BERLINER MOTORCYCLE REVIEW

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Dayton, Ohio

Ducati competition star, Frank Farne, pictured above in action during the European Grand Prix, arrived in the U. S. and will tour the 48 states calling on the Berliner Motor Corp., network of American dealers.

Italian Motorcycle Ace In USA To Visit U.S.A. Ducati Dealers

Frank Farne, one of Italy's most successful motorcycle competition riders, and winer of many of the most gruelling continental grand prix events will be a guest of U. S. Ducati Zundapp and J-Be distributor Joseph Berliner.

Mr. Farne will supervise the tuning of standard models for competition use, and will take this opportunity of visiting the entire American dealer organization. Mr. Farne, an expert rider and engineer, will offer his experience and advice to all Ducati dealers on his proposed all-American Dealer Tour.

Mr. Farne, who is 26 years old and married, will be making his first trip to the United States. It is our belief that he will be cordially received by dealers and riders alike all over the United States.

NOTE: Motorcycle clubs wishing to have Mr. Farne as a guest for special occasions, please contact the Editorial office of BERLINER MOTORCYCLE REVIEW 2432 Grand Concourse, New York 58, N. Y.

FLASH

Mr. Heinrich Rissmann, Engineer and expert mechanic for the Zundapp Factory in Germany for over fifteen years, has been appointed as technical service manager for Berliner Motor Corp. Mr. Rissmann will be a permanent member of the Berliner staff.

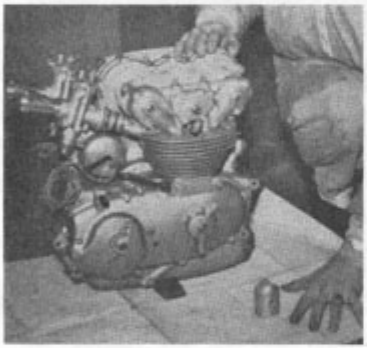
At the recent Cannes Film Festival, the meeting place of stage and film stars from all over the world, our camera caught this attractive starlet on her Zundapp "Bella" motorscooter.

When this flash picture was snapped, determined Don Watkins didn't know that he would be crowned Pacific South West Scrambles Champion. Don rode his potent 175cc DUCATI to victory at Crater Bowl, California in a sensational performance against formidable competition. The event was held at night.

Memo from the PRESIDENT

Big interest in European competition circles is the DUCATI-engineered desmodromic valve mechanism. The 125cc DUCATI COMPETITION puts out 19 Horsepower! One of these fantastic models will be seen and demonstrated at Daytona, Florida, by Italian Competition ace Frank Farne.

A re-cap of all internationally sanctioned motorcycle races, endurance and reliability events again proved that Metzeler Tires and Beru Spark Plugs were the choice of the seasoned experts. Both of these products are available to dealers and riders from the Berliner Motor Corp.



DUCATI POWERHOUSE — Here is the 125cc (7½ Cu. In.) vertical twin DUCATI with the desmodromic valve mechanism. Engine which revs 15,000 rpm develops 19 Horsepower. Note size of pistons near engineer's hand.

Attention is called to pages 26 and 27 of the March issue of the MOTORCYCLIST, editor Bill Bagnall made some very interesting comments on the DUCATI bikes . . . This months ROAD and TRACK carries an excellent report of motorcycling through the eyes of a sports car driver. In the British publication "Motor-Cycling", the January 1st issue carries a full report and road test on the 1959 ZUNDAPP "Bella" 204 motorscooter.

Joe Berliner

BELLA 204 for 1959

Dealers everywhere have been more than pleased with the announcement concerning the 1959 Zundapp "Bella 204" motorscooter. This latest version of the nation's most popular scooter is ideal for "two up" riding, serious extended touring as well as weekend shopping or suburban commuting.

The "Bella" was always a lively machine, and now, with it's new engine,

Allen R. D'Alo of Italian Motors Ltd. South San Gabriel, California, riding a 125cc DUCATI takes top honors in the 125cc class in the 1959 National Championship Big Bear Run.

a single cylinder, inclined, developing a full twelve horsepower, it will more than satisfy the most discriminating rider. Here is what "Motor Cycling" had to say: "The sweetness of power delivery the liveliness and the quietness of the exhaust are all enhanced virtues over the model which the "204" supercedes. Good though the old-pat ern telescopic front suspension was — and it was **very** good — the new swinging — fork arrangement which followed it has brought the "204" near to perfection where road holding and steering are concerned." (and this from a British magazine!)

