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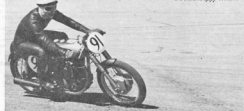


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Ducati and Franco Farne Team Up To Steal Motorcycle Show in Daytona Beach, Florida

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DUCATI rider, Franco Farne came out of "hairpin" turn on the Samsula Airport circuit with extreme caution on the first few laps. Here he is seen on the fifth lap, having left the entire field of contestants.

Italian cycle ace, Franco Farne and his sleek DUCATI machines provided motorcycle riders, enthusiasts, and Daytona Beach visitors with series of exhibitions that will be talked about in motorcycle circles for months to come.

The little 160-pound Italian dynamo withdrew his 125cc "Desmodromic" DUCATI from the March 1st event on the ground that there was no genuine competition from the ranks of motorcycles entered. Instead of "rushing away" with the event, had he entered, he made several very fast "exhibition laps" on his 125cc DUCATI, coming within seconds of the time established by G. Rottigni on his very fast 175cc Parilla.

Tuesday morning, young Farne, and his Italian mechanic-interpreter, Ugo Mastromeola, Harry Kelley (Dayton, Ohio), and Ducati-Zundapp Public Relations director, spent the afternoon at Samsula Airport for final checks on the gearing and setting of the DUCATI machines. Franco was satisfied only after he had ridden all three DUCATI around the 1.7 mile circuit in speeds surpassing that which was established by G. Rottigni on Sunday.

At 7 a. m. on Wednesday morning, an excited quartet, Franco Farne, Ugo Mastromeola, Bob Schanz, and Walt von Schenfeld waited on the beach, at the start of the measured mile, for the go-ahead signal from A. M. A. officials for the opportunity of cracking the U. S. 125cc beach speed record.

Farne had the cooled 125cc DUCATI,

with the "desmodromic" valve mechanism at the starting line . . . Bill Tuohim, director of the Museum of Speed, gave Farne the honor of holding speed trial card number one . . . The language barrier, unfortunately, confused our Italian ace, and he "flew" down the beach, unofficially, at close to 130 mph, only to be told afterwards that this was to be considered a "practice" run!

The turn-out for the beach speed trials was so great, and so many riders hoped to have their machines timed, that A.M.A. officials being under-staffed, had to call off the event at noon. Franco, however, did streak down the beach on his 125cc DUCATI and has been credited with the new American Beach record over the measured mile with a 125cc machine, at the fantastic speed of 104.04 miles per hour!

(Continued on page 8)

FLASH

DUCATI MECCANICA and BERLINER MOTOR CORP. have announced that a new award, the **Prizee Race Sportman Trophy** will be presented to the lightweight rider who establishes the fastest time around the Belknap Recreation Area Road Race Circuit at Laconia, N. H. during the 1959 Gypsy Tour June 15th to the 21st.

ZUNDAPP RIDERS SCORE IN DAYTONA

Daytona Beach was the scene of numerous motorcycle sporting events. As early as Friday, February 27th, you could see determined amateurs making necessary changes to their road bikes in order to participate in the airport road races, scrambles and endurance contests.

Among some of the most enthusiastic riders were "Wick" Hefner, who came from Dallas Texas and screamed across the finish line on his Zundapp Super Sabre to win the 5 lap heat in class 4, Paul Biggs of Texas City also finished up first.

In the Drag Races, Joe Treasurer of Hollywood, Florida took his Zundapp Super Sabre to take top honors in Class 4 "open" category.

The Daytona Scrambles saw Zundapp "Super Sabres" riders Wick Hefner of Texas, Ray Hemptstead of Florida, Paul Biggs of Texas and James Elbon of Florida all finish high in the heats. In the class 4 final, James Elbon took top prize with Bobby Sandigge of Texas finishing fourth, both rode "Super Sabres".

In the Daytona Endurance Run, in the lightweight class A, four Zundapp "Super Sabres" followed the Winner "Don" Pink on his HD, in 2nd, 3rd, 4th and 5th place. They were in the same order: H. Mitchell Uniondale, Indiana, Tom Moody, Pittsburgh, Pa., Carl Hale, Terre Haute, Ind. and Jack Dohlinger, Toledo, Ohio.

Ed Kaufman of Christiansa, Pa. Ducati-Zundapp Dealer, and Don Martin of Zionsport, Pa., also scored high with their Zundapps.



Attractive Betty Lee Evans, "Miss Motorcycle" presented trophy to winner Farne, who used Ducati "Bronco" to get around Daytona Beach.

