



**ON HOME GROUND,** the Anker Automatic moped photographed against the backdrop of Rotterdam docks.

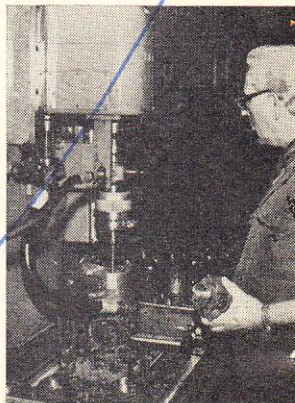
## DUTCH ANKERMATIC MOPED TO BE HANDLED BY NEDERMOTIVE AGENCIES

Holland's largest and most important single producer of moped engines and mopeds, N V Anker Motoren Maatschappij of Rotterdam, is to market the Anker Automatic moped in Britain. Appointed to handle sales and distribution in the UK is a completely new company, Nedermotive Agencies, formed and controlled by former NSU moped sales manager David Startup. To be marketed in the UK as the Ankermatic moped, the Dutch-made machine will sell at £59 9s 8d tax paid. Initially, supplies will only be available to dealers in the South and East.

Introduced to the Dutch home market in May last year, the Ankermatic moped has been a big-seller on the Continent and to date over 60,000 have been produced at the modern Anker works in Rotterdam. Main reason for its wide acceptance in Holland and other European markets has been simplicity of operation, good quality and reliability.

Designed by G. P. L. Van Den Nieuwenhuijsen, Anker technical director, and former chief designer of Motobecane, the Ankermatic is powered by a 49cc single-cylinder two-

stroke engine and, as its name indicates, transmission is fully automatic with drive direct from the crankshaft going through a single-plate centrifugal clutch. One of the most interesting features of this machine and claimed to be unique on such a small production two-stroke power unit is a crankcase-mounted membrane controlled fuel-induction system. This device draws fuel in under the piston, cutting out back-pressure and giving more efficient combustion. Another important claim made for the induction system is that torque at between 2-3,000 rpm



**MODERN AUTOMATIC PLANT** is used in the production of engine parts. This machine hones cylinder bores.

is dramatically improved giving improved hill-climbing and superior acceleration. Maximum output of the engine, which has a flat-top piston and compression ratio of 6.7:1, is 1.87 bhp at 5,500 rpm.

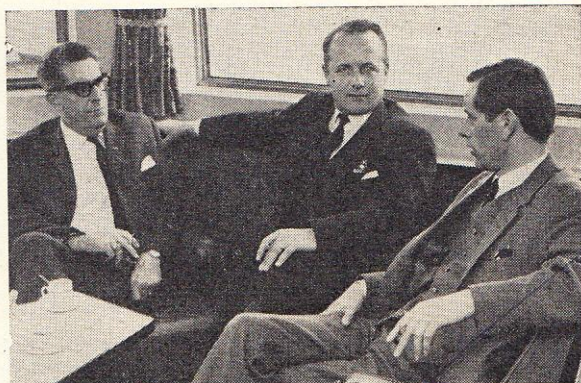
Clean lines make the Anker-



matic an attractive machine to the eye and the absence of styling gimmicks and "button" components endows the machine with a thoroughly practical outline that should go down well with the person looking for uncomplicated transport. The simple "step through" frame is built from large-diameter seamless steel-tubing to which the rigid tubular-steel rear end is welded. At the front, telescopic forks are controlled by progressive springs housed in the fork-tubes. Wheels are built-up from 19in by 2in chromium-plated rims and 3½in diameter full-width hubs at front and rear house brakes with a total braking surface area of 8.5 sq in. Tyres are 23in by 2in at front and rear.

Electrics are provided by a flywheel magneto with 6V-17W lighting coil. The front headlamp has a 15W bulb and is fitted to a sturdy chromium-plated front-carrier. Other fittings include quickly-detachable engine panels, a painted rear carrier mounted over the 4½-pint capacity petrol-tank and steering-lock. Finish is in electric-blue or British racing green.