Going further, the British road test of the new "Bella 204" goes on to laud its handling qualities at high speed . . . The publication points out that the "204" doing 65 mph. downhill, over irregular and bumpy roads, can be "layed down" into turns with a feeling of security, in their own words: "the handling qualities remained as good as if the scooter were on a carpet-smooth road surface".

Sales and Parts Manager, Mike Berliner seated on DUCATI 175 talks with Joe Berliner, President of Berliner Motor Corp.

The new suspension smooths out roughness on roads, the deep cushioned saddle and sensible riding position bring the comfort standards of this model above everage. At 30 mph the "204" was brought to a stop within 38 ft. Gasoline consumption (20 : 1 two-stroke mixture) exceeded 100 m. p. g.

In conclusion, this publication goes on to say that mention must be made of the truly marvelous headlight: it gave not only admirable main-beam characteristics, but plenty of inoffensive light when the dimmer switch was actuated — all the light was white, bright and intense. In fact, the lights, like the whole machine, are amongst the best on the market.

Tommy Glass, General Motors employee, and ardent scrambler enthusiast, winner of numerous events, icluding the first place in the 1958 Jack Pine, 250cc class, exhibits some of his silverware won on his trusty ZUNDAPP "Super Sabre".

RIDERS —

This is your monthly magazine !

We want to please you, send in club notes, race results and motorcycle news . . . We need good photos, action shots, winners of local events and pictures of "motorcycles in the news". If you're planning a long trip, and want others to join you, give us the details, we'll find you some company.

the Editor

Name .....

Address .....

City ..... Zone .... State ....

Make of cycle you ride: .....

.....

I like the following dep't.

Technical ( ) Pictures ( ) News ( )

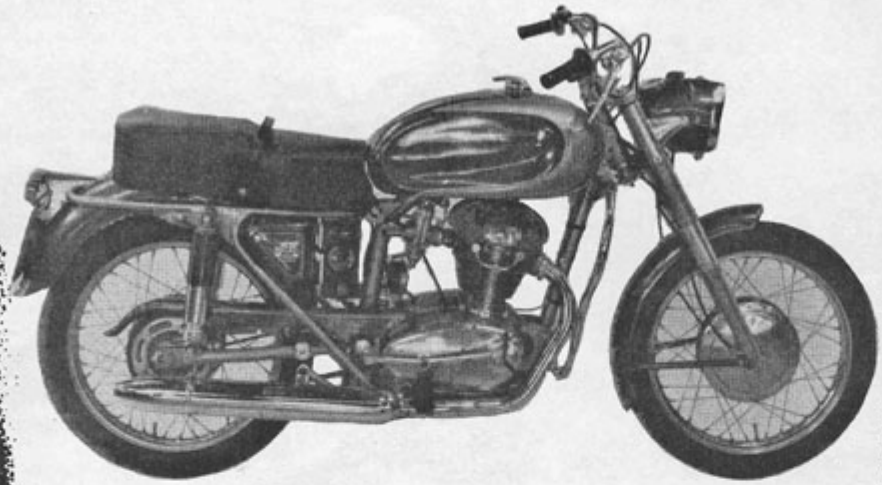
Competition REPORT

Above, Ducati competition rider, Alberto Gandossi, astride a 125cc OHC single, demonstrates his skill during the National Grand Prix at Monza. At this point Gandossi's average speed exceeded 90 m. p. h.! . . . Left, Member of the Zundapp 6-Days International Trials fords a stream in the hills on his 250cc "Super Sabre" . . . Below, Zundapp factory test rider puts 1959 "Super Sabre" through ten miles of "rough going" in routine check.

Americano

175cc OHC AMERICANO. 18 HP at 8000 rpm; top speed 85 mph; 8:1 compression; DELLORTO sport carburetor; swing arm suspension with 3-way adjustable hydraulic shock absorbers, tele-hydraulic fork. Suggested Retail: FOB N.Y. **$519**

DUCATI
MECCANICA
BOLOGNA



Also available in 200cc execution with 20 horsepower, over 90 miles per hour! Priced only slightly higher than the 175cc's.