Mama from the PRESIDENT

All we can say, here at BERLINER MOTOR CORP. is — just wait till Mr. Heinrich Hissman gets here, and then keep your eyes on Zandapp in all lightweight competition!

This month I must devote my column to those who helped make our efforts at Daytona Beach so successful . . .

First I want to thank George Popp, Ducati-Zandapp Dealer in Walden, N. Y., who generously permitted our competition riders to make full use of his truck . . . I want to thank the Daytona Chamber of Commerce, the newsmen and photographers who covered the racing activities for the Daytona Journal . . . A special thank you for photographer Jack Casler, who was on the job all the time, and his attractive model Betty Lee Evans who as "Miss Motorcycle" presented our little Italian winner, Franco Farne not only the trophy, but also the proverbial "smack" for getting the checkered flag.

Thanks go to the Mayor of Daytona, who personally took a great interest in the road race circuit at Samsula Airport, and offered to sweep the sand off the turns if given a broom! . . . Thanks to G. Romagn (Parrilla rider) who offered his helmet to Franco Farne after AMA officials condemned the Italian head-gear . . . Thanks go to the many Ducati-Zandapp Dealers — many of whom offered their services . . . A great big thank you to Zandapp-Ducati dealer Johnny Long, whose shop in Daytona remained open 24 hours a day, for full week for competition riders . . . Thanks also to "Felicia" (that's Mrs. Long) for the hot coffee, which was so welcome by those who didn't stop until way past midnight . . . Thanks also go to Johnny's daughter, the pretty young lady who took time off to paint the numbers on the competition plates for the Ducati racing team . . .

Thanks to the U. S. Navy, and especially Louis Radaj and Mike Hudocky for their invitation to let Italian Ace, Franco Farne straddle the mighty "Talos" missile for photographic promotion . . . A great big "marbos gracias" to "Russ" Collis public relations director for the Daytona Classics for his exceptional job and "Bill" Tut-hill, director of the Museum of Speed in Daytona for all the many good deeds he performed on behalf of the sport of motorcycling . . .

There's really no end to thanks, and if I've missed anybody, it's not because I've forgotten what you've done, but because I'm limited to one full column . . .

FRITZIE BAKER WILL AGAIN WELCOME THOUSANDS OF CYCLISTS TO LACONIA !!!

Billed as "7 days of fun and frolic" by the New England Motorcycle Dealers' Assn. This year's Lacrovia "Cappy Tour" promises to be the biggest ever.

Cycle enthusiasts, whether they ride a small Italian racer or prefer to ride "two up" on an American giant, will all have as much motorcycle activity as



Franco Farne, Ducati competition ace and Betty Lee Evans, Daytona's "Miss Motorcycle" pictured with U. S. Navy "Talos" Missile during Cycle Classics.

can be squeezed into one week. The action takes place in the million dollar Belknap Recreation Area, high in the green hills above Lake Wimpasaukee under the capable direction of "Mr. Motorcycle" — the "man in the red hat" our beloved Fritzie Barr.

Bill Schietinger, doing advance publicity for the Lacrovia event, as early as March 8th, down in Daytona Beach, gave us a run down of all the events to be held there. Monday, June 15th Opening of the Motorcycle Exhibition, June 16th, Scramble, June 17th Sportsman Hill Climb, June 18th, Drag Races, June 19th, Lightweight Road Races, June 20th, Additional Lightweight Road Races, Novice Races and Sports Contests, June

21st, 50 and 100 Mile National Championship Road Race.

Last year's races showed a tremendous interest in lightweight competition, this year's events will satisfy the cyclist's demands by offering two days of lightweight racing. International competition is promised by a group of Canadian riders as well as two Italian aces, Giuseppe Rottigni and Franco Farne.

Riders wishing to compete must obtain entry blanks, from Bill Schietinger, General Chairman, 2382 Main St. Bridgeport, Conn. All entries must be in no later than midnight, May 30th.

Joe Berliner



Ed Kaufman (pictured here with his wife) when asked by Mike Berliner, after having won race on his 250cc DUCATI, had this to say—we quote: "I can go like blazes down the straights—but I'm scared in the corners." Ed is a popular Zandapp-Ducati dealer in the town of Christiansa, Penn.

RIDERS

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I like the following dep't.

Technical () Pictures () News ()

The Editor

STAR

Keeps Feet Up

Farni, wearing a complete one-piece leather suit that made him resemble a skin diver, also uses only real soft shoes, like ring shoes. He never puts a foot down at any time. He just sits deep in his saddle, with his knees up high and with perfect balance becomes a part of the machine.

