

Notes on the "Nimbus"

**Ernest Riley Gives
Some Data on Danish
Motorcycle as Well
As Some Remarks on
Denmark and Her People**

A VERY REASONABLE and understandable oversight has been made recently when it was stated that the famous Ariel Square 4 was the only production machine produced with multiple cylinders. An oversight because there is at least one other such machine and understandable because few people would think of looking for motorcycles while in Denmark. I think it would interest the readers to be introduced to the trusty Danish bike, the "Nimbus."

Admittedly it took me

two months to go thru all the attractions of lovely Copenhagen. There are fine buildings in both old and new styles and all topped by original towers. The beer and girls are world famous and I think it safe to call this city the fun capital of the north. Finally I wondered about this different looking motorcycle that is common in the streets here and this brought me to the Nimbus dealer and afterwards to the factory. Usually the bike is seen pulling a sidecar on an errand or mounted by a policeman or soldier.

First a little description of this Scandinavian steed. It is large and heavy; weighs 185 kgs. or 407 lbs. The frame is made of flat pieces of spring steel about 3/8" x 1 3/4", running on the outside of the tank. Handlebars are pressed from a single piece of flat steel. The forks are telescopic but not of modern design and the rear suspension is always rigid. From the earliest



Denmark's "Nimbus" awaits patiently while its owners scan the scenic countryside.

models a drive shaft has been used. Some improvements in the last two years have been: a full width front brake, a lock in the head, enclosed valve springs and a little chrome. However there is no effort to compete in sport or beauty contests. A unique feature is the left hand throttle type light switch.

The durable power plant is an air-cooled, four cylinder, overhead cam engine of 746cc, developing 22 hp at 4500 rpm. The cam is run by a shaft from the front of the crankshaft which is wound and serves as the generator also. A 3 speed left foot operated transmission is considered adequate as the torque curve from 1200 rpm on up is almost horizontal. This cute engine with its drive shaft would be very easy to adapt to other uses such as a midget racing car and seems to offer plenty of opportunity for power increases as it is sturdy, simple and runs on only 5.4 to 1 compression. How about it?

Anyone want to try it?

I could hardly ride it when I took the one offered by the dealer as my experience has been all with British mounts. It soon made friends and was my faithful servant for a nice afternoon. It will go from 6 to 72 mph in high gear without hesitation but does not have the snap or jump of other machines of this size. The ride could be a little rough because of the springless seat, it is hung on large rubber bands, stiff forks and rigid frame but in Denmark all roads are good. To give a bike a good test here is difficult as there are no long roads or hills in this fairy tale kingdom. The usual rains make the smooth finished roads as slick as glass and just as dangerous. The large number of bicycles on the road keep the wise motorist under 60 mph and the frequent towns discourage speed. However this has many advantages as driving slowly you can see more of these lovely girls that just love to take