

JEFF'S RIDE

Having always had a soft spot for the 999 and never having had the opportunity to ride a sorted example, I was seriously hanging to try Peter's bike. The opportunity came at an Eastern Creek Ride Day.

The first thing I notice about the bike is how well I fit it. I don't fit the stock bike at all but the levers and 'pegs' all feel great. Firing up the bike, I'm greeted with a booming blast from the 57mm OD factory system and big Termi race cans. Yep. This thing is serious...

The rattle of the dry clutch goes as I engage first via race shift and motor down pit lane. I short-shift to fifth to get a feel for the quickshifter then brake for turn two. The brakes are sensational and feel is really high. The next surprise is the steering. The bike tips in with a balanced and controlled poise – nothing like the original bike – and feels very confidence inspiring through turn two. I'm on warm tyres so I get straight into it, nailing the big twin out of turn two, shifting to third as the front gets light. Over the hill into turn four the bike feels fantastic and really good on the front-end. Change of direction from four to five is lightening fast but the suspension at both ends is a bit undersprung for my 100-kilogram arse! Tipping into turn five is a good test for any large capacity bike and this thing is pinpoint accurate. I clip the apex and exit hard on the gas and only just clip the outside concrete strip. Perfect...

Stability on the brakes is good into six and seven and although I'm only on my first lap I feel like I've been testing the bike all day. The quickshifter and gear changes are very smooth and the bike steers like no other 999. Even into turn eight I can crack the throttle early and am on WOT on exit with strong tractable drive for the hard braking into turn nine. The bike is just egging me on...

Onto the chute the front-end waves in the air as the Haltech-tuned V-twin does its thing. I grab fourth – fifth – sixth and tip in to turn one with a jab on the brakes and a shift back to fifth. Then it's back on the throttle as the bike holds a nice tight line through one for a fast run to turn two – pulling hard all the way to the outer edge of the track. Hard on the brakes for two I shift three back without a blip and the slipper clutch does its thing. Then it's head-down for another lap, grinning like mad. Talk about fun, and it's great not having a 200-horsepower wheelspinning inline-four to highside me off for a change! – Ed



quickshifter and O2 sensor closed loop mixture control etc. It's a trick bit of gear. Peter has also fitted a Ducati Racing factory wiring harness.

"I originally used a Haltech Interceptor for fuel only and the bike was tuned to 150-horsepower on PULP. Subsequently, an E11-complete ECU replacement went on and the bike dynoed 163-horsepower, very strong for a 999," says Peter.

Ducati 996R coils replace the original 999S units.

Gearing varies between 15/36 through 15/40 and Peter uses Alumatite and PVM sprockets. An RK Racing 520 pitch chain is used.

Chassis-wise, the Sportsbike 999S has come under the knife. Although the frame is OEM, the swingarm has been lightened and fitted with Lightech chain pulls. Ergal, titanium and alloy fasteners are used throughout. The Ohlins steering damper has been re-valved and the RaceTech Terry Hay set-up Ohlins forks are held in place with a Speedymoto top triple-clamp. At the rear, a Terry Hay set-up Ohlins shock does the work...

The controls on the bike are very nice indeed...

BRP clip-ons wear a Domino quick-action throttle, a Beringer 20.5mm piston radial-pull front brake master-cylinder and a Beringer radial-pull clutch master-cylinder, both with roller bearing multi-adjustable alloy levers. Earls stainless steel lines route Motul fluid to Brembo calipers, squeezing floating Brembo rotors and Gold Fren GP7 'pads. The rear brake set-up is standard bar a factory Corse lever. Peter runs the starter button on the left-hand side and keeping his feet on the job are Lightec multi-adjustable billet rearsets.

The Sportsbike 999S wears PVM five-spoke alloy wheels, a 3.50 x 17in front and 5.75 x 17in and 6.00 x 17in rear depending on the track. Both ends wear Bridgestone hoops supplied by WRP...

WHERE THE SPORTSBIKE 999S REALLY STANDS OUT IS IN ATTENTION TO DETAIL AND PETER'S 'NO EXPENSE SPARED' ATTITUDE TO GETTING IT RIGHT