Nedermotive will back the machine with a "by return" spares service and with a series of optional extra accessories. These will include speedometer, legshields, windscreen, chromium-plated wire shopping basket for front carrier and also



**ANKER MANAGING DIRECTOR, F. M. J. Lurvink (centre) with technical director G. P. L. Van Den Nieuwenhuijsen (left) and export manager C. M. Geense (right).**

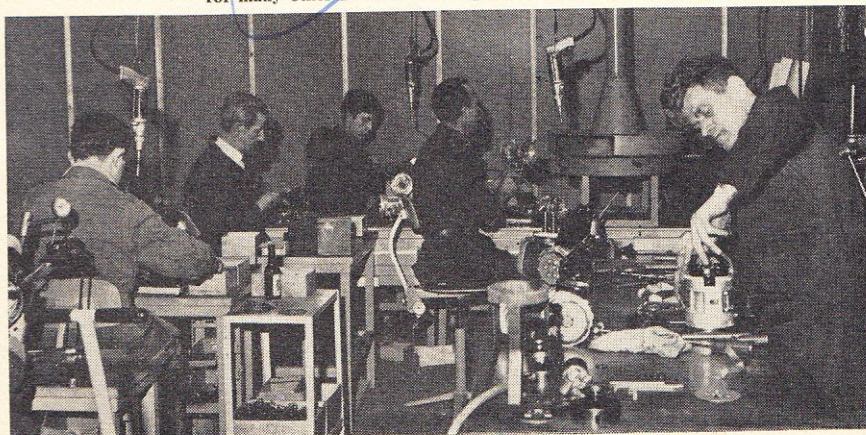
for the front carrier a fitted tartan bag.

Initially, sales of the Ankermatic will be restricted by Nedermotive to dealers in the Southern and Eastern counties of England where it is hoped to establish a dealer network of 400 depots. However, all dealer enquiries will be welcomed by the distributor who is based at 37 Holland Mews, Hove, Sussex (Brighton 773855). Trading terms for dealers taking up the agency are: 22½ per cent discount on machines, plus 3½ per cent for settlement within 14 days; on spares 42½ per cent, plus 2½ per cent on monthly settlement. Quarterly discounts are

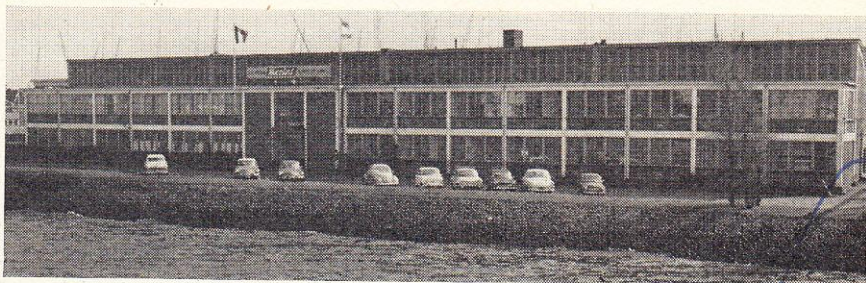
not offered as yet.

David Startup, controller of Nedermotive Agencies, in introducing the Ankermatic moped to the UK said: "I feel confident that now the Chancellor has seen fit to reduce hire-purchase deposits on mopeds to 25 per cent a very marked increase in the sale of mopeds will be seen over a relatively short period of time. I have always been unwavering in my belief that the moped market in the UK is still virtually untouched, and although the Government's relaxation of credit restrictions on mopeds is welcome I would like to see changes to our outdated moped legislation so

**ENGINE ASSEMBLY SHOP:** Two-stroke engine production is expected to reach 100,000 units next year and flowline assembly bays such as this will be making engine units not only for Anker, but for many other Dutch and European factories as well.







Fronting onto one of the busiest stretches of water in the world, the Anker factory is excellently situated for rapid export shipments.

bringing down the minimum age limit on mopeds or the complete abolition of the driving test for moped riders, thus falling into line with most of the European countries.

"So far as the introduction of the Ankermatic moped is concerned, I feel sure that in this remarkable machine the trade has a sales winner. My past experience of the moped trade indicates to me that I am giving the moped trade what it wants, (A) a thoroughly reliable and attractive machine at a reasonable price; (B) a fair trade discount of 22½ per cent plus 3¼ per cent; (C) a first-class spares service with a realistic spares discount of 42½ per cent."

