

**Ascendancy of the
Illuminati Ducatisti**

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I began to study the history of Ducati through a fascination with the stylistic evolution of certain racing models, and shortly found that existing histories focused solely on that lineage of models. The corporate evolution escaped almost all mention, and reasoning for Ducati's survival of various crises seemed to be answered by "tradition". As I interviewed current and prospective Ducati owners, time and again, this mythology of the brand was mentioned. Often a loss of esoteric knowledge (manipulating difficult Italian engineering, sources for obscure bolts) amongst new owners was cited, and the Desmo Owners' Club was held up as a particularly problematic organization.

The Desmo Owners' Club (DOC) is never mentioned in any of the major histories of Ducati, with its first appearance in corporate press materials in the early 2000's. There was a change in designers around the same time, and so it appeared that the corporate influences which had led to the establishment of the DOC could also shed some light on the design of Ducati's motorcycles. I thus undertook a simple research project, not realizing how far from aesthetics it would travel.

"It's all about being in a tribe...different to the masses...sixty percent of Ducatisti own a Harley". (Frederico Molini, President of Ducati, 2004)

9. Attach crank arms, pedals, and sprocket to the engine. Place a block under the engine to hold the motorcycle upright.

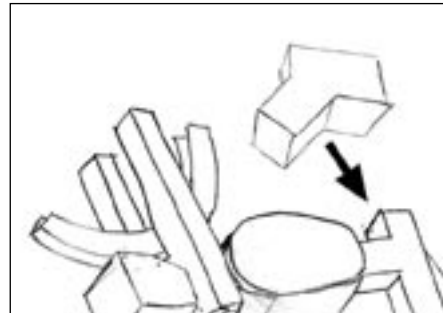


The Texas Pacific Group (TPG) launched the Desmo Owners' Club shortly after their acquisition of Ducati in 1998, with the intent of creating that tribe. DOC membership was automatic upon purchase of a new Ducati, and although accessible to owners of earlier Ducatis, most were uninterested, preferring not to socialize with those who had not been involved in the dark days of the company. Coupling ease of entry with luxury status, the post-TPG models generated a DOC membership similar to Harley-Davidson's HOG groups—well-off professionals, highly placed in society or private industry—that was intensely devoted to the mythology of the group. The DOC is an organization without any actual history to support its mythology. By not descending

from any established motorcycle organization, the DOC was safe from , but benefit from similar organizations' edgy appeal.

The immediate interpretation is that the DOC was started for the same reasons American outlaw bikers allege Harley-Davidson's Harley Owners Group exists—to increase sales through a mystique built by others' lives. The membership (and prospective membership) could support this argument, as they tended to have large amounts of discretionary income. In a pure economic model, this would be a sufficient explanation. However, an often overlooked part of the demographic is their class status and the social power conveyed therein. They certainly did not help the corporate image, so the lifestyle brand argument (which the company itself cited) has a limited time frame before it destroys itself. More than one source referred to the Ducatisti,as DOC members refer to themselves, as a cult. Exhaustive research located merely one or two unauthorized histories and commentaries on the company, one of which refers to the Ducatisti as “inoperative motorcycle gang members” (*note segrete*).

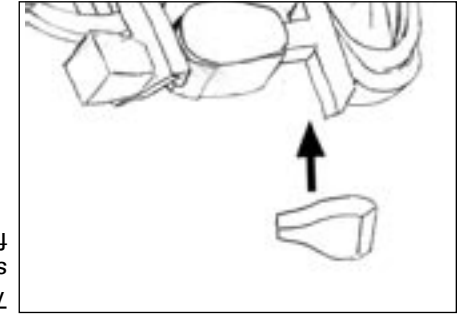
With the DOC at a seeming dead end, it became time to prepare a general historical time line of the company to see if anything would illuminate their design decisions. Along with brief commentary on the 998/999 design controversy, the *note segrete* contained a list of “Illuminatus Primus of the Illuminati Ducatisti” beginning in 1584 with Bonnaventura Cavaliere Ducati and concluding in 1997 with Pierre Terreblanche, diagrams of a desmodromic valve actuation system labeled in German, and a corporate history particularly focused on the 1920-1945 period. No other sources referred to the Illuminati Ducatisti, and at the time, I considered it to be merely a fanciful choice of wording.



