



Ducati 959 class **Technical Regulations**



**National Motorcycle
Championship 2018/2019**

1 Introduction

It should be clearly understood that if the following texts do not clearly specify that you can do it, you must work on the principle that you cannot.

The organisers reserve the right to add/remove any other classes to/from the Championship as they deem suitable.

All vehicles must comply with these Technical Regulations as relevant and as clarified in writing by the Organizers at all times while competing in practice sessions and races that are part of the Championship.

Any future technical bulletins issued by the organisers may supersede these regulations.

2 General Description of Vehicles

The Al Masaood *DUCATI* Championship is open to competitors riding in the Panigale 959 class on accepted motorcycles provided by Revolutions Accessories (Ducati Dubai) that are in compliance with the following regulations in this article.

Number plate Colours

DUCATI 959 – WHITE ON RED, the size and font need to be as per the below:





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The allocated number (& plate) for the rider must be affixed on the machine as follows:

One at the front, either in the centre of the fairing or slightly off to the left side (frontal View).

One on each side of the motorcycle. The preferred location for the numbers on each side of the motorcycle is on the lower rear portion of the main fairing near the bottom (bellypan).

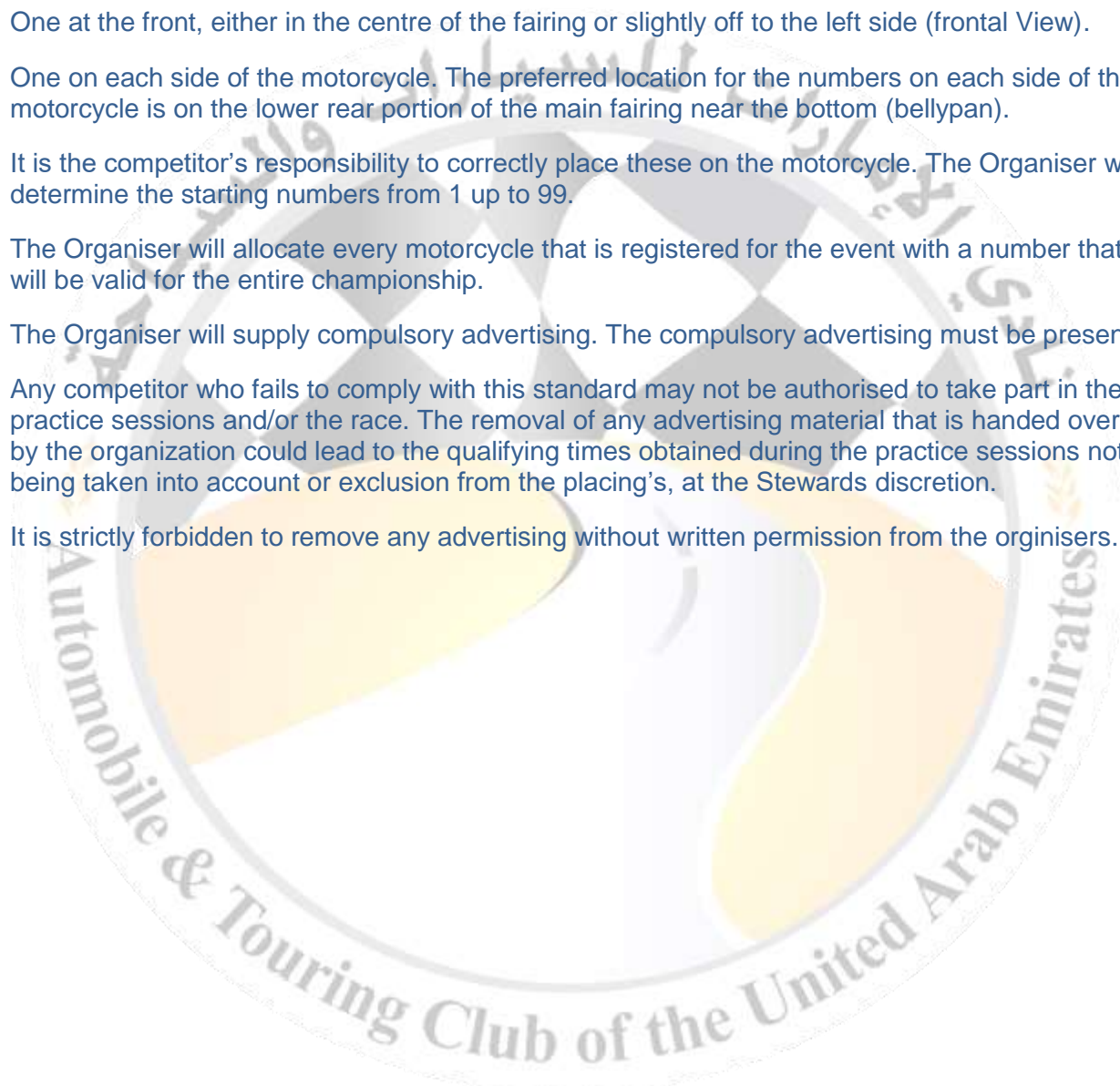
It is the competitor's responsibility to correctly place these on the motorcycle. The Organiser will determine the starting numbers from 1 up to 99.

