



14 QUEENS GATE PLACE MEWS, LONDON, SW7 5BQ
PHONE +44 (0)20 7584 3503 E-MAIL CARS@FISKENS.COM



1999 DUCATI F99-996

1999 Carl Fogarty 'Ducati F99 - 996' World Championship Winner

- Carl Fogarty's 1999 World Superbike championship winner
- Factory-certified and watertight ownership history
- One of just two bikes raced by Fogarty in the 1999 season
- 9 race wins, including iconic final home win for Fogarty at Donington

Carl Fogarty is one of the all-time World Superbike legends, but his four world titles and 59 race wins tell only half the story. "Foggy" was a crowd favourite and a household name, arguably bringing a whole new audience to World Superbike Racing and boasting immense popularity of the series throughout the 90s, with UK crowds exceeding 100,000! This bike is arguably the ultimate Carl Fogarty bike in existence, the bike on which he took 9 of his 11 race wins in the 1999 season, handing him his 4th and final World Superbike championship.

The Ducati 916 platform, consisting of the 916, 996, and 998, is often regarded as one of the most important and beautiful racing motorcycles in history. These bikes introduced a new period of Ducati domination of the World Superbike Championship, winning the titles in 1994, 1995, 1996, 1998, 1999 and 2001. The importance of the Ducati 916 platform goes far beyond racing however, the groundbreaking design set a new precedent for how a true thoroughbred superbike should look, many features are still reflected in Ducati's designs today.

From humble beginnings, Fogarty was immersed in the world of motorcycle racing and from a young age accompanied his father to road races. At age 14, he made his first competitive debut on two wheels, albeit in a local motocross race. Fogarty realised that he'd rather swap the dirt for tarmac and started club level racing in 1983, then moving into international road racing, winning Isle of Man TT in 1990, and taking with him the 1988, 1989 and 1990 FIM Formula one World Championship.

Fogarty then moved to World Superbike racing and made his debut with Tuxworth Honda for the 1991 season. Foggy went on to win his first Superbike race in 1992 at Donington, with a self-funded Ducati privateer entry. This win clearly captured the attention of the Ducati factory team and for 1993 Fogarty was offered a ride on a factory team Ducati 888.

After narrowly missing out on the title in 1993, in 1994 Ducati captured the world's attention with the launch of their legendary new Ducati 916, as fast as it was good looking. Two consecutive title wins followed for Foggy in 1994 and 1995 in dominant fashion, attracting record-breaking crowds at his home races and earning the rider the reputation of a British legend. For the 1998 season Ducati introduced their updated 996 bike, which used the same successful 916 platform but with a modified engine and displacement increased to 996cc. This year was Fogarty's closest title win after a season-long battle with teammate Troy Corser and Aaron Slight on a Honda. When Corser was forced to withdraw from the final round due to injury, Fogarty beat Slight to the title by just 4.5 points.

The bike seen here is one of two factory Ducati 996s used by Carl Fogarty in the 1999 World Superbike Championship. Having just won his 3rd and most contested world title ever, Fogarty stepped back to domination for the 1999 season. He had an unstoppable season, winning 11 races, including 9 on this bike, at Kyalami, Donington Park, Monza, Misano, Assen and Hockenheim.

The first race of the season was at Kyalami. Foggy smashed the lap record during qualifying and went on to take wins in both races on this bike. The next race for this bike was Donington Park where Foggy took his final home win, in front of 70,000 adoring fans. Monza saw another historic double win for Fogarty on this bike. The second race was an incredible battle with Colin

Edwards right to the flag, where Foggy managed to beat him to the line by 5,000ths of a second. A photo analysis was required to rule the winner after it was initially given to Edwards. Onwards to Assen, Fogarty's favourite circuit and one at which he had a very strong record with twelve wins from 14 races there. The British fans liked these odds, and over 30,000 of them crossed the Channel to support him in the Netherlands for round 11. They were rewarded with Foggy's final ever double win, incredibly his 4th of the season.

Fogarty was within striking distance of the title win by round 12 at Hockenheim. After issues in qualifying, he started from the second row of the grid, but this did nothing to deter his winning spirit. He worked his way up through the grid and, within 13 laps, was leading the race, taking the checkered flag in first place, earning him his fourth championship crown with three races still remaining.

A crash in the 2nd round of the 2000 season resulted in a shoulder injury that ultimately caused Carl's early retirement, ending his chances of probable further world titles. This means that this 1999 bike remains Fogarty's final world championship-winning bike and quite possibly the most important Fogarty Superbike in existence. After the 1999 season ended this bike joined famed Ducati collector Tony O'Neill who sold her to the current owner in 2013. Since then, she has resided in a world-famous motorsports collection and been on display at multiple events, most recently Goodwood Festival of Speed in 2025. With Carl Fogarty's legendary racing career being celebrated on the balcony as a centre point of the event, and this bike the one ridden up to the house, this bike cemented its place as the integral final piece in the story of one of Britain's greatest ever talents on two wheels.

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