More STYLE, POWER & PERFORMAN

DUCATI
O.H.C.
AMERICANO

The introduction of the DUCATI "Americano" brought a new sense of value to the lightweight motorcycle field . . . The Italian school of engineering and design, have given to the American motorcycle rider, a bike that embodies numerous technical advances that must be admired . . .

The new DUCATI plant, located in Bologna, Italy, and all their manufacturing equipment and machines, are as modern as tomorrow's news. Their motorcycles are modern and the staff are not burdened with old fashioned tools and dies, the slogan at DUCATI — "go modern".

The 175cc DUCATI "Americano" with it's light alloy cylinder and head, all beautifully finned for cooling, is an example of DUCATI craftsmanship. The 18 horsepower, overhead camshaft engine will give you performance plus! Top speed is 85 m. p. h., Compression ratio is 8 to 1. The DUCATI "Americano", like all other DUCATI models is fitted with a special sports type Dellorto carburetor.

This powerful Italian machine, designed for use in the United States is now fitted with "Western" type handlebars, comfortable dual-seat, and a beautifully sculptured Italian type fuel tank of four gallons capacity.

The front fork of the DUCATI "Americano" is an improved tele-draulic type, the rear swing-arm suspension incorporates the same design, having a three-way adjustment to suit the tastes of the individual rider. Utmost stability is assured at all speeds over every type of terrain. The front and rear 18" wheels are of polished alloy, the full width, generously finned front and rear brake hubs, house a large diameter brake that will give the DUCATI rider maximum safety at all speeds.

The "Americano" is equipped with reliable battery ignition, lubrication is obtained by a gear-driven pump (the oil pan is located inside the engine crankcase). Electrical equipment is battery fed and charging is accomplished through an alternating-rectifying flywheel. The headlight has a high-low beam and the tail-light incorporates a stop-light, this together with the electrical horn meet all the state requirements and are all standard equipment on the "Americano".

The front and rear fenders are smartly styled, the frame of the DUCATI "Americano", like other DUCATI models, is fabricated of aviation type, corrosion-resistant steel . . . The gearbox has four speeds, foot-shifting is made even easier by a pre-selector . . . The multi-disc clutch rotates in an oil-bath, and like all other DUCATI models, extra care has been given to the robust transmission.

After all this, there is only one proof of the "Americano's" splendid performance — Get out and ride it, no matter what make of motorcycle you are now riding, there's a real thrill waiting for you once you streak down the highway on this Italian masterpiece!

CITATION ROAD TEST

Reprinted from the Motorcyclist . . .

ALTHO Germany's motorcycles fall into three basic categories (mopeds, lightweights and opposed twins) they do manufacture one noteworthy vertical twin—the Zundapp Citation 500.

The Citation has several features that distinguish it from most of its British counterparts — overhead cam design, unit construction of engine and gearbox and Earles-type front forks (optional choice of these or telescopics).

Of clean design, this sparkling metallic blue beauty has performance that matches its good looks.

The 452cc (27") engine develops 39 horsepower at 8,000 rpm. (With the fitting of reverse cone megaphones this is kicked up to 42 HP). The engine turns out an amazing amount of torque. It would lug down to about ten miles an hour in 4th gear, and with a gentle twist of the throttle would effortlessly pull its way up into the higher rpm's. And with a close ratio gearbox there never seemed to be any lack of power or acceleration. In fact, there was plenty of acceleration.

Twin carburetors are fitted—which certainly add to the performance. At rock bottom idling speeds the engine had a tendency to want to die, but this was corrected once the throttle was nudged off of the stop. Air chokes are automatic, and didn't function too well on this particular model.

A nice feature of the shift lever is that it was of the rocker type. This allows the rider to wear his ballroom patent leathers or blue suedes, and by using toe and heel for his shifts, never have to worry about scuffing or marring the tops of his shoes.

Maneuverability and riding comfort were both very good. As standard equipment the Citation is fitted with a safety bar (or crash bar, if you prefer the latter term). Not being accustomed to such an accessory, from the saddle position it appeared to have a span comparable to the Golden Gate. Actually it was just a bit wider than the ends of the footpegs.

The Citation has a claimed top speed of 100 plus mph. We buzzed it up to 75 on one stretch, and there was still a lot of throttle left. We see no reason why it shouldn't top the century mark.

On a few of the earlier Citations there was noticeable engine virbration. This has been cured on current models by anchoring the top of the engine to the frame.