The course was 1.7 miles in length, but it had everything needed to test a rider's skill. They went into a sharp right turn from the starting line, made a short complete left turn into the three-quarter-mile back stretch, came out to a sharp left and then had to go right into a very sharp right into a v-shaped turn that sent them right back to the left and another quick right turn and over the finish line.

Farni rode the turns tremendously. He went down the back stretch at better than 100 ph. (all this on flat concrete runways) and then turned out. As he swung from the left bank into the sharp right bank it was a beautiful sight to watch. He went into the V fast to a complete slow-up and out like a cannon after the turn. It's hard to find words to describe this bending and turning, but just imagine it at its best and that is what he did.

Likes Course

In a talk to him through

his interpreter, (He speaks no English), he said he liked the course and paid fine compliments to the American riders and the great numbers that were on hand.

The other Italian was Giuseppe Rottigni, of Milan. He has been here longer than Farni, but has also had the European competition. He also did a beautiful job of riding, but Farni was his superior in many ways. The two of them gave the fans a wonderful exhibition as they ran one-two in the feature race.

I would like to see them held over and run exhibitions over the country. They would be a great added attraction at the Newsies races. I understand they are not too accustomed to dirt, but I don't believe it would take them long to learn.

At this point I would like to say that Clifford Bell of Evansville, Ind., made the only showing with the two Italians. He was the best American lightweight rider in that race.

The Ducati machine is an Italian make and is available in 125cc, 175cc and 200cc models only. The machines have been in this country about a year and can be seen at McGraw's on Hudson St. in Columbus and at Russ Soely's Cycle Ranch in Hilliards. The Durastis will be eligible in AMA-sanctioned lightweight, racing in 1959.

★ ★ ★

ZUNDAPP, DUCATI and IRO-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 ...



108 POUNDS of really great motorcycle rider is shown above in the still photo of Franco Farni, the great Italian rider, who won the lightweight event at Daytona Beach. (Denote how much he looks like Columbus' own Al Shafer. A bit smaller, of course.)

THROTTLE TWISTER

Farni and Rottigni, Italian Riders Gave Top Exhibition on Lightweights

I have watched all the leading motorcycle racers in the United States over the past 30 years and have thought some of them to be very smooth. Of them all I have always believed that Dick Klanseth is the smoothest, but at Daytona Beach in the lightweight races held at the Samsula airport, I saw the smoothest motorcycle rider I have ever seen or ever expect to see.

This rider was Franco Farni of Bologna, Italy. This 108-pound rider who had ridden the famous Monza track and over the many road courses of Europe and with and against such as England's Geoff Duke, makes riding a motorcycle an art.

He rode a 125cc Ducati and also a 175cc of the same make in the lightweight events on Wednesday afternoon during the Daytona Motorcycle Classic.

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April 2, 1959

FIRST ITALIAN CHAMPIONSHIP MODENA MARCH 30th CLASS

125 BRILLIANTLY WON BY ALBERGO GANDOSSI ON DUCATI

DESMODRONIC AVERAGE 104.722 K.P.H. STOP WORLD

CHAMPION UBBIALI RIDING N.Y. AUGUSTA SECOND ONE

AND HALF MINUTES BEHIND DUCATI DUCATINEC

In the past two seasons, probably no other two-stroke motorcycle has been used so extensively in lightweight scrambles, hillclimbs, endurance runs and flat track events as has the super-durable Zundapp Super Sabre. The reasons for the selection of this model as the competition choice of the lightweight enthusiast are two-fold. First, some of the outstanding successes of the Sabre immediately after its introduction to American riders in 1957 undoubtedly influenced many. Secondly, the regularity of these victories without the advantage of major service work between competition outings certainly convinced many, many more that this is the bike to ride in the rough stuff without the usual penalty of heavy racing expenses so typical of competitive makes.

It would take most of our approaching 1958 season to recap all of the victories rung up in the past two years by Super Sabre riders, so let it suffice to mention those most outstanding victories that come to mind. Moe Griffin's 250cc. win at Big Bear in 1958 should certainly head our list even though we have yet figured out why this rider has his lower fork tubes and front wheel 180 degrees to the stock position. The Pacific Coast Scrambles Championship, 250cc. class, was also won by a Sabre, this one ridden by . . . In the midwest, Tommy Seymour of Dayton, Ohio won his class easily in the Ohio State Championship Sportsman's



www.zundappofusa.com

Preparing the 250cc. Zundapp "Super Sabre" For Scrambles Competition

By BOB SCHANZ

Hillclimb at Lancaster with a 250cc. Zundapp Moto-Cross, a Super Sabre engine unit in a 1954 type 250 Chassis with 19" wheels. Zundapp dealer Jack Craglin of Aurora, Ill. prepared the 250 class winner of the Illinois State Championship Drag Races; this Sabre turned in a speed of 83 mph at the end of a standing quarter mile. Both 250 best races at the Indiana State Championship lightweight 1/4-mile flat track races were taken by Zundapp 250's, one ridden by Harry Kelley, Jr. and the other by Jimmy Groves, both of Dayton, Ohio. And the list could go on and on but the point here is what makes these remarkable machines so successful and how can we prepare a stock Super Sabre to match these performances.

