

# *Nimbus*



April 2020  
46. årg. # 206

# *Tidende*





Nimbus Tidende (circulation app. 1700) by

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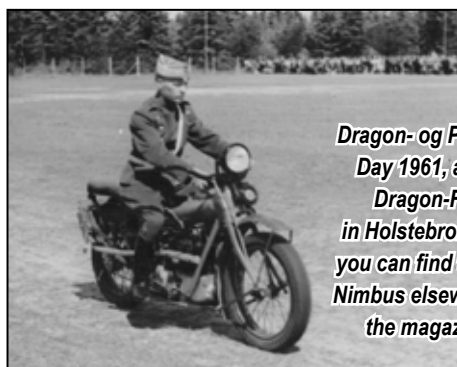
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The editors can cut down material sent to the magazine. Use of illustrations, pictures and articles from Nimbus Tidende is only allowed with the permission from the editors.

Ads are to be sent as pdf-files. The magazine can reject ads at will. Prices are occasionally mentioned somewhere in the magazine.

Ads for 'The Goat Market' on p. 46 are free.

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*Dragon- og Parent's Day 1961, at the Dragon-Fort in Holstebro. See if you can find this '27 Nimbus elsewhere in the magazine.*

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46th year, # 206 February 2020

## 5 Years Now...

This issue marks that I have been the editor of Nimbus Tidendes for five years, versus the planned two years. And there is still no one who has stepped up to take over, even though there must be lots of retirees in the club - and among them some who are competent enough to slap together a club magazine five times a year. Most peculiar....

Well, a small consolation this time is that for the first time in these five years I am actually satisfied with the magazine, and not thinking there should have been more of some and less of something else. This satisfaction will last until the magazine comes by mail, and I discover the mistakes that neither I nor the magazine's three regular proofreaders Sten Weidinger, Ejgil Pedersen and Swedish Lasse Wallin caught. They are all pretty sharp in this respect, but it's a bit odd, that rarely do they find the exact same mistakes: My favorite example so far was when Lasse Wallin, as the only one of the trojka, noticed that a star was missing in 'f \*\*\*\*\*'.

There is, as usual for April's NT, focus on military stuff, this time in particular DISA's 20 mm Madsen cannon, which is inextricably linked to Nimbus and to the German invasion in Southern Jutland on April 9, 1940. Knud Jørgensen, a biological part of the club's DNA, also get some pages, as does the young Swede who cheerfully rode off on his Nimbus to see the Pyrenees and the Mediterranean. To mention but some of this mag's content.

Happy Easter.

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**Front page picture:** Jörgen Åkesson somewhere in France, on his way to The Pyrenees.

**Rear page picture:** Army Nimbus at work. The printed magazine will have the page upside-down, as some sort of weak April 1st joke.

# Events Calendar 2020

26 - Holbæk Swap Meet

24-26 - Flatiron Rally, 'Bisseup Camp' in Rude

25 - Motor rally and swap meet in Grenå;

*motorsamlingen.dk*

## Maj

1-3 - Classic Motor Event Ebeltoft & Classic TT 2020

*ringdjursland.com*

20-23 - Skagen Run

29-31 - Göinge Rally, Southern Sweden (NT 205, p. 37)

30 - Oldtimer Run Gråsten-Flensborg

30/5-1/6 - Græsted Veteran Rally

30/5-1/6 - Timewinder Veteran Rally



## Juni

5 - National classic drive & ride day everywhere

6 - Swap meet at Jysk Automobilmuseum, Gjern

14 - Gavne Autojumble, free sign-up until June 1st,  
after which there's a \$15 fee

19-21 - Nees Rally; *vestjysknimbusklub.dk*

## Juli

31/7-2/8 - German Nimbus rally in Lebach, near Frankfurt

**27/7-2/8 - DNT nat'l rally in Aalborg**

## August

21-23 - Rømø Motor Festival

27-30 - Late summer rally  
at Als Nimbus

For well known reasons, some of these events may be canceled, so please check with the organizers if there is still something to ride to...



## De samarbejdende, registrerede Nimbus-forhandlere og -værksteder



Aarhus Nimbus..... 86 24 62 22, *nimbus-aarhus.dk*  
Fyns Nimbus Center..... 40 26 16 29, *fynsnimbus.dk*  
PH's Nimbus Service..... 30 28 50 51, *nimbus-service.dk*  
Vejle Nimbus..... 28 91 31 61, *vejle-nimbus.dk*  
Andersen Nimbus..... 40 50 02 65, *andersen-nimbus.dk*

## Skagen Run Timetable

At the time of writing the Skagen Run was still on DVM's calendar, so with a bit of luck you can also enjoy looking at other motorcycles than just Nimbuses ....



### Day 0, 5/20 - Scutineering

16-18 House of Sports Brøndby

### Day 1, 5/21

7:00 Start HoS.  
9:15-11 Pause Snæslev community house  
12-14:30 Lunch Korsør Vandrerhjem  
15:30-17 Coffee at Bred Speedway track  
16:45 End at Comwell Hotel, Middelfart

### Day 2, 5/22

7:00 Start Comwell Hotel  
9:45-11 Pause at Staion Square, Brædstrup  
11:50-14 Lunch at Pøt Mølle Inn  
14:45-16 Coffe at Hvornum community house  
16:45 End at Comwell Hotel, Rebild

### Day 3, 5/23

7:00 Start Comwell Hotel  
9-11 Pause at Bondestuen Aggersund  
11-13:45 Lunch at Fårup Forest House  
14:45 End at back of old city hall in Skagen

## The Board's Corner by Benny Nielsen

The **Corona virus** has also affected DNT [*Danmarks Nimbus Touring - the club name. Ed.*]. The only positive thing to say about it is that the best place you can be in these times is on your Nimbus: You are out in the open, you are basically alone, hopefully at a really good distance from everyone else, and in less heavy traffic than normal.

This also means that there has not been a board meeting since the last Nimbus Tidende came out, which is not the same as there's nothing happening in and around both the board and the club in general.

Various traditional swap meets etc. have also been canceled.

### Finances

The finances of 2019 can be found elsewhere in this NT. The number of members remains unchanged, which must be considered satisfactory.

### Cylinder heads

The new batch of cylinder heads are expected to be ready in the near future. The test series just cast is ready for machining.

### 'Around The Globe' book

Klaus Ulvestad, one of the two Norwegians who rode around The Earth (and honorary member), has now published "Around The Globe" in Norwegian, in Norway. Unfortunately the launch of the book in Norway was, like so much else, disturbed by Corona. Klaus can be contacted on Facebook [*search for his name there. Ed.*] if you want to buy the Norwegian edition.

### Change of address

To those of you who have changed address: REMEMBER to report the change of address to the chairman at [dnt@nimbus.dk](mailto:dnt@nimbus.dk).

### Other initiatives

We got a small idea, and it's only a small one, about how we can make the many young people, now riding at 20 mph on old mopeds, interested in Nimbus. Other ideas for this are much appreciated. Write to [benny.nielsen.ry@gmail.com](mailto:benny.nielsen.ry@gmail.com).

### We are still looking for...

....a volunteer who can handle all the advertisers in Nimbus Tidende. It's not a big deal, but important to get done. Call the chairman about it...

### Museum

As for the museum and its new investments, see elsewhere in the magazine.

### Summary

We think everyone who is active in both the Nimbus and Facebook groups should be commended for their efforts. Generally, the tone is fine (it's certainly not so everywhere on FB), helpfulness is great, there is humour, knowledge and experience are shared, things bought and sold. Now that we are not allowed to meet in person, it is good to know that we have the digital world to connect, even if it isn't quite the same.

There is every reason to believe (optimistically perhaps) that the Corona danger will have passed, when half a year of almost uninterrupted rain has stopped, and it will be summer with an annual meeting, Rømø Beach Race etc.... ..and not least trips on the Nimbus.

## Annual Meeting 2020

The coronavirus situation has, as you know, caused the annual meeting on March 21 to be canceled. According to the club rules, the general meeting must be held before the end of May. If we violate this rule, we can probably get

approval from you members, but no one knows when it will be possible to have the general meeting as normal.

Therefore, in order to comply with the instructions of the authorities, and the obligation to hand over the club's accounts to the Danish Business Authority, we must postpone holding of the general meeting.

Therefore, the Board of Directors has decided to conduct the General Meeting as follows:

The Board of Directors' report and the accounts for 2019 and the budget for 2021 are shown in this edition of Nimbus Tidende. Below is the agenda, along with the board's recommendations for resolutions.

### The minutes according to club rules, and the call for the annual meeting in February's Nimbus Tidende

- |  |   |
|--|---|
| 1. Election of chairperson for meet                          | Decision: Cancelled.  |
| 2. Election of rapporteur                                    | Decision: Cancelled.  |
| 3. The board's report  | Decision: The board recommends it be accepted.  |
| 4. Finances report   | Decision: The board recommends the budget etc. be accepted. [ <i>see page 45. Ed.</i> ]           |
| 5. Suggestions   | Decision: The board recommends that the change of club rules be discussed at next annual meeting. |
| 6. Acceptance of budget and decision about membership dues.  | Decision: The board recommends that the budget and current membership dues be accepted.           |
| 7. Election of board members and their replacements.         | Decision: The board recommends the re-election of three members and one of the replacements.      |
| 8. Election of auditor of club finances and one replacement. | Decision: The board recommends the re-election of the current auditor and the replacement.        |
| 9. Extra   | Decision: Cancelled.  |

\* The accounts have been approved by the Board of Directors and our external auditor. Due to the corona crisis, the club's internal auditors were unable to conduct an audit. It will be implemented after the corona crisis.

If anyone disagrees with one or more of the aforementioned decisions, please send an email to [dnt@nimbus.dk](mailto:dnt@nimbus.dk) by April 26, 2020. Of course, questions can also be asked at the same address before the same deadline. All questions / comments and answers will be posted on the club's website [www.nimbus.dk](http://www.nimbus.dk).



# ABOUT THIS ISSUE....

For years I thought of making an issue of this magazine in proper English, and - **heeding the advice of Jeremy Clarkson, Greta Thunberg and multiple heads of state to please stay indoors** - suddenly found myself taking the time for it. Save for this page, its ad shown in a smaller size, this particular Nimbus Tidende is just like the Danish version.

Most everything has been translated with the help of *translate.google.com*, and then adjusted just enough to be readable. A grammatically & linguistically correct English version would have taken much too long time to edit, and seeing that **the excitement of doing this** wore off after the second page, I'm glad I didn't even try. By page 47 I was bored out of my mind.

So pardon the switching back and forth between British and American English, the mistakes neither I nor the three proofreaders caught in time, and the references only Danes will understand. Speaking of the latter, the abbreviations **NT and DNT** stand for 'Nimbus Tidende' and the club name 'Danmarks Nimbus Touring', respectively.

## Future issues

The section 'Skruestikken' usually contains all sorts of specialized tech info and advice, but author Sten Weidinger wasn't up to translating it. Incidentally in this particular issue it mainly tells you how to prepare your Nimbus for the riding season. Instead Sten has generously offered to send along a PDF version of a technical dictionary he wrote, with translations of terms you will find in Danish user manuals and such.

If there's enough interest, and other people can be brought on board to help with the translations, this can be repeated for future issues of the magazine, the purpose of course being getting more members for DNT. **PDF versions of the previous four years of Nimbus Tidende are now offered to our club members abroad.** This way those who do not read Danish can make computer translations of whatever articles they think look interesting. Speaking of which, soon **all issues of NT made since the club started 46 years ago, will be available online, except those of the last few years.**

Please forward this one issue to Nimbus owners that aren't yet members, as well to others who might be interested. **It will also be available on DNT's homepage *nimbus.dk*.** Should you want the 50 MB hi-res version for better picture quality, just drop me a line. For further questions or suggestions regarding this issue or anything else Nimbus, don't hesitate to contact me at *ccc40821@gmail.com* / +45 22 93 92 08 (10 am to midnight, Danish time)).

Kim Scholer, NT editor



*When not stuck indoors behind a computer, as is the case these days, I prefer to hang around in the workshop shared with a bunch of motorcycle riding friends.*



## Pas godt på din passion og hobby

GF's veterankøretøjsforsikring er tilpasset de særlige behov, du har som ejer af en veteranbil, veteranmotorcykel eller et andet klassisk køretøj. Når du forsikrer dit klassiske eller veterankøretøj hos GF, bliver du samtidig medlem af forsikringsklubben GF Veteran\*\*\*. Det forsikrede køretøj kan anvendes til hobbykørsel, maksimalt 6.000 km årligt, i perioden fra 15. marts til 31. oktober. Du skal også have registreret et køretøj til daglig brug for at kunne tegne veterankøretøjsforsikring.

### Det får du som kunde i GF Veteran

**Forsikringer med overskudsdeling.** Hvert år gør vi regnskabet op, og kunderne deler overskuddet. Vi trækker din andel fra i din pris for det kommende år. Præmien i 2020 er fx reduceret med 30 % på baggrund af overskud i 2019.

**Rabat når du har flere.** Har du to eller flere klassiske-/veteranbiler eller -motorcykler, så får du 25 % rabat på forsikringer til alle køretøjerne.

**Vejhjælp i Danmark.** Du kan få vejhjælp fra SOS Dansk Autohjælp på helt specielle betingelser og til en særlig favorabel pris, når du har veteran- og klassisk bil/MC registreret i dit navn hos GF Veteran.

**Vejhjælp i udlandet.** Har du tegnet kaskoforsikring på din bil eller motorcykel, så får du hjælp fra SOS International, hvis du kører galt eller kører i stå i udlandet (det røde kort). Totalvægten må ikke overstige 3.500 kg.

Priseksempler for veteran/klassisk køretøj					
Årlig præmie. Ansvars- og kaskoforsikring inkl. statsafgift - Selvrisko 2.003 kr.					
Dagsværdi indtil kr.	Veteranbil/-motorcykel		Klassisk bil/-motorcykel		Veterankallert
	Ansvar og kasko	Ansvar alene	Ansvar og kasko	Ansvar alene	
50.000	740 / 518 kr*		1.850 / 1.295 kr*		Lovpligtig ansvarsforsikring: 510 kr**
150.000	1.156 / 809 kr*	230 / 161*	2.888 / 2.022 kr*	572 / 400*	
500.000	2.755 / 1.928 kr*		6.666 / 4.666 kr*		

\*Priseksemplerne viser præmien før (A/) og efter (B) fradrag af overskuddet på godt 30 %.

\*\*Veterankallertforsikring er uden medlemsindskud.

Alle priserne er eksklusive afgifter og 30 kr i medlemskontingent.

### Så nemt flytter du dine forsikringer over til os

Udfyld forsikringsbegæring på [www.gfforsikring.dk/veteran](http://www.gfforsikring.dk/veteran) og send med billeder af køretøjet. Så sørger vi for at opsigse dine nuværende policer og overfører dem til GF.

\*\*\*For at blive medlem i GF Veteran skal forskellige krav være opfyldt. Du kan læse mere om kravene, vilkår og forsikringssummer m.m. på [www.gfforsikring.dk/veteran](http://www.gfforsikring.dk/veteran).

**GF Veteran** · Strandvejen 59 · 2100 København Ø  
Tlf. 7224 4198 · [www.gf-veteran.dk](http://www.gf-veteran.dk) · [gf-veteran@gf-forsikring.dk](mailto:gf-veteran@gf-forsikring.dk)

GF Veteran tilbyder forsikringer via GF Forsikring a/s, som er et dansk forsikringselskab omfattet af Garantifonden for skadesforsikringselskaber. Vi tager forbehold for eventuelle fejl. Indholdet kan ikke erstatte den vejledning, som du kan få ved at kontakte os. Du kan finde betingelserne for vores produkter på [www.gfforsikring.dk](http://www.gfforsikring.dk).



# ----- Tidbits, Mainly about Nimbus -----

## The Front Page Girl

The front page of NT #204 had a guy from Kalundborg call and tell he knew the family of the young lady on the motorcycle. Unfortunately, his name and telephone number has disappeared into the NT editor's version of The Sargasso Sea, so please call the editor again, in order the story one day be told to the magazine's readers.



## Rømø Beach Races

For Nimbuses, this year's Rømø race is definitely underway, as Bent Pedersen on Facebook told about his tuned engine and the flat board sidecar for his wife Ulla. He was the one who last year rode several heats with a pipe & pudding basin helmet, which got him on the front cover af September's NT.

Bent, by the way, is far from alone, as a few other Nimbus racers have

also been shown on FB.

Like the green one here that Bo Nielsen from UK plans to bring.



## Corona Worries

Due to a certain virus, when initially the government called for cancelling events with more than 1,000 people, a concerned Rasmus Bjerring asked on Facebook if DNT's general meeting then could be held in the usual manner....

## Correction

Lars Glerup of Australia, who also rides an Indian, noted that the engine in the last NT wasn't from an Indian Chief, but rather from a Scout.



## Annual Meeting cancelled

As mentioned in the 'The Board's Corner', the club's annual meeting is cancelled. Read about it on page 4.

