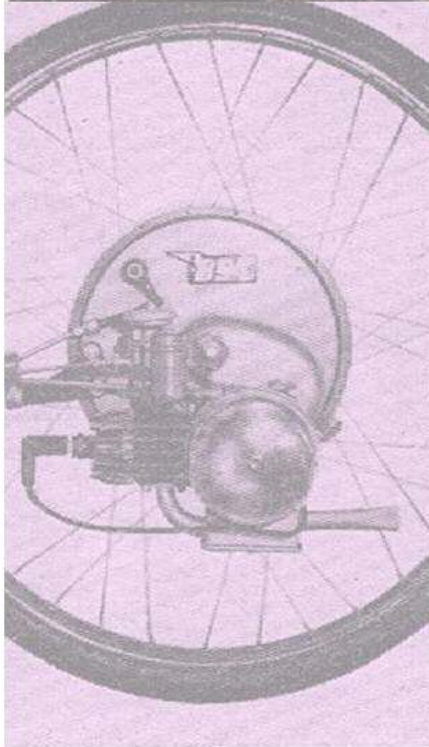


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The BERINI CYCLEMOTOR

"Motor Cycling" Tests a Dutch-built 32 c.c. Auxiliary Unit now Available on the British Market



AN attractive newcomer to the range of cyclemotors now available on the British market is the front-drive two-stroke Berini, which hails from Holland, where it is produced by N.V. Motorenfabrik Pluvier, of The Hague. For some while, an example of this well-made unit has been undergoing test by members of "Motor Cycling's" staff and a photograph of a staffman riding a Berini-powered Hercules touring pedal cycle was published in our issue of May 24 last.

Of 32 c.c. capacity, the Berini—the name is formed by the initials of the three Dutch co-designers—has a bore and stroke of 36 mm. and 32 mm. respectively. It weighs only 15½ lb.

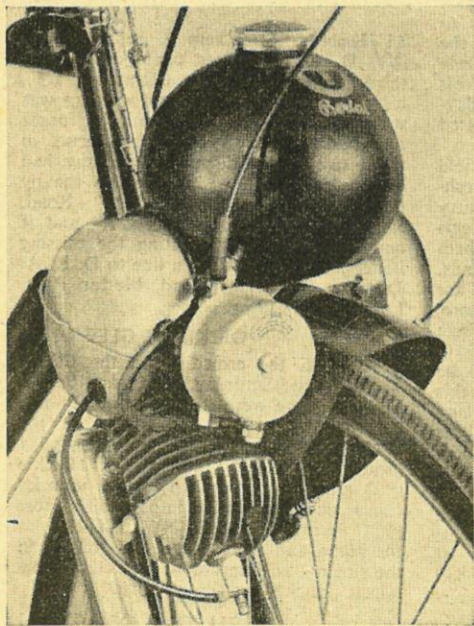
The drive employed is the well-tried friction roller, this being carried on the extended crankshaft, which is supported on ball bearings. Of conventional design in most respects, the Berini has a rotary valve induction system, this being formed by a ported disc, sprung against the crankcase face by a star washer, and driven by a "tongue" on the right-hand crank cheek. The cast-iron cylinder barrel is inverted and is fitted with a light-alloy cylinder head, both these components being held in place by three long studs passing into the crankcase. The off side of the crankcase is concealed by a polychromatic-enamelled brass cover, identical in design

to the cover of the near-side-mounted "Wipac" flywheel magneto. This, in company with the egg-shaped, one-third-gallon capacity petrol tank, gives the unit a pleasant, balanced appearance.

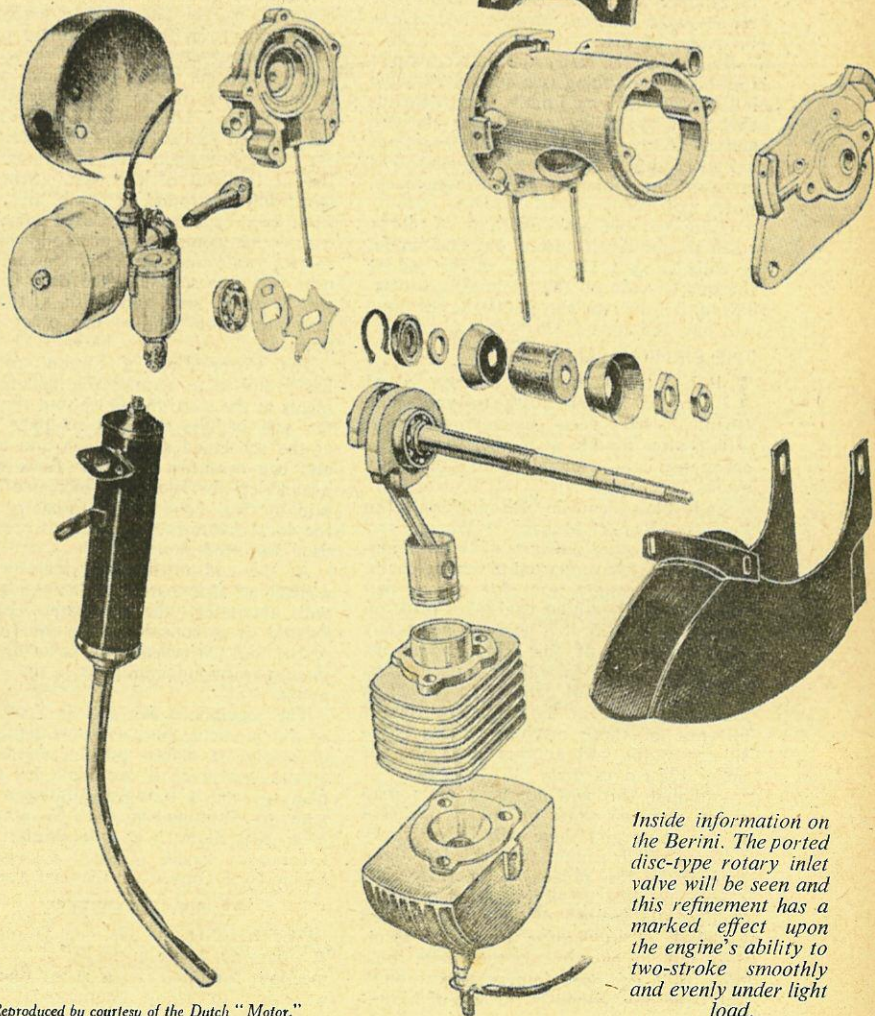
The engine is fixed to the cycle by means of a special clip around the front fork bridge and by an arm on the near side fork leg. Incorporated with the arm is the spring-loaded, handlebar lever-controlled mechanism which enables the engine roller to be disconnected from the wheel. The throttle control is by cable to a single lever, and no decompressor is fitted.

