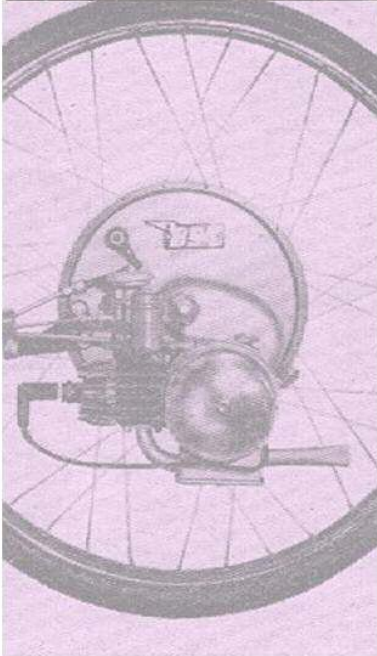


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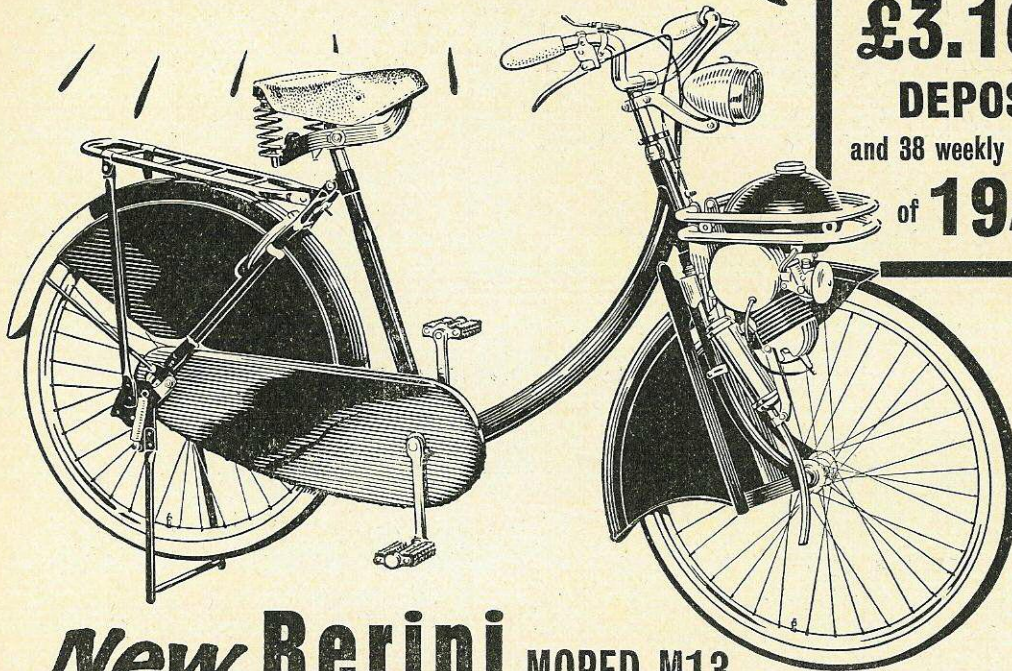


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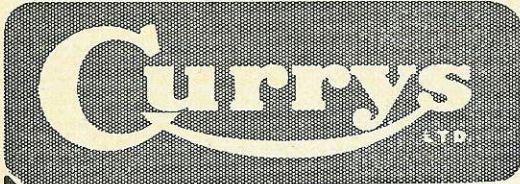
New Berini MOPED M13

No other moped gives you so much for so little money. It will carry you on the flat at approximately 20 m.p.h. with maximum economy and climb most hills with only slight pedal assistance. It's simple to operate, to ride, and virtually trouble-free. You must try it—today!

32 c.c. engine—Over 200 m.p.g.