## DISA in German

Sten Weidinger has been busy posting exciting things on the Facebook group 'Nimbus historical archive division': Various directories etc., and, most interestingly, a German-language description of, amongst other things, the 20 mm cannon, which DISA also writes so nicely about on page 32.

## Advertisements Galore

The prize for February's most ardent advertiser goes to the guy southwest of Aarhus, who put no fewer than 67 individual free ads with Nimbus parts online, with prices from \$ .80 and upwards.

Respect!

## Electronic Ignition

Bo Nielsen in England has developed an electronic ignition system for 6 and 12 volts. Seen at [nimbus-shop.dk](http://nimbus-shop.dk) for 975 kr.

A similar German system is (finally ) underways too, and will be described in detail in a forthcoming issue of Nimbus Tidende.



## New Bakelite Parts

Tired of fumbling with a wrench and screwdriver when disconnecting the battery? Bjarne Hansen has the screws here on the right, at \$16 apiece.



Various new bakelite parts are available too, like front fork tightener at \$30, stoplight switch at \$20 (\$31 'furnished'), and spark plug caps at \$9 apiece.

Call him at +45 20 42 30 28.



## Coat Protectors

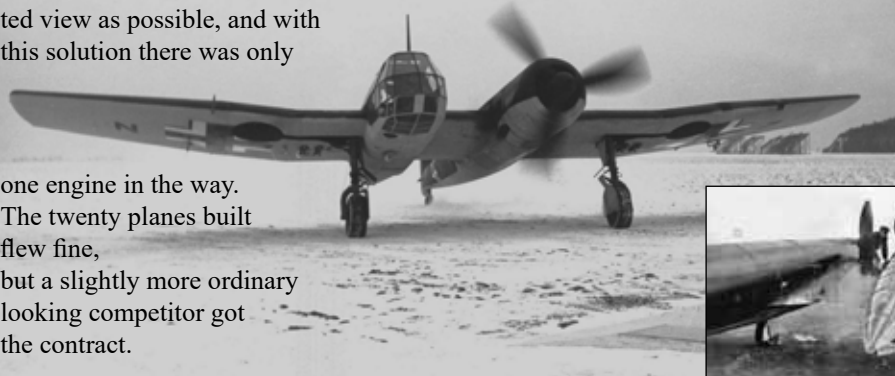
Exactly how many are still wearing coats when riding Nimbuses - there are a few - is not known, but the aluminum plates here look very 50s-ish. Price is \$82 per set, incl. postage for DK. Call Allan Petersen on tel. +45 28 25 91 34 or [apet@eucsj.dk](mailto:apet@eucsj.dk)



## Today's airplane

is the Blohm & Voss Bv 141, which distinguishes itself by being one of the world's few asymmetric airplanes. The Luftwaffe had wanted an observation aircraft with an as unobstructed view as possible, and with this solution there was only

one engine in the way. The twenty planes built flew fine, but a slightly more ordinary looking competitor got the contract.





# ----- Tidbits, Mainly about Other Motorcycles -----

## Vintage License Plates

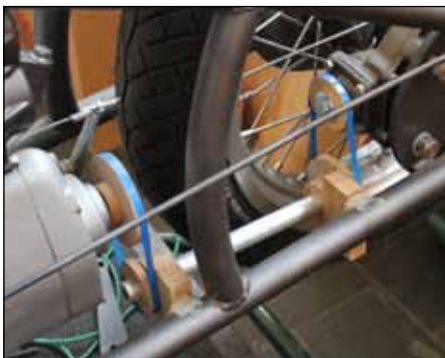
After years of the motor vehicle authorities providing vintage license plates of dubious quality and correctness, Motorhistorisk Samråd has offered their results of a year-long research work to the authorities. As a result, the state will base future production of these enamel plates on MhS technical specifications. (... About bloody time ...)

## Trans Euro Trail (TET)

TET is an extensive network of 30,000 miles worth of off-road tracks throughout Europe, so if you like dirt roads and have proper tires on your Nimbus (or maybe just sidecar), this is a good way to minimize the virus danger on a motorcycle trip. The Swedish TET trail itself is app. 2,000 miles long, so by staying overnight in free shelters and drinking instant coffee, it could make for a cheap holiday. Info on [transeurotrail.org](http://transeurotrail.org) and its Facebook page.

## Bonneville Nimbus

The compressor fed Nimbus 'Odin's Fury' is alive and well, as are the plans to run it on Bonneville Salt Flats in Utah. Current project is a higher gearing, done via two short chains (shown here with blue tape) and a middle shaft. There'll be more info about it here later, when the system is up and running.



## Motorcycles Wings

After the 1955 ban on front fender license plates, the chance to cut a pedestrians a bit has returned, in the shape of small wings on the factories' fastest sportsbikes. The wings supposedly help with stability at stupid speeds.



Nimbus Tidende nr. 206, april 2020

## Corona My Butt....

The bike is long gone, but a pity really that sales of Corona beer takes a dive.



German v-twin of Brandenburg, app. 1906.

## MV Agusta Race Scooter

The Italian company may be best known for GP racers and exotic sports machines, but it also produced a large number of two-stroke scooters, back when that sort of thing was popular. But of course they just *had* to try a 125 cc mc engine in one of the scooters and race it....



1951 MV 125 Bialbero, DOHC and 12 bhp, increasing to 20 bhp by 1960.

## Pricey Insurance Claims

Although mopeds are the cheapest to insure, total costs per accident are the highest, according to industry figures:

Cars	\$1,385
Motorcycles	\$2,897
Mopeds	\$3,461

## The Pioneers

Worried about the average age in DNT rising? *The English Association of Pioneer Motorcyclists* have several layers of memberships, 'Pioneer' being the most exclusive. To qualify one must have held a motorcycle license for at least 50 years. (There must be some Nimbus people who could join....)

## Norton Bankrupt - Again

Norton's latest incarnation has gone tits up, but instead of the nice new twins and the fast V4 that were on the way, here's the P92 prototype from 1974. Apart from the name of the tank and the isolastic system like on the Norton Commando, it was mostly a Triumph Bandit (see next NT) with a tilted BSA single - could've been the British version of the Yamaha SR500, with an electric foot.



## Women's Relay Race

From February 26 last year through February 15 this year, more than 3,500 women from 79 countries did a motorcycle relay race, crossing six continents around the world. WRWR - *Women Rider's World Relay* - was started by Hayley Bell from London, who missed being in contact with other women just as fond of riding a motorcycle as she is. It evolved through Facebook into a worldwide network of women, each riding part of the trip, from a few hours to several months.

In countries like Indonesia or Kuwait, where not all that many women ride, passing the baton has been an extraordinarily great experience for the participants - and sometimes a bit problematic, like when a Pakistani woman could not get a visa for visiting archenemy India, but had to let a Dutch motorcycle lady take the baton across the border.



*Day 152: 12 hours of rain, and mechanical problems at the start of the route in Myanmar, did not keep the baton from being passed on. (See lots of pictures on WRWR's Facebook page).*





Veteranforsikring  
Danmark

Vi sætter pris på originalerne



## Præmieeksempler

### Veteranbiler og motorcykler -1989

1/1-årlig præmie i kr.

Dagsværdi i kr.	Ansvar + kasko	Ansvar
25.000	631	233
75.000	917	233
125.000	1.129	233
175.000	1.339	233
225.000	1.541	233
275.000	1.766	233
325.000	2.040	233
375.000	2.312	233
425.000	2.586	233
475.000	2.802	233
525.000	3.133	233
Osv.		
Selvrisiko	1.556	

Forsikringen omfatter vejhjælp i hele policens kørselsperiode, hvis køretøjets alder er mindst 30 år. Ud over perioden, hvis køretøjets lovæssige afgifter. Det drejer sig om skadesforsikringsafgift på 1,1% af præmien og garantifondbidrag på 40 kroner. For veteranbiler opkræves desuden et miljøbidrag på 84 kroner.

### Klassiske køretøjer 1990-1994

1/1-årlig præmie i kr.

Dagsværdi i kr.	Ansvar + kasko	Ansvar
25.000	1.548	529
75.000	2.254	529
125.000	2.778	529
175.000	3.295	529
225.000	3.791	529
275.000	4.341	529
325.000	5.016	529
375.000	5.687	529
425.000	6.362	529
475.000	6.892	529
525.000	7.706	529
Osv.		
Selvrisiko	3.112	

**25% rabat ved indtegning af flere veteran- eller klassiske køretøjer.**

## Hvem er vi?



Vores assurandør og specialist i veteranforsikring er Steen List der arbejder ud fra vores kontor i Herning.

Steen er naturligvis en del af veteranfolket og kører blandt andet Morgan +8.

Du er altid velkommen til at kontakte Steen for at høre mere om priser og indtegningsregler.

75 91 21 92  
veteran@thistedforsikring.dk  
veteranforsikringdanmark.dk

En del af  
ThistedForsikring

## Silver Anniversary Couple of The Day

Grethe & James Richard celebrate their silver anniversary on May 13 this year. When they got hitched in Næstved, it was with their Nimbus as the wedding chariot. The picture here was taken by Master Photographer Gurli Petersen, Næstved.



Lennart Birch at Nimbus rally, Skagen 1982.



# MILITARY ORDERS!



## HÆRENS MATERIELKOMMANDO

Arsenalvej 55 - 9800 Hjørring - Telf. (08) 92 61 11  
Telex 6 78 84 hmakhj dk - Tlgr. adr.: Militeknik

Til ejeren (brugeren) af det  
motorkøretøj, som er omfat-  
tet af medfølgende udskriv-  
ningsbevis.

- Ifølge lov nr. 337 af 21 SEP 1939 er ejerne af samtlige landets motorkøretøjer forpligtet til at stille disse til rådighed for forsvaret eller civilforsvaret i tilfælde af mobilisering (en sikringsstyrkes formering). Køretøjer, der ønskes anvendt af forsvaret/civilforsvaret skal i sådanne tilfælde være i stand til at køre på offentlig vej.

## LENNART BIRCH WROTE ON FB:

"Funny story .... in 1976 my Nimbus was summoned by the Army Materiel Command .... Arsenalvej 55, 9800 Hjørring .... In case of war, my 1950 Nimbus was to be handed over at the parking lot southeast of Helsingørsk Kirke, with a full tank of gas .... I enclose some photos of the letters .... Imagine if there was nuclear war, and my Nimbus was ready to drive to the border and get it stopped ...."

UDSKRIVNINGSBEVIS for MOTORKØRETØJ  
(jfr. lov nr. 337 af 21/9 1939)

Alle henvendelser bedes rettet til  
MOTORUDSKRIVNINGSTJENESTEN, Arsenalvej 55  
9800 Hjørring. Telf. (08) 92 61 11

1. Indregistreringsnr. <b>AU 14.523</b>	2. Pl. i køretøjet <b>48</b>	3. Zonen <b>1</b>	4. Stansen <b>1 4 5 2-3 2 8</b>	5. Køretøjets navn <b>Nimbus</b>	6. Ans. i køretøjet <b>25.8.76</b>
7. Type <b>9628</b>	8. Godk. nr.	9. Ejerens navn <b>Hr. Hans Lennart Teglkamf Birch</b>	10. Ejerens adresse <b>Hyttegårdsvej 1 Ramløse 3200 Helsingør</b>	11. Siddepl.	12. Altkomputer i vol. <b>B</b>
13. Køretøjets art <b>MC</b>	14. Udkrævet som erst. for	15. Bemærkninger <b>Sjællandsk Parkområde (KRES/HELSINGE) 2-plads sydøst for HELSINGE KIRKE, til- kørsel fra Østergade mellem nr. 5 og 7</b>			
16. MODEREFALING Ved en sikringsstyrkes formering skal køretøjet, når ejeren med RØD MODEREFALING kaldet, uopholdeligt efterføres til (de leveringsbegivenheder, etc. C) (200 km. 300)	17. Køretøjet er udkrævet til møde med	18. Påhængsvogn	19. Kasse	20. Rul	21. Læsetræk
22. Toppåkl.	23. Plac. køl.	24. Til brug for den modt. myndighed Køretøjet er stillet			
BESKRIVELSE AF MOTORKØRETØJET m. m.					
25. Totalvægt <b>185</b> kg	26. Længde <b>185</b> cm	27. Kasse indv. mål <b>185</b> cm	28. Kasse indv. mål <b>185</b> cm	29. Læsetræk <b>185</b> cm	30. Samtlige oplys. <b>185</b> cm
31. Længde <b>185</b> cm	32. Længde <b>185</b> cm	33. Længde <b>185</b> cm	34. Længde <b>185</b> cm	35. Længde <b>185</b> cm	36. Længde <b>185</b> cm
37. Kasse indv. mål <b>185</b> cm	38. Kasse indv. mål <b>185</b> cm	39. Kasse indv. mål <b>185</b> cm	40. Kasse indv. mål <b>185</b> cm	41. Kasse indv. mål <b>185</b> cm	42. Kasse indv. mål <b>185</b> cm

## Beregning af erstatningsværdi, afsavn og slid.

For motorkøretøjer, der indkaldes til brug for forsvaret/civilforsvaret ved evt. mobilisering (en sikringsstyrkes formering), skal der medfølge købekontrakt eller kvittering til dokumentering af køretøjets anskaffelsespris. På grundlag heraf beregnes erstatningsværdien (overtagelsesprisen) samt erstatning for afsavn og slid.

- Køretøjet er købt som brugt:  
Afsavnsbeløbet fastsættes som summen af grundbeløbet og 1 o/oo, for personvogne dog 2 o/oo, af den for køretøjets 5: leveår beregnede erstatningspris.
- Erstatning for afsavn ydes kun for motorkøretøjer, der benyttes til erhvervskørsel og normalt kun for hverdage.



# Cyklebørsen Company

## A few glimpses from back in the time when Nimbus sidecars were built in Horsens by Finn Jensen

In the post-war years, when people really started riding again, Nimbus was one of the cornerstones of Cyklebørsen. A significant part of the sales were motorcycles with sidecars, bought with a 'purchase permit' and consequently reduced tax, so Albert V. supplemented the tasks at the machine shop with production of sidecars, app. 6,000 in all - for many different brands of motorcycles.

CB produced frames, brackets, struts, screen holders and, initially, hubs for the sidecar wheels. Those were cast, and then machined with holes for spokes and turned for the right dimensions for bearings. The hubcaps were cast in bronze and sported a large 'C', in which the 'Horsens Horse' was stamped. Rims, fenders and, later, hubs were imported from Germany.

Most sidecars were fitted with boxes for commercial use by craftsmen and traders of all kinds. Others were fitted with an Acap passenger sidecar body.

In addition to sidecars, Nimbus starter gears and parts for these were produced too, as were frame plates, wind screens etc., and fishtails: shark fin and organ pipes.

### Sales, repair and rental

The 'flat iron tractor' made it far and wide, and there was a long waiting list for new Nimbuses. Production at Fisker & Nielsen was limited - interest in driving was great after five war years, where freedom of movement had been limited to walking and cycling in the immediate area if you did not have "Ausweiss" for motor vehicles.

In addition to selling and repairing Nimbus, rental was also



*Predictably the small Nimbusses were of great interest to the future generations of motorcyclists.*

an activity. You could rent a Nimbus for a \$8 deposit and 3 cents øre per kilometre. Miles + gasoline consumption, - that was the tariff. Rentals were big business well into the 1950s.

Contact with the Nimbus factory was handled by Finn Andersen, who was sales manager at Fisker & Nielsen. When he arrived, it was typically a full-day visit with a large lunch in between the business tasks. Finn Andersen was very well-liked, and particularly the awarding of "The Little Nimbus" during an exhibition period was something that had us children really interested.

I think the Nimbus factory had 3 of these fine small scale models, which circulated at the dealers and always got a lot of attention.

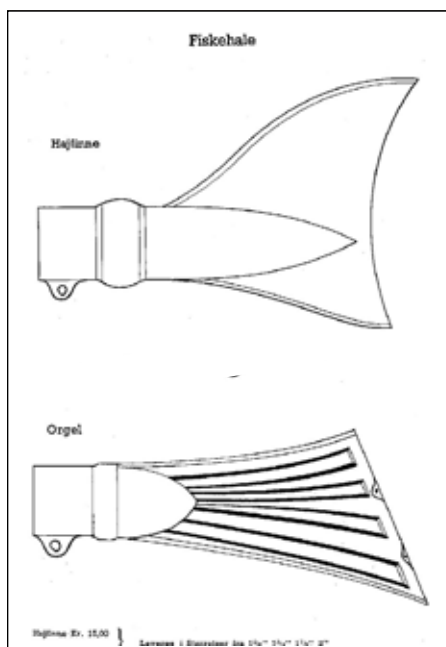
### End of an era

By the late fifties, the Nimbus adventure was over. There had been a lot of talk about a new modern machine with swing arms, rotary valve and more. The prototype was built on Peter Bangs Vej, but belief in a future for Nimbus motorcycles did not last. Increasing competition from abroad was too strong. It was the end of an era, small cars took over - it would take another 25 years before motorcycles became popular again, and this time more as a leisure activity, thanks to society's increasing wealth.