The Organiser will allocate every motorcycle that is registered for the event with a number that will be valid for the entire championship.

The Organiser will supply compulsory advertising. The compulsory advertising must be present.

Any competitor who fails to comply with this standard may not be authorised to take part in the practice sessions and/or the race. The removal of any advertising material that is handed over by the organization could lead to the qualifying times obtained during the practice sessions not being taken into account or exclusion from the placing's, at the Stewards discretion.

It is strictly forbidden to remove any advertising without written permission from the organisers.





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3 Safety Requirements

Suits

Only one piece full leathers with additional protection on the principal of contact points must be worn at all times, including practice, qualifying and races. A back protector is mandatory. **NO METAL KNEE SLIDERS ARE ALLOWED.**

Linings or undergarments must not be made of synthetic material which may melt to the riders' skin.

Helmet

Riders must wear a helmet which is in good condition, provides a good fit and is properly fastened and is advisable to be not older than 5 years old.

Helmets must be full face and conform to one of the following international standards:

- Europe ECE 22-05 'P'
- Japan JIS
- USA SNELL M2010
- JAPAN JIS T 8133:2007 (valid until 31.12.2019)
- JIS T 8133:2015 (only "Type 2 Full face")
- USA SNELL M 2010 (valid until 31.12.2019)
- SNELL M 2015

Any decoration, cleaning or modification made to this equipment must only be done strictly in accordance with the manufacturer's instructions. This equipment is designed to save lives and if it is damaged in any way or is involved in an accident that gives any possible concern of damage then it should be replaced immediately. Organizers reserve the right to impound or render inoperative any equipment, which may or may not have been compromised.

All visors must be in a good condition and scratch free.

Equipment will be checked prior to competing in an event and the organizers reserve the right to impound and render inoperative any equipment, which gives cause for concern by its apparent condition.



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Gloves and Boots

Riders must wear leather gloves and boots which with the suit provide complete coverage from the neck down.

4 General Technical Requirements

Only motorcycles provided by the organiser can be entered.

A specific motorcycle will be assigned for each rider, the frame and engine serial numbers will be recorded by the race organiser. The allocated machine may only be used at official events of the championship.

It will be at the discretion of the organiser to reassign motorcycles during the season without justification. It is not allowed to lend a motorcycle to another rider; only the registered rider may use the motorcycle.

The organiser will provide support mechanics, however if one rider wants to work with his own mechanics, this is possible in addition of the organisers mechanics who will remain as the official championship support team.

Unless specifically authorized in these Regulations, the use, substitution of, and/or addition of any parts, or materials, is prohibited.

The organizer will provide fuel, only this fuel can be used. Other types of fuel will not be accepted and it will not be allowed to bring any other fuel into the paddock or pit bays other than that provided by the organiser.

Refueling during a race is not allowed.

Separate samples of the fuel used by any competitor may be requested before and / or after a race.



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Damage Repair Deposit

A **Cash** deposit of 5,000 AED will be asked from each participant. This deposit will cover all the different spare parts which have to be covered. As soon as a part of the deposit is used to cover either loss, damage or repair after an event, the rider must provide the same amount to keep the deposit at 5,000 AED permanently.