8. Attach the engine to the frame.

The first mention of Ducati in any modern context comes in 1924, when a young radio engineer, Adriano Cavaliere Ducati established shortwave radio communication between Bologna and the United States with equipment of his own design. For this, he was awarded the Croce di Cavaliere and Corona d'Italia medals

by the Italian Navy as well as a commission to build shortwave radio stations in the Italian colonies of Eritrea and Somalia to connect them to the motherland. His experiments focus on systems using 5m waves, unusual for the era.. In 1925, according to the *note segrete*, Adriano succeeds his father Antonio as Illuminatus Primus.



7. Attach the handlebars, seat and seat post to the frame.

The Società Scientifica Radio Brevetti Ducati was founded on July 4, 1926 in Bologna, strangely coinciding with Sirius (a dual star, significant to many occult calendars) rising and the initiation of the Fascist Ministry of Corporations. Adriano, Bruno, and Marcello Cavaliere Ducati, along with Carlo Crespi and Margherita Guarducci were the first employees. Mario Argento, a dealer in Buenos Aires, Argentina, was their first major customer outside of the Italian government and military. Military funding of Adriano's research resulted in the demonstration of a mobile radio system (the first walkie-talkie) for King Vittorio Emanuel III. The first broadcast radio station, controlled by the state, in Italy was established that same year. Over 30,000 radios were registered in Italy by 1932, due to the the Fascist government and the Vatican actively promoting low-cost receivers for propaganda reasons.

The Catholic Church, Nazi regime, and Fascist state have all been claimed to be arms of the Illuminati. The Vatican's ready acquiescence to the oppressive terms of the Reich Concordat, particularly the section banning political organizing through church organizations, would seem to indicate either a weakness of one sect, or a willingness to cede control of certain regions in return for compensation in other spheres. The easy collaboration of the Fascists and Vatican also seems rather suspect. The primary conclusion that we can draw is that the competing sects were willing to cooperate for a time, likely for a specific goal. Based on a number of sources, including *Holy Blood*, *Holy Grail*, a reasonable assumption for this goal is the recovery of Grail relics. Of course, the Reich Concordat and other agreements with the German government under Pope Pius XII show that the Vatican was playing both sides, most certainly with the aim of finding a

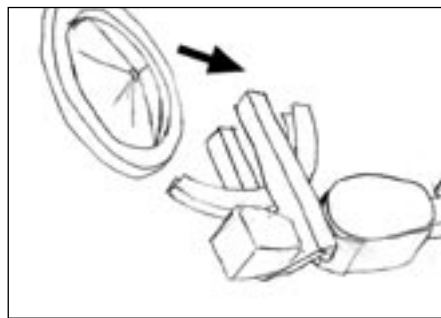
solution to the Grail question. There has never been any public acknowledgment that location of the Grail played any role in the Vatican's early twentieth century plans, but one could not be expected, as the Church publicly disclaims the existence of the Grail, actively suppressing as heretical the belief.

These commonly-accepted Illuminati references began to lend an air of seriousness to the "Illuminati Ducatisti" list in the *note secrete*. Could such an organization be hidden in plain sight, avoiding scrutiny by appearing as a company? While implausible, it seemed more likely to succeed than staying hidden for centuries and affecting world history. Similar allegations have been leveled at Masonic groups, and the structural similarities between their evolution and that of the DOC are striking. Modern speculative (or non-operative) Masons derive their legitimacy from earlier mythologies of operative lodges. A large part of the appeal of the DOC and other motorcycle clubs comes from the motorcycle gangs of the 1960's, but the membership is best described as non-operative in terms of outlaw status.

Construction on a plant for Ducati began on April 2, 1933 at Borgo Panigale, a Bolognese suburb. In 1934, the 22 corporations of the Fascist state came into existence. In the unattributed 1937 pamphlet *Fascisti E Masonisti*, a 23rd corporation is claimed.

"The 23rd Corporation deals in secret trade between Italy, France and Scotland, the homes of Fascism, Freemasonry, and the Priore du Sion. It's directive is to locate the Holy Grail before the SS is able to deliver it to Wewelsburg." (*Fascisti E Masonisti*)

6. Attach the wheels, fabricating spacers as required.

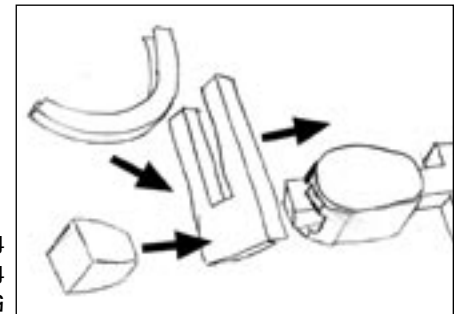


If we accept the validity of information in the *note secrete*, the factory was built atop the ruins of a late 13th century Knights Templar fortress outside Bologna, a relic of the region's history as a papal state and frequent uprisings against Rome. The fortress was destroyed by the Templar garrison rather than surrendered to the Knights Hospitaller when in 1304 when the Vatican ordered the

