

BERINI M.22

Test of 1958 Model Equipped With Full Weather Protection

WHEN a moped is used every day, it is usually for some quite practical purpose—journeying to work, for instance, or shopping for a family. In such circumstances, the rider often wishes to reduce "dressing up" to a minimum, or even to dispense with special riding kit altogether, and with this need borne in mind most manufacturers and concessionaires market "tailored" weather protection as an "extra" for the machines they produce or handle. On a machine of relatively low engine power—a class into which mopeds inevitably fall—such fittings have an obvious effect on performance, making machines so equipped virtually another model, quite distinct from the "naked" standard version.

For the Dutch-built two-speed Berini M.22 handled in the U.K. by Currys, Ltd., these fittings constitute a pair of "Frystyle" legshields and a "Midland" windscreen with rubberized canvas apron. The model which I have recently been

riding was equipped with these "extras," and since the 1957 Berini M.22 had been one of the machines that caught my fancy I was curious to find out just what effect, if any, the screen and shields would have on the machine's performance.

So far as the cruising speed is concerned, the answer was "None." The M.22 was quite happy to cruise with the speedometer needle close to the level-road maximum of 29 m.p.h., and its hill-climbing did not fall below a good average, though first gear was needed relatively early on steep climbs. Compared with last year's "unprotected" machine, however, acceleration suffered, and so did fuel consumption. This latter, outstanding then, nonetheless remains as good as the average "naked" moped can offer . . . an interesting comment on the efficiency of the Berini engine.

After riding the Berini under gale conditions, I would estimate that the extra equipment offers the rider something like 60 per cent. protection. After five miles

The BERINI at a GLANCE

Maximum Speed: 29 m.p.h. in 46 sec. from rest.

Economy: 142 m.p.g. at 20 m.p.h.

Braking: From 20 m.p.h. From 30 m.p.h.
Both brakes . . . 12½ feet. Not applicable.
Front only . . . 25 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 gear for starting.

Frame: Front section welded-up from steel pressings; rear end tubular; integral fuel tank; telescopic front forks.

Tank: 1½-gal. capacity.

Lights: Head lamp fed direct from Bosch fly-wheel magneto-generator; wiring for rear lamp provided.

Wheels and Brakes: Front brake internal-expanding, 3½-in. diameter; rear brake of coaster hub type; chromium-plated rims and rust-proof spokes; 2.00-in. x 23-in. Vredestein tyres.

Equipment: Rear stand; luggage carrier; plug spanner.

Finish: Polychromatic grey-green and silver, with chromium-plated details.

Weight: 97 lb.

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

Concessionaires: Currys Ltd., 77, Usbridge-road, Ealing, London, W.5.

Price: £59 17s. inc. P.T.; Speedometer, £2 13s. 4d.; Windscreen, £2 7s. 9d.; Legshields, £2 2s. 6d.; Bulb horn, 4s. 6d.; Rear light, 9s. 6d.

With its optional extra equipment of windscreen and legshields, the Berini M.22 proved a first-rate runabout, ideal for such chores as wet-weather shopping expeditions.

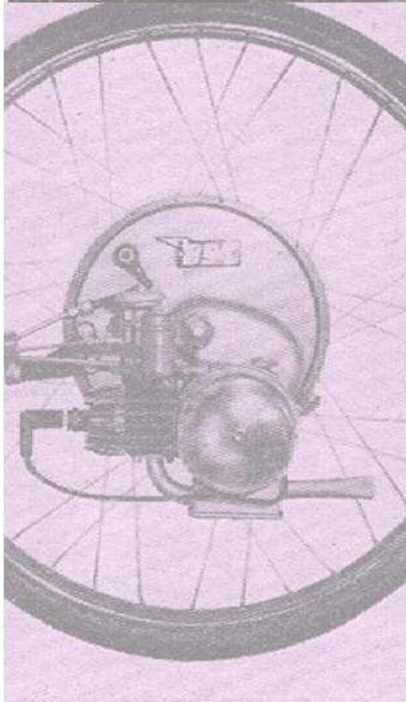
spent battling into a vicious rain-laden wind sweeping unchecked over the local hills, my riding kit was wet, but with dry patches here and there. Without the screen and shields, it would have been soaked, and my legs would certainly have received the doubtful benefit of the back wash from half a dozen cars. As it was, this was borne by the legshields. On the whole, I thought these more efficient than the screen, but was grateful for its protection nonetheless. Though it did not permit me to dispense with goggles, it certainly took the force out of miles of face-stinging rain.

Handling in cross-winds remained good, and braking seemed to be quite unaffected by the additions. Since I last tested a Berini, the front brake—criticised on that occasion—has improved in power, taking the M.22 into the select list of mopeds which have bettered the average in CYCLING'S tests.

In fact, the only criticisms I would care to make are that the gear-change is still slow and audible, and that the rear light, oddly enough, is classed as an "extra." Even so, at the price the Berini M.22 is still a good, value-for-money moped.

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