

tweaked

THE HEADS HAVE BEEN PORTED AND FLOWED AND THE CRANKSHAFT FLYWHEEL HAS BEEN LIGHTENED

Where the Sportsbike 999S really stands out is in attention to detail and Peter's 'No expense spared' attitude to getting it right – and the lightweight mega-buck carbon-fibre fairings are testament to that.

"I had the CDT fairings made but they're not just any old carbon-fibre fairings," says Peter, "The fairings are reinforced in all major crash points to save money in the long run and I have tested them plenty of times to prove they work!"

The screen is a Ducati Racing part and the tank is OEM, however the front guard is also carbon-fibre, as is the seat unit, which is from a Ducati GP7 MotoGP bike, and a super grippy factory seat is fitted. All fasteners are DZUS.

Holding the front on is a Pierobon front bracket.

So was it all worth it?

"Of course it was!" says Peter, "The build took some time though. It only takes three to four days to convert a street bike to a race bike but it took a little over a year to get the power the way I wanted it and to get the bike to turn like a 998. Now it does, I guess it's time to move to a new project and buy an 1198S. I just need the challenge!"

SPECIAL THANKS

NF Importers, Ducati Penrith, Shock Treatment, Sportsbike, ducationly.com, Motul, Haltech, RK, SP Tools, L&M Property Marketing, Vemar Helmets, Motowear leathers, Eastern Creek Ride Days, Sportsbike tyre warmers, Bridgestone – Whites Racing Products



OWNER PROFILE

NAME: Peter Martin
AGE: 53
LIVES: Sydney
HOW LONG INTO BIKES: Since 1971
OTHER BIKES OWNED: Honda SL125, Husqvarna CR250, Factory CZ400MX, Suzuki GSX400, Montessa 250MX, 1996 Ducati 916
INTERESTS OUTSIDE OF BIKES: Real estate, business, travel, yacht racing, rugby union and exercise

SPECIFICATIONS

ENGINE:

2003 Ducati 999S, 998cc, four-stroke, 90-degree L-twin, eight-valve, liquid-cooled Desmo, 11.4:1 compression, stock pistons, crankshaft, cases, camshafts, 100 x 63.5mm bore and stroke, six-speed race-shift cassette-style gearbox, Marelli EFI, lightened flywheel, flowed and ported heads, 57mm stainless/titanium exhaust system, carbon-fibre air ducts, 999R coils, quick-connect fuel lines, Sportsbike airfilter, RK racing 520-chain, Suter slipper clutch and MPL lightener or OEM clutch and basket depending on class, 1600N drive spring, 750N BTL spring, Ducati sintered clutch pack, MPL clutch slave-cylinder, stock cooling with Samco hoses and stock lubrication system

CHASSIS:

OEM frame, lightened swingarm, Ohlins steering damper, Ergal titanium bolts throughout, Ohlins shock with Race Tech internals by Terry Hay, stock forks with Terry Hay internals, OEM brakes, Gold Fren GP7 brake pads, Beringer radial-pull front brake master-cylinder with 20.5mm piston, factory lines, factory Corse rear lever, Beringer clutch master-cylinder, PVM five-spoke alloy wheels 3.50 x 17in (f) 5.75 x 17in for tight tracks and 6.00in rear for faster tracks, 5.25 x 17in for front, Bridgestone tyres, custom 'bars, Domino throttle, Lightech rearsets, SP quickshifter, BODYWORK: Carbon-fibre race fairings, DZUS fasteners, OEM tank, GP7 carbon-fibre seat, carbon-fibre guards, factory seat pad,

PERFORMANCE

163-horsepower, 183-kilograms wet
COST: For sale for \$42,000 with road gear contact Sportsbike