Templars to disband. This location would have been of obvious interest to the purported 23rd corporation, due to the Templar/Grail connection. In response to requests about pre-war historical documents, Ducati has repeatedly stated that most primary documentation was lost during the conflict, which conveniently conceals any possible proof of the 23rd corporation's involvement. In any case, the sheer number of workers at Borgo Panigale (and the speed with that number increased) seems implausible for a factory, even one engaged in war production. The number of workers also differs between sources by 20 percent in any given year, a discrepancy of almost 2000 workers at the peak.

By 1939, Ducati, aided by the Fascist and Vatican needs for radios to spread their messages, expanded to over 7000 employees, at least one third of which were excavating the subterranean Templar ruins in search of unspecified valuables. Presumably the target was the Templar treasury accumulated in their role as Europe's bankers, which at Borgo Panigale was never surrendered to the Pope. The Germans were carrying out similar excavations in the Languedoc around the same time, searching for the Holy Grail, as documented in *Holy Blood, Holy Grail*. The following year, after receiving prototypes for German aircraft components, mechanical and optical divisions were added to Ducati. These prototypes reportedly included early desmodromic valve gear adapted from Mercedes racing engines.

5. Mount the forks to the frame, then attach the fender and the headlight.

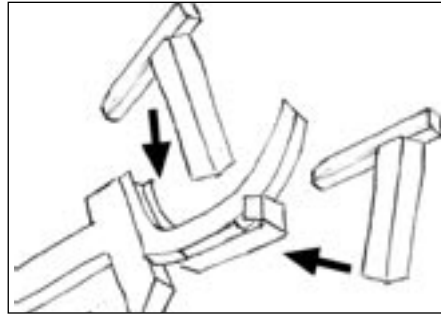


In 1943, the Ducati plant had more than 8000 workers, of which over half were involved in excavating the Templar ruins. On September 8, the Italian government in the south signed an armistice with the Allies. The following day, Borgo Panigale was seized by German forces, who removed radio prototypes along with two crates of material recovered from the excavations.

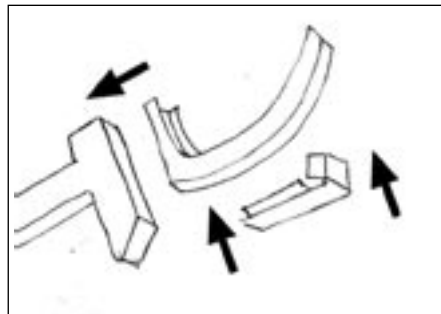
"Under the Reich Concordat, copies of the radio designs were provided to the Vatican, but there is no mention of the crates in surviving correspondence. Several eyewitness accounts place the crates near Berlin or in the Bavarian Alps in November of that

year, contrary to the accepted destination of the Languedoc.”(The Grail Quest of the Third Reich)

After Mussolini was freed by German paratroopers, he assumed the leadership of the Republic of Salò, a German puppet state in the north of Italy. In 1944, a desperate Axis campaign against 80,000 partisans destroyed a village and its 1776 residents outside Bologna where the Ducati family had their ancestral home. 11,000 workers were at the Borgo Panigale site, the vast majority of which are excavating the Templar ruins. Some accounts place the number lower, however, around 9000.



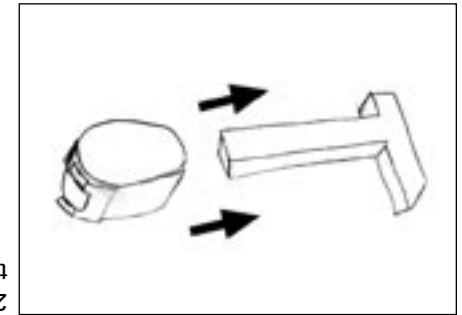
On October 12, the Allies bombed Borgo Panigale (listed as a ‘munitions dump’) almost to the ground. The raid actually took place after midnight according to Allied combat flight records, so it occurred on the 640th anniversary of the French arrest of the Knights Templar. Confusion about the raid has arisen from allegations that the first explosions occurred shortly before the air raid sirens, indicating that partisans may have been involved, taking revenge for the casualties caused by troops equipped with Ducati radio equipment.