### The great weekend trip

In addition to the business during all the days of the week, there was also time for social events. "Horsens Nimbus Club" was





1932 Buick Coupe Straight 8, providing technical assistance when needed - so everyone got back. The Buick was the pride of the family until it was replaced by a VW 11c in May 1950 - it was the beginning of the VW era at Cykelbørsen, and the company name was changed to Albert V. Jensen Inc. All VW activities from May 1, 1960 moved out in the southern district, to Vejlevej 1.

PS! I have on several occasions heard the Skagen Run from afar (Hulsig) - and have never doubted which brand of motorcycle came humming past: the Nimbus' exhaust and rear drive gears have a very characteristic sound, which cannot be mistaken.

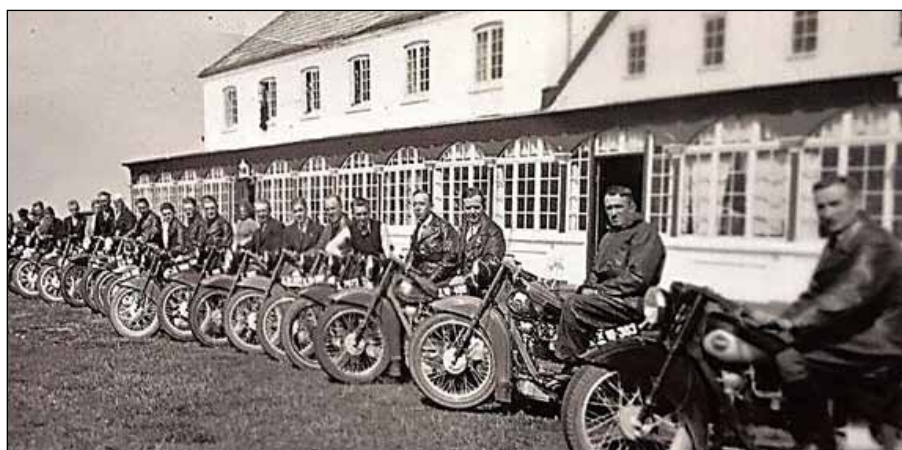


started with the assistance of Albert V. I believe there were app. half a hundred members, including some riding foreign brands (that often broke down on the club rides).

I remember one trip in particular - a weekend trip to Dybe, Bonnet, Fjaltring at Lemvig, AV's home region. The riders all spent the night in a barn, women and children on one side, men and boys on the other.

Morning coffee was arranged at Fjaltring power plant. The trip continued to Thorsminde, where there was lunch at the Strandhotellet and then a boat trip on the North Sea with Albert V's cousin Aksel, who was the captain of a fishing boat. Almost everyone got wet, so the afternoon coffee at Badehotellet tasted particularly good.

Albert V. brought up the rear with his



*I believe "Horsens Nimbus Club" was founded shortly after Albert got the franchise in 1936. It was always a lot of fun during the summer Sunday mornings at Cykelbørsen - dealing with motorcycle people: oil changes, gasoline - equipment, motor gloves and bonnets were handed across the counter.*

## **Finn Jensen also wrote the story of Cykelbørsen's founder Albert Vilhelm Jensen, but as it is too long for Nimbus Tidende, only the part that has to do with motorcycles is shown here:**

After the war, The Danish authorities collected all Wehrmacht vehicles at various places in the country to be sold, among other places in Kolding. All war materials were put in different categories, like 'cars, motorcycles and spare parts'. They were then announced and sold at the highest bidder on a given date.

It was a chance that Albert did not pass on. He bid on a hall packed with DKWs, BMWs, Zündapps, NSUs, etc., plus spare parts and a lot of other stuff that could be

used for various purposes. The whole thing was bought, transported to Cykelbørsen's premises, where attics and basements were filled to the rim. Even the large barn on Hattingvej, which still exists today, was rented and filled to the brim.

All this provided work to the workshop and sales in the shop in the years ahead, because they did a thorough job: Dismantled, cleaned, repaired, sandblasted, painted and chromed, inspected and taxed. Subsequently, they sold and registered the bikes,

offered a 3 months warranty - and then there was another happy customer on the road. These machines sold like hotcakes, customers were put on waiting list, and waited patiently.

### **Sidecar production**

At the end of the 1940s there were more than 25 employees at Cykelbørsen. Sales of new motorcycles also slowly increased, but one still needed a purchase permit and

*continued on page 44*

**People - in the military too - are crazy about Nimbus:**

# **NATO TO BLAME FOR NIMBUS PRODUCTION TO HAVE STOPPED**



*This article was  
originally written  
for the newspaper  
Aktuelt, July 24th  
1976.*

**By Ole Stephansen, Photos: Jørgen Schiøttz**

**NATO shares a significant part of the blame for the fact, that the more than 40-year-old Nimbus motorcycle will not be able to return to actual production back home. So claims one of the biggest dealers for refurbished Nimbus motorcycles at home, the owner of Enghave Motor Service, Erik Grül.**

- If NATO could agree that the military should use Nimbus instead of the English BSA, there would be a basis for producing it, he says.

At the beginning of the sixties, NATO agreed on a standardization in the area of motorization. This meant, amongst other things, that something other than the Danish built Nimbus motorcycle was to be used. It was agreed that it should be replaced with BSA B40.

- And that has not been good for the

Danish military, says Erik Grül.

- Many military people have been annoyed that they no longer get to ride Nimbuses. The BSA is nowhere near as good a machine for military purposes as Nimbus, an all-terrain machine, he says.

## **The world's oldest**

Nimbus is the oldest motorcycle in the world that has not changed significantly in the 40 years since Fisker and Nielsen manufactured the first machine in the

mid-thirties.

Nimbus' popularity has almost never been greater than it is today. Young motorcycle enthusiasts prefer Nimbus to the expensive, smart, small and fast Japanese machines, and Nimbus looks just as new. It just isn't.

Today, one cannot buy a brand new Nimbus. But you can get what looks like one. More precisely a refurbished machine that looks like a brand new one. Prices for refurbished machines are between \$900 and \$1,500.

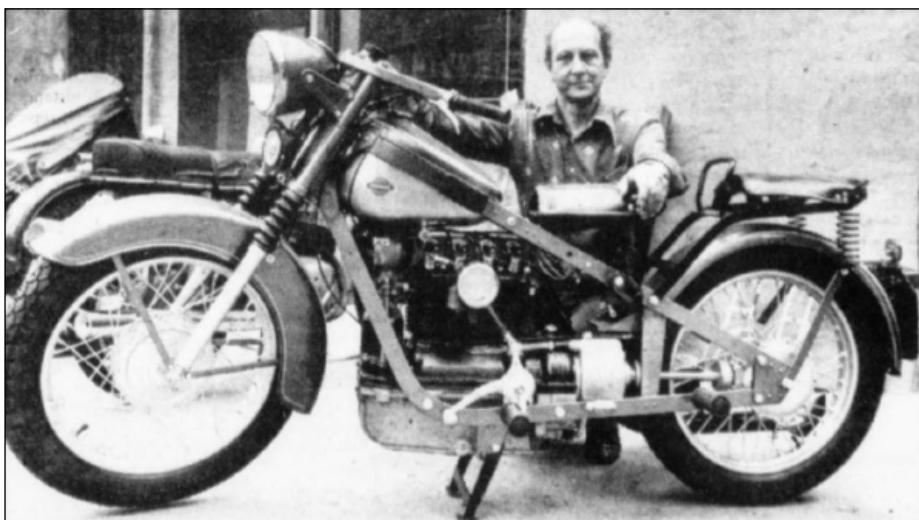
But a Danish production in the current situation would be a 'march of death' even before it got started.

- If we imagine that the actual manufacture of a new machine would cost \$1,800, the price for the consumer would come close to \$6,000, and then Nimbus would not be able to compete with the new Japanese brands, says Erik Grül.

In addition, the \$1,800 must be subject to duty, VAT of 15 per cent plus the registration fee, which is 140 per cent.

- So at the moment we can forget all about Danish motorcycle production, he says.

- If NATO favoured using Nimbus for



**- Hvis NATO gik ind for Nimbus, kunne en produktion måske svare sig, siger Erik Grül, her bagved en nyrenoveret Nimbus.**



the military, would you be interested in manufacturing new Nimbus?

- Yes, definitely. Then there would be a market for them. But as it is currently, there is no chance, says Erik Grül.

#### Four types of wrenches

What makes Nimbus still so popular among motorcycle dealers?

- Two major reasons. It is an amazingly robust machine and any village blacksmith with four sizes of wrenches and a screwdriver can repair it, says Nimbus mechanic Jan Andersen, who along with six other mechanics spend all day assembling "new" old Nimbuses together of old machines.

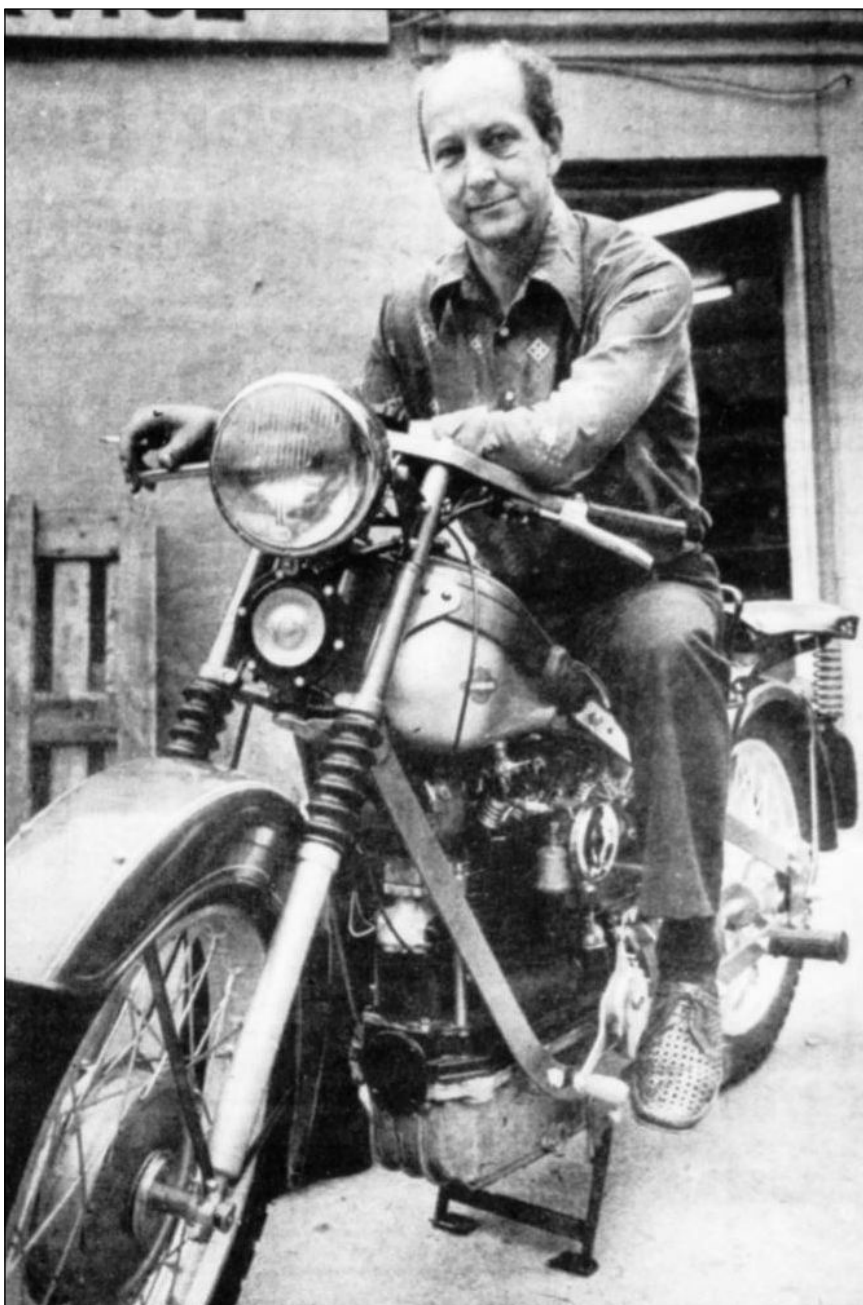
- If something breaks on a Nimbus, anyone who has just a bit of a clue about these things can repair it. For example, on a Japanese machine, special tools are needed, if just a small thing goes wrong, says Erik Grül, who bought hundreds of old Nimbus from the military when they began replacing it.

- Another thing is, he says, that you can always get spare parts for a Nimbus. We have a complete stock of finished parts for Nimbus lying. To put in simple terms, you can walk in the door with a handlebar, and leave the place riding a Nimbus.

This does not apply to the Japanese machines. Around the workshops in town there are lots of Japanese motorcycles that cannot run, simply because it is not possible to get spare parts for them, says Erik Grül.

But at the words "new production", Erik Grül shakes his head.

- As far as motor vehicles are concerned, anything called innovation gets knocked down because of the taxes, he says.



Nimbus-mechanic Jan Andersen [actually Erik Grül. Ed.] on a green, renovated Nimbus at 8.000 DKK. Newly built it would cost 40.000 DKK.

## NATO, BSA and Nimbus Production

by Kim Scholer

NATO's decision for its members to have a modern motorcycle was an excellent idea. Choosing the BSA B40 for the job was, on the other hand, an exceptionally bad idea. The English single turned out to be of such poor quality and so unreliable that - in the words of former military police rider Poul Jørss - "when 18 rode out, 15 came home on a truck".

What one cannot take from the BSA is that it thus got a lot of military Nimbuses, that were not yet worn completely out, onto the market at low prices. The military's stock of spare parts was also auctioned off, the dealers being careful not to bid up each other, which helped ensure Nimbus' existence in the lean years after production ceased.

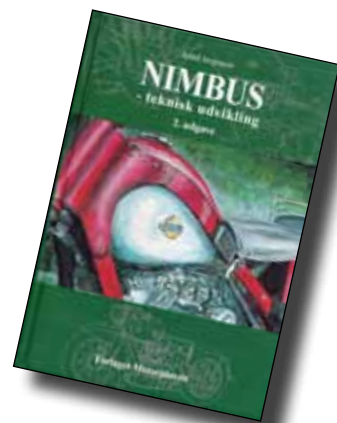
In the above interview from 1976, Erik Grül was right that

a new Nimbus would be too expensive. But the chances of NATO wanting a motorcycle, whose technology now was a quarter of a century behind the curve, were probably not all that impressive.

In retrospect, the NATO forces should have chosen a motorcycle from a country whose production equipment was not worn down completely. Should it for political reasons be a European motorcycle, the BMW R27 or a light Maico off-roader would be sensible choices. From Italy, a 1967 Ducati 350 scrambler would also be a good bet. Switzerland used Condor engines with detuned Ducati engines from 1973 and up to 2001, so reliability must have been acceptable.

# The Nimbus Scribe

Most Nimbus people know who Knud Jørgensen is, usually because they have read his books on Nimbus. Or because they have more directly enjoyed the man's helpfulness and vast knowledge about our machines. Throughout the decades Knud has always been an extraordinarily important person for Denmark's Nimbus Touring, so seeing that he soon will celebrate his 80th birthday, here's an interview with him.



- You have membership number 42, so you must have been with DNT practically from the start. How did that happen?

- I had just bought a Nimbus, and was visiting Enghave Motor. Here I asked if they knew of a club for Nimbuses. They didn't, but coincidentally there was a young guy who had seen my Nimbus. He walked in and told about a club that had just been started here in Jutland. This was in the late summer of 1974. I wrote - that was in the time of day-to-day letter delivery - and got a friendly response from the chairman's wife Else, and then I was in.

As a member, I thought I should also attend the club's first annual meeting. There I suggested that P.A. Fisker, who was approaching 100 years of age, should be an honorary member of the DNT. It was then up to me to write a letter to him - and suddenly I was a member of the DNT board! There I sat for 5-6 years, as the secretary and eventually as the treasurer. This was at a time when the

club was growing and there was a flood of new members.

- You're ex-military. Was that where you and Nimbus were brought together?

- I got a driver's license in 1958 a few days after I was eighteen. And when I was drafted the following year, one of the first things happening was that I was put on a Nimbus. The driving instructor shouted: 'Follow me!'. And when we came back to the barracks an hour later after this ride around the countryside, we were given our driver's licenses. Oh well, maybe it didn't go that fast, but told this way, the story is best!

- Did you like it?

- Yes, to take a driver's license that way?

- No, I mean: Did you like riding the Nimbus as a soldier?