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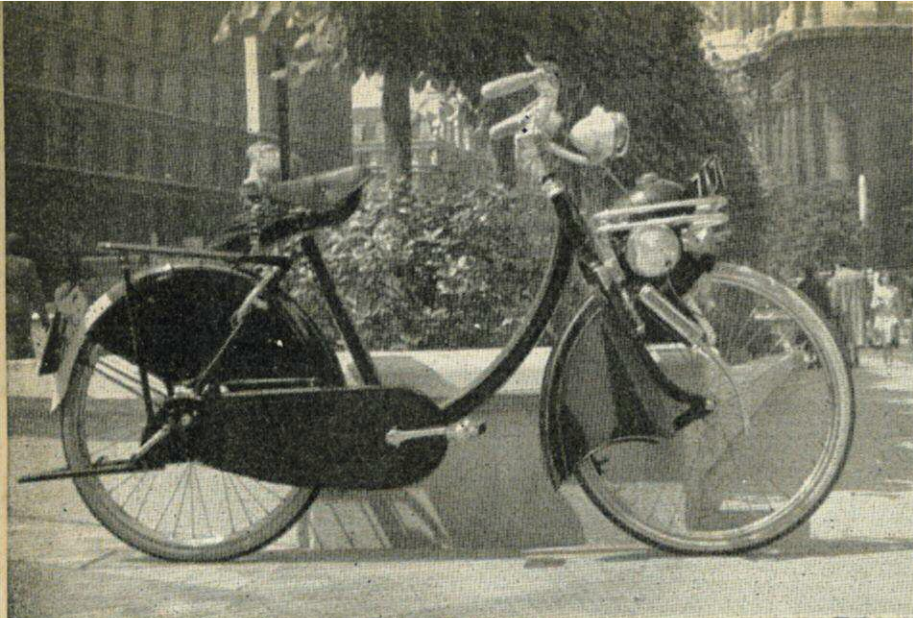
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ROAD TEST REPORT :

BERINI M.13

A Light Motorised Cycle at 35 Guineas

ONE of the very few attachment engines which have remained on the international market and still sells in worth-while quantities is the *Berini M.13*, a light weight front-wheel-drive unit made in Holland by the Pluvier Company. It is now being produced as a complete machine with the bicycle part specially designed for the job by the same makers and has recently been introduced to this country by Curry's at a remarkably attractive price.

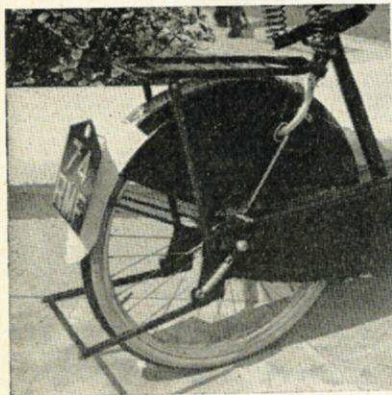
In appearance and handling characteristics the machine remains pure motorised cycle and does not compete with the types we generally call mo-peds at all. The frame is of the open type with large diameter down and seat tubes, strongly webbed at the bottom bracket. The steering head and front forks are considerably stronger and more rigid than those of a normal pedal cycle to withstand the loading of the engine and there is a proper motor cycle type

rear stand as well as an exceptionally sturdy carrier as part of the standard equipment.

An interesting feature is that both the wide domed steel mudguards are fully valanced in a shiny black fabric backed material and the driving chain is also fully enclosed in the same way. A steel shield behind the engine provides complete protection for the rider from all roller-flung dirt as well as any oily blow-back that might occur. The total result is that the machine is quite remarkably clean to ride even in the worst of weather and even if the power unit is allowed to become really dirty, while the driving chain has a long and quiet life within a completely rattle-free enclosure.

Brakes are a metal to metal *Beckson* back-peddalling brake in the rear hub and a cycle tube stirrup of heavy construction in front, the latter operated by cable and handlebar lever. A useful fitment is a solid, built-in, thiefproof lock on the seat tubes rejoicing in the patented name "Ha-Ha". The saddle is of the steel sprung mattress type with additional coil springs at the rear and is adjustable for height and angle. The handlebars are also adjustable for height so that any sized rider can be accommodated comfortably.

The 32 c.c. power unit is very compact and weighs only 15½ lbs. complete with fuel tank. The engine itself is, of course, the same as that used in the famous *Cyclemaster* engine-in-a-wheel



LEFT: A real stand, a sturdy carrier, built-in lock and enclosed chain drive are good features. RIGHT: The power unit is neat, light and well guarded.

unit still popular in this country, which provides a solution to a lot of spares and servicing problems before they even arise! In the *M.13* the drive is by carborundum roller on to the front tyre and engagement is by cable from a lever on the left side of the handlebars (the normal clutch position) which is provided with a finger catch so that the lever can be left withdrawn so converting the machine to pedal cycle in an instant. The egg-shaped tank holds 3½-pints and the whole unit is guarded by twin chromed tubes which add to the appearance and protect the magneto and carburettor from damage in the event of a fall or if the machine is propped against walls.

Easy To Ride

Because of its bicycle rather than motor accent the *M.13* is ridden rather than driven and is very easy to ride in all circumstances. With the engine disengaged the machine is and feels like a conventional roadster type cycle except for the added compactness of the 24-inch wheels which give a low riding position and enable both feet to be placed firmly on the ground with the saddle correctly adjusted for good pedalling. The modest weight of the engine is scarcely felt and the cycle is notably smooth running; the enclosed chain in particular providing a really silky drive.