Also in 1944, Dottore Aldo Farinelli developed a 50cc engine which could be retrofitted to a bicycle for SIATA (the Italian Society for Automobile/Aviation Technology, based in Turin). It would later evolve into the Cucciolo, the basis for Ducati’s post-war form.

By referendum, Italy emerged from the war as a republic in 1946, ending its status as a constitutional monarchy. The Communist and Socialist parties elected 219 deputies against 207 Christian Democrats. The vote was split along traditional north/south lines.

Using technology licensed from SIATA, in 1946 the Ducati factory began production of Cucciolo engines in the remaining operative plant wing. At the same time, the Ducati brothers were trying to work with Allied Naval Intelligence, using advanced radio designs and the promise of German desmodromic technology as bargaining chips., but ultimately the effort was abandoned when no major assistance appeared forthcoming. With the Società Scientifica Radio Brevetti Ducati bankrupt due to war damage, the Italian government’s tightening of the monetary supply, and royalty fees for the Cucciolo engine, the Ducati family emigrated to Argentina in December 1947. The Lateran Treaties between Italy and the Vatican were renewed in 1947, promptly followed by a joint Vatican/Instituzioni per Ricostruzione Industriale bailout of Ducati and reconstruction of the Borgo Panigale plant, after which Ducati was placed under IMI/FIM (Istituto Immobiliare Italiano/Fondo Industrie Meccaniche) control and introduced the Cucciolo T2.



Allied and Papal anti-communist organizing resulted in an electoral shift, 307 Christian Democrats against 182 Communist/Socialists for the 1948 elections, preserving the political distraction while buying time for a better plan. During 1949, large-scale general strikes in the north and land occupations in the south marked a demand for an improved overall standard of living. Domus magazine asserted, in summer 1949, that ‘the critical role of the designer is one of political ideology, to make everyday life better for all’(p. 13). At the same time, however conservative groups helped end the regional autonomy enjoyed since the war’s end, the Pope excommunicated all Communists, and 120,000 Christian youth marched in Bologna.

With the Cucciolo engine dominant in the flourishing moped category, the Italian government limited maximum moped

speeds to 22 mph. The stated intention was improvement of public safety due to the massive numbers of mopeds in daily use, but the law also served to make private, unrecorded transportation for the lower classes more difficult, helping limit the movement of agitators. Also, it was one short of 23, an equally arbitrary but highly significant value in Illuminati numerology, thus symbolizing the controlling faction's resistance to Illuminati influence of the masses.

"The mystic 23 appears in the calendar in the following ways:

- (1) The bicycle has 2 months and the tricycle has 3.*
- (2) The bicycle has 28 days (two months of 14 days each), and when you subtract the all-important 5 this leaves, again, the mystic 23.*
- (3) When 5 is multiplied by its own first product, 10, the result is 50; and when this, in turn, is subtracted from the days in a season, 73, the significant 23 once again appears.*
- (4) The tricycle has 45 days; add one for Leap Year's Day and you get 46—exactly 2×23 .*
- (5) $2 + 3$ of course equals the all-important 5, the number on which the calendar is based and, even more significant, the number of this proof."(Illuminatus! Trilogy)*

Now faced with increasing government regulation of mopeds, in 1950 Ducati introduced the Giovanni Franco-designed Sport 60, their first proper motorcycle. The following year, following the appointment of Dottore Giuseppe Montano as director, factory supported racing of high-performance Cucciolos began.

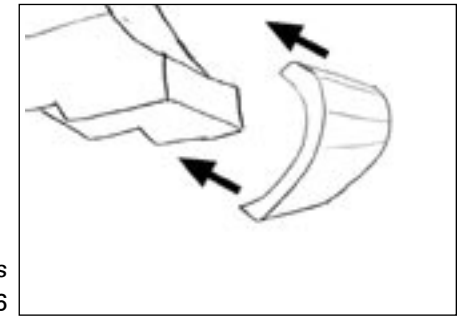
Ingenere Fabio Taglioni was hired in 1952. Taglioni's father had served in a fighter squadron with Francesco Baracca, the World War One Italian ace. In fact, they had been on a mission together when Baracca was shot down near Mount Montello on June 19, 1918. In his honor, the rampant horse emblem would grace a succession of Taglioni-designed racing models, as well as seeing use as Ferrari's logo, where it persists until the present day.

