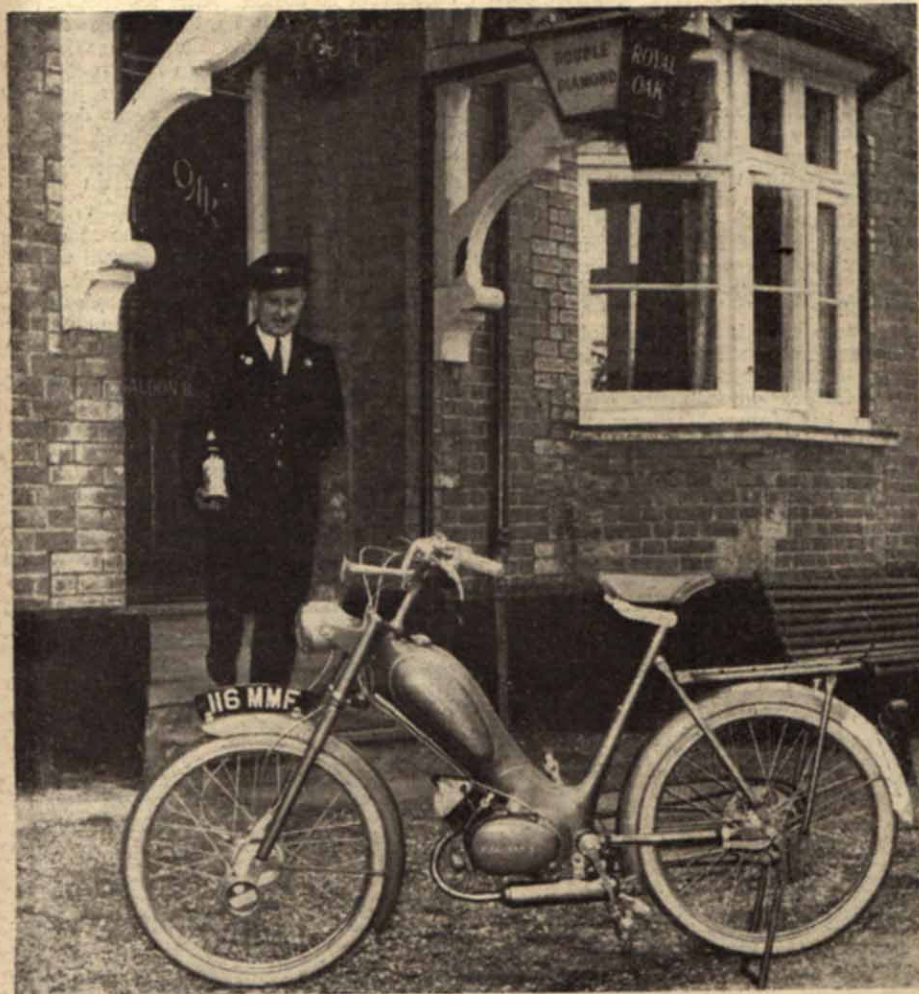


BERINI M.21

A Fascinating Single-speed Dutch Moped



THERE'S plenty of beef behind the Berini M.21, the fascinating single-speed Dutch moped which has formed my staple means of transport for the past week or so. It is an elegant machine this, with a sturdy heart. No sluggard either, for its maximum speed of 29 m.p.h. can be reached easily on any level road, and a 25 m.p.h. cruise is not beyond its capabilities.

However, speed is not the target at which the M.21's designers were aiming. They wanted to produce a moped which would be clean and strong, as handy as a pedal cycle, and as easily managed. I think they have succeeded. For a town-runabout, no machine of my acquaintance is better, yet the Berini is capable of more serious journeys if required.

From a pedal start the two-stroke engine starts easily, and thereafter control is simply

a matter of opening and closing the throttle until a stop is required. Then the trigger-locked clutch is pulled, the catch engages, and it stays out until further notice. Thus the beginner on a Berini does not need to learn delicacy of operation . . . the clutch can be ignored save as a means of applying or disengaging the drive when the machine is actually under way.

Hill-climbing is average for a machine of this type. The single gear will take the Berini up to the point on CYCLING's test hill where first gear would normally be engaged on a two-speeder. Thereafter, gentle rotation of the pedals will help the machine along for the duration of most climbs. Real "stinkers" may call for heavier pedal-work, of course, but I encountered no main-road hill which was steep enough to make me rise in the saddle.

Comfort is good, despite the absence of

The BERINI at a GLANCE

Maximum Speed: 29 m.p.h. in 25 sec. from rest.

Economy: 156 m.p.g. at 20 m.p.h.