Granted, the Super Sabre is the hottest out of the crate 250 for sale in the U. S. But there are, of course, means of improving even this fabulous performance. The Sabre is a very rugged machine and a bit heavier than many of its almost flimsy competitors. To begin with some of this weight can easily be removed without sacrificing any reliability. It is quite simple to take 50 pounds off of this model in less than an hour and with the tools that come with the machine. Begin with the side panels and fenders, substituting something lighter where necessary over the wheels. The dual seat and gas tank go on the shelf next while suitable smaller replacements are fitted. The Bales lightweight racing saddle is a natural for the bike and a 1-Be K two gallon tank will slip into stock mounts by drilling only one hole and fabricating only two simple brackets from strap steel.

For dirt riding the next modification

on our list is traction. The most popular combination in use on Super Sabres seems to be a 3.56/1.50 x 18 Metzeler Gelanide D on the rear and a Gelanide C of the same size on the front. Some riders claim a 3.60 x 18 Metzeler Gelanide C on both ends enables them to get enough traction and retain standard gearing.

Despite generous ground clearance under the machine it is still desirable to remove the carrier stand and replace the shock footrests with the folding variety. Besides being required under A. M. A. rules, folding footrests will save you many times over their price in replacements of the rigid type and the mounting stud which tend to take a beating when used in competition, especially if you fall off as regularly as I do.

It is necessary to stiffen the front suspension to avoid bottoming at speed over extremely rough terrain. The best way to do this is to fit shims approximately 1/4" thick between the long fork spring and the spring carrier at both the top and bottom of the spring. It is far more advisable to drain the forks completely, if the machine has been in use, and refill them with S.A.E. 90 oil. It will suffice to set the rear adjustable shock absorbers on the hard "H" position. If extreme rough use is expected to be made of the machine it would be a profitable precautionary measure to weld a piece of angle iron to the bottom of each swinging arm extending from the rear axle slot forward to about 3 inches

ahead of the shock absorber mounting lug.

High or low level exhaust are more a matter of personal preference than anything else unless a considerable amount of river fording is expected. If you happen to prefer the high type, a very efficient bend is available from the Zundapp factory and may be obtained by any Zundapp dealer.

In serious competition work the two-piece one-bolt chaincase must go, of course. This is necessary to provide immediate access to the final drive chain and for quicker gearing changes, besides being just that much more weight to drag around and heat up over rough ground.

Gearing certainly is peculiar to the power produced by the individual machine and the course it is being raced on. Counterhaft sprockets of 15 and 18 teeth and rear wheel sprockets of 44, 48 and 55 teeth are available from your dealer as genuine Zundapp parts. Cheater sprockets of almost any number of teeth can be obtained from Hap Jones Dist. Co. of San Francisco, Calif. Fit star washers to the sprocket mounting lugs, and tighten them with a lock wrench.

If the machine is to be used solely for competition it may be desirable to eliminate the lighting equipment entirely. Several magnetos are available for the Sabre which, of course, makes it possible to eliminate the battery and generator. However, many riders, myself included, require that the machine be rid-

(Continued on page 12)

RIDERS



in the SPOTLIGHT

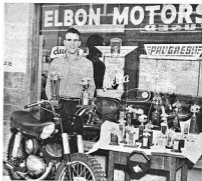


(Above) Rosalee Barclay, wife of Barney Barclay of Barney's Motorcycle Sales, St. Petersburg, Fla. displays some of her trophies won riding a ZUNDAPP "Super Suber." Rose, a consistent winner on her ZUNDAPP, placed first in the Ladies' Field meet at Gainesville, Fla.

(Left) Kenneth Hayes, who hails from Johnson City, Tenn., pictured here on his prize-winning DUCATI 175 with his pit chief and mechanic, after finishing fifth at Sam'sula Airpark Races in Daytona. This was "Kenny's" first go in a road race, and only the nation's top riders and Italian ace's got ahead of him in feature race!

