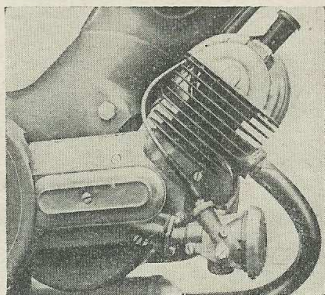


Impressions of Current Models

The 49 c.c. Model M21 de-luxe two-stroke
BERINI

A Netherlands-built Mo-ped Now on Sale in Britain

OBSERVANT visitors to the Continent, and particularly to the Netherlands, cannot have failed to notice that a large number of the many mo-peds which flock on the roads are sleek quiet models bearing the name Berini. Now, under the auspices of the well-known Cyclomaster concern of Byfleet, Surrey, this popular Dutch-built mo-ped is available on the British market backed by the widespread and firmly established Cyclomaster service—indeed, the Berini and the Cyclomaster have much in common, for the basic design of the two



The power unit fits neatly in front of the bottom bracket of the machine.

engines is virtually the same, each being a two-port, two-stroke unit employing reverse-scavenging and a rotary induction valve.

For some weeks past, an example of the Berini model M21 de luxe has been in daily use by members of *Motor Cycling* staff both as a town hack and for more serious inter-town service. The concerted opinion has been, as a result, that it is no wonder that mo-peds are so widely used abroad. In urban or city traffic, the Berini proved itself

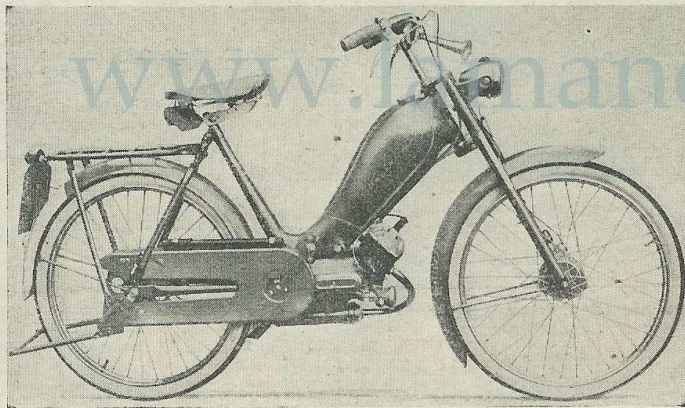
to be one of the swiftest methods of surface travel—and, with an overall fuel consumption of around 150 m.p.g. (no mileage recorder was fitted to the machine in use), certainly by far the cheapest.

It is as uncomplicated to ride as a bicycle. There are only two controls employed in excess of those normally found on a pedal cycle. These are the combined throttle and choke and the clutch—the latter fitted with a trigger to give a free-engine position without the necessity for holding the lever manually. A normally controlled front brake is fitted, while that at the rear is of the coaster variety, often met with in bicycle practice.

Starting is simple and certain. There is no carburettor tickler to fiddle with. The machine is placed on its rear stand. Then, lifting a catch on the twist-grip, the grip is moved into the extreme, or choked, position and one or other of the pedals pulled up to "twelve o'clock" is used as a kick-starter. Alternatively, the rider can get aboard, confident that the stand will bear his or her weight, and go through pedalling motions. The result will be the same—a quick response from the little engine. After a few seconds, the twist-grip catch may be released, the clutch lifted, the machine pushed off its stand, which immediately springs up into retirement, and one is ready for off.

A normal get-away on the level, with a 12-stone rider, is merely a matter of feeding in the clutch and operating the throttle intelligently. If uphill, a few thrusts at the pedals may be required; and on such well-known stiff London gradients as the pull up from Swiss Cottage to the heights of Hampstead or that of Primrose Hill, the engine does *all* the work. Stiffer climbs needed a little pedal-assistance, but not much.

Near-to-nought m.p.h. feet-up progress was found to be easy on the Berini and this,



Unusual on a mo-ped are the telescopic front forks and hub front brake.



Accommodation was ample even for a rider over 6 feet tall.

coupled with the engine's ability to two-stroke well down on its rev.-range, made the mo-ped a very safe vehicle to manoeuvre in heavy traffic. Braking was above average and, sensibly used, the "stoppers" could be relied upon to cope with any emergency.

Direct lighting, with a "low" switch position was more than adequate—in fact inadvertent use of the main beam drew flashing protests from approaching drivers—a detail which suggests an alternative dipped position for the beam would be an advantage.

The Berini is not only efficient and difficult to fault, but is eminently eyeable and comfortable to ride and should find a ready market among seekers after economical, reliable, personal transport with which to combat the ever-increasing cost of that provided by often overcrowded public services.

SPECIFICATION

Engine: 49 c.c. two-stroke; bore, 40 mm. by stroke 38 mm.; single cylinder; alloy head; two-port rotary induction valves; C.R. 6.8:1; claimed b.h.p., 1.7 at 4,300 r.p.m.; Encarwi carburettor; three-ball-bearing crankshaft; roller-bearing big-end.

Transmission: Single-speed with handlebar-operated clutch in unit with engine; oil-bath gear primary drive; ratio, 14.7:1; final drive by $\frac{1}{2}$ -in. by $\frac{1}{8}$ -in. chain, with pedalling gear.

Frame: Of pressed steel and tubular construction.

Wheels: 25-in. by 2-in. whitewall tyres; hubs incorporate 4-in. brake at front and Beckson coaster at rear.

Lubrication: Petroil; test carried out with 1:15 proportion.

Electrical Equipment: Bosch flywheel 17-W. magneto-generator; 3-in. dia. head lamp with 6-v. 6-W. single-filament main bulb; 6-v. 2-W. tail lamp.

Suspension: Telescopic front forks.

Tank: $1\frac{1}{4}$ gal. capacity.

Dimensions: Wheelbase, 46 in.; ground clearance, 7 in.; seat height adjustable; dry weight, 92 lb.

Finish: Grey-green.

General Equipment: Tool kit; tyre pump; bulb horn; licence holder.

Prices: £55 plus £10 11s. 9d. P.T.—£65 11s. 9d.

Annual Tax: 17s. 6d. (4s. 10d. quarterly).

Sole distributors: Cyclomaster, Ltd., Tudor Works, Chertsey Road, Byfleet, Weybridge, Surrey.