



Additional technical regulations Ducati Club Race 2023



Introduction

These technical regulations are a short description of the most important rules and deviations. Everything is based on the assumption that the entire state of the motorcycle in question is good. This means no damages, tolerances on essential parts such as wheel bearings, steering head, rear swing arm, tyres, etc.

Own responsibility

The participant is at all times responsible for the perfect technical condition of his/her entire bike and measure up to the technical regulations Ducati Clubrace 2023.

The participant is and stays responsible for the safety of himself/herself and to prevent unsafe situations for other participants.

Application

These regulations apply to all bikes and is valid during the entire race-weekend, including the free practices on Friday.

Classes

For the Ducati Clubrace 2023 we have the following classes:

Race class
Ducati Open, Desmo Quattro, Due Valvole, Desmo Valvole, Quattro Valvole
Euro Classics
NK Classics/IHRO
Euro Singles
Northern Sidecar Cup
Camathias Cup
Pro Thunder All Stars / Thunderbikes
Belgian Twin Trophy
IG Königsklasse

Class specifications:

Desmo Quattro	Ducati's with 4 valves per cylinder
Due Valvole	Ducati's with 2 valves per cylinder
Ducati Open	All Ducati's
Quattro Valvole Panigale Cup	All Ducati's Panigale
Desmo Valvole	All Ducati's except Panigale
Euro Classics, Euro singles	Classic motorcycles from before 1990
NK Classics/IHRO	Competition for classic motorcycles. See their own regulations.
IG Königsklasse	Only for regular participants in this competition, see their own regulations.
Thunderbikes	1,2 or 3 cylinders manufactured in Europe or United States and 4 cylinder bikes from Italy. Japanese 2-cylinders above 800cc.
Pro Thunder All Stars	Only for regular participants in this competition, see their own regulations.
Belgian Twin Trophy	Only for regular participants in this competition, see their own regulations.
Northern Sidecar Cup	Only for regular participants in this competition, see their own regulations.



Additional technical regulations Ducati Club Race 2023



Camathias Cup	Only for regular participants in this competition, see their own regulations.
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Exhaust pipes and silencers

Exhaust pipes and silencers must meet the requirements concerning the sound check. The exhaust pipe(s) must not pass the vertical tangent of the rear tyre. For extra sound damping purposes, it is not allowed to use loose mounted materials, as metal sponges, rubber or synthetic materials.

Chain guards and mud guards

All exposed parts from the primary transmission, the clutch, ignition, front sprocket and aggregates must be carefully guarded. The use of a front mud guard not required if fairings are used. When no fairings are used a front mud guard is required. If the complete seat reaches the vertical line drawn from the outer side of the rear tire (the tolerance is 50 mm) a rear mud guard is not required.

Handle bars

The width of the handle bars is not less than 450 mm. The grips on the handle bars must be attached in such a way that at least the minimum width of the handle bars is reached when measured between the outside ends of the grips. Exposed handlebar ends must be plugged with a solid material or the rubber covered. The minimum angle of rotation of the handlebar on each side of the centre line or mid position must be of 15 degrees. Whatever the position of the handlebars the front wheel must never touch the streamlining if any. Solid stops (other than steering dampers) must be fitted to ensure a minimum clearance of 30 mm between the handlebar with levers and the tank on full lock to prevent trapping the rider's fingers.

Control levers

All handlebar levers (clutch, brake, etc.) must be in principle ball ended (diameter of this ball to be at least 19 mm) This ball can also be flattened (minimum thickness of this flattened part 14 mm) These ends must be permanently fixed and form an integral part of the lever. Each control lever (hand and foot levers) must be mounted on a independent pivot. The brake lever if pivoted on the footrest axis must work under all circumstances, such as footrest being bent or deformed.

Throttle

The throttle must be self-closing when not held by the hand.

Brakes

Motorcycles must have at least 2 good functioning brakes, one on each wheel. These brakes must be able to function independent from the other. Integrated brake systems are allowed. If OEM routing is changed, the split of the front brake lines for both brake callipers must be made above the lower fork bridge (lower triple clamp).

The technical committee requires:

- That all motors are provided with a brake lever protection which in case of contact with another motorcycle should prevent the brake lever from being activated accidentally. An exception for this applies to the NK Classics IHRO, Euro Singles and Euro Classis.