Our most serious objection on the Citation's performance was that we found the mufflers to be rather noisey. Western distributor Bob Blair advised us a quieter pair of mufflers have already been considered, and will be fitted on all future models.

The Citation reflected quality thruout—not only in it's excellent finish, highly polished alloy and chrome-plated appointments, but also in many of its features—such as: duplex cradle frame, hand adjustable rear shock absorbers, deeply valanced fenders, cast alloy control levers, neutral indicator light on the attractive headlight nacelle, center and side stands, steering head lock, matching (lockable) tool boxes, highly polished full-width hubs and brake plates, finned crankcase, enclosed rear chain and Bosch electrical equipment.

In conclusion: a robust and rapid vertical twin of modern design, built in the tradition of German quality workmanship.

CE per dollar than any other make!

"Citation 500"

ZUNDAPP

$899* FOB NY

SMOOTH POWER AND PERFORMANCE . . . get the big winner — the 1959 Zundapp "Citation 500". Overhead cam, 8:1 compression ratio, dual carburetor, swingarm suspension with adjustable shock absorbers. Earls type front fork has hydraulic shock absorbers, teleglide fork optional, 18" wheels. Power-packed engine delivers 40 HP @ 8000 RPM. Guaranteed speed over 100 MPH! Deep metallic blue color. *Price includes setup charges.

SHINING EXAMPLE of a motorcycle—the Zundapp "Citation" 500, finished in sparkling metallic blue, chrome and polished alloy, features a vertical twin cylinder engine of chain-driven overhead cam design, of 452cc and 8 to 1 compression, unit construction of engine and gearbox. Earles-type front forks are optional at no additional cost.

TECHNICAL TOPICS . . .

ZÜNDAPP

SUPER-Sabre

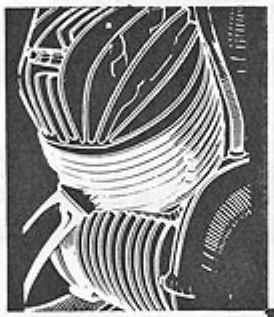
Now, let's take a close evaluation of this Teutonic masterpiece from front to rear. Starting with the front wheel, we immediately notice the deep mudguard which provides generous weather protection. The hub is full width, light alloy with cast-in liner. The tire is 3.00 x 18 inches. The front forks are telescopic and sturdy. The unorthodox finning of the cylinder head then catches our eye. The top fins fan out from the center and apparently have much to do with the cool running apparent even under full throttle operation.

The Zundapp two-stroke engine is of monobloc design, and works on the reverse scavenging principle. The fuel-air mixture sucked up through the carburetor when the piston moves upward, is compressed in the crankcase when the piston moves downward. The compressed mixture flows over two by-pass ports into the compression chamber, is further compressed by the following upward movement of the piston after which it is ignited. After the piston has moved down again, the burned gases escape through the exhaust port.

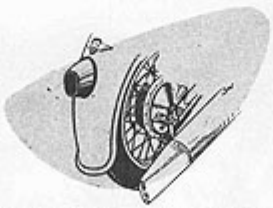
Two-stroke idling is normally erratic, and the Super Sabre is no exception, although four-stroking ceases with light throttle application, and there was no tendency for the engine to die even after prolonged idling.

The air-cleaner location on the Super Sabre is unique, being located under the dual seat and ported forward into the carburetor. The muffler employed on the Sabre is extremely large for its engine capacity, but it is also notably efficient, reflecting the strict anti-noise laws prevalent in Germany. The chrome appears to be of high quality. The muffler is quickly detachable. The kickstarter is the folding type.

The Zundapp Super Sabre being light and easy to handle, with outstanding performance, was a pleasure to ride; indeed it was difficult to find items that evoked legitimate criticism even under the roughest riding conditions. It is definitely a sturdy, well-designed motorcycle with acceleration and speed that belies its relatively small capacity.

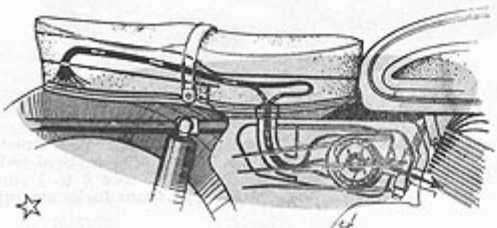


Note fan-shaped engine finning, which assists in cooling.



Rear section of Super Sabre. Note large exhaust and Hub is full-width.