Starting the engine is effected by simply pedalling up to 6 m.p.h., or so and releasing the hand lever, when a start can be relied on within a few feet only. No choke or tickler is provided for possible misuse but the throttle lever (not twistgrip) can be depressed slightly and pushed forward beyond the normal closed position to obtain a rich mixture for a start from cold. Once warm or hot this device is not required and the engine picks up to pull away immediately from anywhere in the throttle range. When cold, low speed pull was noticeably missing for the



first hundred yards, but after that it was very good indeed and the *Berini* could be pulled away from little over walking pace on the engine alone.

In practice, however, power and pedals are used together when getting away and no effort is called for in accelerating up to around 10 m.p.h. at normal traffic speeds. The same applies to hill climbing, engine and pedals complementing each other to give smooth, easy climbing at speeds between 10 and 15 m.p.h. on most main road grades.

The machine under test was not run in and the mean maximum speed obtained, 22 m.p.h. will probably be improved on with use. It was noted that 20 m.p.h. was maintained on quite noticeable up grades—the kind of going that makes pedal cycling hard work—while headwinds similarly had little effect on the willing engine except to make it pull rather more smoothly than when running light.

Both brakes are well up to their job and general steering and handling characteristics are first class throughout the speed range of the machine. The semi-balloon 1 $\frac{3}{4}$ -inch tyres give a comfortable ride coupled with good road holding. Two details that were much appreciated were the quick-action thief-proof lock and the really practical and solid rear stand.

Sheer Handiness

The *M.13* does not compare nor compete with the bigger and more expensive mo-peds—It is not intended to. It provides a very cheap and easy to use means of transport for the ride-to-work type of owner. It is not intended for climbing steep hills and the roller drive does not take kindly to mud. It is a carborundum roller and does not suffer from the slipping troubles of the steel rollers as used on most attachment engines a few years ago. In ordinary rain on metalled roads the



Well shielded front end

grip is unimpaired. Front tyre life is estimated at 4,000 to 5,000 miles.

The real advantages of this machine are its low price and sheer handiness. It is no trouble at all to wheel it up and down steps, park it indoors or out or wiggle it through traffic-choked roads. Maintenance of the cycle parts is that of an ordinary pedal cycle except that this sturdy machine needs rather less looking after than most bicycles. The engine is hardly more complicated and in any case is of proven reliability.

This is the kind of machine we believe has a great future in a section of the market as yet untouched and it has already attracted considerable public interest.

Specification

ENGINE: "Pluvier", bore 36mm. x stroke 32mm., 32 c.c. output 0.8 b.h.p. at 4,500. Carborundum roller drive to front wheel. Magneto ignition and lighting.

TANK: Direct mounted over engine, 3 $\frac{1}{2}$ -pints capacity including $\frac{1}{2}$ -pint Reserve.

FRAME: Tubular swan-neck type, rigid forks, domed mudguards with fabric valances, enclosed chain. Built-in steel front shield.

WHEELS: 24-inch with 24 x 1 $\frac{1}{2}$ x 1 $\frac{3}{4}$ -inch "Vredestein" whitewall tyres.

PRICE: £36. 15s. 0d. (including P.T.).

EQUIPMENT: Direct current lighting, bulb horn, lock and stand.

CONCESSIONAIRES: Curry's Ltd., 75-77 Uxbridge Road, Ealing, W.5.

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Flashes

AMENDED M.O.T. regulations regarding lamps and reflectors came into force on June 2nd. Minimum height for front lamps (ground to lamp centre) is reduced from 2ft. 2in. to 2 ft., except fog lamps.

Reflectors fitted on vehicles now after this year must be marked with specification number and grade mark of the relevant British Standard and name or trade mark of manufacturer.

METROPOLITAN "Motor Cyclist of the Year" competition sponsored by the Royal Society for the Prevention of Accidents has a scooter section. Preliminary rounds are now being organised and interested riders should seek information from their local Road Safety Organisers.

EXPORTS of British motor cycles, scooters, mo-peds and accessories increased in value from £2,770,437, in the first four months of last year to £2,839,759 in the same period of 1958.

RADIO by *Phillips*, a car type R4-valve set playing through a 5-in. loud speaker, is fitted to the *Prima* scooter used by "Flash" Rogers of Birmingham on his 3,600 mile European tour in June.

EVENING MAINTENANCE COURSE

The Course will be run in an expanded form during Session 1958-59. There will be in the case of Scooters, three grades: New-comers, Intermediate and Advanced.

The new Session will commence with enrolment on Monday, September 15th. There will be room in all the Sections especially on Fridays. Minicars meet on Mondays.

Advanced enrolments by post to ensure a place. For further details and enrolment cards from: Mr. E. N. FENNELL, B.Sc. (Econ.), Wesley Institute, Wesley Road, Stonebridge, London, N.W.10.