



ABOVE: A telescopic-forked 1955 Nimbus overhead camshaft, four-cylinder machine of 746cc (45.50cu. in.) displacement. It used a pressed steel frame. Despite upgrades, Nimbus products remained very similar over 37 years.

NIMBUS

This Danish company started in business in 1920 and eventually became Denmark's largest motorcycle factory before stopping production in 1957. In the period it was in business the company, run by Fisker and Nielsen, concentrated on a single model. This was a 746cc (45.50cu. in.) in-line four-cylinder machine. The engine was upgraded from an inlet-over-exhaust valve configuration to an overhead-valve design during the production run. The frame was made from pressed steel and the forks were originally of a trailing arm design but this was eventually superseded by a telescopic type. Despite these upgrades and changes to the shape of the tank and fenders, the Nimbus machines are remarkably similar to each other even when manufactured more than 30 years apart.

engine while the other models now used the 122cc (7.44cu. in.) 10D and 197cc (12.01cu. in.) 6E engines in a rigid frame with telescopic forks.

There were no further changes until 1953 when economy versions and swing arm frames were introduced. A 197cc (12.01cu. in.) trials version was introduced too. A range of mopeds were introduced during the 1950s with names like Nippy and Lido and so the company stayed in production until the end of the decade. The firm was acquired by the British cycle manufacturer Raleigh in 1961 and motorcycle production was dropped.

1956 NORMAN NIPPY

New for 1956 was the Norman Nippy moped that was aimed at the commuter and shopper market as basic and cheap transportation. The machine featured leading link forks and a small Sachs-made two-stroke engine. Over the longer term, it was intended that Norman would increase production of its own components and gradually reduce what needed to be bought in. Furthermore it was hoped that the moped