- I soon came to hate it. Back then, it was cold in winter. In Ringsted in the middle of Sjælland, and a few weeks with down

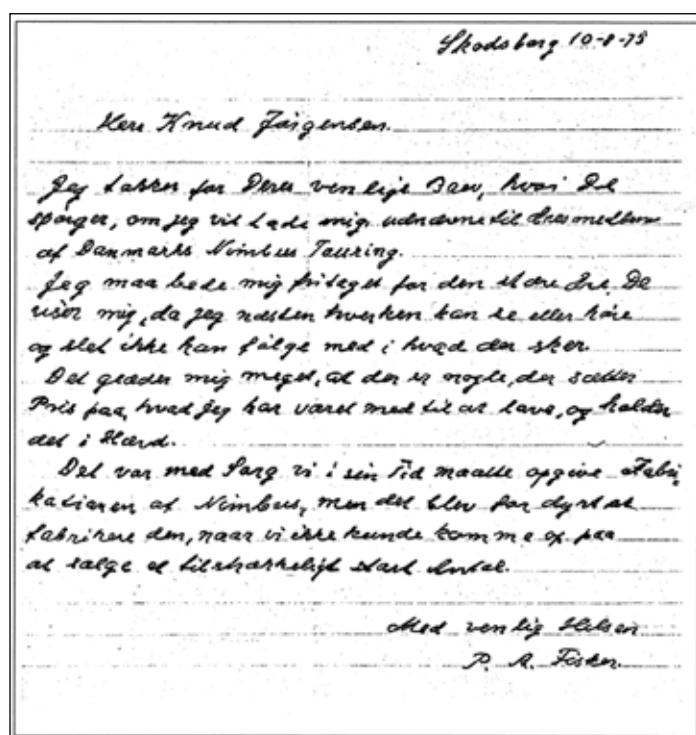
to 3 degrees F at night. And even though there wasn't much to ride for at night, we had to sleep 'in the vehicle', ie. crawl under the military sidestand and cuddle up next to the warm engine sump. Never have I frozen so much for so long.

- Nevertheless, you became the officer of the reserves ...

- That was the SU [state tuition] of that time, because as a reserve officer you got a salary, so I came debt free through my education. I had a choice between a teacher and officer training, so I chose the superstructure for the teacher training. But I remained an officer of the reserves until I was 50 and reached the age limit. By then I had the rank of First Lieutenant.

- After this time as a motorcycle rider, why did you chose Nimbus?

- An acquaintance had taken over the store's Nimbus motorcycle from his uncle, who had closed his grocery store.



Skodsborg 10-8-75

Dear Knud Jørgensen

I thank you for your kind letter in which you ask if I will accept an Honorary Membership of Denmark's Nimbus Touring.

I must excuse myself from the great Honour you show me, as I can hardly see or hear and cannot keep up with what is happening. I am very pleased that there are some who appreciate what I've been doing and keep up an interest in it.

It was with Sadness that we had to give up the Production of Nimbus, but it became too expensive to manufacture when we could not come up with a sufficient Quantity to sell.

With best Regards  
P. A. Fisker



Knud's wife Hanne riding her blue-green '57, with the worse half on the back seat, for the annual rally on Falster in 1985. It was before we could afford colour photos on the cover and where even a blurry photo could be used ....



**Knud Jørgensen and DNT's founding chairman René Friberg Andersen study the sidestand that John Gottfredsen from Aarhus had developed. The picture was taken at the annual meeting in 1976 in Sønderborg.**

He had it on a country estate where we had a summer holiday. I was hooked! My father-in-law, who traded used cars, found a '56 Nimbus for me in 1969. I still have it, but have had quite a few others in the meantime.

They are all gone now, except for the '49 that our son drove for a number of years. It is a solo machine that I bought from him when he started having toddlers. My wife Hanne also had her own sidecar machine; a 1957 that was deep sea green. She was very happy with it and spent a lot of time riding it, both as an everyday tool and on our summer trips.

Once we tried riding two sidecar machines to Nordkapp. After much hassle with the electrics, we reached Alta in northern Norway, where people heading south told us that Nordkapp was like pea soup of fog. We stayed in Alta for a few days and then headed south for a fourteen day trip, enjoying the kind of summer weather you can't buy for money.

We have ridden many times both before and since, northwards in both Sweden and Norway, and we had gradually found some specific routes and campsites, which were always included in the trips.

- And without mechanical trouble?

- Oh no. If you ride Nimbus, you soon realize that the sum of potential problems



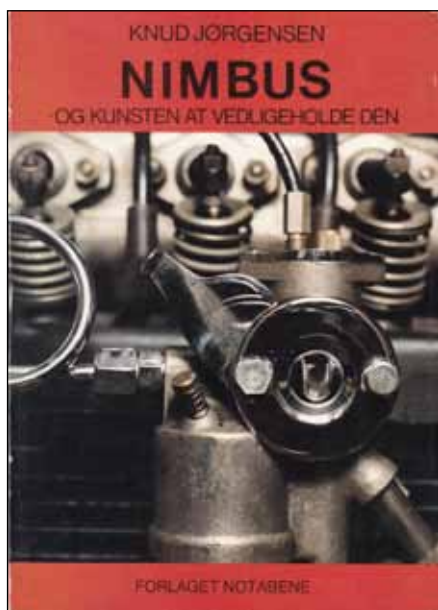
is infinite! The difference is that on a Nimbus you can easily fix those things, because even a school teacher can figure out how everything is all connected and therefore how it should be fixed.

- You were a teacher, you say?

- Yes, with everything that comes with

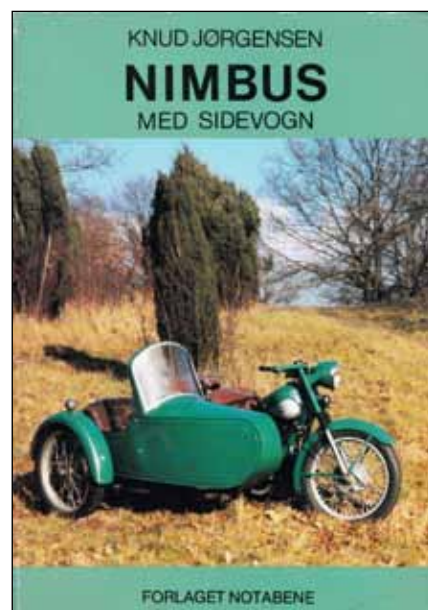
that. Characterized by knowing a little bit about everything and then having an immense urge to share it with others. And pretending to know a lot of everything else and then try it out on those who actually know more.

That's why I was an elementary school teacher for a dozen years



**The first of Knud Jørgensen's books, and perhaps the most important. 'NIMBUS - and the art of maintaining it' was widely available to all the many Nimbus people who wanted to work on their Nimbuses themselves. Since then we've seen a revised edition and it has even been translated into English.**

**It was probably in the 1990s, when people with a combination of mid-life crisis and good bank credit began to mount sidecars on the Nimbuses again. This was a good reason to write a book about the different types of sidecars that over time bent thousands of Nimbus frames out of shape.**





**Hanne and Knud  
at the Norwegian  
Nimbus rally  
in 1992.**

Then I became a teacher at Teacher's Academy until I quit twenty years ago and got involved with the Nimbus Museum. At the same time, I found it beneficial for the rest of humanity to also write down some of what I knew about Nimbus. I did this first in the Nimbus Journal and then in some books that I had to re-edit several times.

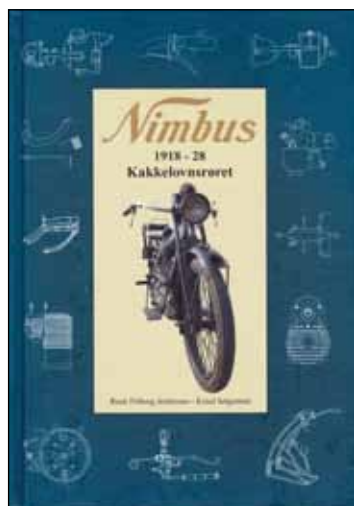
Writing the books has been fun, but also sometimes a little disturbing. In particular, it makes me nervous when I see people on facebook discussing and disagreeing, and as an argument refer to me and my books.

When I have edited a book and cor-

rected some misunderstandings, I find that someone suspects I have nefarious financial motives. I must reject that notion! When René [*the founding chairman of the club. Ed.*] and I together wrote a book about the 'Stovepipe' Nimbus years ago, we calculated just for fun what the hourly wage would be if the entire stock was sold within the three years we received fees. It turned out to be approx. 7½ cents - before taxes.

- *Some of your books have since been translated into English ....*

- Yes, two of them. I can't do that myself, so I've had good helpers there. English is not just English. I like to write something that is understandable for an English speaker. But the language to use in the kind of books I've written has to be 'Biker-English'. It is not an engineering American, nor is it British-



**An important contribution to the common Nimbus history are the books published by various enthusiasts. These can be roughly divided into two: those where the writers have to make a living writing, and the ones called 'labor of love', ie. where you obviously have taken all the time it takes to do research, do a beautiful layout, etc. René Friberg Andersen and Knud Jørgensen's book about the Stovepipe Nimbus is clearly of the latter category.**

English, but precisely the language understood by motorcyclists all over the world. I think I succeeded. And if that's true, it's not mine, but the translators' credit.

It has also resulted in me getting many pleasant acquaintances around the world. Pen pals aren't called that anymore? So email pals then. As mentioned, I can make myself understandable in English and to some extent also in German. If need be I can read French, but I have to resort to Google translate for answering. And I really wonder what may come out of that!

- *You are very involved in the Nimbus Museum.*

- Yeah, I really don't distinguish between that and writing. Building up a museum is clearly an extension of writing articles and books and, moreover, one of my areas of teacher education. It's called 'general didactics', and it's about getting other people to understand something that you think is important.

It is incredibly engaging year after year to help create new exhibitions at the museum, to write signs for the exhibitions and of course to help find out how to present Nimbus - without cheating too much!

Eg. the task of building the 'April 9 machine' to Sønderborg Castle was something of a challenge. If we were not 100% sure that all parts were from before 1938, it would not be long after the exhibition opening, before the anoraks would object. We've been cheating, I'm not saying where. Go to Sønderborg yourself and find out!

- *Have you owned any other motorcycles?*

- No, not myself, but I've worked on several, - like in the 1970s a lot of MZs, because that's what my friends I knew at the Teacher's Academy rode. Recently I have had several of Kim Hartvig Sørensen's military motorcycles in my basement workshop: A DKW NZ 350, a Monark-Albin M/42, an Ariel WN/G and a BSA M20 WD.

- *You once said that when you turned eighty, you would stop riding a motorcycle.*

- I did? Maybe I have said so. But first of all, I haven't had that birthday yet. It is postponed because of Corona virus. And second, I do not have to turn in my driver's license to stop riding a motorcycle.

They way I feel right now, I'm not going to put it on the centre stand. But I think that I probably will use my sidecar machine





Foto: Ole Kristensen

*Knud looking very concentrated at the workshop of Thomas, where he is adding a transfer with the text "Responsibility is yours" on the handlebar of the museum's 1950 military machine.*

*As editor of Nimbus Tidende, I have quite often been in contact with Knud Jørgensen, for the simple reason that his knowledge of Nimbus cannot be overstated. Whether it's about originality, image analysis, Fisker & Nielsen or something else - there has always been help to be found.*

*In addition, should I have any doubts as to whether this or that is written correctly, the help has been only a phone call away - most recently when proofreading the 'Earth Around The Globe' book. As a self-proclaimed 'language Nazi', I really try writing correctly, and therefore triple-check things before anything goes to this lecturer in Danish. One time, however, he misunderstood the situation and thought that my text had to be proofread - it came back and looked like it had measles ....*

*KS*

more, and only ride the solo one when the weather is good.

- Have you been out riding this year?

- I have winter insurance. So the first time in 2020 I was out riding was on New Year's Day, where Aarhus Nimbus

Club held their traditional New Year's parade at City Hall Square. I expect in March and April to drive to the museum in Horsens sometimes. Now we have to see when we will be allowed to open the museum this year, where Corona virus threatens the whole country.

One thing is for sure: Should I ever quit riding, my two Nimbuses are not for sale! They will be passed on to the grandchildren, although they can't ride them until they are 22 years old. That is in six years. Hope to get to see it.

*Kim Scholer*

## ARMÉMOTORCYKEL M/42



The Monark-Albin M/42 (correctly named 'Armémotorcykel M/42') Knud Jørgensen mentions in the above is of the type that *The Danish Brigade* in Sweden returned with in May 1945. It was a 500 cc single built like an English motorcycle, with separate gearbox and chain drive. It went into Army service until the late 1940s, when the type was phased out in favour of Nimbus C.

Kim Hartvig Sørensen sent an elaborate story about it, which eventually shall be featured in a later issue of the Nimbus Tidende.



# The Nazi Nimbus Rider

This picture was used in the last NT's story of a large, albeit fictional, Nimbus rally in 1937. There, the Nimbus rider was presented as the enthusiastic Nazi 'German-Niels', but the man's real name was Knud Henrik Emil Schoch.

**Jens Jessen;** Knud Henrik Emil Schoch was his full name and he joined Frikorps Danmark. He died on the Eastern Front on February 12, 1944 at Narva, Estonia. Here is a photo of him before joining the corps.

This was how Jens started his Facebook thread with the photo. And the comments about both man and machine appeared quickly:

**Jesper Jæger Nørregaard:** Model Luxus ... '35-'36 probably red ... painted wheel hub.

**Egon Mosgaard:** According to NRPL.DK C 4206 is from Holbæk County, Kalundborg City, Ars - Skip-pinge Herreder and Samsø Birk, with office in Kalundborg and was assigned a number series C 3100 - C 4399. Nimbus with No. C 8002 is Holbæk County, Holbæk Copenhagen, Merløse - Tuse Herreder as well as Nykøbing Town and Dragsholm Birk, with office in Holbæk with number series C 7000 - C 9999.

**Fin Ohlendorff:** In uniform and no,- he did not ride a Nimbus in the Frikorps. Nimbuses were not used by Frikorps Denmark.

**Leo Jensen:** He was obviously also one of the bastards.

**Jacob Vitten Volshøj**

**Jacobsen:** Registered in DNSAP 5-8-42, according to the Bovrup directory.

**Jens Jessen:** Good with that Bovrup directory \*! And lucky for the Danish police and politicians that they managed to confiscate all the printed copies. After all, there were many higher-ups in that particular directory!

*But soon thereafter the discussion veered off in an argument about the bike's colour...*



*The same machine as above, and here the man himself in his Frikorps uniform. If you know more about Schoch's or the machine's history, please contact NT.*



— Britta, Fru, Ordrupvej 143 A.	30 10 95.	— 9 3 42
— Robert, Trykkerifaktor, Oxtord Alle 72.	20 11 81.	— 20 8 40
Schmidt, Mogens, Repræsentant, Østerbrogade 3.	— 23 10 41	
Schoch, Knud Henrik Emil, Kaptajn i Hæren	31 5 99	— 5 8 42
Schoiz, Paul, Ass., Borgmester Christlansensgade 10.	— 1 11 41	
Schortmann, Bredo Arthur, Arbm., Hedebygade 6, 4	11 6 21.	— 24 4 4

\* The Bovrup Directory is a copy of the membership directory of the Danish Nazi Party (DNSAP). In 1946, resistance movement members copied it and made it public, angry that former members of DNSAP were able to just return to their place in social life with impunity. Shortly afterwards, the Copenhagen City Court decided that it belonged to the Archives Act, which could only be accessed by asking for it at the Ministry of Justice.



# Cool Resistance Riders

A Nimbus with dual exhaust, two large air horns and a Sten gun. What more could you want after five sad years of German occupation?

In Aarhus, the resistance movement had been told that the local HIPO Nazis would wear normal resistance fighter armbands to avoid being arrested in the days just after the liberation. Thus a different type of armband was made, and used for a short time. The pictures here must have been taken some time after this, as both the two guys here,



*Two happy guys trying to look as cool as possible. Note the deep sides of the rear fender, the extra pin striping, a non-standard headlamp and an extra license plate at the rear.*



and the slightly younger man in the computer coloured picture below, all have the regular armband.



*Looks like he's at speed, until you notice his left foot on the ground....*

## Interesting customer in the factory's sales book:

6306	C. F. Dela, Østergade 21, Tender	35374	31/08/45	ja	Spec. Polycromat Graa	A. Skovgaard Pedersen, Ribe Landevej 9
6307	N. E. Holmskov, Sundgade 60, Senderborg	35375	31/08/45	ja	Spec. Polycromat Graa	
6308	Jens Sørensen, Haderslevvej 28, Kolding	35399	05/09/45	ja	Spec. Polycromat Graa	
6309	Resistance Movement Unit 5, Nyropsgade 5	35389	30/08/45	ja	Spec. Polycromat Graa	
6310	Herning auto Handel, Herning	37670	21/09/45	ja	Spec. Polycromat Graa	Chr. Thomsen, Fynsgade 10
6311	L. Hedegaard, Holstebro	37671	21/09/45	ja	Spec. Polycromat Graa	Th. Skov, Aalykke 8
6312	A/S Bakteriologisk Laboratorium "Rutin", Virginiaev.	35383	06/09/45	ja	Spec. Polycromat Graa	lev. Dirker Frandsen, Haag
6313	A/S Aria, St. Kongensgade 14	43217	29/10/45		Sort Standard	

# Nimbus Trip 2019 **part 1**

## 7100 km & 5 changes of oil **by Jörgen Åkesson**

The story begins with my grandmother. One of her many books ended up in front of my hungry eyes when I was a child. It was not a fictional work, but when I read it as a 10-year-old, it seeded something inside me. Something that never faded, but quietly grew small buds of adventure.

