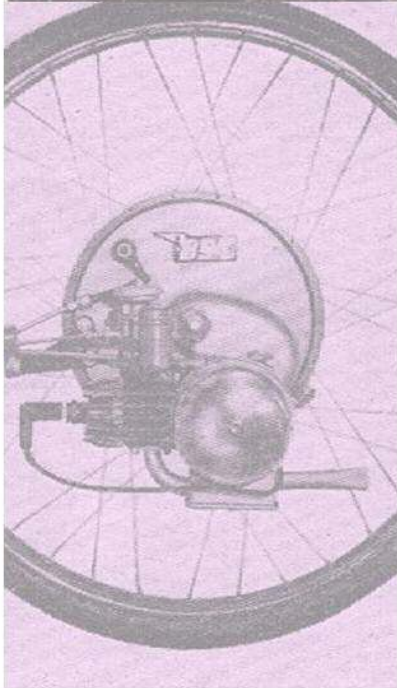


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BERINI M.13

*Britain's Cheapest Moped is
Assessed by CYCLING*

A RETURN to the simple and effective formula of the sturdy powered bicycle, the Berini M.13, with its 32 c.c. front fork-mounted engine and roller transmission is by some pounds the cheapest moped now available in Britain. It thus has two aspects of interest to moped enthusiasts, and I was especially pleased when the concessionaires—Currys, Ltd.—gave me an early chance of testing this latest model from the Dutch factory of Pluvier.

The two-stroke power unit is identical to the Berini cyclemotor which, some five years ago, was one of the most-favoured units of its type here. Now, instead of being marketed for attachment to existing machines, it is employed, in the M.13, to propel a moped which is an object-lesson in design for utility purposes. Despite its low price, nothing is skimped in the specification. The frame is an all-welded single-tube job which will obviously last for years. The machine boasts extensive and highly-effective mudguarding, reinforced, at the rear, by canvas dress shields

and at the front by a small legshield. The pedalling chain is completely enclosed within a plastic case, and the M.13 shares with other Berini models a tough and useful rear stand and luggage carrier. In addition, there is a caliper-type lock on the rear wheel, and an efficient crash bar in chromium-plated steel tube around the engine unit. All in all, it is a handsome and impressive job.

On the road, it makes no concession to the "pedals are useless" school of thought. The Berini's pedals not only *can* be used—they are *meant* to be used. To start up, for instance, you pedal the machine until five miles an hour is reached, when the lever holding the engine unit off the front tyre is released and, after a few more revolutions of the pedals, the motor bursts into life. Use of the inbuilt rich-mixture control of the Encarwi carburetter is advisable.

Once the engine is running, the rider can either dispense with the pedals at once or use them to boost the acceleration. In the latter case, the M.13 can be whipped

The BERINI at a GLANCE

Maximum Speed: 22 m.p.h. in 48 sec. from rest.
Economy: 190 m.p.g. at 20 m.p.h.

Braking: From 20 m.p.h. From 30 m.p.h.
Both brakes .. 35 feet. Not applicable.
Front only .. 100 feet. Not applicable.
Rear only .. 37 feet. Not applicable.

Weight carried during test: 200 lb.

Engine: Berini two-stroke; 36 mm. bore x 32 mm. stroke = 32 c.c.; c.r. 5.9 to 1; 0.6 b.h.p. at 3,800 r.p.m.; rotary-valve induction.

Gearbox: None. Transmission by spring-loaded carburettum roller on front tyre.

Tank: 4-gal. capacity.

Frame: Welded-up from steel tubing; rigid front forks and rear end.

Wheels and Brakes: Front brake of stirrup type; rear coaster hub; chromium-plated rims and rust-proof spokes; 1½-in. x 24-in. Vredestein whitewall tyres.

Lights: Headlamp fed direct from flywheel magneto-generator.

Equipment: Rear stand; luggage carrier; rear wheel lock; pump; engine safety bars.

Finish: Black enamel with chromium-plated details.

Makers: N. V. Motorenfabriek Pluvier, Sluisjesdijk, 109, Rotterdam, Holland.

Concessionaires: Currys Ltd., Uxbridge-road, Ealing, London.

Price: £36 15s. inc. P.T. Number plates, licence-holder, bulb horn, rear lamp, £1 6s. 7d. extra inc. P.T.

Public transport fares are money down the drain. For the utility rider, the new Berini M.13 will pay for itself within a couple of years.

up to 20 m.p.h. in about 15 sec. Without pedal assistance, the acceleration is slow, and to obtain the last couple of miles per hour, in any case, calls for a degree of patience!

Hill-climbing, as could be expected with so small an engine, is not quick, but the unit is surprisingly powerful, and only moderate assistance from the pedals is required on hills outside the "killer" class. I found it advisable to begin assisting the machine once the speed fell below 10 m.p.h.

Handling is good—as it usually is with front-wheel-drive machines—and there are no inherent snags. Braking, however, leaves room for improvement, since the front stirrup-type brake has about as much restraining influence as the President of France! On a machine of this type, however, it is the rear brake which is more likely to be used, and the coaster hub fitted to the M.13 did its job well throughout the test. It needed quite a steady pressure on the pedals to achieve the best stopping distances, but it gave no signs of "fade" and was reassuringly smooth in its action.

Comfort on the new Berini is commendable. The saddle is soft, and has a wide range of adjustment. The handlebars are well designed, and the relationship between both components and the pedals nicely judged. Finally, the model is not so heavy that it is impossible to use as an ordinary cycle if circumstances so dictate. A true dual-purpose machine for the utility owner, it is very remarkable value at its rock-bottom price, especially since it offers running costs to match!

CENTAUR.