(Lower left) At the starting line in Daytona, Kenny Hayes seated on his DUCATI 175, gets an envious glance from top Triumph rider, Clifford Guild.

(Below) Here's Zundapp rider "Ray" Hempstead of Lakeland, Fla. with his collection of silverware, all won riding the 250cc Zundapp! "Ray" rides out of Walt Elbon's ZUNDAPP shop in Lakeland, Fla. and Walt tells us that his Zundapp-mounted "star" has won numerous events throughout the state against H-D 55 cu. in., 650cc Tri. and 500cc BSAs.



FIRST

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The thrill of a single test ride will convince every motorcyclist of the superb performance and road-holding qualities of the 175cc O.M.C. DUCATI "Americano" . . . 18 Horsepower . . . 85 mph . . . 8:1 comp. ratio . . . Dellorto sport carburetor . . . Swing arm suspension with 3-way adjustable hydraulic shock absorbers . . . telescopic forks . . . Large diameter brake drums . . . High "Western" type bars . . . Sculptured fuel tank . . . Safety bars . . . **\$519.00**



DUCATI 175cc "Scrambler"

A ruggedly constructed sports machine designed and engineered specifically for Scrambles competition . . . 18 H.P. Scrambler Tank, Handlebar, Carburetor, Exhaust and Muffler, Castles equipped with shield-plate, 23" wheels and knobby tires.

\$599.00

Other available with 20 H.P., 200cc Engine

200cc Model available having output of 20 Horsepower, and a top speed of 90 m.p.h. at slight extra cost.

ZUNDAPP BELLA 150 De Luxe

Here is the most reliable, safest and most comfortable motor scooter on the road today, 100 m.p.g. 90 mph. \$439.00



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**200cc ZUNDAPP "BELLA" Super-Scooter 204
ELECTRIC STARTER!**

Acclaimed as the finest of all scooters by experts, this new 14 H.P. model, with its sparkling performance and 100 m.p.g. economy, is your best scooter "buy." \$519.00

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ZUNDAPP

250cc

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-over rear suspension has a travel of 3 1/4" . . . 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 fitted for extra cooling. The following "Extras" are included at no cost: Dual seat, "Western" bars, smartly styled deep drawn front and rear fenders. Available in four colors.

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

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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 lightweight . . . priced within reach of everybody!

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CITATION "500" OHC

A sparkling new O.H.C. vertical four that develops 24 H.P. at 6000 rpm. 8:1 comp. ratio . . . dual carbs . . . swing arm suspension . . . adjustable shock absorbers . . . Split type front forks . . . (Traction forks optional) 18" wheels, 100 mph. P.O.S. Available in Metallic Blue and Chrome.

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CHALLENGER "200"

Here's a competition tested 200cc motorcycle that has been designed for the sports rider . . . Being one up on you . . . hydraulic shock absorbers . . . 6.5:1 compression ratio . . . 22 horsepower . . . 100 Mph. generator . . . Polished alloy brake hubs, 30 miles per hour . . . Wheel size 325 x 36"

\$469.00



DUCATI 175cc "Super Sport"

A sleek 90 mph cycle featuring a five sports tank, dual "big air" handle bars, swing arm suspension, adjustable hydraulic shock absorbers . . . 28 H.P. at 8000 rpm. 18" Wheels.

\$599.00

(Also available with 20 H.P., 200cc Engine)

DUCATI 125cc "Super Sport"

A 75 mph, overhead camshaft single featuring dual carburetors, sealed hydraulic front fork and swing arm rear suspension, 17" Wheels, Racing Tank, dual bars.

\$499.00

DUCATI OHV "Bronco 85"

Ultra lightweight Ducati "Bronco" has compact Overhead Valve engine, sleek sculler Italian fuel tank, three-speed, four shift, mag. ignition, headlight, step-out light, horn, finished in two-tone and maroon and bronze with chrome accents.

\$299.00



J-BE MODEL M

Three Horsepower, kick starter, Has famous Finsol & Sachs motor. 150 miles per gallon . . . 49 mph.

\$229.00

J-BE MODEL K 100cc

Five horsepower, kick starter, fitted with reliable Finsol & Sachs engine . . . 55 mph.

\$349.00

Some as above, but fitted with 250cc 2 H.P. engine, and having a top speed of 85 mph.

\$359.00



Part of the award for winning was a well-planted kiss by Betty Lee Evans. "Miss Motorcycle".

It is interesting to note, that the performance of the 7½ cubic inch DUCATI, exceeded the speeds attained by all machines excepting twelve, and these were above 500cc, including "specials" and those listed as "unlimited" . . . On Wednesday not a single 500 cc motorcycle exceeded 100 mph on the beach runs!