The book was about two Danish teachers, who rode a sidecar motorcycle down to Cape Town in South Africa, and back again. Fast forward 30 years now, where I had quite a few long trips under my belt: Norway, Central and Eastern Europe. However, I had never traveled to the south or to Western Europe, and above all I had never seen the Pyrenees!

These wild cousins of the Alps had to be seen up close, I thought. So with the unstructured plans for a new bike trip, an upcoming termination from a job I was tired of, plus the fact that I had recently renovated a sidecar that would be fine for all my stuff, I got on with preparations. In the garage I already had the ultimate touring machine on which to attach the sidecar: Air-cooled, proven Danish technology, and with shaft drive. Of course this trip had to be taken on the Nimbus.

### Slippin' and slidin'

On Tuesday May 14 everything is packed, the motorcycle serviced and ready for departure. It's a cloudy, rainless day, and I'm itching to take off. In light traffic I enter Malmö's outer ring road, and head for the Øresund Bridge to Denmark. Everything sounds right and the motorcycle is working fine. Until I reach the bridge.

The clutch starts to slip, but this has happened before, so I guess it's just a little oil on the plate that just needs to be burnt off, so the ride continues. In Brøndby Strand just outside Copenhagen I stop at 'Andersen Nimbus' for spare parts. Niels Andersen is not home, but kindly left me a package of parts.

I now continue up towards Sjællands

Odde on main roads 155 and 21, to take the ferry to Aarhus. It seems that the clutch must have a lot of oil on it to slip this badly. A few clicks before the ferry I can't get the motorcycle over 50 kph, and realize that the problem must be more than just a little oil.

### Half a sigh of relief

On the ferry I'm using the phone to try via social media to find out if I should run for home with the tail between my legs, or if there is a chance to fix that clutch. There is a tip about Aarhus Nimbus, I send an email and Carsten replies that I just have drop by next day. Then they will look at my machine.

I breathe a sigh of relief at least having a solution in sight, but the worry is still somewhere in the back of my mind. However, that concern will soon be forgotten, as my colleague and good friend Martin shows up at the port in Aarhus. A hug and a luxury meal, with dessert consisting of a proper Danish Smorgasboard and rum at Theater Bodega, and then everything is top notch. Funny enough, I sleep like a rock after this featherweight meal.

### Half an engine renovation

The next morning I drive carefully to Rombach & Nielsen, which Aarhus

Nimbus is officially called. I'm received without formalities by Carsten and immediately set to work on taking off the exhaust and other disassembly before the engine is dropped. Sten Weidinger shows up and begins, like a musical conductor, to instruct this one-man orchestra, and before I know it, the engine is out of the frame and set up in an engine stand, ready for dissection.

The clutch is clearly done for, and is re-



*Sten Weidinger, one of the trip's guardian angels....*

placed by a new and better version. The pistons are half worn, and in a moment I have four new plugs in the block. The oil pump is a bit worn and a new one is on the menu right away. The driver's belly starts to growl and is immediately filled with sandwiches. Sten kindly arranges accommodation for me, and once again I sleep really well.

The next day, after everything has been reassembled, and after Sten has adjusted the ignition and carburettor, the Nimbus rolls out of the workshop with noticeably more energy than before. Carsten and Sten are the first in a series of guardian angels who help me continue the journey. Thanks!



*The trip had three points of importance:  
The Pyrenees, The Mediterranean and Lake Como.*





**Facial expression notwithstanding, Jörgen knows what he's doing when it comes to making 'Squid Stifado'.**

the owner's son stands next to me and talks non-stop. He tells he has suffered a car accident and must exercise the brain so that it does not go stale. His brain gymnastics consists of speaking different languages, and he has learned several of these. Strangely so like, yet unlike, our lives as human beings are.

For dinner, one time I make an exceptionally successful 'Squid Stifado' following a Greek recipe, with spice, pearl onions and tomatoes.

### Brain gymnastics

With a few more ponies in the engine and a lighter bank account, I drive further south, fully aware of the impracticality of driving with solo gearing and a fully loaded sidecar. 200 miles through slight rain and slightly annoying spring cold takes me down to a real German Hausfrau, who houses me by way of Airbnb. I'm greeting her cat, but it seems a bit skeptical of the guest.

Having promised myself never again to drive 200 miles in one day, I drive almost 400 miles to Antwerp in Belgium. My butt hates me, but my heart thanks me as I arrive at my girlfriend's house. The springtime snow has haunted me all day, but the motorcycle rides like a dream. Luck is with me, and for the next week I'll park the Nimbus at a closed Nissan workshop.

The owner of the workshop works on a hydraulic log splitter while I install the sidecar gears on the Nimbus, while



**'Moules crème d'ail' (mussels in cream and garlic sauce), a must when dining out in Normandy.**

I look at the famous warships and rest my eyes on the incredibly green spots down the coast. A beautiful but also slightly macabre scene, the incredible stupidity of man and his everyday joys of life in one. Spending a couple of nights in Boulogne-sur-Mer, after phone-map-guiding myself through the city to a mussels restaurant my dad ate at, when he lived and worked here in the late 80's.

### Stylish attire

Further down in France, I am staying with a wonderful couple, both 65 years of age. Their English is marginally better than my French, so we communicate via sign language and google translate. What



**'Batterie Todt', one of Hitler's many bunkers of The Atlantic Wall.....**

### Epoxy repairs

With the Pyrenees in mind and the low gearing installed, I rush like a medium-fast badger [?!? Ed.] via Bruges down to the Normandy coast. I'm waved in by a motorist to a motorcycle meeting, where I get myself a beer, after people's usual admiration and amazement at the Nimbus. One of the several, as it turns out, times the clutch cable breaks, gives me a well-deserved break. I had optimistically tried to repair it with epoxy, but that did not last. (It was then repaired with parts from a discarded washing machine ...).

I have learned on my travels is that it is always possible to communicate if the will for it is present. Joel shows me the local stables and Carmel prepares a good omelet, some sleep after that, and then I move on.

The snowy spring weather in Germany is now just a memory, as it gets warmer. My trusty Rukka clothing demonstrates its good Finnish heat insulation, so I must find something cooler. I drive with fully CE approved motocross protective gear, so I just need something stylish to catch the wind. Find a local shop with recycled clothes and for 5€ a kilo I am nicely equipped with a jacket and a scarf.

Now my stomach starts to behave





*Alt Àneu in The Spanish Pyrenees, a major destination for my travels. Beautiful and wild, much different from the steppes of Southern Sweden.*

a bit unstable, so I spend an extra night at Bertrand in La Basse Pommèraie. Bertrand is the best of hosts and his 200 year old house is all quiet under a clear starry sky. I sleep very well again.

#### **Europe's largest migrating dune**

I take a detour past the town of Cognac, but it seems that nearby Saintes is more enjoyable. Here I eat a blood/ dijon hollandaise pie, and get to see a queer wedding. Park the Nimbus in the loose

sand (more about that later) at Dune du Pilat and climb Europe's largest migrating dune, which at an altitude of 330' is an impressive natural phenomenon. Its huge size dwarfs all its visitors, who are entertaining themselves with everything from radio controlled model aircraft to kite surfing and elite selfie photography.

Slowly but surely, the dune will engulf the nearby trees and houses as it crawls eastwards, inland. Its sand also keeps a firm grip on my Heidenau tyre, when I try riding from there in the late afternoon. Memories of the story about the Danish Nimbus riders in the Sahara desert in 1946 come to mind, but plans of making some kind of 'runway' of all my clothes tied together, and further struggle in Sand Hell, are eventually superseded by a couple of strong men, who help me getting the outfit out on the tarmac.



*Migrating dune 'Dune du Pilat' on the Atlantic coast, a bit south of Bordeaux.*





*The two old BMW guys enjoy posing on the Nimbus. It's their modern boxers in the background.*

### Beer, tapas and The Pyrenees

San Sebastian in the Basque Country will be the most southwestern point of the entire trip. Zuritos (small beers) and tapas will be what I mostly live on for the next two days. Then a climb up to the castle with the city's old cannons, where someone has kindly left the door to the place open. From here I enjoy a beautiful sunset over the Bay of Concha, and regret that for the day after I have already booked accommodation, and therefore have to ride on.

On the fine stretch of D8 between Irisary and Saint-Palais I find lodging in an old stone church building. The weather is as gray as the outer walls of the church, so I stay an extra day to avoid the rain falling steadily. Drinking coffee and watching Japanese monster movies.

Then I ride further east, where I reach the main destination of my journey. The old Danish machine and its half-old pilot have reached the Pyrenees! The mercury has dropped significantly, the Rukka riding jacket comes on again and in the

middle of the day I stop at a ski lift to get myself a cup of coffee. There are two older motorcyclists, whose wrinkles either come from laughter or just sun and wind and weather. Probably all of it.

We are talking and they find it fascinating that I have been driving all the way from Sweden. After the coffee, they come out to say goodbye, and get really excited when they see the Nimbus. It ends with a small photo session before we part, each with something entertaining to remember.

### Seize the day

I reach the very nice mountain town of Biescas in Spain, where I settle down with a little beer and a plate of sardines. Here I am just trying to sum up my experiences so far on the trip. I know that it is not possible to remember all the emotions and impressions of the many moments, so rather enjoy it as much as possible while in the middle of it.

Well, there's time for a good stroll on the mountain; I like to stretch my legs

after a day in the saddle, and try to make 10,000 steps every day. Had a potato tortilla for breakfast before driving on. The clutch cable is messed up yet again, but can be fixed with bits from the local bicycle dealer.

### Wonderful primitive accommodation

Didn't book the next night but just drive on and get eastwards, stopping a few times to fix something. Luckily, I eventually end up at a hostel (Refugi del Fornet), far off the beaten track, up in the mountains. It is a tough ride up there for the Nimbus, which loses its breath over 2000 meters/6,000'. I also have to pause a few times due to a smoking rear brake drum - engine braking in a low compressed, fully loaded Nimbus works better on roads through flat Danish landscapes.

The place is clean and there is no mobile coverage or electricity for the guests. Bedding is one's own, and food is 'the dish of the day'. So the entertainment consists of the mountain and the imagination. What a wonderful place! I stay for two nights, ride on cattle trails and hike up to the snow border, and drink coffee there by a semi-frozen lake.

I notice that a bolt for the rear wheel has fallen out, and since there is a hole directly into the crown/tip wheel housing, I unfortunately have to empty a bottle of Cava in order to use the cork. Since I have learned that one must not throw things in the countryside, the Cava ends up in my stomach.

*Continued in next issue*



*Where there's a will, there's a way (I) - like here where parts from a local bicycle shop was used for an emergency repair of the clutch cable.*

*Where there's a will, there's a way (II) - like here where a bottle of Cava had to be downed, so its cork could be used to prevent dirt from entering the rear drive housing.*





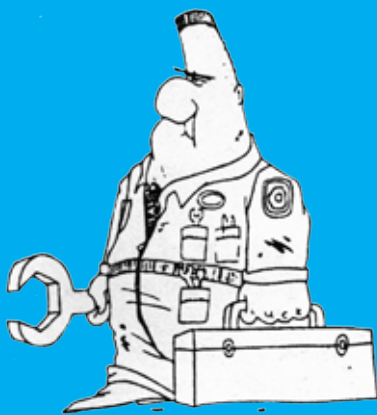


*Dragon- and Parent's Day in 1961 at the Dragon Fort in Holstebro. The team is under the command of capt. F.*





H.Andersen. (Special thanks to Egon Mosgaard, who posted the picture on DNT's facebook group last year.)



## Skruestikken

Er mest for Nimbusfolk, der ikke ved alt, eller måske ved mere end de fleste.

Er der noget, der driller eller du bare ikke kan finde ud af, og som ikke er beskrevet i Nimbusbøgerne?

Har du et godt tip, en interessant teknisk erfaring eller specialviden, som kan have interesse for andre Nimbusfolk?

Send brev eller e-mail:  
Sten Weidinger, Olaf Rudes Vej 6A,  
8270 Højbjerg. sten@weidinger.dk  
Eller ring 86 27 30 88 efter kl. 18,  
hvis det ikke kan vente :-)

**OBS!** Nogle reparationer kan kræve special-værktøj og/eller ekspertbistand.

## Mest elektrisk, men også andet

I denne udgave af Skruestikken fokuserer jeg skriverierne mest om de elektriske ting, der kan give problemer ved klargøringen til ny sæson.

Men der er naturligvis også andet, som det er klogt at efterse og servicere med smøring og fedt.

Og det er ikke alle steder man umiddelbart får øje på, når man efterser Nimbusen.

Som for eksempel denne gearvælger uden fedt, og som trænger til en ordentlig omgang. Her skal hele huset faktisk være fyldt med fedt.



# Tjekliste; klargøring til ny køresæson

Du kender det sikkert, efter en laaang vinterpause, hvor Nimbusen bare har stået og kedet sig, er du ivrig efter igen at komme ud og køre.

Og hvordan er det nu lige man gør for ikke at ende med at stå og stampe huller i jorden, fordi skidtet ikke vil starte ?

## En tjekliste

Her er en række forslag til hvordan du kan klargøre din Nimbus til en - forhåbentlig - dejlig og lang køresæson.

Jeg kommer ret langt omkring det elektriske, men det er naturligvis ikke afgørende, om du følger min plan fra ende til anden.

Brug den blot som en tjekliste så langt du orker.

Jeg har opdelt tjeklisten i tre hovedgrupper:

- 1 - Det elektriske.
- 2 - Smøring og benzin.
- 3 - Mekaniske justeringer

## 1 - Det elektriske

El er et område, der oftest giver hovedbrud, og som lige så ofte resulterer i det nødråb jeg har hørt i årevis:

"Min Nimbus vil ikke starte, hvad skal jeg gøre ?".

Det generelle råd er; tjek batteri, ledningsforbindelser, kontroller og knikser.

• Lav dig en simpel prøvelampe med en lille pære som f.eks. den til positionslys i baglygten. Lav 2 ledningsstumper med krokodillenæb, en loddes på siden af pæren og en midt på undersiden. Prøvelampen er nem og god at bruge overalt i det elektriske system.

• Du kan også købe et billigt multimeter-instrument, som kan måle Volt, Ampere, Ohm og ofte en del andet.



## Batteriet

Tjek at der overhovedet er strøm/spænding på batteriet. Der skal gerne være mindst 6 Volt (på et 6 Volt batteri) og mindst 11 Volt (på et 12 Volt batteri), og det kan måles med multimeteret.

## Opladning

Er der mindre spænding end 6/11 volt, KAN det give problemer med at få batteriet ladet helt op.

• Når du vil lade på batteriet er det vigtigt, at ladestrømmen ikke er for kraftig, 2 til 4 ampere er rigeligt, ellers får batteriet hurtigt hedeslag, og der vil være risiko for at batteriet simpelthen eksploderer.



• Det bedste er at købe en lille billig vedligeholdelseslader, som du kan finde i byggemarkeder, nogle lavprisbutikker og forretninger med autoudstyr. Normalt er de til både 6 og 12 Volt, og de er nemme at indstille.

• Ladestrømmen er her normalt godt under 1 ampere. Denne ladertype lader lidt hele tiden, og sørger for ikke at overlade. Du kan roligt lade sådan et apparat være tilsluttet hele tiden, og dit batteri vil altid være i topform.

• Er batteriet af den "gammeldags" type med skruepropper ovenpå og flydende væske (svovlsyre og destilleret vand) indeni, bør du skrue propperne ud og kontrollere, at væskestanden er ca. 5 mm over pladerne. Brug en lommelampe. Efterfyld evt. med DESTILLERET vand, aldrig postevand.

• Er batteriet af den mere moderne type uden skruepropper ovenpå, er det forsegle, og skal altså ikke vedligeholdes.

Og når du lader på det, må det endelig ikke blive varmt, for så KAN det gå så galt, at batteriet ganske enkelt eksploderer.

• Rens batteripolerne og kabelskoene for al belægning, gerne med en hobbykniv, og skrab helt ind til det rene metal. Det pulveragtige ir er ganske enkelt en stopklods for strøm, som ikke kan trænge igennem.



# ----- Skruestikken -----

Tips, tricks og praktik med mere for Nimbusfolk. Redigeres af Sten Weidinger



• Monter kabelskoene igen og først derefter er det en go' idé at smøre vase-line udenpå, for at holde luftens ilt væk, så polerne ikke irrer helt til. (- *endelig ikke fedt på polerne før du monteret kablerne, fedt leder ikke strøm særlig godt.*)

## Er der strøm på systemet ?

Når batteriet er fuldt opladet, kan du nemt se om der er strøm på systemet ved ganske enkelt at dreje på lyshåndtaget. Lyser lygterne for og bag er alt OK.