1. Cut out all pieces – score and tape prior to the step where each piece is required.

In 1953 Ducati introduced the Cruiser and 98N at the Milan Triennial. The Cruiser was the world's first four-stroke scooter, a miserable failure at the time. It was intended as competition for the Piaggio Vespa and Innocenti Lambretta, both produced by rival Illuminati factions allied with the JAMs (Justified Ancients of Muumuu), one of the dominant factions in postwar Italy, rather than the (more mainstream) faction that Ducati belonged to. The 98N was the first true sporting Ducatis which made 5.8 horsepower and weighed 198 pounds.

Also in 1953, Ducati Meccanica split from Ducati Elettrotecnica. The Vatican assumed control of Ducati Elettrotecnica, as it was a major supplier of components for the Vatican City broadcast center, while Ducati Meccanica remained in Italian state control.

In 1955, *Domus* magazine called Italian designers "magicians [...] capable of making utilitarian objects into lifestyle accessories"(p. 253). Given the occult ties of most Illuminati factions, this assertion was not far from the mark, though it is unsure if the editors understood the significance. The Associazione per il Disegno Industriale takes shape that same year, as capitalist big business began to see design as a critical component driving sales and absorbed the stylistic cues, discarding the social function, of the post-war avant garde.



9. Glue the windshield and side covers into place.

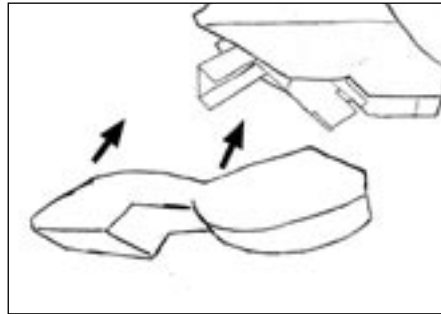
The first Taglioni design, the 98 Gran Sport, arrived to astounding success, winning the 100cc class of the Giro d'Italia one month after introduction. With growing prosperity, the Cucciolo range became less profitable, finally being discontinued in 1956, with the 55E as the final model. Note the significance of the model designation, composed of a triple "5", as "E" is the fifth letter of the alphabet. This was also the fifth incarnation of the Cucciolo engine, designated the M55, and making peak power at 5500 rpm. In July, the first desmodromic engine appears on the 125 Desmo, designed by Taglioni. This engine was based, of course, on the German prototype valve gear copied in World War Two by attentive Ducati employees, drawings of which were found during 1954 renovations of the factory offices. This revolutionary engine design lapped the entire field at Hedemora, while 3.5 percent of the Italian motorcycle market belongs to Ducati who produced 10,767 units that year.

Italy joined the European Economic Community (seen by many theorists as an early step towards one world government) in 1957, with many people seeing design as a way for Italian goods to penetrate export markets. Despite Italy's increased international exposure, only fifty percent of the population knew what NATO was. Elections barely change the 1953 balance of power, but a new

law closed all licensed brothels, as a new liberal/anti-communist power base appears in the north.

Suddenly in 1958, Ducati ceased racing and introduced the Americano 175, complete with twin airhorns, “cowboy” handlebars and a chrome-studded seat for the U.S. export market. In 1960, when Harley-Davidson purchased Aermachi as a way to break into the small utility motorcycle market, there were just 1.6 million private cars for 50 million people in Italy.

In 1961, against Taglioni’s explicit wishes, Ducati re-entered the two stroke engine market with the Brisk, Puma, and Sport models, which were intended to compete with the Japanese entries in the two stroke market, and would become Ducati’s main production items from 1963 to 1965. Overall, they were received poorly, and did nothing to counter the invasion of Japanese bikes. The following year, Berliner—and by extension the United States—accounted for 85 percent of Ducati sales.



8. Lower the tank and seat assembly onto the frame. Glue and tape as needed.

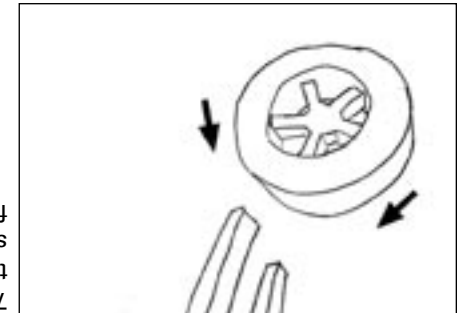
America entered a motorcycle boom in which Honda quickly became the chief beneficiary, with style seen as the way for Ducati and the other European brands to survive. The “soulless” Japanese models would eventually earn the name UJM (Universal Japanese Motorcycle), which is a roundabout reference to the JAMs, with which the Japanese were allied, along with Piaggio and Innocenti. In 1964, at the request of Mototrans and Berliner, Taglioni designed two four cylinder engines, the V-4 Apollo and the inline 4. The Apollo had a total production of two prototypes intended to compete with Harley-Davidson in the US police market, while the inline 4 was used in a few Mototrans models, but never resulted in a single production Ducati motorcycle.