Obviously, the Anker people mean business now that they have finally decided to come into Britain (writes C.F.M.). While in Rotterdam collecting some of the information for this story, I could not help being impressed by the extent of Anker's know-

ledge of the British market and with the obvious depth in which they had investigated the UK's moped potential.

G. M. Geense, Anker export manager, sees the British moped market as ripe for development but does not expect to see worth-while sales in the UK until Anker has established its name with the trade and the buying public. Over the first year, his target is at least 1,000 machines with a gradual increase in supplies over the following year.

Asked what he thought of long-term prospects for his company's products in Britain, Mr. Geense commented that if the artificial barriers to moped sales were removed then there was no reason why UK moped sales should not reach the high levels they do in many European countries. Holland, he said, a nation of 12½ million people, has similar road overcrowding problems as Britain and primarily because moped riding was

made so easy, 350,000 new machines were sold there last year.

On a more direct note, Anker also views their move into the UK as very relative to Britain's imminent application to join the Common Market. A foothold at this stage will give the Dutch concern an important lead on Continental rivals known to be interested in Britain if and when we join the EEC.

An internationally-known company with interests not only in mopeds, but in shipping, coal, bricks, oil and electrical products, Anker entered the moped industry only two years ago when it purchased the failing Berini moped business. Headed by F. M. J. Lurvink, former executive with the giant Philips Electrical company, Anker has in the space of two years re-established the Berini moped as Holland's top-selling machine with 30 per cent of the market.

By two-wheel standards this almost overnight transformation of Berini fortunes is staggering and it is mainly attributable to an assessment of the future demands of the European moped markets made when Anker first moved into the Berini works. Briefly, the Anker management saw that the trend was towards simple cheap mopeds, so accordingly they set out to produce just that. The then current range of 25 machines, many of them heavy two- and three-speed models, was cut back to a basic three machines which were then successfully "re-marketed" in Holland through the Berini network of 700 dealers.



All the machines are roller tested before leaving the factory. Engines are also separately tested following assembly.



# NEDERMOTIVE

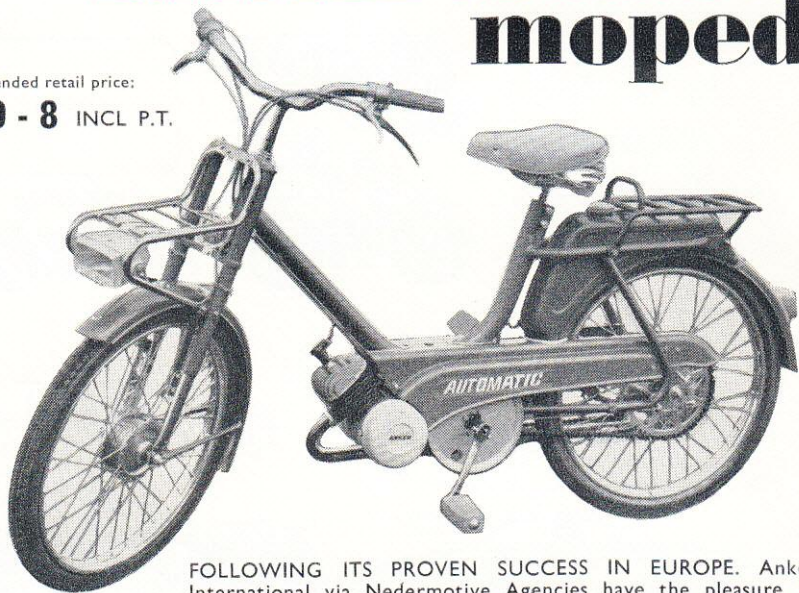
## presents the

# *anker*matic

## moped

Recommended retail price:

**£59 - 9 - 8** INCL P.T.



FOLLOWING ITS PROVEN SUCCESS IN EUROPE, Anker International via Nedermotive Agencies have the pleasure of introducing to the discerning British public the Ankermatic moped. A proven and unequalled moped for design, reliability economy to sell at a truly realistic recommended retail price.

