

# Scoop Cont.

greater downdraught angles, thus producing more power,"

"Will it be very fast?" she asked, feigning innocent interest while desperately committing to memory his stream of priceless information.

"Fast? My God, it'll be unbelievable. If you think the aircooled 500 Pantah V-twin was only begun as a development stage for the four and we already have mildly tuned 600cc versions producing 75 horsepower on the dyno even before it's gone into full production, just imagine what the four will be capable of!

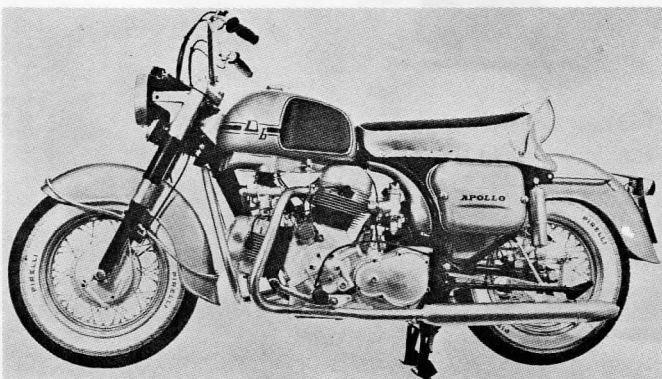
Other members of staff began to drift in so she gave him a quick flutter of her eyelids by way of reward for blowing a major industrial secret, grabbed her bucket and ran.

After conducting an exhausting debriefing session which took all night and consumed four bottles of Champagne and two sets of Satin bedsheets our hero, the Bike journo, turned his attention to his beloved camera, still in the bucket and still smeared with Vim and extracted the one and only usable pic. Here it is, a bit shaky perhaps, but good in the circumstances. This is a world exclusive, a BIKE scoop picture of an engine that will power a motorcycle of such shattering total performance we will have to invent a new language to describe it.

Well, there you have it gang. Is this exciting or what? We now take you to our our correspondent in our Washington Studio who is standing by for a live interview with Marcello Pasta Calda who happens to be the chairman for The International Society to Bring Back the Apollo (Public Notice section of the DIOC issue #22). These folks happen to be the most knowledgeable folks when it comes to info on the Ducati V-4. As many of you may or may not know the Apollo was a motorcycle project embarked upon by Berliner Motors and Ducati Meccanica in the early 60s to try and find the feasibility of marketing a motorcycle that would be competitive with the big Harley V-Twins and to prove everyone that fat ugly motorcycles were going to set the motorcycle world on fire.

Here is Aprei LaPorta, DIOC correspondent at large with Marcello Pasta Calda.

Thank you Joel, thank you, and an exciting good



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evening to you folks out there in DIOC land. As you have all heard the motorcycle world has been stunned at the news that Ducati has something brewing on the back-burners and it isn't Lasagna. Ducati buffs, I am talking about the fabulous new watercooled V-4. I am going to try and bring to you this conversation with Mr. Pasta Calda in a very unusual manner, you see Mr. Pasta Calda does not speak any English so I will do the translation. If any of you need to know what my qualifications are as an Italian translator and my capabilities as far as translating complicated technical jargon let me inform you that I took Italian 101 in high school for one semester and got a C- grade and I have been reading Ronzoni and Cella Bianco wine bottles for the past three years, I have worked on my bike reading out of an Italian/translated to English owners manual written by an Italian with very much the same qualifications as I have and let me add that although my motorcycle has been apart and in 652 pieces on my basement floor after I tried to change the oil for the first time..... What the hell am I talking about?????.... Oh yeah,.....changed the oil for the 1st time by following the instructions in the book...I am very capable to handling this interview.

(To avoid any further confusion, the questions will be asked in what we will print as English when it really is Italian to Mr. Pasta Calda)

"Tell me Mr. Calda what plans do you have for the club now that the realization of the Apollo Comeback is a few years away?

"Buono, Io, spetualati a la pulizione della bambino, a tutti fiori de lalfamorero."

Gang Mr. Calda said that he really thinks this ambitious project by Ign. Fabio Taglioni in Bologna Italia and at Ducati Meccanica SPA is going to mean that the Apollo will be back in great force with new styling, racier body molds