

MCRCB TECHNICAL AND SPORTING BULLETIN TSB25-08**Issued 20.07.2025****R&G British Talent Cup – Technical Regulations Clarifications**

Following the technical matters raised at the recent Snetterton Round, the MCRCB/MSVR Technical Director confirms the following, *for immediate application*:

E.1.9.9.1.j	The frame may be repaired by welding and repairs must be approved by the Technical Director or Chief Technical Official. No repairs will be allowed or accepted in the area of the headstock or front cast section, with the exception of the rear steering damper mount.
E.1.9.9.2.j	The lower triple clamp may have damaged lockstops repaired by the fitting of stopper bolts. Removal of the remainder of the original lockstop and through drilling is allowed in order to achieve this repair.
E.1.9.9.2.k	The lower triple clamp may have a hole drilled and tapped (maximum M5) for the attachment of a suspension potentiometer. The upper triple clamp may have a hole drilled (maximum 6mm) for the attachment of the brake fluid reservoir.
E.1.9.9.3.h	The swingarm may have a hole drilled and tapped (maximum M5) for the attachment of a suspension potentiometer.
E.1.9.9.10.k	The air intake may be modified by removing material only, in front of the radiator, to allow for clearance.

ENDS.