Road Tests of New Models

49 c.c. Berini M21

Netherlands Moped which Performs and Handles Extremely Well

LATEST product of the Netherlands Pluvier concern is the 49 c.c. Berini M21 de-luxe moped which is imported by Cyclemasters. Essentially modern in conception, the Berini has a composite pressed-steel and tubular frame of which the main portion is formed integrally with the fuel tank. Front wheel suspension is by means of a telescopic fork. An oversquare (40 x 38mm bore and stroke) two-stroke incorporating a crankshaft-operated rotary inlet valve, the power unit is mounted just forward of the bottom vee of the open frame.

Primary drive is by helical gears. Of steel, the crankshaft gear meshes with a large countershaft gear formed of special plastic material designed to give long life and quiet operation. Incorporated in the countershaft gear is a two-plate cork clutch which runs in oil. Final drive is by chain and a separate pedalling chain is fitted. An internal-expanding front brake and back-pedalling rear brake are featured.

Engine control is by means of a twistgrip on the right of the handlebar. Depression of a short lever on the grip permits it to be turned beyond the closed position thus bringing the choke into action for cold starting. Clutch control is by a left-hand lever incorporating a trigger to hold the clutch out of engagement.

Although starting with the engine cold could be accomplished with the machine on its stand, a better procedure was to pedal off with the clutch held out of engagement. When a speed of about 5 m.p.h. had been achieved the engine would normally fire as soon as the clutch was engaged. On frosty mornings, however, it was sometimes necessary to pedal for approximately 50 yards in order to start the engine. A few seconds later the twistgrip could be rotated until it clicked into its normal closed position and then used in the normal way.

With the engine running, it was possible to ride the Berini away from rest without use of the pedals. However, the method is not recommended: it was felt to involve unnecessary abuse of the clutch and the get-away was necessarily slow. On the other hand a few quick thrusts on the pedals enabled the machine to keep pace with the accelerating traffic stream.

The moped could be cruised easily and comfortably at 24 to 26 m.p.h., a speed which left a useful margin of power in reserve. Maximum speed was in the region of 34 m.p.h. Normal main-road gradients up to about 1 in 10 presented no obstacle, and during the test no hill was encountered that called for more than light pedalling.

The simple telescopic front fork has ample movement and it effectively insulated the rider from normal road shocks. In addition, the nose-pivoted rubber saddle (which could with advantage have been more resilient) and 2in-section tyres made the Berini comfortable to ride over main and secondary roads.

Handling at all times was of an exceptionally high order. Owing to the short wheelbase and low centre of gravity resulting from the engine position, cornering was a delight. Straight-ahead steering at any speed within the machine's range was entirely automatic. Stability on greasy surfaces was of such a high standard as to instil the rider with confidence. The brakes provided more than adequate stopping power, were smooth in action, had just the right degree of springiness to permit niceties of application on treacherous surfaces, and retained their full efficiency in wet weather.

Under all conditions the exhaust was pleasantly modulated and mechanical noise was unobtrusive. The headlamp main and dipped beams gave sufficient light for comfortable cruising in dark country lanes, but the illumination provided by the 2w tail-lamp bulb was considered inadequate.

Full marks were accorded to the open frame, which made for ease of mounting and dismounting and comfortably accommodated skirts or long coats. The comprehensive chainguard afforded complete protection of the rider's clothing from chain lubricant, and the mudguards—generously domed for a machine of this character—did much to keep road filth at bay. Also appreciated was the capacity of the fuel tank at 1¼ gallons.

Minor criticisms are that the throttle cable touched the cylinder at one point with the result that the outer casing was burned through and some stiffness in operation developed. A slow, reliable tickover was not easy to obtain. Some trace of transmission snatch occurred at ultra-low speeds. The headlamp switch on the test model was loose and caused some inconvenience by turning to the on position through vibration.

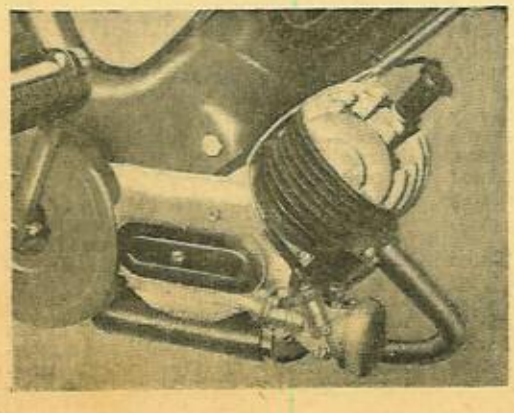
At the conclusion of the test the power unit was perfectly clean in spite of hard use.

The finish in metallic green and chromium appeared durable, and the white-walled tyres added a final touch of smartness to the stylish moped.