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Vehicle Specifications

Unless specifically mentioned within the following articles all parts must remain as produced by the manufacturer for the homologated vehicle.

Engine Configurations and displacement capacities.

Please refer to standard Ducati 959 Corse specification sheet attached in **Appendix A**.

Minimum weight

The minimum weight for all machines will be the same. There is no tolerance on the minimum weight of the motorcycle.

During the final technical inspection at the end of the race, the selected motorcycles will be weighed in the condition they finished the race, and the established weight limit must be met in this condition. Nothing may be added to the motorcycle. This includes all fluids. During the practice and qualifying sessions, riders may be asked to submit their motorcycle to a weight control. In all cases the rider must comply with this request.

Tyres - General Conditions

There will be controlled Pirelli tyres (SC2; front: 120/70/R17 and rear: 180/60/R17)

No alteration to any of the tyres from the manufacture's specification is permitted. Re-cutting, re-grooving, buffing, or in any other way of modifying the tread pattern is not permitted. Any form of chemical treatment is prohibited and all of the manufacture's data must be clearly visible. Buffing of sidewalls to remove data is prohibited.

The dry weather tyres will be marked at scrutineering before practice.

The use of dry-weather tyres without appropriate manufacturer identification is strictly forbidden during timed practice, qualifying and race.

The bike must race on the same set of tyres for qualifying, race 1 and 2, unless deemed unsafe by the scrutineer and tyres will be marked accordingly. Failure to comply in this regard will result in the imposition of a time penalty of 30 seconds added to the race time.

Old marked tyres maybe used and re-marked.

The use of tyre warmers is allowed however the use of tyre warmers will not be allowed on the grid.



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Lap timers

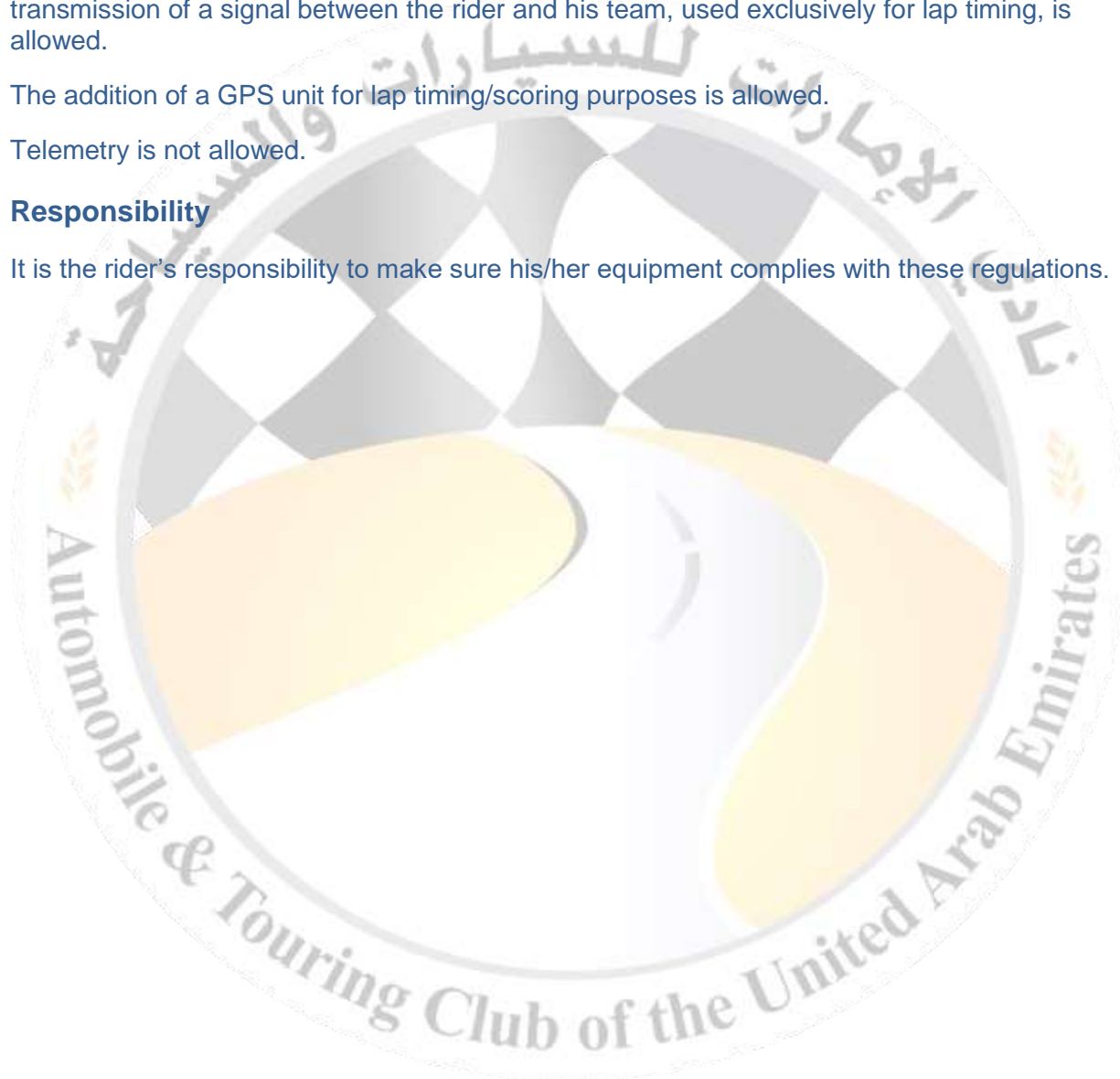
Use of a lap timer display is permitted. This must be a stand alone, self powered device. All such systems must be approved by the Organiser. The addition of a device for infra red (IR) transmission of a signal between the rider and his team, used exclusively for lap timing, is allowed.