In May that year, the British cadet branches of the Ducatisti (the Rockers) and Innocentisti (the Mods) met over the Bank Holiday at Margate to discuss an united front for the Italian Illuminati. After a failed demon invocation by middle-low ranking Innocentisti trying to impress local girls, the famous Mod/Rocker riots occurred. Professore LoVerme cites an Illuminatus Dirgens for the Mods description of the events in his comprehensive study of

occult phenomena in British youth culture:

“It [the demon invocation] happened on the second night, when most of us had gone out to clubs. I was at the Dreamland with most of [the Mods], it was almost quarter past eleven, and the lights flickered out with a sudden chill. They came back on a moment later, and you could hear the chaos outside starting. [The Rockers] were absolutely convinced that the demon had been intended to wipe them out as the flat the idiots used abutted the King and Queen, their home base. They were completely unwilling to listen to reason, and the riots made the papers, making any kind of further truce impossible” (Demons of the Young: Occultism in Post-war British Youth Culture)

Had the rival Italian Illuminati branches come to an understanding, there would have been the potential for all of young Europe to be unified under their control. This could have forced both the Priory of Sion and Vatican to come to terms with them, as neither had the strength at the time to crush them outright. Alternately, the Priory and Vatican would have been required to work together to wrest control from the Illuminati, an unimaginable scenario for nearly two thousand years.



7. Attach the front wheel to the fork lowers, fabricating spacers as needed. Glue the fork lowers in place.

In 1966, Italian industrial output reached three times the 1951 level, even though 75 percent of civil servants were southern elites, generally unfamiliar with and incapable of running industrial enterprises, as they came from agricultural backgrounds. A year later, with Berliner unable to pay for a shipment of 3400 motorcycles, Dottore Montano resigned, foreshadowing the widespread labor unrest and student riots of 1968-9. Also that year, wide-case singles were shown at Cologne and 1968 saw the introduction of the first production desmodromic engine—the Mark 3 Desmo. In 1969, the MC5 released *Kick Out the Jams*, a direct reference to the splinter faction of the Illuminati. Similarly, the Mod revival band the Jam, a favorite of scooterists, assumed their name as a jab at the main faction’s control of the music industry.

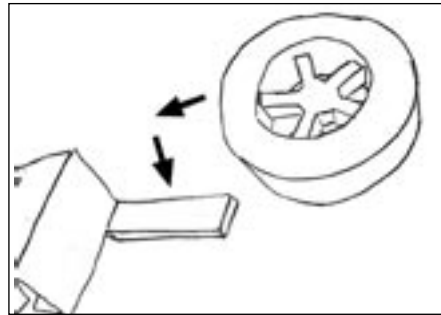
More bad news for the motorcycle industry arrived in the form

of private automobile ownership reaching 11.3 million vehicles in 1971—a ten time increase from 1960. Ducati had again fallen under state control, now via the EFIM group. As demand for motorcycles as basic transportation decreased, they re-entered racing with the L-twin engine and 500GP.

“Rather than abandon the last 15 years of work to build the corporate mythology, and against the wishes of the dominant Illuminati group (Propaganda Due aka P2), there was a last ditch effort in 1972 to provide an increase in the Ducatisti ranks. This took the form of Paul Smart and Bruno Spaggiari dominating the field on April 23, 1972 at Imola. The resulting 750 Supersport Imola Replica was supposed to be the first step toward recruitment of socially powerful members, and the initiation of the Ducatisti foot soldiers. The model barely ever made it to market, as the P2 faction was able to engineer strikes to stifle any Ducatisti momentum. There would be another attempt at this following Mike Hailwood’s 1978 Isle of Man win, again failing, and later costing him his life.” (note segrete)

In 1975, the Italian GNP fell 3.7 percent, the first post-war decrease, and by 1977 over one million 14 to 24 year olds were unemployed. Ducati did not escape unaffected, and in 1978 was placed under control of the VM group, known for their agricultural diesel engines rather than their racing motorcycles, reaching an all-time low in production. With losses approaching the tens of millions of dollars, VM intended to shift all Ducati production to diesels if losses continued. Also in 1978, the Castiglioni brothers purchased Aermachi from Harley-Davidson and renamed it Cagiva. By 1980, only two employees were at work on motorcycle design at Ducati, down from 20 in 1973.