Spacious dual seat is also shown.



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Condensed from Cycle Magazine.

PERFORMANCE SUMMARY

TOP SPEED:	
Third Gear	64.25 mph
Fourth Gear	82.90 mph
ACCELERATION:	
Quarter Mile	18.50 seconds
Tenth Mile	9.80 seconds
BRAKING DISTANCE: (Full stop from 20 mph)	
Front Brake	17 feet
Rear Brake	22 feet
Both Brakes	13 feet
GASOLINE MILEAGE:	
Average for test	71 mpg.

SPECIFICATIONS

ENGINE: Monobloc single cylinder two-stroke. Easily detachable light alloy head with fan-shaped ribs. Compression ratio—6.5:1. Battery ignition. Crankshaft mounted generator. Bing carburetor with air cleaner and silencer.
ELECTRICAL EQUIPMENT: 100-watt generator, 6½-inch headlight, stop-tail light, generator charge warning light. Coil ignition with automatic advance. Dip switch and horn button.
TRANSMISSION: Positive, four-speed, foot-change lever on left side of machine. Multi-plate clutch running in oil. Sealed oil-bath primary chain drive. Rear chain completely enclosed.
FRAME: Welded tubular backbone frame, with deep front and rear mudguards, quickly detachable enclosure shielding carburetor, intake silencer, air filter, battery and tire pump. Center stand. Telescopic front fork with 4-inch movement. Swinging arm rear suspension with 3.25-inch movement.
WHEELS: Alloy rims with full-width hubs. 6½-inch brakes.
TIRES: 3.00 x 18.
WEIGHT: 295 pounds.
WHEELBASE: 51½ inches. Saddle height—28½ inches.
FUEL TANK: 3.9 US gallons of which 1 gallon is reserve.

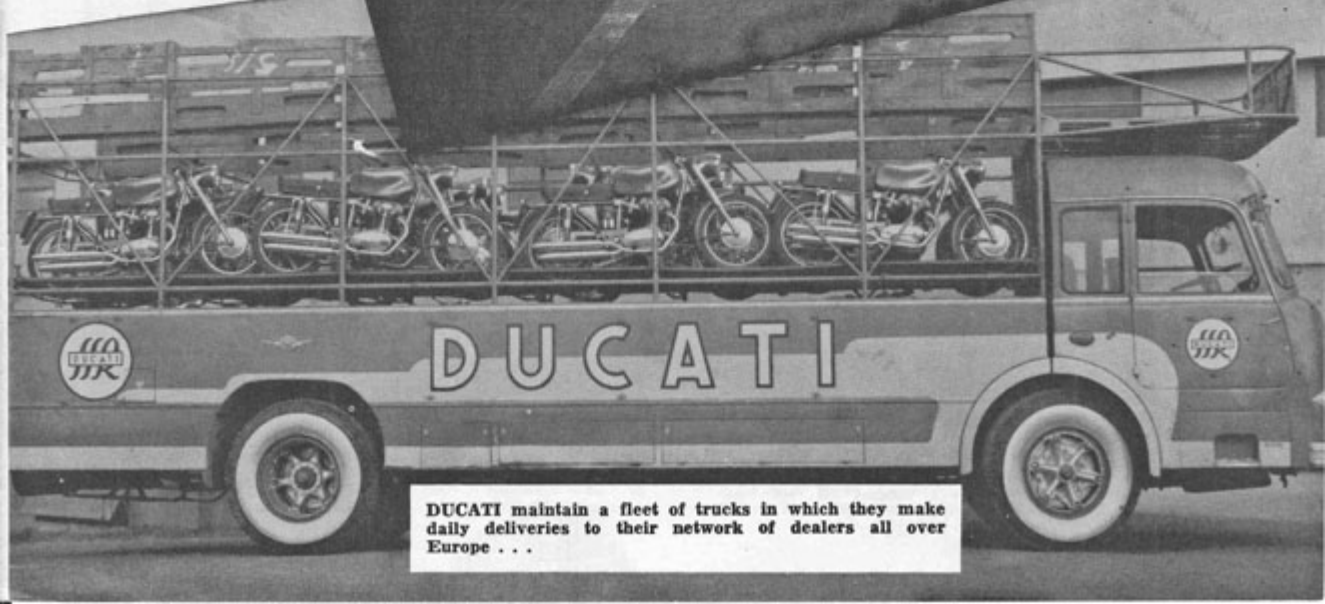
Competition rider Ernie Beckman, "Motorcyclist" editor, Bill Bagnall, and Berliner Motor Corporation, Parts & Sales Manager, Mike Berliner inspect Super Sabre parts at Zundapp factory on a trip to Germany . . .