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

Telemetry is not allowed.

Responsibility

It is the rider's responsibility to make sure his/her equipment complies with these regulations.





Appendix A

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Engine	Superquadro: L-twin cylinder, 4 valve per cylinder, Desmodromic, liquid cooled
Displacement	955 cc
Bore X stroke	100 x 60,8 mm
Compression ratio	12,5:1
Power	110 kW (150 hp) @ 10,500 rpm



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Torque

102 Nm (75 lb-ft) @ 9,000 rpm

Notes on power/torque

The power/torque values indicated are measured using an engine dynamometer according to homologation regulation and they correspond to the homologated data, as quoted in the Bike Registration Document.

Fuel injection

Mitsubishi electronic fuel injection system. Twin injectors per cylinder. Full Ride-by-Wire elliptical throttle bodies

Exhaust

2-1-2 system with catalytic converter and 2 lambda probes. Stainless steel pre-silencer + twin aluminium side mufflers

Gearbox

6 speed with Ducati Quick Shift (DQS)

Primary drive

Straight cut gears; Ratio 1.77:1

Ratio

1=37/15 2=30/16 3=27/18 4=25/20 5=24/22 6=23/24

Final drive

Chain; Front sprocket 15; Rear sprocket 43

Clutch

Slipper and self-servo wet multiplate clutch with hydraulic control

Frame

Monocoque Aluminium

Front suspension

Fully adjustable Showa BPF fork. 43 mm chromed inner tubes

Front tyre

Pirelli Diablo Rosso Corsa 120/70 ZR17

Rear suspension

Fully adjustable Sachs unit. Aluminum double-sided swingarm

Rear wheel

10 spokes light alloy 5.50" x 17"

Rear tyre

Pirelli Diablo Rosso Corsa 180/60 ZR17

Wheel travel (front/rear)

120 mm (4.72 in) - 130 mm (5.12 in)



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Front brake

2 x 320 mm semi-floating discs, radially mounted Brembo monobloc M4.32 4-piston callipers, with Bosch ABS as standard

Rear brake

245 mm disc, 2-piston calliper, with Bosch ABS as standard

Instrumentation

Full LCD display

Seat height

830 mm (32.48 in)

Wheelbase

1,431 mm (56.34 in)

Rake

24°

Front wheel trail

96 mm (3.78 in)

Fuel tank capacity

17 l - 4.5 gallon (US)

Number of seats

Dual seat

Safety Equipment

ABS, Ducati Traction Control (DTC), Engine Brake Control (EBC), Riding Modes

Standard Equipment

Power Modes, DQS, Fully RbW, Steering damper

