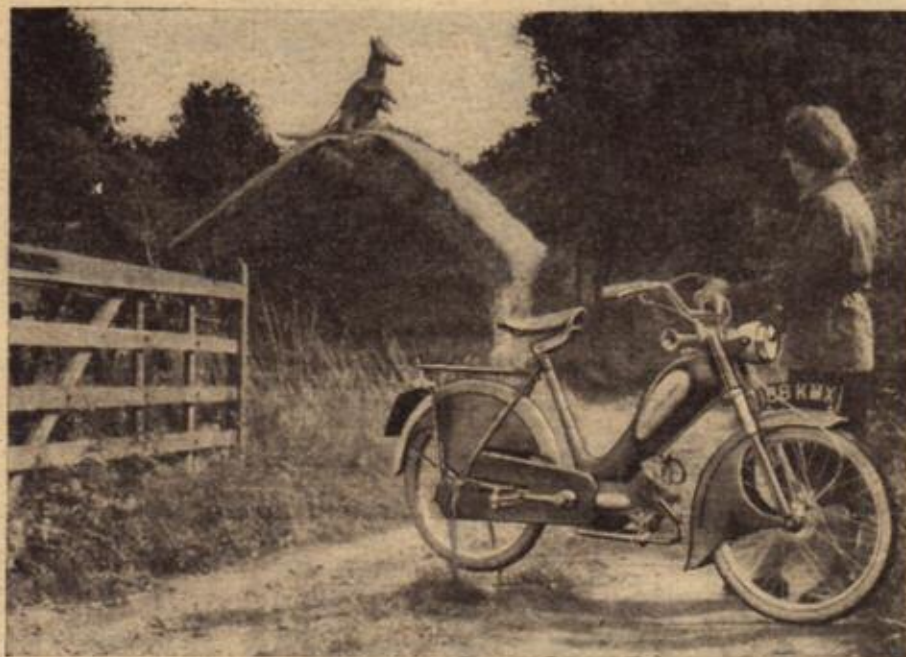


THE BERINI M22

A Low-priced Dutch Moped of
Good Quality Tested



SSOLIDITY is the impression conveyed by the two-speed Berini M22 on first acquaintance, and it is a characteristic which impresses itself more deeply as one's feelings for the machine ripen into friendship for a thoroughly practical moped which has plenty of "beef" behind it.

Selling at less than £60, the Berini is comparatively low in price, yet with a performance which places it well up to average in every respect. Neither is the specification skimped—unless you count the lack of a tool kit and tool box—for it has soft telescopic front forks, a well-sprung pan-type saddle, extensive mud-guarding and chain shielding, a sturdy luggage carrier and a generously proportioned head lamp. Add to this its near-30-m.p.h. top speed, better-than-average economy, good brakes, and "up to par" hill-climbing and you have a machine which is obviously interesting to the enthusiast.

The M22 is one of the "pedal to start" school of mopeds. Once this has been done the pedals can be virtually forgotten, at least as aids to propulsion, though it is one of those useful dual-purpose models on which the pedalling gear and the riding position are such that the rider can pedal with a fair degree of comfort if he wishes to do so. The two-speed gearbox utilizes a pair of gear trains in constant mesh, either of which

Leaps ahead! Like the kangaroo on the haystack, the Berini M22 (above) gets off the mark very smartly. On the right is seen the power unit, with its off-set cylinder.

can be brought into play by means of a locking ball operated by the usual left-hand twist grip. Theoretically, this should be the sweetest-operating of all methods, but unfortunately the Berini falls down on this point. . . the gear-change has to be made slowly if a distinctly audible grating noise is to be avoided. I found that the best results were obtained by double-declutching . . . that is, moving the control into neutral before making the change . . . though it was quite satisfactory simply to make the normal movement slowly.

With its rotary-valve induction, the Berini engine pulls wonderfully well, and the machine gets off the mark very smartly indeed from traffic lights and similar stops. Its maximum speed can also be regarded as being virtually its cruising speed, and it is but rarely that the speedometer needle indicates less than 25 m.p.h. under give-and-take road conditions.

The Berini engine is sufficiently smooth to make one think that it is an ultra-slow-revving unit, but it is, in fact, capable of quite a respectable turn of speed, developing its maximum power well up the speed range. Thus it is possible to rev. well up in the lower gear, off-setting to some ex-

The BERINI at a GLANCE

Maximum Speed: 29 m.p.h. in 24 sec. from rest.
Economy: 160 m.p.g. at 20 m.p.h.
Braking: From 20 m.p.h. From 30 m.p.h.
Both brakes . . . 15 feet Not applicable
Front only . . . 32 feet Not applicable
Rear only . . . 27 feet Not applicable
Load carried during test: 200 lb.
Engine: Berini two-stroke; 40 mm. bore x 38 mm. stroke = 48 c.c.; c.r. 6.5 to 1; 1.7 b.h.p. at 4,800 r.p.m.
Gearbox: In unit with engine; two speeds, with handlebar twist-grip change; nylon gear primary drive; chain final drive; separate pedalling chain.
Frame: Front section welded-up from steel pressings; rear end tubular; integral fuel tank; telescopic front forks.
Tank: 1 1/2-gal. capacity.
Lights: Head lamp fed direct from Bosch fly-wheel magneto-generator; wiring for tail lamp provided.
Wheels and Brakes: Front brake internal-expanding, 3 1/2-in. diameter; rear-brake of coaster-hub type; chromium-plated rims and rust-proof spokes; 2.00-in. x 23-in. tyres.
Equipment: Rear stand; luggage carrier; plug spanner.
Finish: Polychromatic grey-green and silver, with chromium-plated details.
Weight: 90 lb.
Makers: N. V. Motorenfabriek Pluiver, Sluis-jedijk 109, Rotterdam, Holland.
Concessionaires: Curry, Ltd., 77, Uxbridge-road, Ealing, London, W.5.
Price: £59 17s. inc. P.T. Speedometer £2 13s. 4d. Tail lamp 4s. 6d.



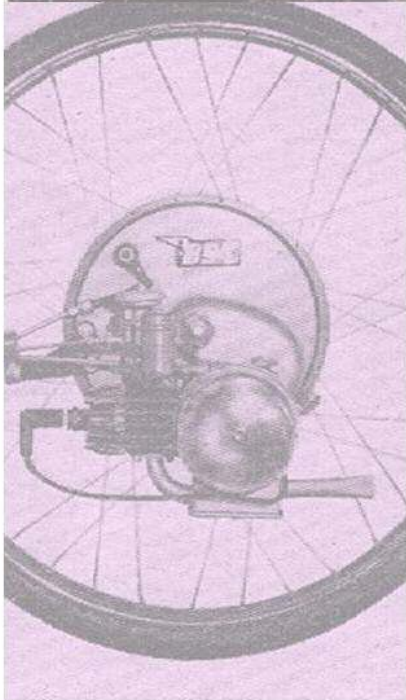
tent the need for slow changes. It is to this characteristic that its excellent acceleration can be attributed.

Though the braking performance was satisfactory, I felt that the machine would be improved by attention to the front brake, which proved to be rather on the "soft" side. Outstanding braking might well result.

Riding comfort was sufficient to make 30-mile trips feel like "round the houses" runs, despite the lack of rear suspension, and I'd tip the Berini as a good machine for the purse-proud touring man or woman, for it appears to me to have just the right blend of refinement and simplicity to make it attractive on almost every count, with a surprising lack of penalties in both price and performance.

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