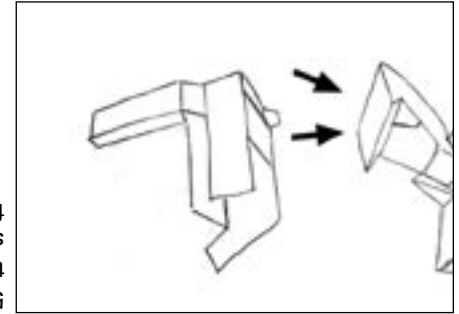
In 1982, with Ducati’s future as a motorcycle manufacturer quite uncertain, Taglioni’s last project, the V-4 Bipantah engine, was canceled. The following year, when Berliner ceased operations, leaving Ducati without a US importer, Cagiva entered into a joint venture where Ducati supplied motors for Cagiva motorcycles, eventually to be absorbed into Cagiva. In 1984, Massimo



6. Attach the rear wheel to the swingarm, fabricating a spacer as needed.

Tamburini leaves Bimota to become head of design for Cagiva and is installed in Rimini. A year later, with Ducati quality at an all-time low, Taglioni was replaced by his assistant, Massimo Bordi, and Cagiva purchased Ducati from the VM Group, promising to keep the name. In 1986, the Bordi-designed Paso engine debuted, bringing eight-valve technology into the Ducati arsenal and ending the production of bevelhead engines. The new design had been developed against Taglioni’s wishes in off hours, and served as a definitive end to his reign as the main Ducati engine designer.

In 1990, one of the most unique Ducatis ever, the Monster, designed by Miguel Galluzi under Bordi’s direction, debuts. A year later, after being installed at the Cagiva Research Centre in San Marino, along with South African newcomer Pierre Terreblanche, Tamburini coalesced elements of the Honda NR750, particularly the single-sided swingarm and undertail exhaust, with his existing sketches, to create the 916. In 1993, Bordi designed the Supermono race bike, which was followed shortly by the 916’s public release.

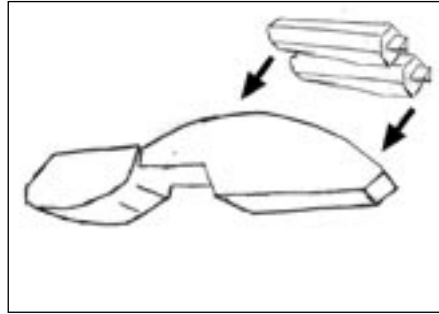


5. Insert the fork lower tubes and attach the swingarm assembly to the frame.

Around the same time, the Texas Pacific Group (TPG), a capital investment firm that specializes in purchasing ailing companies with prominent marquees and renovating them into profitable enterprises using the brand’s history, was formed in the United States. Three years later, TPG, financed by Deutsche Morgan Gruenfeld and Bain and Company, acquired 49 percent of Ducati. They promptly reduced the sales department to two employees, fired ninety percent of importers and three quarters of Italian dealers. Immediately afterwards, TPG buys out Del Monte Foods. Finally, in 1998, TPG and DMG purchased the Castiglioni’s portion of Ducati, and gained sole control. Also that year, Ducati company stores opened in Manhattan, Florence, and Rome, along with a 10,000 square foot museum at Borgo Panigale. More expansion occurred with the launch of Ducati Gear (a clothing line), the Terreblanche-designed Mhe900 for sale on the Internet, and a limited edition 748L being offered in the Nieman Marcus holiday catalog as a package including a DKNY jacket

and Arai helmet. On March 4, 1999, Ducati became a public company, issuing 90,200,000 shares, one percent of which were reserved for the 718 employees. Later that year, Bologna elected a center-right mayor for the first time in the post-war era.

In 1998, the first World Ducati Week was held in Bologna, bringing together the individual clubs that form the DOC for the first public meeting ever. Factory tours, group rides, and meetings with Ducati racers and engineers were the official agenda of the week. The week long celebration can also be read as an assertion that the Illuminati Ducatisti were gaining power and preparing to implement a long-developing plan.



4. Glue the exhaust cans under the seat cowlings.

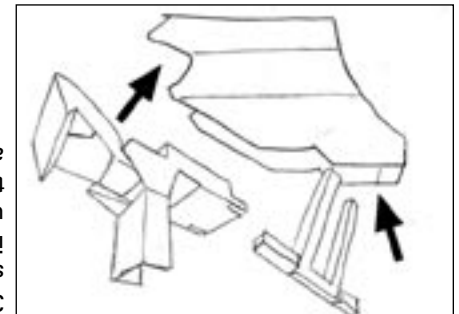
Massimo Bordi left Ducati in 2001, citing TPG's conservative, market-research based development process as being overly restrictive. An artificial culture had arisen around what had historically been a passionate, individual brand as a new regime of customers and owners replaced the enthusiasts. As with all sub-cultural groups, once there was money to be made, and enough distance from actual danger, motorcycle culture has been fully absorbed by the mainstream. As a commodity culture from its birth, this end is not surprising regardless of what cultural model is subscribed to.

