



Ducati Road Racing

Do you want to take your Ducati road racing but don't know where to start?

To start road racing with DOCNSW you need to decide which type of Ducati to race. Secondly, you need to satisfy some administrative requirements and obtain a Motorcycling Australia (MA) competition licence. There are three (3) different types of licences that you may race with. These are:

- Senior National Licence - allows you to compete at any MA event throughout Australia and is valid for one year.
- Senior Club Licence - allows you to compete at club level events only and is valid for one year.
- One Event Licence - issued at club level events only and is valid for that event only.

There are prerequisites to obtaining your race licence:

1. you must join a Motorcycling Australia affiliated club, such as the Ducati Owners Club of NSW
2. you must undertake a competency test, both theory and practical, to ensure that you can safely and competently manage a motorcycle and will not be a danger to yourself or others.

Once you have a Ducati to road race you will need to obtain all the correct safety gear:

- full face helmet with the Australian Standard 1698 sticker in place
- leather gloves • leathers, either one or two piece, however two piece leathers must zip or button together
- leather boots that provide ankle and calf protection
- back protector

All safety gear must be in good condition. Helmets must have the outer surface intact (ie no marks or scratches that break through the outer layer of resin), and leathers must be padded with a double layer of leather, armour or plastic foam of at least 8mm thick at the shoulders, hips and knees.

DOCNSW will always attempt to have a new competitor mentored by a seasoned racer to provide advice on race day in regards to procedures and expectations as the way things work on race day. For example, where scrutineering is, who to see about a problem, where to get results, grid position for next race, etc.

All new competitors are provided with an in-depth briefing on race morning and race organisers general ask rider if there are any first time racers. The race Steward will have a chat to you and try to focus your requirements for the day - the more contacts you make the more enjoyment to be had. The rider briefing after scrutineering will explain a number of things including where and when to enter the track, how to exit the track during and after a race, rules of riding in the pit area, a further briefing on the use of the marshalling flags and what to do in the event of an accident. The officials aim to make each new competitor feel as comfortable as possible and ensure that they know they can approach any official onsite for assistance or advice.

What type of Ducati can I race?

As all Ducati owners know if it has a Ducati motor it can be raced. Ducati Owners Club of NSW has a strong historical relationship with BEARS racing. BEARS is the acronym for British, European, American Racing and Supporters - That is not Suzuki, Kawasaki Honda and any other bikes made in Japan. BEARS was first formed by one of the masters John Britten and a couple of his friends in Christchurch, New Zealand in the early 1980's. The BEARS Australia Motorcycle racing club was formed in 1991.

What classes of racing is my Ducati eligible for?

The BEARS categories available for the NSWDOC Championships and BEARS National Series include some of the following bikes:-

FORMULA 1 (tyre choice open) DUCATI (4 valve) 916cc 998cc, 999cc (A & B Grade Riders), 926cc - 999cc, S4 & S4R (A & B Grade Riders)

FORMULA 2 (tyre choice open) BIMOTA DB2, DB4; DUCATI (2 valve) 904cc (A & B Grade Riders), 944 - 1000cc, ST3, (4 valve) 748, 749, 851, 888 (all Grade Riders), 916cc (C & D Grade Riders), S4 & S4R (C & D Grade Riders) and VEE TWO Squalo;

FORMULA 3 (tyre choice open) BIMOTA DB1; DUCATI (2 valve) All grades up to 800cc, 904cc (C & D Grade Riders);

FORMULA 4-HERITAGE (tyre choice open) Motor Design - Pre 1980, including head and crankcases; Motor Manufacture can be after 1980; Frame - tubular steel; Final Drive - chain = twin shock, shaft = single or twin shock; Front Forks - no USD forks; e.g.; DUCATI, all Bevel drives, DUCATI Pantah. Special Note: no Ducati Imola 1000 and Paul Smart 1000 replica models these are not eligible. FORMULA 5 - CLUBMAN (C and D grade riders - treaded street tyres only) DUCATI Pantah (up to 705cc) - original steel frame, twin shocks, 40mm carbide (no flat-slides), original diameter wheels, 300mm discs (no USD forks or 4-spot callipers), 600SS, 600M (up to 705cc, no EFI models), 620i, 620 Sport.

Refer to BEARS and the Classes of Competition for more detail.

How do I get my Ducati race prepared?

All road gear, such as mirrors, indicators, horn, headlight, tail light and number plate must be removed. Some parts such as sump plug and oil filler and filter, and radiator cap and water pump bleeder (only on water cooled motorcycles) must be lock wired to prevent fluid spillage. Lock wiring means fixing moveable parts to fixed parts of the bike with thin wire.

- On water cooled motorcycles you also need to replace engine coolant with water and fit a radiator overflow bottle.
- Handlebar ends must be plugged
- Protection for chain drive
- Wrist-cut out switch handle bar mounted
- Of course your motorcycle must be in good working order including fully working brakes, effective throttle return and have no sharp or protruding edges. With all that in mind it doesn't matter what your motorcycle looks like, as long as it is safe to race.
- Lock wiring plugs that potential allow oil to flow
- If you require further details please check with the Motorcycling Australia GCRs (General Competition Rules), found on www.ma.org.au

It is advisable that the motorcycle is professional looked at prior to racing and the DOCNSW is in a position to share contacts within the motorcycle industry. Importantly the bike needs to be race safe and tuned to maximise performance mechanical and dynamically. A lot of race preparation can be done by the owner but ensuring the bike handles well on the track and is reliable in the racing environment requires professional assessment and discussion. When budgeting for your first race session allow some cost toward this preparation or talk to someone in the club with this experience.

What do I have to do before race day?

Go to race promoter's website to get a copy of the Supp-regs (Supplementary Regulations) for the event you wish to enter, an entry form is included in the supp-regs.

Read the Supp-regs and get your entry in before the closing date, which is usually about 10 days before the race meeting. Entries are generally not accepted on race day. You will receive your final instructions in the mail a few days before the event, these include your scrutineering card, entry passes and any important last minute information otherwise sometime can be picked up at the gate.

What do I need to bring on race day?

- Final instructions (including scrutineering card, pit passes)
- MA licence (No licence = no racing, even if you have travelled from interstate - be careful not to forget, its not worth the stress)
- Can sometimes get a one event licence, this at the track on race day.(but check first)
- Your race prepared Ducati
- Safety gear

In addition bring tools, spare parts, food, water, fold out chair, keys for the ignition and would advise some from of shade from the sun and wet weather. Don't forget water you can't allow yourself to get dehydrated, you could loose concentration and you need a sharp clear mind to race as fractions of seconds make real difference to your safety.

What do I need to do on race day?

Get to the track with enough time to:

- Unload and setup
- Get your timing device from race secretary
- Take your motorcycle and riding gear to scrutineering (don't forget your MA licence and scrutineering card)
- Familiarise yourself with the track by taking a walk around it

- Attend the compulsory riders briefing
- Ensure you check the race programme so you know when your races are on being organised will allow you to enjoy the day.

Ever wished to experience the exhilaration of racing your Ducati against similar categorised machinery - Come racing with DOCNSW!

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