Braking: From 20 m.p.h. From 30 m.p.h.

Both brakes . . . 12 feet. Not applicable.

Front only . . . 22 feet. Not applicable.

Rear only . . . 25 feet. Not applicable.

Load carried during test: 200 lb.

Engine: Berini two-stroke; 40 mm. bore x 38 mm. stroke—49 c.c.; c.r. 6.8 to 1; 1.8 b.h.p. at 4,800 r.p.m.

Gearbox: Countershaft clutch in unit with engine; single speed; gear primary and chain final drives.

Frame: Welded-up from steel pressings and tubular members; telescopic front forks; rigid rear end; integral fuel tank.

Tank: 1½-gal. capacity.

Lights: Head lamp fed direct from Bosch flywheel magneto-generator. Also rear lamp (extra).

Wheels and Brakes: Front brake 3½-in. internal expanding; rear brake of coaster type. Chromium-plated rims with rust-proof spokes; 2.00-in. x 24-in. Vredestein whitewall tyres.

Equipment: Bulb horn; luggage carrier; rear stand, plug spanner.

Finish: Silver-green enamel with chromium-plated details.

Weight: 88 lb.

Makers: N.V. Motorenfabriek Pluvis, Sluisjedijk 109, Rotterdam, Holland.

Concessionaires: Curry's Ltd., 77, Uxbridge-road, London, W.5.

Price: £55 13s. 0d. Speedometer, £2 13s. 4d. Tail lamp, 4s. 6d.

An unexpected guest; no refreshments to be offered; and miles from the local hostelry. That's a dilemma the moped exists to solve, and a simple machine like the Berini M.21 is as good as a luxury mount when it comes to journeys like this, as its cheery owner would readily testify.

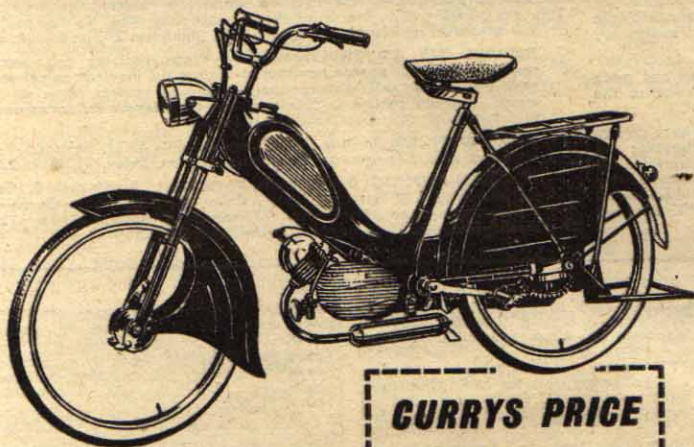
rear suspension. The soft, pan-type saddle has a fair degree of movement on its springs, and the telescopic front forks take care of the forward end very well indeed.

Handling is right out of the top drawer. I met with no surfaces bad enough to shift the Berini off line, and with brakes which are powerful yet smooth and a riding position excellent for control this machine is, for my money, one of the safest on the road.

Criticisms? A few. The anchoring of the rear stand on the rear wheel spindle would make puncture repair work tricky if the wheel had to be removed, and the lack of a tool-box and adequate tool kit—though understandable at the low price at which the machine is sold—is still galling. However, one does not buy a moped to be forever tinkering and changing tyres, and viewed as a daily means of transport for the city dweller or the countryman this well-finished Dutchman is going to take a lot of beating.

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BERINI M21

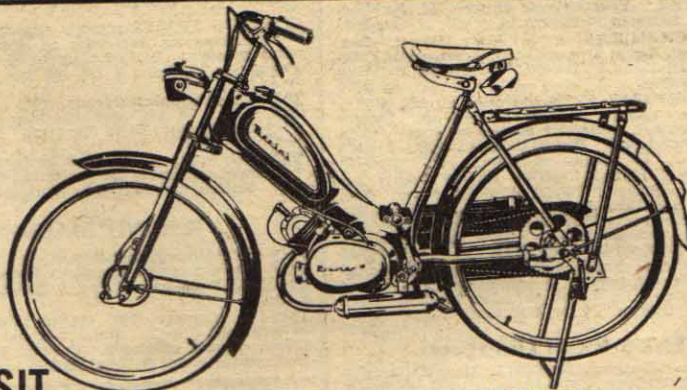
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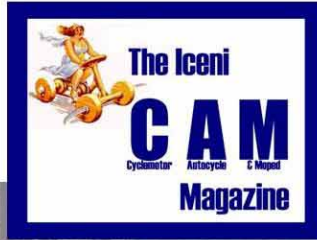
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