



FORCE FED
ADRENALINE!



SUPER SQUALO
JOHN BEGGH Design

INTRODUCTION



Introduction

Like most creations, the Vee Two Super Squalo has evolved over time. The Super Squalo's lineage started with the birth of Vee Two Australia's unwavering belief in the Ducati product. This belief, coupled with his ability to make Ducatis perform at the highest levels, gave rise to the Vee Two Alchemy, which first made an appearance at Daytona in 1989.

Returning in 1991, this time with a road version of the Alchemy, the Vee Two team set out to stun the bike world and cement their place in history. The result at Daytona created a demand for the road version of the Alchemy, offering enthusiasts the opportunity to own a piece of racing history with state-of-the-art handling and performance.

In 1995, Vee Two teamed up with world-renowned automotive designer Kohn Keogh and the result was the Squalo. The Squalo captured the imagination of Ducati enthusiasts worldwide and orders soon started flooding in.

Now, after joining the Automotive Technology Group of companies and teaming up with sister supercharger company Sprintex, the new Super Squalo is set to raise the power and performance bar even higher.

The Super Squalo delivers near motoGP performance without all the idiosyncracies associated with highly strung performance machines.



Designer

John Keogh is one of Britain's foremost motorcycle designers and works for an international group of clients.

While originally trained as an automotive designer (studying art and design at the Art Centre College of Design, Switzerland and graduating in vehicle engineering design from Coventry University) John has specialised in motorcycles for the last 15 years.

Based in West London, he is currently contracted to Buell/Harley Davidson in Wisconsin, USA, as well as working for Triumph and off-road specialists CCM in England. John's input with all these firms has been crucial in the development of several models, the latest of which is the all-carbon R40 from CCM.

John also works with a number of race teams. These projects include the WCM motoGP bike, the Proton KR3 for triple world-champion Kenny Roberts' motoGP team, and the Triumph Saxon project, winner at Monza in 1995 and runner-up at the famous Daytona BOTT race in 1996.

Motorcycles are his mainstay, but in addition to working with manufacturers on production models, John has also been working with automotive specialists Ricardo and race-car manufacturers Lola where he designed the high-profile A1 Grand Prix car. He has also designed watches, road-cars, boats and t-shirt graphics, and published fine-art racing prints.

John's completed projects include the forerunner to the Vee Two Super Squalo, the original Squalo, and the LA show-winning Ducati Terminator, both Ducati-based specials. John is a founding member of the Motorcycle Design Association.

A handwritten signature in black ink, appearing to read 'John Keogh'.



VEE TWO – YESTERDAY, TODAY AND TOMORROW

Yesterday

It's March 1995 and Vee Two's 750 blue rocket blitzes the field to take the pre-75 Formula 750 title at Daytona. And this was no last gasp victory either – it was a thrashing.

In a race notoriously hard on bikes and riders, the Formula 750 event usually makes for some of the closest racing at Daytona's Speed Week. But lap after lap Vee Two's bevel drive 750 relentlessly pulled away from all the much fancied ex-works Hondas, Triumphs and Ducatis. It was more of a parade than a race.

However, the real eye catching performance, the one that made everyone sit up and take notice, was a pipped-at-the-post third in the big one – The Battle of the Twins! That's third on a 1973 bike with narrow wheels and treaded tyres, against 1994 Ducati 916s with eight valves, water cooling and huge slicks!

The team at Vee Two were justifiably proud of their result - proud that 15 years of continuous development had proved our claim "we build the fastest and most reliable bevel drive engines in the world".

From this and other less-publicised results, Vee Two has been highly regarded as one of the most sought after and effective after-market performance enhancers for Ducati motorcycles.

Vee Two's products are the result of many years of research and development, which along the way have also led to a World Bears title and numerous prestigious race and series wins for Vee Two and their customers.

These customers realise that all Vee Two products are far more than replacement parts. Vee Two completely redesigns and manufactures Ducati parts using current metallurgy and the latest state-of-the-art CNC machines, resulting in finer tolerances and greater performance and durability parameters.

Today

Early in 2005, Vee Two embarked on a project with Automotive Technology Group's (ATG) subsidiary company, Sprintex, to develop a supercharger kit for Harley-Davidson's new V-Rod. Very quickly ATG saw the benefits of a marriage between Vee Two Australia and Sprintex under the ATG banner.

In 2005 the Harley-Davidson V-Rod kit was ready for production and receiving strong interest from both national and international markets.

And Tomorrow

Not one to forget its core business and loyal customers, Vee Two, now as part of the ATG group of companies, is in the process of a major investment to consolidate and expand its Ducati parts manufacturing and distribution business.

August 2006 saw Vee Two and Sprintex move into a new, purpose-built facility with new CNC machines, automatic lathes and associated custom-made tooling added to the equipment list. Customers will be pleased that the merger with ATG and the new factory will give Vee Two the time, resources and infrastructure needed to further develop and expand its already impressive product line and consolidate itself as a market and race leader.