Given sufficient time, and additional time to experiment with the proper gearing and jetting, Franco Farne was confident that he could obtain a speed of, and these are his words: "200 kilometers per hour", (this is close to 125 mph in our language), on his 125cc DUCATI! Franco's first taste of real competition came on Thursday, March 4th. Over ten thousand spectators lined the circuit at the Sarnoula Airport Road Race course . . . The word had already gotten around that Franco knew how to handle a bike. The beach exhibition and new U. S. 125cc record, was front page material for the Daytona Beach Journal . . . Sports writers, covering the race predicted a duel between Franco Farne on his OHV DUCATI, and Giuseppe Bottigni on his Parilla.

The competition "fever" in the pits reached a new high when A.M.A. officials held up all the DUCATIS at inspection, demanding some visible proof, or any easy check to determine the piston dis-

placement of the 175cc DUCATIS . . . It was the great similarity between the 135cc and 200cc models that prompted capable "Rod" Coates of Triumph to make sure that the racing bikes were standard machines. After some excited discussions, it was agreed to measure the displacement of all the DUCATIS by inserting a piece of wire in the spark plug hole, across the bore to the other side. This test satisfied A.M.A. Technical inspectors.

With the technical inspection out of the way, everything proceeded smoothly until it was discovered that Franco Farne's helmet was not one of those manufactured by a firm that had received A.M.A. approval. Farne was told he couldn't run with his own helmet. Franco was not exactly pleased with this decision, but being the sportsman he is, agreed to find another helmet. This was provided by his closest rival Giuseppe Bottigni, in another display of sportsmanship!

Practice sessions followed the official technical inspection. It was during a free lap practice, which all riders were first told to do one lap since the file behind Walt Fulton, that the public first had a chance to see the style of the little Italian champion, Farne. His position in single file was at the tail end. In four laps he had passed a field of thirty contestants,

DAYTONA

STORY

Frances Farne and his "Desmo" Ducati created a lot of interest. Bob Said, directly behind machine and Farne, famous auto race driver was amazed at small machine performance and volunteered as interpreter.

Frances Farne welcomes the Mayor of Daytona Beach, Mayor Eshang who displayed great interest in Italian Ducati machines.

Farne goes to the pits to wish BMW rider, Ed La Belle good luck in the 200 miller.

Former Daytona 200 mile winner Ed Kreta and his son Jr. receive good luck wishes from Franco. Both congratulated Franco for his win and splendid performance in the feature race at the airport.

finishing his practice laps by crossing the finish line alone.

In the five lap elimination heats, Farne came in first — but not did Rottigni in his heat . . . Farne's time for laps: 8 min. 32.60 seconds. Rottigni's time: 8 min 32.30 sec. less than half of a second difference in time . . . All this pointed to a hot duel between the two Italians in the final.

In the final event, the feature race of the day, the following lightweight stars were posed on the starting grid: Franco Farne, DUCATI; Giuseppe Rottigni, Parilla; Clifford Bell, Triumph; Clifford Guild, Triumph; Kenny Hayes, DUCATI; Harold Barlow, Jawa; Bill Bradson, Triumph; and many other of the nation's top lightweight riders.

The anticipated duel between Farne's DUCATI and Rottigni's Parilla started when the starter's flag dropped, both riders were side by side in the turns and down the long straight-aways for his first lap. After having completed his first lap, DUCATI rider, Franco Farne spun-headed a quartet that included Rottigni and two very fast Triumphs. He increased his lead over the 2nd place Parilla rider, and hunched over his machine, proceeded to increase his lead with every lap, never once looking back to see where his competitor was. At the halfway mark, our DUCATI rider, a full 20 seconds ahead of the second place man, then began to pass and lap the slower riders. When Franco Farne streaked across the finish line at the end of the fifteenth lap, he was a full 43 seconds ahead of his nearest rival on a Parilla! Third place went to Cliff Bell on a Triumph; fourth to Cliff Guild on a Triumph; and fifth to DUCATI rider Kenny Hayes, who had just completed his first competition event in road racing!

Spectators went wild, the DUCATI pits were swamped with cyclists, press representatives, and a good representation of the Italian colony of Daytona, who all came to cheer his victory.