CONTINENTAL REPORT

Metzeler Tire Factory, ma'ntain a mobile laboratory which is constantly enroute from one race meet to another. Metzeler Tires have been used by many of the world's foremost motorcycle and automobile racing stars. Berliner Motor Corp., U. S. Importers of Metzeler tires carry a complete line of various treads for all motorcycles and motor scooters.

Officials and engineers of the Ducati Factory in Bologna, Italy escort Mr. Joseph Berliner through their new plant. Here Mr. Berliner is looking over one of the new 200cc DUCATIS which has been loaded on a DUCATI "il muletto", a three-wheeled commercial unit also powered by a 200cc DUCATI engine.

DUCATI MECCANICA BOLOGNA



DUCATI maintain a fleet of trucks in which they make daily deliveries to their network of dealers all over Europe . . .

LOOKING FOR THE BEST?
VISIT YOUR DEALER . . . AND SEE THE
1959 ZUNDAPP — DUCATI — JBe-SACHS
QUALITY MOTORCYCLES . . .
AND SCOOTERS.

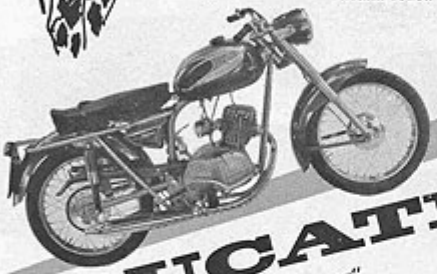
Look over these sparkling new machines — the tough and reliable 2-stroke "Super Sabre" . . . The lightning-fast OHC Ducatis . . . and the brilliant new Sachs-powered JBe lightweights . . . priced within reach of everybody!

ZUNDAPP

The Competition-Tested
"SUPER SABRE"

Your assurance of maximum reliability, performance, comfort and safety . . . This tough "single," developing 17 horsepower can do an honest 80 mph. Gas consumption exceeds 70 mpg . . . The carefully engineered frame is of welded tubular construction. The Swing-arm rear suspension has a travel of 3½" . . . Both the front and rear 3.00 x 18" tires are mounted on polished alloy wheels. The full width front and rear brake hubs are polished and finned for extra cooling. The following "Extras" are included at no cost: Dualseat, "Western" bars, smartly styled deep drawn front and rear fenders. Available in four colors.

Suggested Retail Price
F.O.B. New York $519.00



DUCATI

The "Marvel of Monza"
"BRONCO 85"

Here is the ideal lightweight motorcycle for the novice who desires a machine that combines top performance with unexcelled craftsmanship . . . The 1959 DUCATI "Bronco 85" has everything! . . . Modern OHV 4.8 horsepower engine that will cruise at 45 m.p.h., polished alloy wheels, 17" tires, rugged oversize brakes, with finned polished alloy full width hubs for extra safety, Full lighting system including stop light. 3-speed foot shift, telescopic hydraulic front fork, hydraulic swing-arm rear suspension, permanent magnet ignition . . . This bronze and maroon beauty is smart, sleek, inexpensive to operate and own . . .

Suggested Retail Price
F.O.B. New York $299.00

SACHS

The Power Behind the
"J-Be" Model K

This is without question the finest of all the lightweight two-strokes on the motorcycle market today . . . Dependable, alloy engine develops 5 horsepower (100cc engine), has full front and rear fenders, smartly styled continental type fuel tank, rugged brakes. Earls type front fork, comfortably cushioned rear suspension. Dualseat, full lighting equipment and can be had in three different colors.

Suggested Retail Price
F.O.B. New York **$349.00**

Same as above, but fitted with a 125cc engine, and developing 7 horsepower:
$359.00

ZUNDAPP, DUCATI and JBe-SACHS are names that are backed up by the largest independently owned parts department in the U. S. . . . Over 400 active dealers from coast to coast are ready to sell and service these quality products . . . Visit your local dealer, or write directly to us for descriptive literature and detailed information on the motorcycle or scooter of your choice . . .

BERLINER MOTOR CORPORATION
2432 Grand Concourse, New York 58, N. Y.