New Detailed Product Catalogue

The first step in this process is the release of a new catalogue featuring products and services available to Vee Two's worldwide customer base. The catalogue is constructed in a bike model order for ease of use and is available as either a hard copy folder, including a CD, or PDF format from the Vee Two website. All components are also able to be quickly and easily purchased via the new Vee Two website www.veetwo.com



SUPER SQUALO SPEC SHEET

Concept: Vee Two / Sprintex

Limited Edition: 99 only autographed and individually numbered bikes

Body Work: Custom-designed carbon fibre by John Keogh. Five colour options, finished in Ultra Metallic Custom Paintwork



Exhaust

Custom made Vee Two ceramic coated twin-pipe

Rear Suspension

Progressive linkage with fully adjustable Ohlins monoshock
Swing Arm: Custom designed braced Vee Two trellis single sided manufactured from TS23 steel tube
Rear Wheel Travel: 128mm
Rear Brake: 240mm disc, 2-piston caliper
Rear Wheel: Y shaped 5 spoke light alloy 5.50 x 17
Rear Tyre: Pirelli Dragon Supercorsa Pro180/55 ZR 17

Transmission

Gearbox: 6 speed close ratio Vee Two quick shifter
Ratios: 1st 37/15, 2nd 30/17, 3rd 28/20, 4th 26/22, 5th 24/23, 6th 23/24
Primary Drive: Straight cut gears; Ratio 1.84
Final Drive: Chain: Front Sprocket 15, Rear Sprocket 36
Clutch: Dry multiplate with hydraulic control

Weight

195kg (The weight includes battery, lubricants and where applicable cooling liquid)

Chassis

Frame: Tubular steel trellis
Wheelbase: 1420mm
Rake: 23,5deg / 24,5deg

Fuel Tank Capacity

15.5 litres (including 3L reserve)

Instruments

On-board rear vision TV
Motec digital race dashboard

Supercharger

Sprintex S4-150



Engine

Sprintex Supercharged Vee Two Ducati fuel injected V Twin 4 valve per cylinder Testastretta Desmodromic, liquid cooled
Displacement: 998cc
Bore x Stroke: 100 x 63.5mm
Compression Ratio: 11.4:1
Horsepower: 203.9 BHP
Torque: 124 ft lb
Engine management: Motec M4 Pro

Front Suspension

Ohlins 43mm upside-down fully adjustable fork with TiN surface treatment, for radial callipers.
Front Wheel Travel: 120mm
Front Brake: 2 x 320mm semi-floating discs, - 4-piston 4-pad radial callipers.
Front Wheel: Y-shaped 5 spoke light alloy 3.50 x 17
Front Tyre: Pirelli Dragon Supercorsa Pro120/70 ZR 17



Place a deposit online at www.supersqualo.com

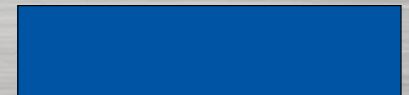
ORDERING YOUR SUPER SQUALO



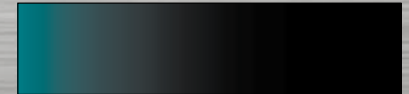
How to Purchase

Only 99 individually numbered Super Squalos will be produced and offered for sale. When ordering online at www.supersqualo.com customers can select their preferred colour option from the five available, as well as applying for their preferred build number.

Colour Options



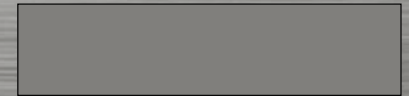
Vee Two Metallic Blue



Vee Two Metallic Black



Vee Two Metallic Yellow



Vee Two Metallic Silver



Vee Two Metallic Copper Orange

MISANO AND ON TO GOODWOOD

WSBK Round @ Misano, 23 – 26 June 2006

What better platform could there be to release the new Vee Two Super Squalo powered by Sprintex than in Italy, in front of thousands of loyal Ducati enthusiasts attending the Italian round of the World Superbike Series at Misano.

Thanks must go to the promoters of the event for presenting Vee Two Australia with the opportunity to showcase its latest creation at such a world-class event.

Vee Two's heritage (Daytona, BEARS, Alchemy, Squalo) is well known to many Ducati enthusiasts worldwide and the new Super Squalo will only enhance this pedigree.

The release of the new Super Squalo came as a complete surprise to many fans as the whole project was conducted behind closed doors and under a veil of secrecy.

World-renowned designer John Keogh quietly flew in and out of Perth, Western Australia for six months to work with the Vee Two team to produce this latest masterpiece.

Goodwood Festival of Speed, 7 – 9 July 2006

Two weeks later, two Super Squalos met across the English Channel and presented themselves to motoring enthusiasts at the internationally renowned Goodwood Festival of Speed. Spectators got the opportunity to see the Super Squalo fire its first shots in anger and navigate the track in the guiding hands of Anthony Hamilton, Managing Director of Automotive Technology Group.



Vee Two and Sprintex are part of the AAC group of companies