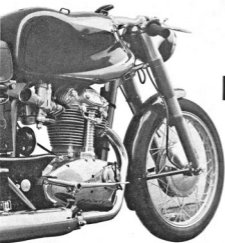
The only criticism I can make is that little Franco Farne, a three-time Italian 125cc champion of Italy, coming almost 4600 miles to compete in an A.M.A. sanctioned event, did not so much as receive a single congratulatory handshake from any of the A.M.A. officials, after winning in a style that will be remembered for years.



Herb Rieber, Washington D. C. Ducati dealer, Franco Farne and Ugo Mastrocola, mechanic caught at a tense moment, as A. M. A. technical committee inspector who lists Franco's motor through the spark plug hole, and pronounce his entry as being in order.



"On the Beach" in Daytona, getting ready for the practice runs over the measured mile. Farne on the 125cc "Desmodromic" DUCATI, behind him Berlin Motor Corporation Public Relations Director, Wall von Schenkold, another rider and Mechanic, Ugo Mastrocola with his back to camera.



D U C A T I

for 1959

Italian Newcomer Offered in 8-Model Range

MOST RECENT line of Italian motorcycles to reach U.S. shores is the famed Ducati, introduced thru its more than 400 dealers by the Berliner Motor Corporation, U.S. Distributors.

BRONCO—All-new 85cc OHV Ducati boasts most features found on its big brothers.



Built in its huge and modern plant in Bologna, Ducati has gained an enviable reputation in competition events. Ducati's most recent and outstanding victory was a **first five clean sweep** in the 125cc class at Monza, Italy, with many trophies also won in the 175cc event.

Mr. Joseph Berliner, president of the distributing firm that bears his name, announced that he will import a range of eight models, with a selection ranging from 85cc to 200cc.

Berliner feels that the Ducati range will answer the increased demand for high quality lightweights. The 1959 models will be as follows:

Americano . . .

In a beautiful metallic maroon with bronze trim, the "Americano" delivers 18 HP at 8,000 rpm with its 8 to 1 overhead cam engine, and has a claimed top speed of 85 mph. The 200cc model has 20 HP and is reported to top 90 mph.

The "Americano," as with the balance of the range, is fitted with a Dell'orto sports type carburetor. Road models fitted with air horn on the carb, while the scramblers have air

AMERICANO — "Americanized" version of Super Sport features different tank, high bars, etc. In either 175cc or 200cc models.





SCRAMBLER—Designed for sports riding and available in either 175cc or 200cc.

cleaners fitted). The 200cc Americano, Super Sport and Scrambler, naturally, are equipped with a large diameter carburetor.

Swinging arm rear suspension (3-way adjustable on all but the Bronco and 125cc models) and telescopic front forks are found on the Americano, as well as the entire Ducati range.

The 175cc Americano sells for \$519 f.o.b. New York, and the 200cc model is slightly higher.

Scrambler . . .

With the same engine specifications as the Americano, with the exception of the added aircleaner, the "Scrambler" is, of course, completely equipped for off-the-road competition, with 19" rear wheel and 21" front wheel and special hubs.

Available also in 200cc trim, the Scrambler's ground clearance, foot rests and exhaust pipe are two inches higher than the first shipment of 175's. The sidestand is easily removable.

175cc model retails for \$399 f.o.b. New York.

Official Certificate, attesting to the great speed of the 125cc "Desmodromic" DUCATI carries the signature of official American Motorcycle Association Timer Pete Zepka and Speed Trials Director "Bill" Tutball.

Super Sport . . .

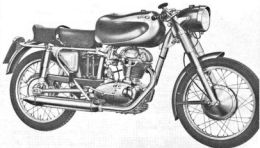
The 175cc OHC Super Sport, with a claimed top speed of 80 mph, features a sport gas tank and clip-on type sports handlebars, and is ideally suited for road racing enthusiasts, as well as for those road riders who demand a sleek, fast and attractive lightweight roadster.

Only visual difference between the sparkling two-tone maroon and gold 175cc and 200cc Super Sport models is that the gold on the tank is replaced with chrome on the larger model.

The Super Sport, in 175cc capacity, has a price tag of \$599 f.o.b. N.Y. Again, the 200cc model is slightly higher.

125cc Super Sport . . .

Ducati's 125cc Super Sport model delivers 11 HP at 8,000 rpm, and has a claimed top speed of approx. 75 mph. It sports hydraulic shocks, alloy



SUPER SPORT—Finished in metallic maroon, gold and chrome, this 200cc OHC model has appearance (and performance) comparable to many machines over twice its size. 175cc model is near identical.

rims, large polished brake drums, sports tank and sports bars. 75% of its parts are interchangeable with the other models. Racing megaphone or muffler is optional. Model retails for \$499 f.o.b. N.Y.

Bronco . . .

