

IMPRESSIONS OF CURRENT MODELS

THE BERINI "PLUVIER 220"

50 c.c. Two-stroke Mo-ped

SELLING at the very competitive price of £57 15s., including P.T., the Berini "Pluvier 220" mo-ped has a definite attraction to the man looking for a mount which will provide reasonable transport with a minimum outlay and which will not require physical assistance.

Although the machine's specification is austere as far as accessories are concerned—there are no tools, pump, toolbag or horn as standard—the finish in dull-green and chrome belies the price of the little mount; both mudguards are most generously valanced and the guard over the driving chain is not in the least skimpy. A fuel tank integral with the main frame member is an unusual aspect of the machine.

Simple Starting

Starting was a relatively simple procedure. The machine could be started at rest. The drill was to raise it on to the sensibly proportioned rear stand and engage bottom gear; then a few twirls of the pedals would generally bring the 50 c.c. unit into life. Alternatively, the mount could just as easily be started by pedalling in the recognized fashion. The power unit, which is carried in the "bottom-bracket" position, has an integral two-speed gearbox operated by a twist-grip cum clutch-lever on the left handlebar.

An unusual point concerning the engine is that the induction system is via a rotary valve on the crankshaft, and not by the usual piston/port method. No choke control is fitted to the carburettor and it cannot be flooded for starting—two points which undoubtedly save fuel from being wasted by the uninitiated. The exhaust system—which, in common with many other parts of the machine, is plated—consists of a short pipe

The Lowest-priced Two-speed Mo-ped on the British Market Proves a Practical Proposition: Excellent Finish a Notable Feature

The Berini was used on many round-town trips. Starting was simple and reliable and low-speed pulling was good — points adding to the machine's attraction for this type of use.

and squat silencer, positioned under the unit, and a small tail pipe; the silencer can be dismantled for cleaning and keeps the exhaust note very subdued at all throttle openings.

Used as a hack machine, the Berini proved to be faster on home-to-office journeys than



public transport. Time taken to walk to bus stops was profitably spent in getting on with the trip and, with fares at their present level, the overall cost showed a saving. A useful degree of performance emanated from the power unit and, on the level, cruising at any speed in the 20-30 m.p.h. bracket proved easy. The lower of the two gears was frequently brought into use for steepish hills, but at no time, other than when starting the engine, did the rider have to pedal.

Sensible Suspension

Suspension at the front is by a sensibly proportioned telescopic fork, which appears to be more strongly built than some of its contemporaries. No hydraulic damping is, of course, provided and none appeared necessary, as the range of movement dealt adequately with all except real pot-holes. The absence of rear springing was not particularly noticeable, thanks very largely, no doubt, to the comfortably sprung saddle.

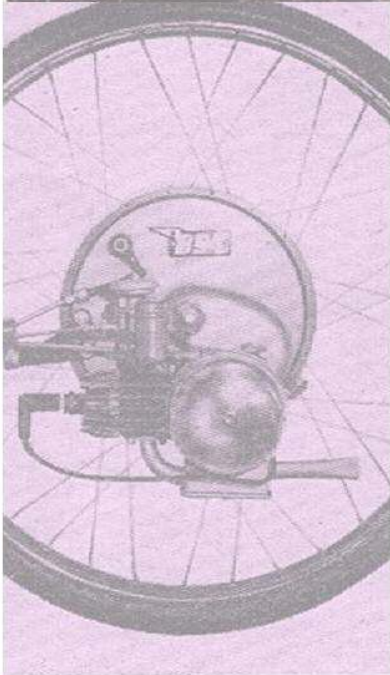
Most mo-ped users have at times to carry small amounts of luggage and the Berini, with its sturdy carrier over the rear wheel, earned full marks on this score. Braking was of the standard often expected on this type of mount. The front brake is of the internal-expanding variety; at the rear a coaster hub is fitted. Used in unison, the brakes proved effective, but individually, appeared to be insufficiently powerful.

Originating in Holland, the Berini mo-ped is handled in this country by Currys, Ltd., 77 Uxbridge Road, Ealing, London, W.5.



The generously valanced mudguards are displayed to advantage here, as is the sensible chain-guard. Induction is via a rotary valve, as the carburettor mounting position indicates. The sturdy carrier is a useful fitting.

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