

Performance

Maximum speed:
Flying 1/10th mile, 29 m.p.h.
Standing 1/10th mile, 15 m.p.h.

Acceleration:
0-10 m.p.h., 6 sec. 0-20 m.p.h., 14 sec.

Economy:
At 20 m.p.h., 162 m.p.g.

Hill climbing:
Time for hill: 2 min. 13 sec.
Pedal assistance from 0.3 miles.
Test hill 0.5 miles long; max. gradient 1 in 10;
average gradient 1 in 16.

Braking:	Front	Rear	Both
At 20 m.p.h.	20ft.	21ft.	12ft.

Peddalling:
Maximum pedalling speed: 15 m.p.h.
Comfortable pedalling speed: 7 m.p.h.
Tester's rating: fairly easy to pedal.

Tester's weight: 220lb.

Specification

Engine: Berini two-stroke; 40mm. bore x 38mm. stroke=50 c.c.; c.f. 6.8 to 1; 1.8 b.h.p. at 4,800 r.p.m.

Gearbox: Single speed; countershaft clutch in unit with engine; rear primary and chain final drives; kick or pedal starting.

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

Tank: Just over 1½ gallons capacity with reserve.

Lights: Head and tail lamps fed direct from flywheel magneto-generator.

Wheels and brakes: Front brake 3½in. internally expanding; coaster rear brake; chromium plated rims with rust-proof spokes; 2.00in. x 24in. Vredestein whitewall tyres.

Equipment: Luggage carrier; rear stand.

Finish: Grey-blue with chromium details.

Weight: 88lb.

Concessionaires: Currys Ltd., 77 Uxbridge Road, London, W.5.

Price: £54.1s. 6d. inc. P.T. Speedometer, £2 13s. 4d. Legshields, £2 2s. 6d.

THE BERINI M21

"Centaur" tests a quiet, well-mannered Dutch moped

A SOUND which is as representative as any of the twentieth century is the high-pitched whine of the jet engine. It is a sound which, despite two years spent mainly around jet planes in the R.A.F., never fails to excite me, and it was a pleasant reminder when I found that many of the harmonics of the jet-engine were emitted through the exhaust pipe of the Berini M.21.

This is not to say that the Berini is jet-propelled. It is a sturdy moped with an above-average performance and is powered by a perfectly normal internal combustion engine. Nevertheless one of its many attractions lies in the small amount of decibels registered at the business end of the exhaust pipe and for people who leave their home early in the morning or return late at night, the Berini's low speed purr and high speed gentle whine are very definite attractions. With this moped there should be no neighbour's complaints of the "I-can't-stand-that-poppin'-g-two-stroke-engine" type, for it is often necessary to remind yourself that you are riding a two-stroke machine when you are astride the Berini M.21.

Pleasant Braking

Back-pedal or coaster brakes are often essential on mopeds without automatic clutches, since a third lever tends to complicate a handlebar layout. They are not my favourite type of "anchor" but I must confess that the Berini's Beckson coaster hub made me review my decision. This is a back-pedal brake which will really stop you. I got a great deal of pleasure out of feeling the Berini come to a swift sharp halt when I put on the pressure. In any but the direst emergency, however, the front internally expanding hub brake will usually fill the bill.

Perhaps the best feature of the Berini is the sense of solidity you have when you sit on it. Here, you think to yourself, is a moped which knows where it is going. Handlebars and saddle may be adjusted so there is no need for anybody to adopt an uncomfortable posture. Incidentally, the saddle is of the flat rubber type and may be sat on (literally) for hours without being noticed.

I like a good luggage carrier. When I take

mopeds out for road testing I am often carrying a two-piece waterproof suit as well as the equipment used in the actual test. This comes to a tidy load and if the carrier is inadequate I tend to fall into a somewhat biased mood. Fortunately the Berini carrier is strongly and sensibly made and there are plenty of places on it where elastic baggage strap hooks can gain purchase.

With automatic transmission systems, mopeds are in many cases outdoing cars. The Berini possesses the normal type of lever-operated clutch with a ratchet to hold it in the dis-

engaged position, but has an "extra" on the twist grip. Here, by pushing a small clip, the throttle can be turned in the opposite direction for a short distance and this supplies an extra amount of fuel to the engine for starting. With the engine turning over, the throttle is blipped and the clip returns to its former position, thus preventing its re-engagement during normal riding.

The handbook for the Berini gives a copious amount of intelligent instruction on the running-in of the moped. If this is followed to the letter the Berini should continue to perform well, a long time after that period. The manufacturers also take the business of running-in a stage further than most, for they supply a second jet (a 56) with the machine. This is located in a non-active position underneath the air filter and can be exchanged for the 58 jet which is used for the initial 300 miles. Beyond the 700-mile mark the manufacturers recommend that the rider consult his dealer as to whether it is possible to change the 56 jet for a 54.

The stand is of the less popular rear wheel variety; it is strongly made, requires little effort to use, does not retract noisily and can support the moped and a heavy rider if it is necessary to start the engine without moving forwards.

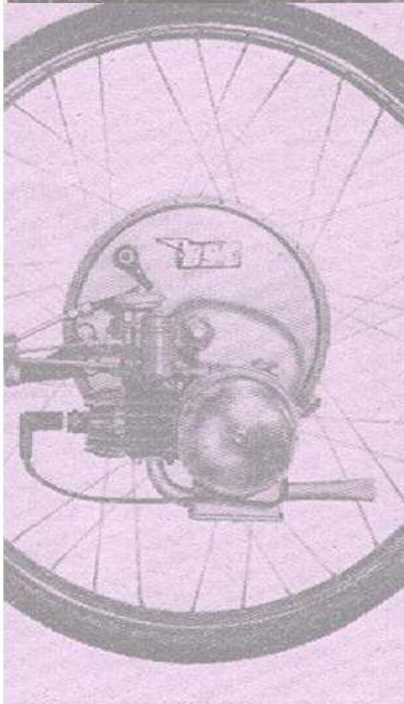
I would like to see a pump supplied with the Berini as well as the absolute minimum requirement in tools—a plug key. This latter minor criticism does not only apply to the Berini, of course, since other mopeds are supplied without. It is an annoyance all the same.

The Berini—in a sentence? It is a true family moped and could probably be ridden by grandmother or grandson.



No fear of overlooking that sign with the Berini's powerful back-pedal broke

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