## Er der strøm til tændingen ?

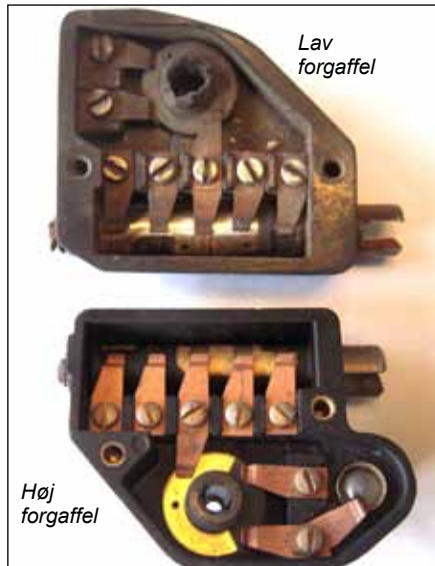
Drej tændingsnøglen til fuld tænding, hvis ladelampen lyser er det OK. Hvis den ikke lyser, skal kontrolløren under styret tjekkes.

• Drej lyshåndtaget helt frem, pil tændingsnøglen ud. Skru de 2 skruer ud der holder kontrolløren. Træk forsigtigt kontrolløren lidt ind mod midten af styret og så kan den løftes ned.



• Der er flere fejlmuligheder - kontrolløren kan være fyldt med skidt og evt. smøremidler, eller kontaktpunkter kan være irrede eller defekte.

• Og så kommer der ingen strøm videre til tændingen.



• Hvis din kontrollør ser ud som den på billedet her, bør du skille den ad, udskifte defekte dele og pudse det hele af.

Jeg ved naturligvis ikke med sikkerhed om spindelvæv er en god elektrisk leder, men alt metallet skal omhyggeligt pudses af, så der igen er god kontakt.

• De små kontakt-fjedre, som sørger for forbindelse til og fra nøglertoren og kontrollervalsen er af en form for hærdet 0,5 mm tyk bronzeplade, som er stanset ud med hul og buk til kontakt.

Med tiden bliver selv den hårde bronze jo slidt, og det yderste af kontaktbukket brækker af, men så skifter man dem blot ud med nye.



• En nøglertor der tydeligt har set sine bedste dage bør udskiftes med en ny, der fås som reservedel.

• Hvis selve nøglehullet er OK, og den bare er mat og træt på messinglederen, kan du godt rense af og slibe med fint smergellærred.

## Er der gnist ?

Der er to nemme måder at tjekke om der er gnist på tændingssystemet - med et løst tændrør og med prøvelampe.

• Løft tændhætten af cylinder 2, monter et tændrør og læg det på karburatoren, som har stelkontakt.



• Sæt tænding på med tændingsnøglen så ladelampen lyser og trød et par gange på kickstarteren. Er der gnist på tændrøret, virker tændingssystemet. Ingen gnist ? - så skal knikseren tjekkes med prøvelampen.

• Afmonter fødeledningen til tændspolen på den lille skrue under tændspolen, lad skruen sidde i tændspolen bagefter.

• Forbind prøvelampen til fødeledningen med det ene krokodillenæb og til skruen på tændspolen med det andet.

• Sæt tænding på med tændingsnøglen, trød et par gange på kickstarteren - lyser prøvelampen er det OK, lyser den ikke, skal knikseren kontrolleres og fordelskålen skal afmonteres.



## Tændspole ud

For at tjekke knikserfunktionen, skal tændspolen afmonteres. Det nemmeste er at dreje forhjulet helt til venstre for at komme til.



- Vip bøjlen der holder tændspolen nedad, træk tændkablerne ud, fjern fødeledningen på den lille skrue under tændspolen, og træk den fri af fordelerskålen.

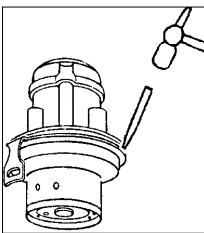
- Fjern rotoren og den lille skrue der holder fordelerskålen fast til kamakselhuset og træk fordelerskålen ud - måske er forsigtig hjælp med en skruetrækker under kanten nødvendig.

- Nu kan du tydeligt se om der er ir eller andet snavs på knikserkontaktene, rens med lille fil eller fint smergellærred.

Hvis der er store grater på kontaktpunkterne, skal knikseren skiftes, og det er ret nemt.

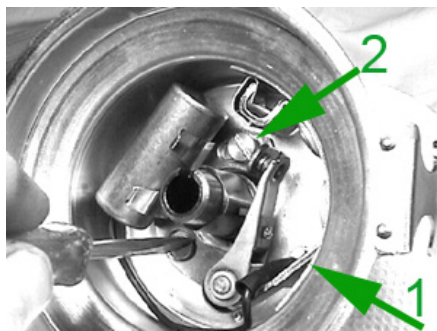
- Hvis tændspolen sidder fast i fordelerskålen, må du endelig ikke brække den løs med en skruetrækker, så knækker bakelitkanten.

Tricket er, at trække fordelerskålen med ud. Tag en dorn eller skruetrækker og slå let med en hammer på kanten af fordelerskålen, så bliver tændspolen frigjort.



## Skifte knikseren

Hvis du vælger at skifte knikserkontaktenheden, skal skruen (1) der holder knikserfjederen løsnes en omgang (6 mm gaffelnøgle), og knikserarmen kan pilles ud. Skruen øverst (2) afmonteres, og den anden halvdel af knikseren kan pilles ud.



- Før du monterer den nye knikser er det klogt at rense kontaktpunkterne med meget fint smergellærred - fordi fra fremstillingen KAN kontaktpunkterne ha' fået et tyndt lag beskyttende lak.

- Monter knikserpladen først, spænd skruen (2) løst til, monter knikserarmen og sørg for at skubbe fjederen helt ned i bund, før du spænder skruen (1).

- Med multimeteret kan du med Ohm indstilling kontrollere at knikseren skaber og afbryder kontakt.

## Smør fiberklodsen

Før du monterer fordelerskålen igen i kamakselhuset, bør du smøre en lille smule fedt på knikserarmens fiberklods. Så slipper du for, at fiberklodsen bliver så tør, at den skriger når tændingsfirkanten kører rundt.



## Monter fordelerskålen igen

Når fordelerskålen er på plads, og skruen der holder stillepladen er monteret løst, kan du indstille knikserafstanden.

## Justere knikserafstanden

Tørn motoren med kickstarteren så en af tændingsfirkantens toppe holder knikseren helt åben.

Juster afstanden mellem knikserkontaktene med skrue (3), så søgerblad 0,7 mm lige kan smutte ind i mellemrummet.



- Monter rotoren igen, monter tændspolen, monter tændkablerne i den rigtige rækkefølge (cylindernumrene står på tændspolens kant) og vip bøjlen op på plads. Monter fødeledningen med skruen under tændspolen.

## Justere tændingstidspunkt

Stik en skruetrækker ned i hullet ovenpå svinghjulshuset, tørn motoren stille og roligt til du kan mærke, at skruetrækkeren har fat i indstillingsmærket på svinghjulet.

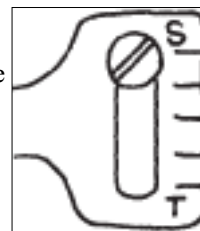
- Tørn motoren en lille smule mere, så svinghjulsmærket står en lille smule forbi den højre kant af hullet (tjek med en lommelygte).



Modelfoto

- Drej fordelerskålen med uret/nedad til skruen er helt oppe ved S mærket i rillen på stillepladen,

S = sen tænding, (brug evt. et hammerkraft som forsigtig vægtstang mellem tankundersiden og der hvor stillepladen er nittet fast på fordelerskålen).

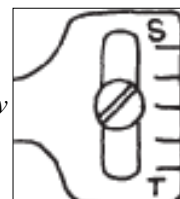


- Forbind prøvelampen mellem fødeledningen til tændspolen og den lille skrue under tændspolen, som jeg har vist tidligere. Drej tændingsnøglen til ladelampen lyser.

- Drej fordelerskålen tilbage mod uret/opad til prøvelampen lyser, (brug evt. en skruetrækker som hjælpeværktøj, sæt den mod undersiden af stillepladen hvor den er nittet til fordelerskålen og giv små lette slag med en hammer), så skulle skruen gerne stå cirka midt i rillen på stillepladen.

- Sluk for tændingen, afmonter prøvelampen, monter fødeledningen med skruen under tændspolen.

- Så er du færdig med tændingsindstilling !



## Tændrør

Pil tændrørene ud - pas på ved bageste cylinder, her skal du bruge en kort tændrørsnøgle, fordi der ikke er plads til en lang nøgle/top på grund af stellet, og du risikerer at knække porcelæntoppen på tændrøret.



- Rens tændrørens elektroder med en messingbørste. Kontroller at elektrodeafstanden er **0,7 mm**.

- Kontroller at tændhætterne sidder ordentligt fast på tændkablerne og at tændkablerne sidder fast i tændspolen.

- Pump en lille smule olie med en smørekande ned i hver cylinder, det hjælper med at skabe kompression efter en lang pause.

- Giv tændrørene en lille smule kobberfedt på gevindene og monter dem igen. Vær sikker på at de er helt i bund i gevindhullerne, og monter tændhætterne igen.

## Benzin og tank

Fyld frisk benzin på tanken dog max. 8 liter, så det ikke skvulper over og pibler ovenud af tankdækslet ned over lakken.

- Sørg for at åndehullet i tankdækslet ikke er stoppet til, ellers risikerer du, at motoren pludselig går i stå efter kort tid.

- Kontroller at benzinhanen virker som den skal.

## Karburator

Du behøver ikke afmontere karburatoren for at lave dette lille eftersyn.

- Afmonter bunddækslet på svømmerhuset (19 mm nøgle) lad bare svømmeren og nåleventilen falde med ned.

- Fordybningen i dækslet er beregnet til at opsamle snavs i benzinen fra tanken. Rens med en lille skruestrækker og/eller trykluft.

- Skub svømmeren op på plads igen **MEN UDEN NÅLEVENTILEN**, som skal monteres oppefra, og spænd bunddækslet godt fast.

- Afmonter benzinslangen på karburatoren med 17 mm nøgle og hold igen på niplen til nåleventilen med en 14 mm nøgle.

- Skru derefter niplen ud, og nu kan du forsigtigt lade nåleventilen falde ned - med spidsen opad - så den hviler på svømmeren.

- Monter forsigtigt niplen igen, og monter til slut benzinslangen igen på niplen.

- Skru bunddysen ud (19 mm nøgle) hold på fjederen til accelerationsstemplets og blæs med munden eller trykluft gennem hullet i dysen, så der ikke sidder snavs derinde.

- Skru bunddysen op på plads igen.

**OBS!** Dette er blot et lille eftersyn af karburator, det store eftersyn er mere omfattende, og er tidligere beskrevet i Tidende, find siderne og download på facebook; "Nimbuster Tips & Tricks"

## Smøring

Ved klargøring til køresæson skal du egentlig blot gå en omhyggelig runde omkring cyklen med oliekanen.

- Smør kablerne til forbremse, kobling og karburator med tynd olie eller spray.

- Læg en dråbe olie oveni den øverste fjederskål på alle ventilerne.

- Skru oliefilteret af - undtaget hvis du allerede har gjort det før vinterpausen - og aftap den gamle motorolie, f.eks. i en tom firkantet 2,5 liter plastdunk, der er skåret op i den ene side; find evt. dunken på nærmeste tankstation.

- Rengør oliefilteret, sæt ny korkpakning på og monter filteret igen.

- Fjern ånderøret mellem motorblok og karburator og påfyld 2 liter ny olie.

- Skift korkpakningen på ånderøret og monter det igen.

- Smør bremsearme og bremsestang/-stænger.

## Juster ventilspillerum

Det er normalt ikke nødvendigt at pille tændrørene ud for at justere ventiler.

- Tørn motoren med kickstarteren, og når indsugningsventil cyl. 1 er trykket ned, er indsugningsventil på cyl. 4 lukket, helt ubelastet og kan justeres.

- Løsn kontramøtrikken på stilleskruen, skru den ned så den lige rammer ventilen uden at skubbe til den, skru en halv omgang tilbage. Det svarer til 0,3 mm, fordi stigningen på stilleskruen er 0,75 mm. Spænd kontramøtrikken til sidst.

- Systemet her kalder jeg "FEM\_REGLEN", som du kan bruge hele vejen rundt på både indsugnings- og udstødsiden.

- Det betyder for eksempel, at når ventilen på cyl. 1 er trykket ned/åben, er ventilen på cyl. 4 lukket og ubelastet af knastakslen.

Omvendt - når ventilen på cyl. 4 er trykket ned/åben er ventilen på cyl. 1 lukket og ubelastet.

- Systemet er enkelt;

5 minus 1 = 4.

5 minus 4 = 1.

5 minus 2 = 3.

5 minus 3 = 2.

- På udstødsiden skrues du stilleskruen ned til den blot rører ventilen og en hel omgang tilbage. Det svarer til 0,7 mm. Og spænd kontramøtrikken.

## Mekaniske justeringer

Efterspænd alle skruer, bolte og møtrikker, for eksempel forhjulsakslen, baghjulsakslen, møtrikkerne på styret, skruerne til håndgrebene, skruer og bolte til forlygte, horn, motorophænget, gearkassen, fodhvilerne, forskærmen, bagskærmen, sadlerne, topstykket, kamakselhuset, udstødningen, bespændingerne til sidevognen.

## Dæktryk

Jeg har en del gange fået til opgave, at skifte slange på et Nimbus baghjul, fordi man er begyndt at køre ved starten af en ny sæson - uden at tænke på at tjekke dæktrykket.

- Når du kører med kritisk lavt dæktryk, risikerer du, at dækket forskubber sig og ta'r slangen med, og resultatet bliver ofte, at ventilen bliver revet ud af slangen, og så går det stærkt. Hvis det sker mens du kører på landevej med god fart, kan resultatet blive ret alvorligt, når dæktrykket pludselig forsvinder - og her har jeg haft flere opgaver med at genopbygge havarerede Nimbusser.

- Jeg anbefaler derfor, at du sørger for, at dæktrykkene på dine hjul er korrekt - før du begynder at køre, altså heller ikke til nærmeste tankstation. Sørg for at låne en kompressor, eller pil i hvert fald baghjulet af og læg det bag i bilen hen til tankstationen.

- Pump dækkene op til korrekt lufttryk; Forhjul og sidevognshjul 22 psi (1,5 bar), baghjul 25 psi (1,8 bar)

## Smøreskema

Som en hjælp til smøring af Nimbus, har jeg produceret et smøreskema.

Du kan downloade det på Facebook-gruppen "Nimbuster Tips & Tricks" og gruppen "Nimbus Danmarks motorcykel/DNT", hvor du ikke behøver være medlem. Søg under filer "Nimbus smøreskema".

Er du ikke på Facebook, kan du bestille smøreskemaet som PDF direkte hos mig.



mail: [sten@weidinger.dk](mailto:sten@weidinger.dk)

# 20 MM MADSEN AUTOMATIC CANNON FOR NIMBUS

In Nimbus Tidende's piles of papers, a 20 (twenty!) year old letter recently surfaced, showing well-known pictures from Southern Jutland on April 9, 1940. The story is still relevant, and there's the extra twist to it, that The Rifle Syndicate (DISA) tried to sell 20 mm machine cannon to Ethiopia.

The mounting of the normal Danish recoil cannon on a Nimbus sidecar has been shown several times on pictures, as the Danish army had quite a few Nimbus 'mini-mini tanks' in the years 1938-1940. The general use of the large 20 mm cannon, on the other hand, has been lost in the fogs of history, though its use during the Germans' assault on Denmark on April 9 is well known.

Several years ago, I wrote to Tøjhusmuseet [now the 'War Museum'. Ed.] in order to come in and see drawings of this weapon, after having, on a previous visit,

been informed me that there was none such cannon at the museum. Tøjhusmuseet answered my letter in a slightly cryptical manner, saying it was not possible. I could read between the lines that either they had no drawings at all, or possibly no one had the time or desire to find me these drawings.

Later it turned out that at the Freedom Museum [resistance movement's museum. Ed.] there was such a cannon in the hall. In light of the renewed interest in the case, and as I know people who are members of the *Weapons History Association*, I will try to dig deeper into the mystery.

Eg. I have a sneaking suspicion that this cannon was not intended only for use with Nimbus, but also was a more or less common infantry weapon. The Nimbus-related images here are from a photo series published by Poul Branner's publishing house '9. April in Pictures', taken by photographer Th. Christensen.

## Cannon Motor Cycle Group

The first image is the well-known one at the junction south of Aabenraa, taken over the heads of the soldiers and their Nimbus. The photographer has taken several photos during this sad episode, with at least three more being found, besides this one, with two soldiers kneeling behind the cannon - which is still aimed crosswise of the the firing direction.

The second picture is taken on the road south of Aabenraa. It shows another group of soldiers, dressed in a completely different way. Here, at first glance, only two soldiers are seen, one in a kneeling position observing to the left, while the other, wearing 'Riding suit M 1938', stands on a ammunition box and supports an extra box on the rear seat of the Nimbus. (On April 9, 1940, these clothes were worn by conscripts, while the black robes were used by officer cadets).

Only by looking very closely one will notice the third soldier. His left leg is visible, while the rest of him is hidden behind the soldier standing up with his back to the camera. The hidden soldier, a private, is also wearing 'Riding suit M 1938'.

