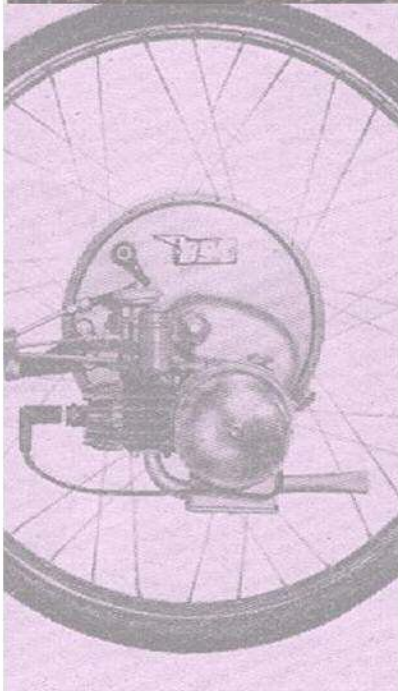


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THE BERINI M13

An inexpensive, friction drive moped displaying many good virtues

THOUGH the Berini M. 13 may be the cheapest moped on the British market by some pounds, it is certainly not least attractive in the way of all-round utility, nor has its competitive price been gained by cutting from the specification any essential feature.

This machine is, currently, the only front-wheel-drive machine sold here, having its rotary-valve 32 c.c. two-stroke engine mounted on the front forks, and driving the wheel by means of a carborundum-faced roller spring-loaded onto the tyre. This form of drive has a number of advantages, which are perhaps not fully appreciated. It means that, at little cost, it is possible to free the drive from the engine to the wheel without adding the complication of a friction clutch, while it also provides a transmission which is silent, clean, and free from the need for constant and rather messy maintenance. In fact, friction drive has so much to recommend it that one is a little puzzled by the fact that it has not been more universally applied to mopeds. The hoary tale that such drives slip in wet weather is one exclusively for old wives . . . !

Besides the advantages which are inherent in its engine unit, the M. 13 also has a tough and shapely single-tube frame; full enclosure for the pedalling chain; wide valances on the mudguards; a luggage carrier; and a lock on the rear wheel. In short, its specification reads like that of a £50 machine.

Good Performance

Is its performance, then, at fault? Again—no! One does not expect a moped of only 32 c.c. to vie for speed with 50 c.c.-engined machines with three-speed gearboxes. However, its "around 20 m.p.h." cruising speed, coupled with a top speed of 23 m.p.h., makes it almost as fast through traffic as any more powerful model — and certainly it is simpler to use. One simply sets the throttle lever, and the machine does the rest. When you wish to stop, you throttle back, pull the lever which dis-

engages the engine from the tyre, and apply the brakes. To restart, one pedals a few turns, and then releases the trigger on the engine-engagement lever to bring the motor into play again. It is virtually a fool-proof moped.

Of course, one expects that pedal assistance will be needed on hills, and that it will be needed early. Given this early assistance, the

The 32cc. two-stroke engine drives the front wheel by means of a carborundum roller.

little unit will help the rider to take the M. 13 up quite steep hills; if denied it, it will falter badly, and the work will be harder. Around seven m.p.h. is the minimum speed which must be maintained if hill-climbing is not to develop into a tough training ride!

Steering is excellent. Front-wheel drive has several virtues, one of which is that the wheel is trying to pull the machine in the right direction; another is that the weight of the engine ensures good tyre adhesion at the front. Thus the Berini is a tenacious line-holder, and a very manoeuvrable machine into the bargain.

Though both front and rear ends are unsprung, it is also a comfortable machine, thanks to a well-designed relationship between saddle, bars and pedals, and to the fact that a good range of adjustment is provided for height and tilt.

Economy? That goes without saying in a machine of this type. Overall fuel consumption is "150 m.p.g., plus" — but, obviously, the M. 13 is sensitive to the type of terrain in which it is used. I rode it in hilly country; on flatter roads, it would not surprise me if close on 200 m.p.g. could be obtained as a matter of course.

I can't leave the M. 13 without referring to its smoothness and its silence. The unit cannot be "felt"; the only indication that an engine is at work on the machine — apart from the fact that the telegraph poles are flicking by with no effort on the rider's part — is a subdued, almost apologetic purr from the long exhaust pipe on the front forks.

Clean, comfortable, handy and handsome, the Berini M. 13 is a really good bet for the rider whose purse is short, or for anybody who wants good quality at a low price.

CENTAUR.

Performance	Specification
Speed: Maximum 23 m.p.h. in 45 sec. from rest. Flying 1/10th mile, 21 m.p.h. Standing 1/10th mile, 15 m.p.h.	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.
Acceleration: 0-10 m.p.h., 3 sec. 0-15 m.p.h., 12 sec. 0-20 m.p.h., 31 sec.	Gearbox: None. Transmission by spring-loaded carborundum roller on front tyre.
Economy: At 20 m.p.h., 198 m.p.g.	Tank: 4-gal. capacity.
Hill Climbing: Time for hill, 3 min. 5 sec. Pedal assistance from 0.1 miles. Hill 0.5 miles long; maximum gradient 1 in 10; average gradient 1 in 16.	Frame: Welded-up from steel tubing; rigid front forks and rear-end.
Braking: at 20 m.p.h. Front Rear Both 93ft. 38ft. 33ft.	Wheels and Brakes: Front brake of stirrup type; rear coaster hub; chromium-plated rims and rust-proof spokes; 14-in. x 24-in. Vredestein whitewall tyres.
Pedalling: Comfortable pedalling speed, 6 m.p.h. Tester's rating: Easy to pedal.	Lights: Headlamp fed direct from flywheel magneto-generator.
Tester's Weight: 200lb.	Equipment: Rear stand; luggage carrier; rear wheel lock; pump; engine safety bars.
	Finish: Black enamel with chromium-plated details.
	Makers: N. V. Motorenfabriek Pluvier, Sluis-jedijk, 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.

A1 MODERNIZATION

WORK is expected to start on modernizing nearly 100 miles of the Great North Road, A1 during the next twelve months at a cost of nearly £23 million. It is the latest development of the £50 million plan to rebuild 220 miles of the road between London and Newcastle-on-Tyne.

New stretches of two-carriageway road are being built to by-pass all the congested towns and villages on the route. The existing rural sections are being improved to take traffic one way only, while a second carriageway is added alongside or near the existing road to take traffic in the opposite direction.

Including some 10 miles rebuilt before World War II, there are already nearly 50 miles of double carriageway on A1 and more than £3 million has been spent on the work since the programme got

under way. One stretch of double carriageway road in Huntingdonshire extends continuously for about 13 miles.

It will be necessary to build 26 bridges, including a six-span bridge, 683 feet long and 70 feet high, over the River Don.

At the southern end of a new 15-mile Doncaster by-passing motorway there will a short general purpose by-pass for the village of Blyth. This will lead to a two-carriageway section of road which joins the original A1 at Markham Moor, south of East Retford.

Also to start shortly are the £14m. Biggleswade By-pass, two-and-three-quarter miles long, in Bedfordshire, and the £14m. four-and-a-half miles Stamford By-pass in Lincolnshire. Then will come a £24m. Stevenage By-pass, and work on Grantham By-pass is also scheduled to start in the year 1959-60.