



9th Ducati TT & F1 Race and Symposium

1. Ducati TT is coming home!

Ducati's most iconic race bike is coming home to the famous TT Assen circuit in the last weekend of May as part of the 37th annual Ducati Clubrace.

Ducati's belt driven Pantah engine became an unbeatable race machine in the early 80's when its famous trellis frame saw the light. In the hands of Walter Cussigh, Tony Rutter, Walter Villa, Juan Garriga, Marco Lucchinelli, Jimmy Adamo and many others, Ducati reigned in TT2 and Bott races all over the world in the first half of the 80's and scored high in TT1 and Endurance events. Most notable during this period is the TT2 World Championships victories in 1981, 1982, 1983 and 1984 won by Tony Rutter on famous circuits like Isle of Man but also on the iconic Assen TT track where he won his 2nd title.

The belt driven engine and trellis (trestle) frame have become the 'design signature' for all Ducatis built 30 years after the first Ducati TT2 appeared in 1981. Therefore the TT2 can be seen as quintessential bike in Ducati's history. With most race bikes going into retirement, Ducati's TT's are having a true revival with many bikes being built in the past decade and raced in classic race events all over the world. Ducati's mid 80's street version of the TT, the 'F1', is seen as one of the most iconic and best handling road bikes ever built and found the track as its natural habitat.

With 7 TT & F1 Symposiums having been held in the USA and 1 in the UK, we will go one step further by organizing the first ever TT & F1 race and combine this with the 2nd European TT & F1 Symposium during the 37th Ducati Clubrace in Assen, the Netherlands.

2. The 9th Ducati TT & F1 Symposium and 1st Race !

The objective until mid-January was to list how many riders of TT & F1's were interested to race. If a field of 30 riders was achieved, we would be allocated our own class during the event. Last year 14 TT's and F1's participated in various classes so we expected this to be feasible. Mid December we started to approach potential riders on the known forums and via personal contacts and within weeks we passed the 30 riders mark and now have over 45 interested riders. The "Ducati Clubrace" organization has given us a green light, so now we can build the rest of the event, prepare the 9th Symposium and make it into an event for the enthusiasts of the Ducati TT & F1.

The actual registration for the event will be on March 7th 8PM European time. When you are on the list of interested riders, we will keep you updated via e-mail about the progress. We will also launch a website for the event, containing information from previous Symposia and detailed 'up to date' info about the Race and Symposium.

3. The planned Program

a. Friday May 27th 2016

- Free practice, 105 minutes on track

b. Saturday May 28th 2016

- Qualifying sessions of 2 x 20 minutes
- Saturday evening : TT & F1 dinner, Ducati TT & F1 Symposium

c. Sunday May 29th 2016

- A Demo ride of 4 laps for non-licence holders
- Ducati TT & F1 Race, 25 minutes

4. Proposition Technical Regulations

The 'TT & F1 Cup' is to support the spirit of the best race Ducati. The following types, displacement and technical specifications will be eligible:

- TT Open : 2 valves, belt drive Ducati engines with carburettors and the rear carburettor facing the rear side of the engine, engine in the known trellis frame of any make.
- TT1 : 601 – 750 cc, 2 valves, belt drive engines with carburettors and the rear carburettor facing the rear of the engine. TT1 racers, F1's, DB1's, Moretti, GPM and other Pantah engine race / track machines are welcome.
- TT2 : 350 – 600 cc, 2 valves, belt drive engines with carburettors and the rear carburettor facing the rear of the engine. TT2 racers, F3's and other Pantah engine race / track machines are welcome

Noise regulation is max 104 dB (A), according to the FIM measuring methodology in a static situation.

We focus on riders with a race licence, if you have track experience or an expired licence contact us about the possibilities. The race will be on production treaded tyres. Tyre warmers are allowed, no slicks or rain tyres.

5. Costs

- a. Optional free practice on Friday 27th of May: €205,-
- b. 2 Qualification and Race day on 28th and 29th of May; €195,
- c. TT & F1 Dinner & Symposium ; € tbd.
- d. Demo on May 29th ; €35,- *
- e. 1 extra race with the same bike €95,- (TT & F1 Ducati's are eligible for classes like the Bott Revival or EuroClassics)

For these costs, you will be allocated a camping place in the paddock near the Symposium tent, free shower and refreshment facilities, electric connection and extra access to the event for one mechanical helper and 2 visitors (at least 12,50 Euro per ticket). and of course, a T-shirt of the event.

* Further details will be published for people who wish to ride the 'Demo' category.

6. Do we want more?

Yes!! 😊

With a field of TT's and F1's in this unique first time race, a fantastic weekend with friends and enthusiasts from all over the world and the atmosphere of the 'Cathedral of Speed', we are all winners! We have lots of ideas to build a fantastic event but we also invite you to offer your ideas to 'make it happen' with us! Please let us know if you can provide any help, or if you have any ideas that can become part of this very special weekend.

Thanks and we are really looking forward to seeing you in at Assen!!

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