



Additional technical regulations Ducati Club Race 2024



Introduction:

This 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.

During the technical inspection, the motorcycle must be presented without the lower fairing.

In case of translation differences, the Dutch version will prevail.

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 2024.

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 2024 we have the following classes:

Ducati Open A and B
Ducati Due Valvole
Ducati Desmo Quattro
Pré-Panigale Desmo Valvole
Panigale Quattro Valvole
Euro Classics
NK Classics/IHRO
Euro Singles
Northern Sidecar Cup
Camathias Cup
Pro Thunder All Stars
Thunderbikes
IG Königsklasse

Class specifications:

Ducati Open A and B	All Ducati's
Ducati Due Valvole	Ducati's with 2 valves per cylinder
Ducati Desmo Quattro	Ducati's with 4 valves per cylinder
Pré-Panigale Desmo Valvole	All Ducati except Panigale
Panigale Quattro Valvole	All Ducati 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	Non-Ducati motorcycles with 0, 1, 2 or 3 cylinders manufactured in Europe or the United States. And 4 cylinder bikes from Italy and Japanese 2-cylinders with a minimum of 900cc.
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.
Camathias Cup	Only for regular participants in this competition, see their own regulations.

Exhaust pipes and silencers:

Exhaust systems and silencers must comply with the provisions regarding noise measurement.



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The end of the damper(s) must not extend beyond a vertically drawn line on the outer diameter of the rear tire. The silencer(s) must be properly attached to the exhaust pipe (to be assessed by the inspector). It is not permitted to use loosely applied aids such as pan sponges, rubber or plastic parts as damping material in order to reduce noise production.

Chain guards and mud guards:

On all engines, open rotating parts of the primary transmission, such as the clutch, ignition and the front sprocket, must be properly shielded. The use of a front mudguard is not required if a fairing is fitted. If no fairing is fitted, a front fender is mandatory. If the complete seat extends to the vertical tangent drawn along the outer diameter of the rear tire (with a tolerance of 50 mm), a rear mudguard is not required.

Handle bars:

Open bar ends must be filled with a solid material or covered with a solid rubber handle. The front wheel must not touch the streamline in any position of the handlebars and over the entire length of the suspension travel. A red kill switch must be placed on one of the handlebars which turns off the engine and electrical system.

Brake lever protection:

The technical committee requires that all motorcycles be equipped with a brake lever protection, which should prevent the brake lever from being accidentally activated in the event of contact with another motorcycle. An exception to this applies to the NK Classics IHRO, Euro Singles and Euro Classics.

Throttle:

The throttle lever must be of the self-closing type.

Brakes:

Motorcycles must be equipped with at least two properly functioning brakes, one on each wheel. These brakes must work independently of each other. Integral braking systems are permitted. Front brake: if the routing of the brake lines has been changed compared to the initial installation routing, the split of the brake lines, to the respective brake callipers, must be under the lower fork bridge. (lower triple clamp).

Tyres:

In the table below you can find which tyre to apply for which class. Slicks and rain tyres must have the text Not for Highway use.

Class	(free) practices (Friday and Saturday)	races (Sunday)
All Ducati classes	free	free
Euro Classics and Euro Singles	Profile tyres	Profile tyres
NK Classics IHRO	own regulations	own regulations
Pro Thunder All Stars	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 tire 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:

On every motorcycle must 3 number plates 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 fairing.



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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 in between		15 mm

Class	Dimensions of the numbers: BxHxD: 80x140x25 mm.	Minimum plate dimensions: BxH: 285x235 mm.
	Colour of the numbers:	Colour background:
All Ducati classes	Black	White
Euro Classics	Red	White
Euro Singles	250cc: White 350cc: White 500cc: Black	250cc: Green 350cc: Blue 500cc: Yellow
NK Classics IHRO	till 250cc: White 250cc t/m 350cc: White 350cc t/m 500cc: Black	till 250cc: Green 250cc t/m 350cc: Blue 350cc t/m 500cc: Yellow
Pro Thunder All Stars	Own regulations	Own regulations
Thunderbikes	Own regulations	Own regulations
Northern Sidecar Cup	Own regulations	Own regulations
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. For the fonts to be used, see the appendix on the last page. 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. It is recommended to equip the fuel tank with, for example, Explosafe or another explosion-resistant product to reduce the risk of explosion and fire.

Cooling system:

The only liquid engine coolants permitted is water.

Breather system:

If an oil breather hose or pipe is present and does not end in the air filter housing, the end must end in an oil collection tank.

Protection:

If possible, extra protection for protruding crankcase covers, the clutch, water pump and alternator is a good addition.

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.
- Advice: if technically possible; also secure the brake pad locking pins.

Other technical devices:



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To be removed:

- The centerstand. If a side stand is mounted, it must be secured against unintentional unfolding.
- 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, if not removed, have to be taped off.

Camera's:

Cameras are only allowed inside the fairing of the motorcycle but not on the tank. They must be attached in such a way that if the camera is released, it cannot hinder the rider and/or the other participants. For this purpose, the camera must be equipped with a securing cable. The use of a body-worn camera or helmet is not permitted.

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. 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. The relevant inspector has the authority to reject the motorcycle suit in the event of serious damage.

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 chin-cups is not allowed.

All helmets must have a quality mark with at least ECE 22-05 according to the standards. This quality mark must be clearly legible in or on the helmet. A helmet may not be older than 5 years, this is the responsibility of the participant. From 2023, helmets will be tested according to ECE 22-06 and these are of course also permitted. If, in the opinion of the technical official, a defect is observed in the helmet, or if the helmet is damaged after a fall, the helmet may no longer be used.

The helmet will be inspected during the technical inspection of the motorcycle. The relevant inspector has the authority to reject the helmet in the event of (serious) damage to the helmet.

Visors:

It is permitted to wear (optical) glasses as well as the use of visor protection such as a tear-off. Helmet visors or spectacle lenses that are scratched or damaged should not be used.

Crash:



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After a fall, one receives a so-called “medical block”. This means that the next session may only start after approval from the medical service. After a fall, you are required to report to the medical service. The medical service can, based on the physical condition, decide to lift the (automatically) medical barrier created by Race Control after a fall. If, after the medical restriction has been lifted, it is decided to continue participating, it is mandatory to submit the motorcycle, motorcycle suit and helmet for inspection again, even after any repairs. If participation cannot continue after a fall, this must be reported to the Riders Info as soon as possible.

Noise standard and noise 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 IDC/KNMV, 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.

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

Safety tail light:

All motorcycles must be equipped with a properly functioning red safety rear light that must be switched on in case it rains. The race director determines prior to the race/training and kwalification whether the red safety rear light should be switched on. The safety rear light must be mounted clearly visible to drivers following behind. The lighting must glow constantly red and may be equipped with a separate power supply. This can be checked during the technical inspection.

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