A Nimbus with the big 20 mm cannon could only carry two men, but since each 'Cannon Motorbike Group' also included an ammunition motorcycle and a command motorcycle, it explains why there's a third man in the two pictures.

## The steel mast

The third image shows the force of the projectiles from a Madsen 20 mm cannon, that has accidentally shot through a steel mast on the Aabenraa harbour area. The fourth image (next page) shows what a 20 mm cannon looked like after a German



The well-known image from the junction south of Aabenraa, shortly before contact with the German forces.



The picture from the road south of Aabenraa. The soldiers wear different types of uniforms, as the privates used 'Riding Suit M 1938', while the officer cadets wore the black robe.



A 20 mm projectile from a Madsen cannon has penetrated this steel mast.



tank had run over it.

The last picture is a 'parade picture' with two men wearing leather jackets with black collars and white edges, which is also 'Riding suit M 1938'. Here you get a clear impression of how many individual parts were needed before the cannon could be used. The three-digit license plate of the motorcycle shows that it belonged to the 'Training Department'; however, none of the vehicles from the training department were in combat on April 9 at the border.

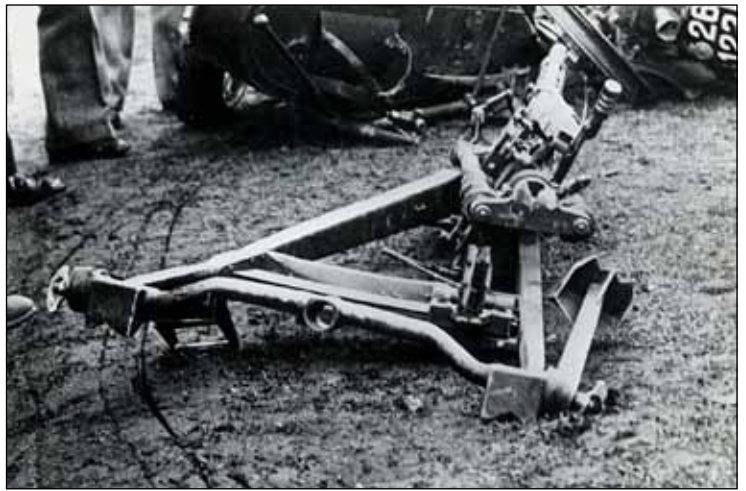
## Madsen automatic cannon and Ethiopia

However, the story of Nimbusses with big 20 mm cannon gets to be more interesting: In my younger days I worked at Nordisk Film's technical factory in Copenhagen's [duty] Free Harbour. Our neighbour was the Rifle Syndicate, where in a basement they were in the process of producing recoil rifles. These could no longer be sold to the Danish army, as it absolutely had to be built up with English machine guns.

They were busy anyway, and when I was out getting some fresh air during a lunch break, I chatted with the workers from the Rifle Syndicate. They said that the recoil guns, which everyone could hear being tried down in the basement, went to Cuba, where a man named Fidel Castro was going to use them for a revolution.

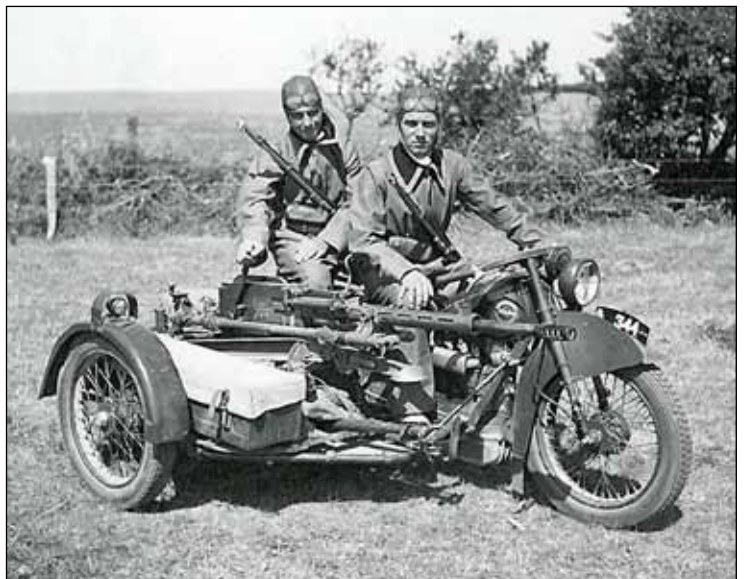
The workers also said that an order for large automatic cannon for Ethiopia had just gone down the drain, when the country's emperor Haile Selassie had no money to pay for them.

**Destroyed 20 mm automatic cannon after a dramatic encounter with a German tank.**



**Nimbus cannon motorcycle from the 'Training Regiment'.**

**This cool looking motif is probably the most used of all time of an armed Nimbus.**



### Formidable, fast and flexible

Haile Selassie had just started building up a modern army. English officers were to assist with the Navy, Swedish officers building an Air Force, and Danish officers with the army. A group of Ethiopian officers had been in Denmark, to be shown and demonstrated what a formidable, fast and flexible weapon the Danish

Nimbuses with large 20 mm Madsen cannon were. (Some of the men had participated in these demonstrations and were therefore well informed about it).

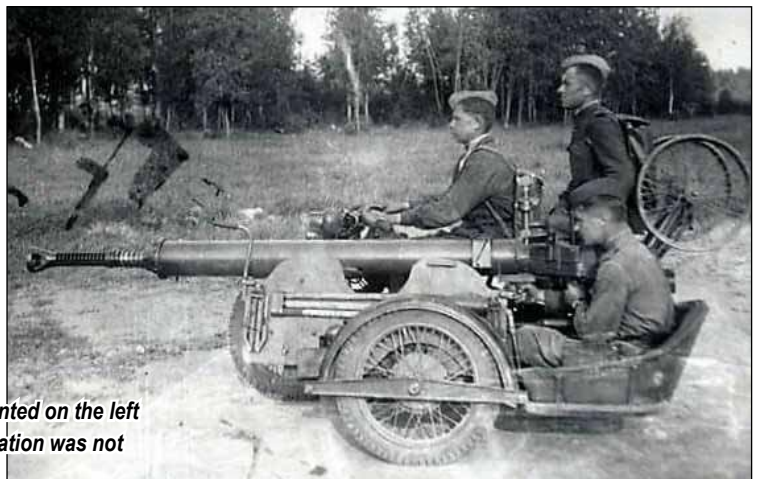
Unfortunately, the sale did not materialize, so no more of the big cannon have been manufactured than those our own defense was equipped with in 1940.

*Hans Bonnesen*

## MOTORCYCLE CANNON

During World War II, it was mainly Germany that used motorcycles for offensive operations. Most other countries used their two- and three-wheelers behind the front lines, primarily for messenger duty and escort service. In Denmark, on the other hand, the Ministry of War must have reached the conclusion that 'cannon motorcycle groups' of three motorcycles - one with cannon, one with ammunition and one 'command motorcycle' - was the most efficient combination the country could afford.

**The Red Army's sinister looking 37mm anti-tank cannon here is mounted on the left side mounted sidecar of a Lend-Lease Harley-Davidson. The combination was not used operationally, so probably only Denmark used the concept.**



# DISA'S STORY ABOUT APRIL 9

Many years ago Nimbus Tidende came across a photocopy of what most of all looked like a 'sales folder' from Dansk Industri Syndikat, Compagnie MADSEN, Inc. It was from July 1st, 1940, almost three months after one of the company's products had shown its effectiveness when German forces invaded Denmark. Due to space limitations, the text from the first five pages is transcribed here.

Combat Experience  
with  
20 mm MADSEN - Guns  
in the battles on the southern border of  
Denmark  
on April 9, 1940

(Hereby 2 sketches and 1 collection photographs)

Tuesday, April 9, 1940 at 4.00 a.m. a German Armored Division crossed without any prior notice the southern border of Denmark, and at the same time German forces landed in Copenhagen, Gedser, Madsnedsund, Korsør, Nyborg, Middelfart, Fredericia, Aarhus and Esbjerg.

Following the order of the Danish Government, no shots were fired against the German forces which landed at the above places; on the other hand, at the southern border of Denmark in southern Jutland there were some scattered short-lived battles, in which the Danish 20 mm cannon achieved excellent results, which will be discussed in more detail below.

About the events in Denmark on April 9, "Militär-Wochenblatt" ['Military Weekly Magazine'] writes in issue no. 42 for April 19 1940 the following:

"In the early morning hours of April 9, the German Reich Government, by its envoys in Copenhagen and Oslo, handed over a memorandum giving notice of the measures that the German armed forces were in the process of undertaking. The note stated that the Reich government was in possession of absolutely certain information that one of the very next days England and France would occupy certain places in the Nordic countries.

The German operations now carried out gave the Scandinavian people assurances that during this war their countries would not become battlefields or scenes for perhaps terrible fighting operations."

"Militär-Wochenblatt" continues:

"The Danish Government immediately understood correctly the assessment of the German message. It therefore decided to accept the German claims and accordingly to submit to the protection of the German Empire."

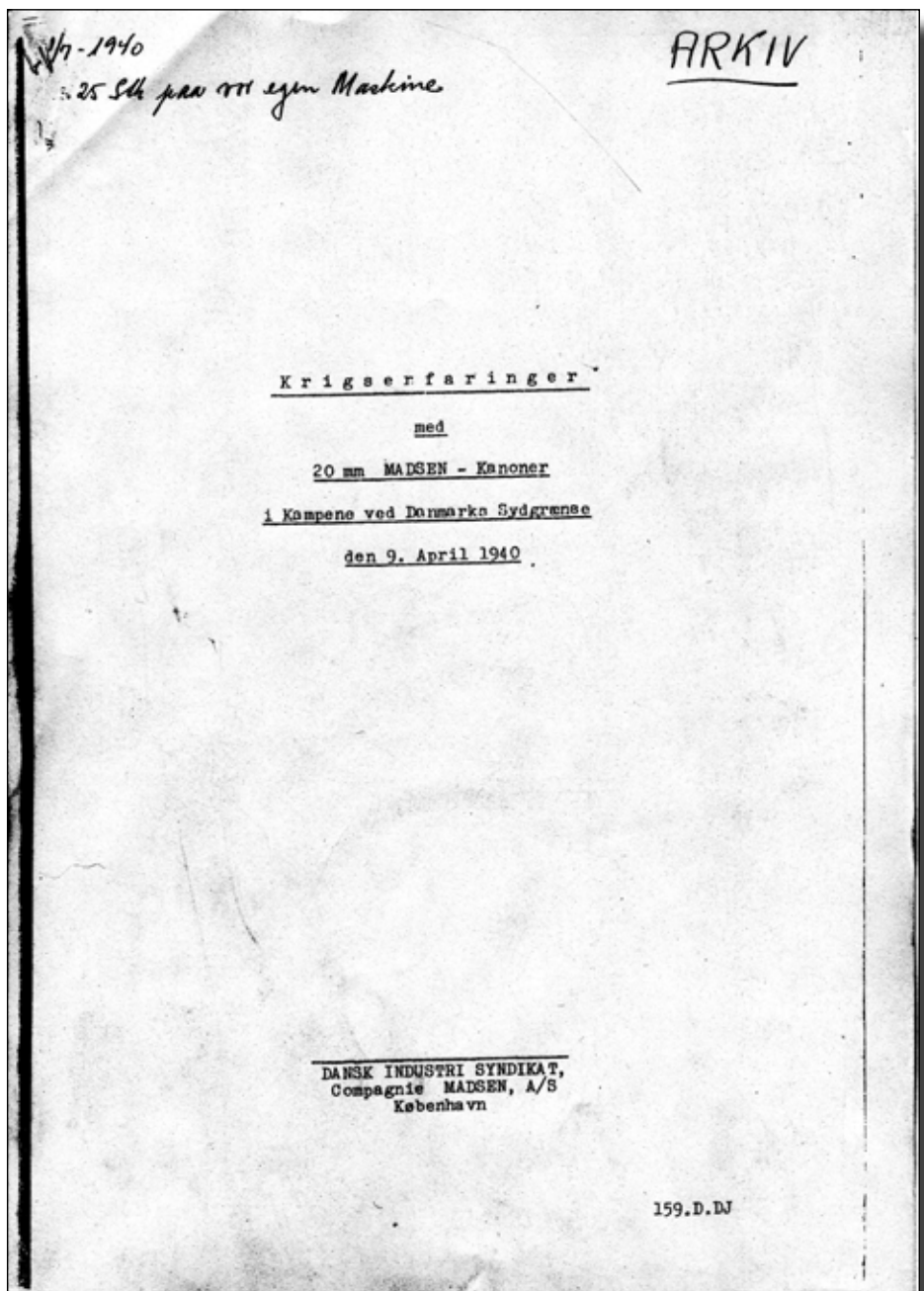
Finally, "Militär-Wochenblatt"

writes:

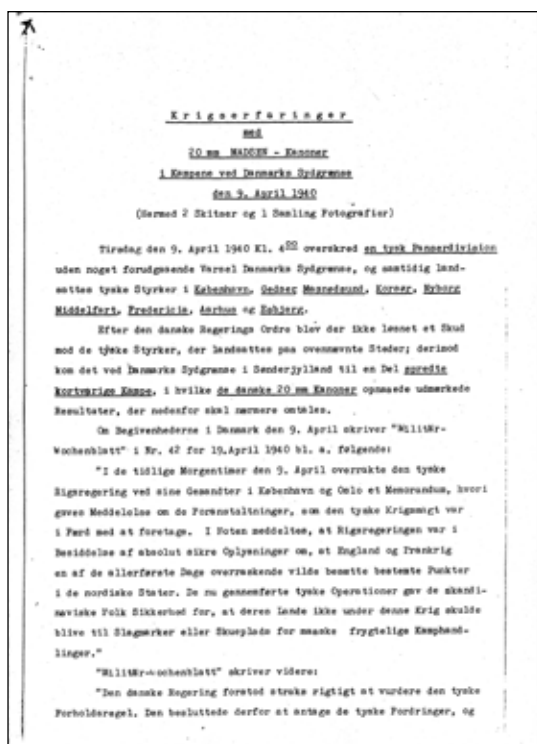
The occupation of Denmark could be completed quickly and according to plan. Only in a few places did local small fights occur, because the Danish forces had not been informed of the government's orders."

Where these "local small fights" took place is shown in the attached two sketches (Appendices 1 and 2), to which shorter details must be added.

Front page of DISA's 'sales folder' of July 7th 1940.







On the night between April 8 and 9, the Danish forces in Southern Jutland lay in their barracks in Søgaard, in Tønder and Haderslev.

On the morning of April 9, approx. 4.00 a.m. The forces at Søgaard were alerted, namely:

- (a) 4th Battalion, consisting of:
  - 3 Bicycle companies and
  - 1 Motor company (2 divisions with a total of 4 20 mm cannon and 4 light-weight) MADSEN machine guns in light stands).
- b) 2nd Pioneer Battalion's Defense Company which consisted of:
  - 6 20 mm cannon and
  - 5 Light MADSEN M.G. in lightly made stands, all on Motorcycles.

4th Battalion and the Defense Company ran at 4.20 a.m. quickly out to the posts shown in Appendix 1 and just got to the reconnaissance positions when the enemy armor attack broke out. Several Battalion Cyclist groups did not arrive in time. The armed force that was going to the crossroads was not able to make it at all, as it was attacked by enemy armored forces from both N.W. and S.E. at Rabsted.

4. On April 9, the Battalion and the Defense Company was to defend a front of 21 miles (Southern Jutland is at the border 31 miles wide).

The enemy attacked almost exclu-

sively with armored vehicles and tanks, against which the 4th Battalion + Defense Company had a total of 10 20 mm cannon - ie 1 20 mm cannon for every 2.1 miles.

The hostile engine columns (armoured forces) came everywhere the same way: In front 1-2 motorcycles, then 3-4 armoured cars and then tanks and infantry on trucks.

The Danish MADSEN-M.G. shooters and 20 mm cannon shooters lay in open fields and from there had to cover the enemy armored forces, which could clearly identify the Danish targets and steer clear of them, protected by their armored vehicles and tanks.

Everywhere on the 21 miles wide front, the situation was at 5 a.m. the same: concentric attack

of tanks and tanks against each of the 10 20 mm cannon, which also received fire from the air from enemy aircraft's machine guns and bombs.

But still the Danish soldiers took up the fight, fought heroically and added significant losses to the enemy (see below for details).

At Tønder Fort, the Danish force was also alerted at approx. 4.00 a.m., it consisted of:

- 1 infantry company of 175 Men

- 2 Bicycle companies
- 1 Motorbike division (2 20 mm Cannon and Lightweight M.G. MADSEN in light stands).

At 4.25 a.m. German armoured forces moved into the Fort, after which the two cyclist and motorcyclist divisions went north as shown in Appendix 2. It came to a battle at Abild and then at Søsted. The infantry company went from the Tønder Fort in a northeastern direction to Draved Forest without getting into a fight.