Lean angles

Motorcycle, when unloaded, must be capable of being inclined to an angle of 50° from the vertical without any part than the tyre being in contact with the ground.



Additional technical regulations Ducati Club Race 2023



Tyres

In the table below you can find which tyre to apply for which class.

Class	(free) practices (Friday and Saturday)	races (Sunday)
All Ducati classes	free	free
Euro Classics and Euro Singles	profile	profile
NK Classics IHRO	own regulations	own regulations
Pro Thunder All Stars	own regulations	own regulations
Belgian Twin Trophy	own regulations	own regulations
Northern Sidecar Cup	own regulations	own regulations
IG Königsklasse	own regulations	own regulations

Profiled tyres are tyres where the manufacturer made the profiles during the manufacturing process. The profile depth of the main profiles in the tyre before the start of race or practise must be at least 2.5 mm. The tyre thread may be roughened, however the regulations concerning depth of profiles remain. The use of special or specific tyres for use in the wet is **not** allowed in the Euro Classics and Euro Singles. In case of disagreement on this subject, the Chief Technical Steward decides. The use of tyre warmers is allowed.

Number plates

Three (3) number plates must be prepared and attached in this way: 1 number plate must be attached on front side of the motorcycle and the other 2 plates must be attached on both sides of the motorcycle, on the seat or on the fairings.

Minimal size of the number plate is:	height	235 mm
	width	285 mm
Minimal sizes of the numbers are:	height	140 mm
	width	80 mm
Line thickness		25 mm
Space		15 mm

Class	Measure number: B*H*D: 80*140*25 mm (min. distance 15 mm) Colour numbers:	Measure plate (minimum): B*H: 285*235 mm Colour background:
All Ducati classes	Black	White
Euro Classics	Red	White
Euro Singles	250 cc: White 350 cc: White 500 cc: Black	250 cc: Green 350 cc: Blue 500 cc: Yellow
NK Classics IHRO	till 250 cc: White 250 cc t/m 350 cc: White 350 cc t/m 500 cc: Black	till 250 cc: Green 250 cc t/m 350 cc: Blue 350 cc t/m 500 cc: Yellow
Belgian Twin Trophy	Own regulations	Own regulations
Pro Thunder All Stars / Thunderbikes	Own regulations	Own regulations
Northern Sidecar Cup	Own regulations	Own regulations



Additional technical regulations Ducati Club Race 2023



Camathias Cup	Own regulations	Own regulations
IG Königsklasse	Own regulations	Own regulations

All colours are to be prepared in matt colours. Fancy numbers or shadow lines are not permitted. Figures must conform to one of the forms (fonts) as described in attachment 1. All numbers or signs on the motorcycle that can lead to misunderstanding of the riding number are not allowed. In case of disagreement on the legacy of the numbers the Chief Technical Steward decides.

Fuel and oil tanks

Fuel and oil filler caps, when closed must be leak proof. Additionally, they must be securely locked to prevent accidental opening at any time. Application of fuel cell foam, like Explosafe is recommended only

Cooling system

The only liquid engine coolants permitted is water.

Breather system

Where an oil breather pipe is fitted, not connected or discharging into the airbox, the outlet must discharge into a catch tank located in an easily accessible position and which must be emptied before the start of the race. The minimum size of a catch tank shall be 250cc for the gearbox and 500cc for the engines.

Carter protection

We recommend adding extra protection to the carter covers by means of protective covers. At least on the clutch, water pump and alternator cover. This extra protection will be mandatory from 2024.

Securing wire

The next parts must be secured with **securing wire and or securing plates**;

- Oil filling and drain plugs
- Oil filter caps and plugs
- Brake callipers: Mounting bolts have to be secured.
- If it's technically possible: brake-pad mounting pins have to be securely wired in position.

Other technical devices

To be removed:

- The main stand. If a sidestand is mounted it must be secured against unintentional fouling out.
- Indicators not integrated in the fairing
- Mirrors
- Licence plate
- Passenger foot pegs if not foldable
- Case or luggage constructions
- Dangerously exposed brackets

Folding footrests are allowed, but must move back to the original position by spring or other device.

Head- and tail lamp glasses have to be taped off.

