

The 'Squarrel', as it became known, grew to enjoy a long and successful commercial life, as we shall subsequently see; but the 746 c.c. Nimbus four, built in Denmark, lasted for very little time. This had an air-cooled in-line engine built in unit with clutch and gearbox and equipped with overhead valve gear. The frame into which it was fitted was an open pressed-steel cradle, neither complex nor heavy—indeed the whole machine weighed about 380 lb., which was no more than the average for 500 c.c. single-cylinder machines of the time. Whether for want of a market or for want of adequate cooling for the rearmost cylinders, the Nimbus disappeared. It was not from Denmark but from Italy that the most significant four-cylinder motorcycle was to emanate.

In Austria, German motorcycles were as common as might be expected, but British sporting singles were also popular. The most outstanding of domestic products was the two-stroke Püch, available either as a split-single or as a split-twin. Its neighbour, Czechoslovakia, produced mainly singles, with the leading firm of Jawa producing machines in all sizes. By contrast, two-cylinder machines were the vogue in Scandinavia, the best-known Swedish machine being the Husqvarna. Denmark produced the unusual four-cylinder Nimbus: this had an air-cooled in-line engine with overhead valves, and the

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car-type transmission line of clutch, gearbox and final shaft drive was encompassed by an open cradle frame of pressed steel, a constructional method popular on the Continent because of its light weight and (given careful design) ample rigidity. In fact the Nimbus weighed a mere 380 lb., considerably less than many British machines of half the capacity and a quarter the number of cylinders.