### SPECIFICATION

**Type of frame.** Seamless steel main tube.

**Size.** Overall length 5ft 8in (173cm).

**Weight.** Dry weight 85.5 lbs (39 kilos).

**Suspension.** Front: by means of telescopic fork. Rear: rigid.

**Wheels.** Front and rear tyres 23 x 2in. Rims 19 x 2in. Tyre pressure front: 25lbs, rear: 35lbs.

**Brakes.** Full width internal expansion hub type of equal size. Total braking surface 8.5 sq.in (55cm<sup>2</sup>).

**Engine.** Make: ANKER, type M48. Single cylinder 2-stroke with flat top piston and membrane induction control. Bore 1.575in (40mm). Stroke 1.496in (38mm). Cubic capacity 2.9

cu.in (49ccm). Compression ratio 6.7:1. Maximum output 1.87bhp at 5500rpm. Maximum torque 0.175lbs/ft (0.26kgm). Weight (incl. V-belt) 18lbs (8.2 kilos).

**Clutch.** Single plate, dry, centrifugal type.

**Carburettor.** ENCARWI, type A.11. Single jet (no needle), float and automatic choke, operated by throttle twist grip.

**Transmission.** Primary (between crankshaft and drive sprocket): endless V-belt. Ratio 1:3.35. Secondary (between drive sprocket and rear wheel): roller chain  $\frac{1}{2} \times \frac{5}{8}$ in Ratio 1:4.35 (12-52 teeth). Overall ratio: 1:14.6.

**Pedal assembly.** Independent pedalling roller chain with automatic

tensioner.  $\frac{1}{2} \times \frac{5}{8}$ in. Ratio 1:1.5 (18-26 teeth).

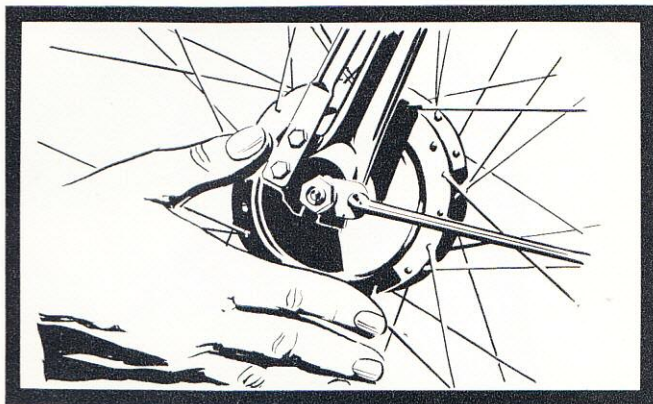
**Lubrication.** "Petroil" fuel, consisting of 1 part of oil to 25 parts of petrol (4% ratio). No special ratio required for running in.

**Fuel tank.** Supply by gravity feed. Capacity  $\frac{1}{2}$  pts (2.1 litres).

**Electric system.** Flywheel magneto with 6V-17W lighting coil. Head lamp with single beam 15W bulb. Tail light with reflector unit and 3W number plate light.

**Outfit.** Theft proof lock with 2 keys. Special plug spanner incorporating a screw driver head and various hexagons. Chrome plated, spring loaded carrier over front wheel. Rear matching enamel carrier. Electric horn.

# AGENCIES



The only 50cc moped engine available with—MEMBRANE CONTROLLED FUEL INDUCTION SYSTEM—More power, greater economy. Fuel consumption average under normal conditions in excess of 150 mpg.

## EXTRAS AVAILABLE

Windscreens, leg shields, speedometers, detachable chrome wire front shopping basket. Prices for extras on request.



  
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## NEDERMOTIVE AGENCIES

37 HOLLAND MEWS, HOVE, SUSSEX. TELEPHONE: BRIGHTON 773855.





Catalogue number

Price code

Date

Ac215

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15 October 2018

IceniCAM Information Service

MOTOR CYCLE AND CYCLE TRADER, 23 JUNE 1967

**GRANVILLE INVITES  
MORE DEALERS**

**SOUTH**

mond, who took over  
after the second world war.

#### **Anker correction**

Nedermotive Agencies, the Brighton based distributors of the Ankermatic moped, says that contrary to our story of May 12, G. P. L. Van Den Nieuwenhuijsen technical director of Anker Motoren, Rotterdam has not at any time worked for Motobecane of France. In fact, says Anker, it was M. F. Bockholdt, now chief development engineer at Anker Motoren, who was formerly with Motobecane.

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