The parties to TPG's acquisition on the surface appear to be the average banking forces behind any multinational business deal, A Swiss German bank, financing an American corporation, takes over a failing marquee in a third country. A bit deeper look at the evolution of certain organization makes that reading quite suspect. According to *Secret Societies of the American Elite*, when the Templars were forced to disband, many escaped to modern-day Switzerland, taking their experience as the court bankers of Europe with them. The Swiss flag, with its white cross on a red field, is cited as a direct inversion of the Templar battle flag.

However, if we are able to use the evolution of Masonic history as a parallel to the evolution of subcultures we see something wholly different. The initial clubs or gangs with members set below—and arguably outside of—society developed an elaborate

mythology and ritual set comparable to the operative Masonic lodges. After a burst of notoriety and subsequent settling period, we observe the phenomenon of non-operatives from polite society desiring membership in these organizations that fall outside of societal structures. In the 18th century German Masonic fads the Strict Observance Templars and similar quasi-Masonic groups attracted government clerks, petty royalty, and the emerging bourgeoisie. In the late 20th century, motorcycles and their attendant organizations capture similar social strata, now in the form of doctors, investment bankers, celebrities, and lawyers. These new members crave the esoteric ritual and above-the-law status provided by opaque organizations. As in the various German Masonic orders, the true leaders are largely unknown—the DOC is structured as a collection of clubs recognized by Ducati. For a large portion of the research, the “community” portion of Ducati's website has been inaccessible, with a revised website promised in the near future. While likely a symptom of inefficient corporate information management, the similarities to Baron Gottlieb von Hund's “unknown superiors” (in the Strict Observance Templars of 1743) are unmistakable.

In 1776, that craving for acceptance into ever-higher degrees of esoteric knowledge was skillfully exploited by Adam Weishaupt in his creation of the Ancient Illuminated Seers of Bavaria, commonly referred to as the Bavarian Illuminati. This quasi-masonic group had two structures and goals, one of which was related to all new and prospective members, and one which was only known to the top tiers. While appearing to be a standard Masonic organization, Weishaupt and his collaborators at the top intended nothing less than an takeover of the Bavarian government from the inside, manipulating lower-ranking Seers at critical positions to create a shadow government before the organization was suppressed by the Bavarian government (along with all versions of Freemasonry) in 1785.

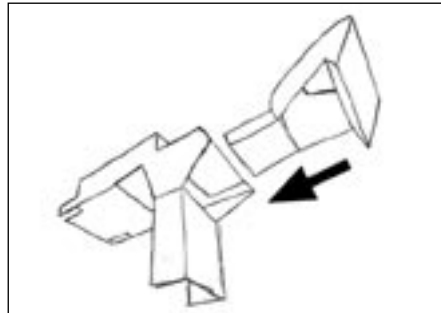


3. Insert the assembly from in place. Drop the fork uppers through the hole in the front of the fairing and attach the fender.

Over the centuries, various Masonic organizations ran afoul of the majority of European governments, resulting in either temporary scrutiny or permanent bans in many cases. Even as recently as the 1980's, organizations strictly identifiable as Masonic

have been accused of manipulating the Italian government.

As the DOC does not share a commonly known heritage with Masonic groups, it is allowed to operate in full public view, without regulation. Additionally, its connection with the heroic history of Ducati and motorcycle culture as a whole attracts well-placed individuals believing themselves above the law due to their contributions to society. These two attributes place them in a position that Weishaupt would have envied, with international branches all working together. The Illuminati Ducatisti even managed to place a member (John Kerry) as the Democratic Party candidate for the United States Presidency in 2004, but failed to secure that position of world leadership, likely delaying any serious attempts for several more years. Given the occult connections of the Illuminati Ducatisti, it is possible they are more interested in immenentization of the Eschaton than in establishing a single world government, a worrying thought.



2. Attach frame and engine casing as shown, glue and tape as needed.

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1. Cut out all pieces – score and tape prior to the step where each piece is required.

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note segrete. 13 Oct. 2004 <<http://notesecrete.altervista.org/ducati.html>>.

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