum 4 point 2"webbing to BSI standard, a 5-point harness recommended. All fixings must be securely fastened to the chassis, as with the drivers' seat. Extendable re-coil belts not permitted. Keep mechanism clean, and quick release in good working order always in case of emergency. Make sure the harness is regularly checked over by yourself or crew and NOT reliant on technical inspectors, it is your responsibility for the safety of your machine. If any technical inspectors do spot damage to your belts while carrying out their checks you will be prevented from competing until it is replaced.

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18. SIDE PROTECTION

Tubular side protection “nerf” bars must be fitted to protect drivers from accidental wheel contact with other race cars, these are of lightweight tubular steel for strength and energy absorption. The GRP car body may be repaired providing done in a strong and tidy workmanlike manner finished in matching colour. Cockpit side netting is compulsory to prevent drivers’ arms ending outside the cockpit in the event of a collision or rollover, so reducing risk of injury. No pointed or angular protrusions to the race car will be permitted.

19. FRONT AND REAR PROTECTION BARS

Any protection bars fitted to the front and rear of the machine will be made of lightweight tubular steel to provide protection and absorb energy in an accident. They must be replaced following any significant damage, any signs of sharp edges will deem them to be unfit for use. The final decision on requirement for replacement is down to the organisers on the day.

20. BATTERIES

All batteries must be securely fixed and protected from impact. Sealed batteries in a secure steel framework are standard production fitment and must not be tampered with. Lithium-ion batteries are permitted.

22. FRONT SPROCKET GUARDS

Front sprocket guards must be fitted and adequately secured on appropriate machinery.

23. MIRRORS

Rear view mirrors to both sides, fully adjustable, shall be fitted and always maintained, replace where necessary to ensure good vision. The Safety Officials will hold the final say on replacement.

24. REAR LIGHT

A bright red rear facing racing light, **to always be operational**, plus a high visibility stop light on braking, visible from a minimum of 45° angles at rear to assist following vehicles and help prevent collision.

25. MISCELLANEOUS

All nuts, bolts and fasteners shall be of the correct tensile strength for the task in hand, all replacements must be “like for like”, or of a better standard. Decorative type fasteners are permissible providing they are of the correct tensile strength.

26. PERFORMANCE ENHANCING MODIFICATIONS

NO MODIFICATIONS OTHER THAN WHAT IS LISTED BELOW WILL BE PERMITTED WITHOUT PRIOR WRITTEN APPROVAL.

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If you are in any doubt about changes you would like to make to your car, get in touch with the race organiser beforehand.

Adjustments to fuel metering: Carburation adjustments, dyno jetting, air filters changes are allowed. For 600 class machines only, alternative carburettors are permitted to improve reliability, HOWEVER prior approval is required to ensure no performance gains. For S10, only the Pre-programmed 2012 CBR1000 Euro Dynojet programme is permitted.

Suspension units: Adjustment of any factory suspension settings is allowed. Replacement alternative units are permitted, HOWEVER prior approval is required dependant on the type of unit.

Differentials: Differentials are allowed but must be fitted and approved by the manufacturer.

Anti-Roll Bars: Anti-roll bar systems are allowed but must be fitted and approved by the manufacturer.

Steering Settings: Adjustment of any factory settings of camber/caster/toe etc using the standard fitment parts is allowed.

Power Steering: Is allowed

Slipper clutch: A Suter slipper clutch is permitted

These are accepted within the boundaries and the spirit of our laid down formula and are not deemed to offer major advantages by spending large budgets. We intend for the Superlite Championships to always be a place where you can succeed with standard Factory spec machinery and regular maintenance.

Anyone carrying out modifications beyond this is contravening the agreement which they make when joining and entering the Championship, and risk having their car excluded from the championship temporarily or permanently.

27. DIMENSIONS

All Superlites

Height	1450mm maximum
Width	1700mm maximum
Length	2750mm maximum
Ground clearance	140mm minimum (measured

from floor pan to level ground at the rear mounting point of the bottom front suspension arm)

Weight No weight reductions over standard factory spec are allowed to prevent structural weaknesses and keep all machines of a very similar weight. 370kg maximum weight limit (without driver)

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28. CONTROL TYRES

For 2026 no control tyres are in place but 13" wheels must be used and Avon and Hoosier as [previously used in the Championship are the only tyres permitted. If a new tyre manufacturer is to be considered testing at practice events must take place and approval given by the race organiser.

29. SPECIFIC CLASS REGULATIONS

S3

Mark 1 cars that were manufactured with a twin exhaust pipe will be permitted to compete providing they have a single pipe system fitted. If a single pipe system cannot be adequately fitted, they will still be able to compete provided they have a 20Kg lead weight securely fixed to the car in a position agreed with the race organiser.

S2

All S9 cars must be fitted with a Viper race can with a decibel (DB) killer welded in as supplied by the manufacturer. For 2026 Triumph 675cc engines are allowed.

S1

Only SC59 series (2008-16) CBR1000 engines are permitted.
All S10 cars must have a standard ECU

30. GENERAL

Please read all the documentation provided, taking special care to understand all matters of safety concerning your class of machinery and procedures, the rules are written for the benefit of you and your fellow competitors. Ignorance is not an acceptable defence when it comes to discipline procedures.

If in doubt please contact the series co-ordinator or Race Director