Newest lightweight in the Ducati family is the 85cc overhead valve "Bronco." Its vital statistics are: 4.8 HP, 3-speed gearbox, footshift, magneto ignition, swing arm rear suspension with hydraulic shocks, telescopic forks, 17" chrome wheels, 35 W lighting system and a top speed of approx. 50 mph.

Like its big brothers, it's finished in maroon and bronze, and retails for \$299.

The Berlin Motor Corporation, with headquarters in New York City, advises that complete parts and service facilities for Ducati have been established in their sub-distributor warehouses across the nation.

(Reprinted from the Motorcyclist)

OFFICIAL CERTIFICATE

MEASURED MILE SPEED COURSE - DAYTONA BEACH, FLORIDA

THIS CERTIFICATE THAT **Franco Farnè**

RIDDEN A **Ducati** MOTORCYCLE

ATTAINED A SPEED OF **104.04** MILES PER HOUR

ELECTRICALLY TIMED BY OFFICIALS OF THE AMERICAN MOTORCYCLE ASSOCIATION.

CERTIFIED BY *Pete Zepka*

DATE **March 3rd, 1959** ATTESTED BY *William R. Tutball*

22ND ANNUAL DAYTONA MOTORCYCLE CLASSICS MARCH 1-8, 1959

SEANQUARTERS, MUSEUM OF SPEED DIRECTOR, WILLIAM R. TUTBALL

SUPER SABER . . .

by BOB SCHIANTZ

(Continued from page 4)

den on the streets more than just occasionally and lights at night are a must. Personally, I favor the original battery ignition equipment over any magneto that I have seen for this bike and with a little work and a minimum of expense it is possible to rig a quick detachable headlamp. The Hella sport headlamps with switches supplied to dealers by the Beck Dist. Corp., can be easily modified to accommodate the Lucas head lamp plug as fitted to Trophy Triumphs. With this installed and a simple toggle ignition switch mounted under the seat all the advantages of legal lighting for the street and quick removal for the scrambles course are obtained. If desired even a generator warning lamp can be rigged near the ignition toggle by using a Hella scooter warning light socket.

Engine modification for more power are even simpler than the chassis modification outlined above. The three proves means of obtaining more go from the Sabre are increasing the top end compression ratio to 10:1 or more, increasing the primary compression in the crankcase and polishing out the inlet, transfer and exhaust ports in the cylinder.

On the top, a r.r. of 10:1 is a good place to start. You will notice a healthy increase in acceleration and it only requires the removal of .365" off the cylinder head. It must be remembered that it is also necessary to relieve the combustion chamber proportionately to prevent the piston from hitting the head. This use of a modified stock head is preferred by most Sabre riders to the other route of buying any one of several necessary top end heads on the market, at twice the price of the stock head. 10:1 works out well on gas.

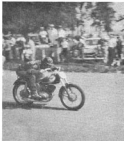
Weber's (Venture, Calif.) primary compression plates will make another noticeable difference, particularly in medium speed torque, and are worth their weight in gold. And they cost nearly as much, listing for \$40.00 installed on your crank assembly (out of the engine).

A thorough polishing of the inlet, transfer and exhaust ports is recommended but altering the shape and size of the ports in the cylinder and piston should not be attempted by anyone but a two-stroke expert, and only then if you have a spare cylinder and piston at hand. The reason is it is possible to come up with some undesirable port timing in the process of experimentation.

It seems that just about everyone with a Sabre in competition has tried at some time or other an alternate make and size carburetor, usually returning unceremoniously to the standard Bing instrument of 26 mm. bore which does a very satisfactory job on any modified Sabre when jetted correctly.



The clutch you can leave alone. If you have a Zundapp Sabre you have the best motorcycle clutch ever offered on a production machine and no racing modifications are necessary to it.



Harry 'J. K.' Kelley at speed at Indianapolis track. Testimony to prowess of machine is fantastic performance with this over 200 lb. Jockey. Note pressure in rear tire.



Indianapolis 1/4 mile. J. K. Kelley in lead on his Zundapp "Super Sabre".



Bill Douglas' Super Sabre on trailer, ready for full day of competition.



Indianapolis, half-mile lightweight race. Harry Kelley getting off to early lead with superior acceleration of 250 cc. Zundapp.



Jimmy Groves 200 Challenger, Dayton, Ohio at Indianapolis 1/4 Mile.



Tommy Seymour, Ohio State 250 cc. sportsman hillclimb champion about to climb famous Lancaster Ohio Hill. Event promoted by Bill Carpenter local Zundapp dealer.