Camera's

Cameras are allowed only when mounted inside the fairing and not on the fuel tank. They must be properly installed and secured by a locking cable. The use of a body- or helmet camera is not allowed.

Clothing

During practise or race the competitors must wear clothing and footwear. Clothing and footwear must be in good condition and meet the requirements below. Competitors must wear a one piece all leather suit.



Additional technical regulations Ducati Club Race 2023



Zipper connected suit will not be approved. The leather must have a thickness of at least 1.2 mm. Suits made out of other material than leather are not allowed. Wearing a back protector is mandatory. If the suit is not lined, a full set of under wear is required. A synthetic material that can melt and can be dangerous to the skin in case of crashing is not allowed as lining, or as under wear. Footwear from the competitor must be made out of leather or other approved material. The height of the boot must be at least 200 mm. and fit tight to the suit. Competitors must wear leather gloves. There will be a check to see in what shape your racing-gear is when entering the parc fermé.

During the technical inspection the racing suit will be inspected. In case of serious damage of the racing suit the technical steward has the authority to send back the competitor.

Helmets

During practise or race competitors must wear a good attached, protecting helmet in good condition. The helmet must be well shaped for the competitors head. The technical steward may check the fit of the helmet and chin lock on the competitors head. Whilst on the head of the competitor the chin belt must not be able to be torn over the competitors chin, neither must the helmet be able to be moved forwards or backwards on the competitors head. A fully closed, full face (integral) helmet is required, with an integrated visor. Removable chin pieces or caps are not allowed. Only helmets with a double D chin belt as retention system are allowed. Helmets must be fully in tact and the basic structure must not be changed. Helmet visors, chin belts and locks may not be damaged. Without permission from the manufacturer the helmets may not be painted or air brushed or decorative stickered. The use of so called kin-cups is not allowed. There must be an ECE 22-05 mark in the helmet and the mark must be easy to read in- or outside of the helmet.

The helmet should not be older than 3 years, this is the responsibility of the rider. During the technical inspection the helmet will be inspected. In case of serious damage to the helmet the technical steward has the authority to send back the competitor.

Visors

(Optical) spectacles are allowed, just as the use visors with visor protectors (tear-offs). Damaged visors may not be used.

Crash

After a crash, further participation will automatically be blocked by Race Control. Please report at the Medical Centre. They will release your further participation for the event, if your physical condition allows it. Further, the motorcycle must be scrutinized by a technical steward. It is the responsibility of the rider that the motorcycle is offered for scrutinizing or re-scrutinizing. Helmet and clothing also need to be offered for rescrutinising. Rider or helper is obliged to cooperate to the actions. In case you are not able to compete anymore, please inform Riders Info.

Sound control

All bikes used in the event need to have an exhaust system which does not exceed a noise level of 103 dB(A) See Additional general regulations

The measuring method is according to the IDC standard (static). The control method during the race weekend meets the international FIM requirements. A racing motorcycle must always meet the acquired sound limits. If during a training session or race an exhaust pipe (or part of it) fails duty and this causes, in the opinion of the Chief Technical Control, a higher sound production than is required, the competitor will immediately be expelled from race or training session by the Clerk of the Course. The Clerk of the Course can require a new scrutinizing. This re-scrutinizing can also implicate a sound control. This can also be required without pre-control sound limits. A tolerance of 3 dB(A) is allowed at controls of sound limits after the race.



Additional technical regulations Ducati Club Race 2023



Considering the sound problems it is firmly advised to mount sound killing foam on the inside of the fairings.

Safety taillight

All motorcycles must be equipped with a working red safety rear light to be switched on in case of rain. The Clerk of the Course determines prior to the race that the red safety tail light should be switched on. The safety tail light must be mounted easily visible to drivers behind you. The rear light must be constantly red and may be provided with a separate power supply. This will be checked during scrutineering.

Attachments:

- Permitted fonts:

Futura Heavy

0123456789

Futura Heavy Italic

0123456789

Univers Bold

0123456789

Univers Bold Italic

0123456789

Oliver Med.

0 1 2 3 4 5 6 7 8 9

Oliver Med. Italic

0 1 2 3 4 5 6 7 8 9

Franklin Gothic

0123456789

Franklin Gothic Italic

0123456789