At no time did the starting of the unit present any problem. After gaining momentum with a few turns of the pedals with the engine roller raised from the tyre, the release of the lever would, with the built-in air strangler closed, result in an immediate response from the engine. In a few yards the strangler could be opened

The front aspect of a bicycle equipped with a Berini auxiliary unit is particularly neat. Control proved to be simplicity itself and the little engine could propel an 11-stone rider at 20 m.p.h.



Viewed from the off side. The polychromatic finished, domed clip-on cover balances the "Wipac" flywheel magneto on the near side. In the carburettor air filter is incorporated a strangler, easily operated whilst riding.



Inside information on the Berini. The ported disc-type rotary inlet valve will be seen and this refinement has a marked effect upon the engine's ability to two-stroke smoothly and evenly under light load.

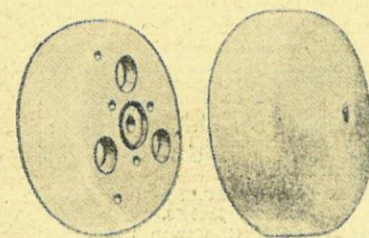
Reproduced by courtesy of the Dutch "Motor."

—an operation which did not call for a halt.

On level roads, the Berini proved its capacity for propelling the Hercules, with an 11-odd-stone rider aboard, at a comfortable 20 m.p.h., a gait quite adequate for the needs of most cycle-motorists. An outstanding feature was the engine's flexibility. It was possible to slow down to almost walking pace, and then to pull away again, without any undue protest from the motor—a virtue which proved invaluable when heavy city traffic had to be negotiated. Hill-climbing was good, one long, gruelling gradient in North London being attempted on more than one occasion without the need for pedal assistance.

As is usual with a front-wheel-mounted cyclemotor, the steering was light, but quite positive. With its inverted cylinder, the Berini gives a comparatively low centre of gravity for a machine of this type and this helped to produce a feeling of confidence.

No attempt was made to carry out fuel consumption tests, but there was every indication that the maker's claim of 240



m.p.g. would be achieved, if not exceeded, in everyday use.

The Berini is distributed in this country by the associated British company, Interpro Engineering Co., Ltd., of 14, Arlington Street, London, S.W.1, and is priced at £24. There is, of course, no purchase tax.

FOR THE RECORD

READERS will no doubt appreciate that the reporting of six T.T. races in one week, together with the compilation of tabulated results, imposed a strain on our printing resources and much of the written material had to go to press at a speed which provided little time for checking and cross-checking the thousands of facts and figures involved in our two special numbers. As a consequence, certain errors crept, unnoticed at the time, into our reports.

To those who like to keep the T.T. issues for record purposes, we suggest that the following amendments be made to their copies:—In Monday's Junior International T.T. report (issue June 7, page 155), R. L. Graham's finishing time and speed were given incorrectly in some earlier editions. The correct figure should be 3 hrs. 6 mins. 21 secs., 85.05 m.p.h.

In the introduction to the Senior T.T. report (issue June 14) Geoff Duke's record lap time was quoted as 23 mins. 43 secs.; this should, of course, have been 23 mins. 47 secs., as stated in the body of the report. Apologies are due to the Antipodes for including Ken Mudford amongst the Australians instead of the New Zealanders, and to Manxland for an oversight, again in the introduction, which failed to credit Tommy McEwan with fourth place.

Also for the record, readers may care to note the final build-up of the A.J.S. twins Doran's machine was fitted with an entirely new one-piece "spiked" head. Armstrong's had the 1950 pattern two-piece "spiked" head, and Featherstone's was the laterally finned 1951 one-piece job.