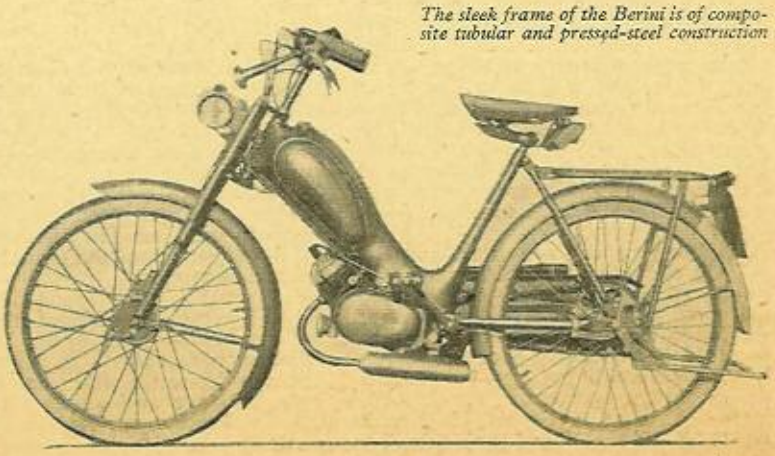
SPECIFICATION

ENGINE: 49 c.c. (40 x 38mm) two-stroke with light-alloy cylinder head and crankshaft-operated rotary inlet valve. Petroil lubrication.
FRAME: Open, of composite pressed-steel and tubular construction.
CARBURETTOR: Encarwi with built-in air filter. Throttle and choke controlled by twistgrip.
TRANSMISSION: Helical-gear primary drive; final drive by chain. Handlebar-operated cork clutch running in oil. Overall gear ratio, 14.7 to 1.
IGNITION and LIGHTING: Bosch flywheel magneto with 8w lighting coil. Headlamp providing main and dipped beams.
FUEL CAPACITY: Approximately 1¼ gallons plus small reserve.
WEIGHT: 88 lb.
PETROIL CONSUMPTION: 187 m.p.g.
ROAD TAX: 17s 6d a year; 4s 10d a quarter.
PRICE: £55. With purchase tax (in Great Britain only), £67 14s 1d.
MAKERS: N.V. Motorenfabriek Pluvier, Sluisjesdijk 109, Rotterdam, Holland.
IMPORTERS: Cyclemaster, Ltd., Tudor Works, Chertsey Road, Byfleet, Weybridge, Surrey.

The forward-facing carburettor feeds through a crankshaft-operated inlet valve. Primary drive is by helical gears



The sleek frame of the Berini is of composite tubular and pressed-steel construction



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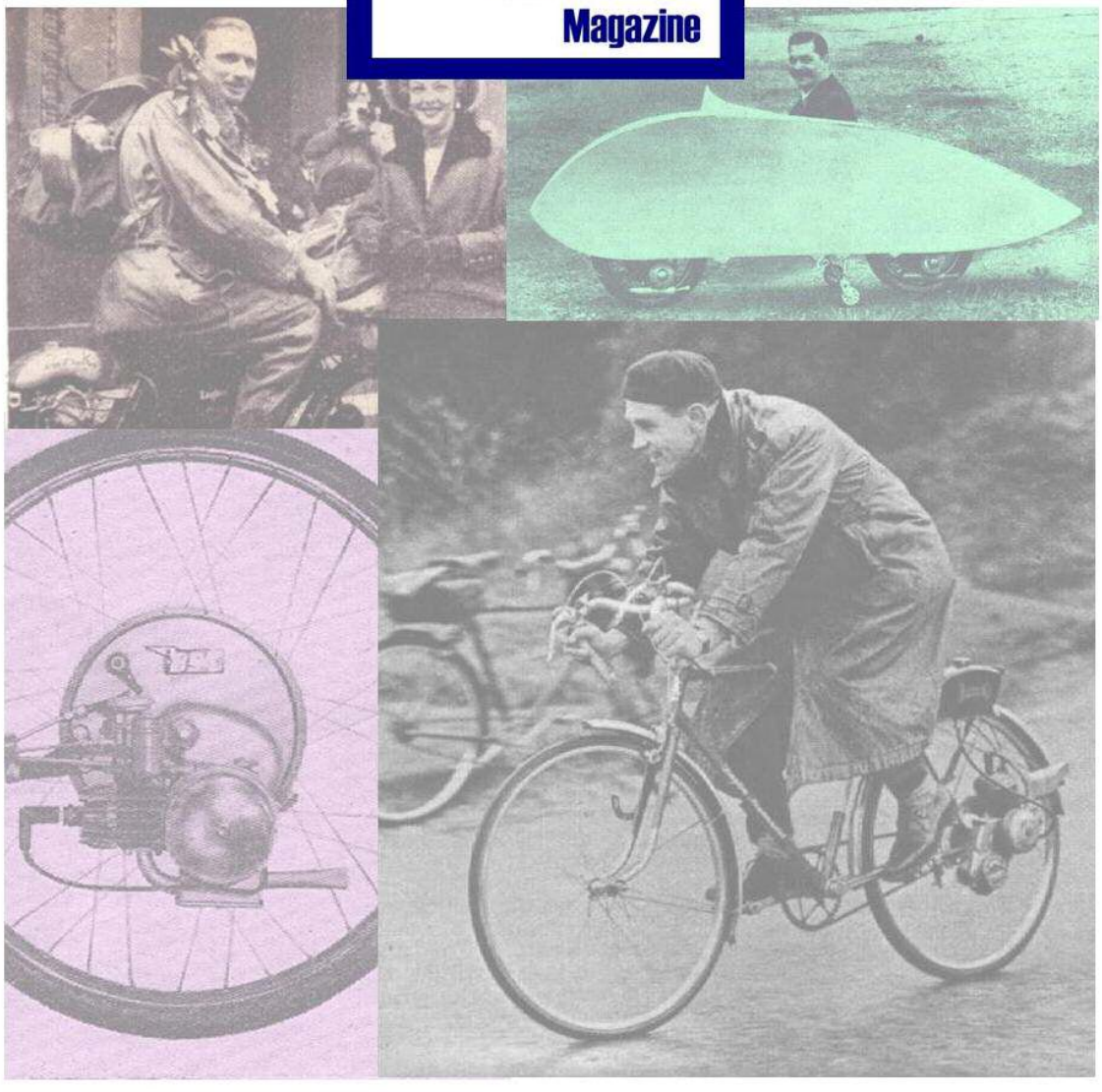

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