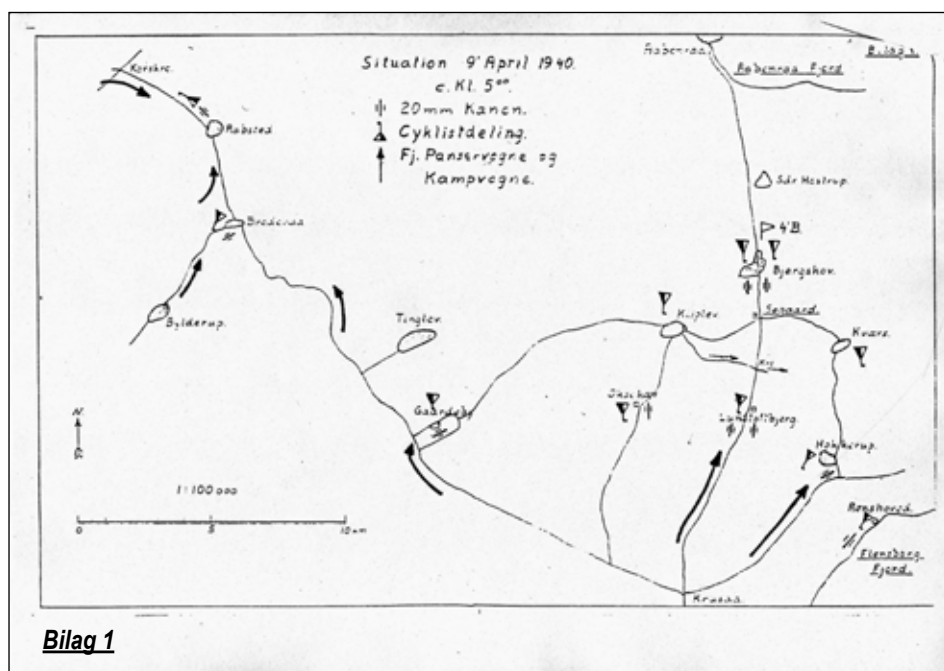
Finally, at 7 o'clock, there was a battle in the middle of Haderslev, where the Fort had 2 infantry companies and part of a cannon company with a total of 2 20 mm cannon and 1 37 mm cannon that had been accommodated there for the night.

The losses of the German armoured forces in the battle along the front were as follows:

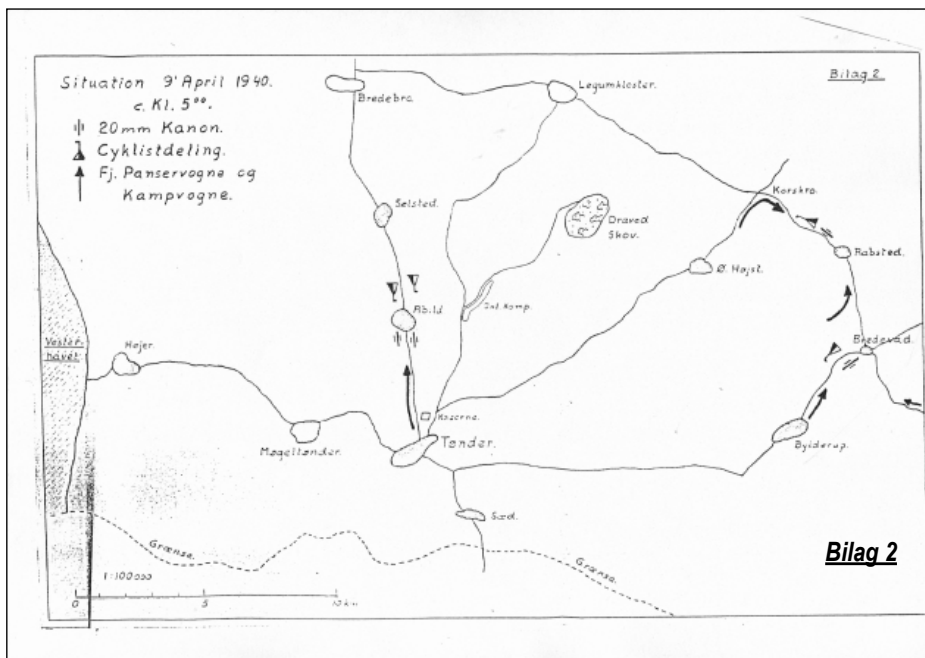
Defeated by

the Danish 20 mm cannon (see Appendixes 1, 2 and 3):

At Høkerup (Appendix 1):  
3 Armoured vehicles and  
1 German 37 mm Cannon (Cannon got 1 shot through the shield straight over the cannon, 1 passed through The shield to the right of the cannon).



**Bilag 1**



was as stated in total:

12 Armoured vehicles

3 Tanks

1 37 mm cannon

1 Machine gun and a number of motorcycles and trucks.

The Danish light MADSEN-M.G. also had a significant impact on German infantry - especially at Hokkerup and at Lundtoftbjerg.

Number of killed and wounded Germans are estimated at approx. 200 men. [Read more about this on page 36. Ed.]

The Danish losses on April 9 were:

At Bredevad 2 fallen, 5 wounded,

- Hokkerup 2 ", 3 "

- Lundtoftbjerg 1 ", 3 "

- Mountain forest 1 ", 1 "

- Sdr. Høstrup 1 ", 3 "

- Haderslev 4 ", 5 "

#### At Lundtoftbjerg:

2 Armoured vehicles (1 shot into flames, none of the crew got out),

1 Motorcycle (sidecar hit, after which the motorcycle jumped up in the air and then drove into a ditch) and

1 machine gun.

#### At Bredevad:

4 Armoured vehicles (see attached photographs Appendix 3 Fig. 5-12).

#### at Abild (Appendix 2):

1 Armoured car,

4 Motorcycles.

#### At Sølsted:

2 Armoured vehicles.

#### At Aabenraa:

1 Armoured car,

1 Truck,

Some Motorcycles.

At Haderslev, 1 20 mm cannon + 1 37 mm Cannon defeated:

2 German tanks.

1 Danish 37 mm cannon in Haderslev received a shot from a German 20 mm cannon through the shield, killing or injuring the Danish crew and the driver.

At the Danish 20 mm cannon

the private was killed but the Corporal continued the shooting.

2 remaining German tanks then retreated and covered behind houses in Haderslev.

The fighting in Haderslev stopped at 7.30 a.m. on government orders.

The fighting in Southern Jutland lasted a total of 3-4 hours, most places only approx. 1/2 hour.

The German losses on April 9

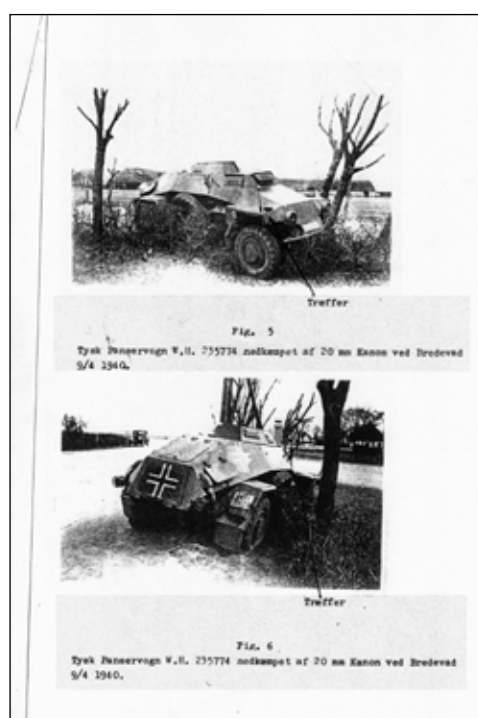


FIG. 5 and 6

German Armored Car W.H. 235774 defeated by 20 mm cannon at Bredevad 9/4 1940.

A hit is highlighted.



FIG. 7 and 8

German Armored Car W.H. 128829 defeated by 20 mm cannon at Bredevad 9/4 1940.

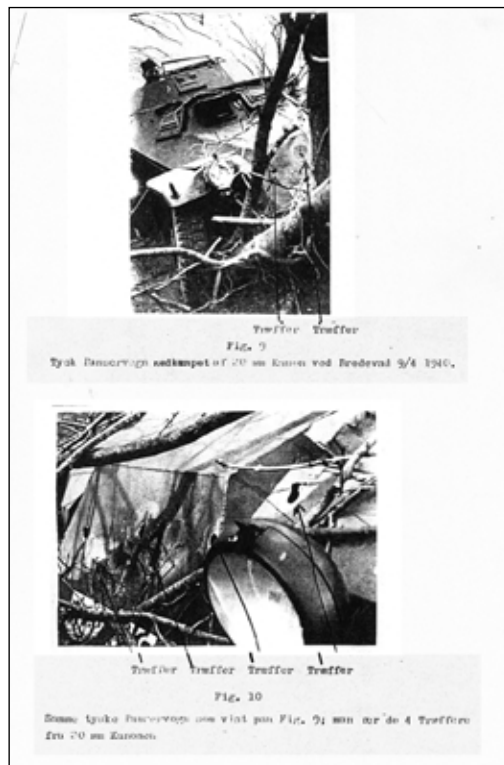
A hit is highlighted.



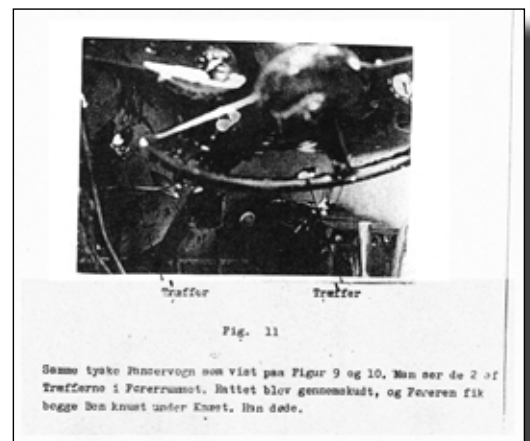
One might wonder how during an occupation, the Danish Industrial Syndicate could get away with producing such a 20-page booklet that - at least according to the company itself - showed how highly effective a weapon the 20 mm cannon had just been in the fight against the German forces. (The cannon is mentioned a total of 29 times ...). But DISA produced weapons for Germany throughout the war.

The five pages not shown had pictures of Danish Army Nimbuses; some unharmed, others more or less demolished.

*Kim Scholer*



**FIG. 11**  
The same German armored car as shown in Figures 9 and 10. You see the 2 of the hits in the driver's compartment. The steering wheel was shot through, and the driver got both legs crushed under the knees.



**FIG. 14**  
German tank in Aabenraa 9/4 1940 Morning. 3 tanks were knocked out on 4/9 1940.

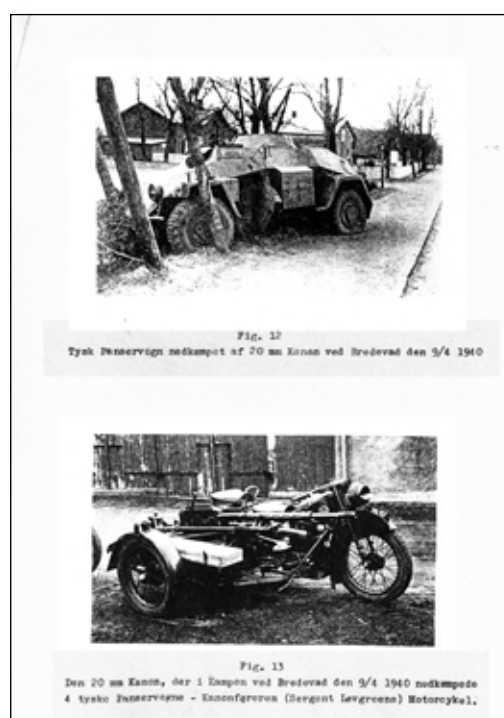


**FIG. 9**  
German Armored car shot by 20 mm cannon at Bredevad 4/9 1940. (2 hits marked.)

**FIG. 15**  
Danish 20 mm cannon smashed under a German tank's tracks during the battle in Bjergskov 4/9 1940.



**FIG. 10**  
The same German Armored Car as shown in Fig. 9; you see the 4 hits from the 20 mm cannon.



**FIG. 16**  
German light tank in Aabenraa 4/9 Morning. A truck was knocked out by a Danish 20 mm cannon south of Aabenraa.

**FIG. 12**  
German Armored Car destroyed by 20 mm Cannon on 9/4 1940.

**FIG. 17**  
"German 37 mm cannon in Aabenraa 4/9 1940 Morning.- At Hokkerup, a Danish 20 mm cannon fired upon a German 37 mm cannon, which received 2 shots through the shield and 1 Shot to the right of the Cannon.

**FIG. 13**  
The 20 mm cannon, which in the Battle of Bredevad on 4/9 1940, destroyed 4 German Armored Cars - the Cannon motorcycle (Sergeant Løvgreen's) crashed.



# THE MYTH OF APRIL 9

BY NIELS-CHRISTIAN NILSSON

Years ago, retired Lieutenant Colonel Hans Jürgen Jürgensen wrote in the *War History Journal* about DISA's 'sales folder' and in particular about the myth of the great German losses during the fights on April 9, 1940. Journalist Nils-Christian Nilsson wrote about this myth in the daily newspaper *Ekstra Bladet*, and recently allowed NT to bring the article below.

**With a weapons factory as the only source, the Danish soldiers' efforts on April 9 were upgraded to a kill of 203 German soldiers. It is an assertion that you find in individual books, in several articles and also in Wikipedia, where this myth cannot be laid to rest.**

I had two relatives, a carpenter friend and a mechanic who were in the fights that day, and they did not commit mass murder. I also talked to many veterans later. Nor would they have liked being attributed to so many killings.

On the contrary, the Danish soldiers respected the German soldiers, says retired Lieutenant Colonel Hans Jürgen Jürgensen, born in Aabenraa 1941.

He has provided an account of the myth of the 203 in the *War History Journal* and his review of the fighting in Southern Jutland is the most comprehensive to date - building on both Danish and German sources, those of which which were not destroyed by the end of the war.

Hans Jürgen Jürgensen concludes: 'The German casualties were on the order of two to three dead and approx. 25-30 wounded, while 16 Danish were killed and 23 wounded'.

## Arms factory advertising

- It may be a bit over the top to use the term mass murder about the allegations, but sometimes it is necessary to get attention, says Hans Jürgen Jürgensen.

The most important weapon for the Danish soldiers was their 20 mm cannon, which was frequently placed on the sidecar of their Nimbus motorcycles. The cannon was manufactured by the A.P. Møller company DISA, that wanted to sell their weapons to the occupying force.

This resulted in two documents or advertising prints: 'Kriegserfarungen mit der 2 cm MADSEN Maschinenkanone' and the same in Danish translation 'War experiences with 20 mm Madsen-Cannon'.

Here it is stated without further documentation: 'The number of Germans killed and wounded is estimated at approx. 200 men.' This is where the myth of 203 killed started.

## No reason to be ashamed

- The Danish soldiers do not need that myth. I think those of you who were there would be upset, because they know it's some terrible nonsense. It's a complete load of dingo's kidneys.



Hans Jürgen Jürgensen.

- Why was it then presented this way?

- I don't know, I really don't know, but there is someone, and you know yourself as a Southern Jutlander, there are some very strong feelings involved here, and it's like they want to portray themselves as heroes or maybe have had a father or relative who was involved.

- Former Prime Minister Anders Fogh Rasmussen and others criticized the efforts on April 9.

- That was so embarrassing, because nobody has any reason to be ashamed. The Danish soldiers fought well and they had difficult conditions, because the first fights at Lundtoftbjerg and Hokkerup took place in what is called nautical twilight, where they could not really see anything over 100 meters away, and the shadows lay flat because the sun was just ascending to heaven.

It wasn't easy, and what also emerges in the [recent Danish] movie 'April 9' is the remarkable lack of ammunition. Because even though they did not have automatic weapons, 40 cartridges are not much. But that was perhaps the norm at that time.



April 8, 1940. The Danish soldiers in Southern Jutland had been alerted due to rumors and troop concentrations in Flensburg.



### An unattractive career

- What do you think of the way your officers handled the situation that day?

- They are very representative of what was happening. After World War I, the army had been miserably cut down and cut down, and the Radicals [*a center-right party with a pacifist streak. Ed.*] hated us. After all, that means not many were considering a military career. The lowest enrollment was in 1924, when only six men graduated from the officers' school at Frederiksberg.

It has been sparsely staffed and it has not been attractive or financially appropriate. If you were to get married, you had to have the permission of the regiment commander, because you had to find a good party if you were not wealthy yourself.

- Part of the discussion is about whether it would have helped to summon five years of conscripts, 30,000 men in all.

- We didn't have a special air force. The Germans did not hesitate to bomb Rotterdam in 1940, it was a mistake, as they had actually surrendered. After all, the German bombers flew over Copenhagen, and if we had made serious resistance, they would have bombed more than Værløse [military] Airport. We can't know how serious it would have been.

If we had summoned the 30,000 men, they should have training first, and I don't know if we even had weapons for them.

Germany had decided to attack Norway, and they would have done so anyway. The way they had done it might



German troops move into Aabenraa on April 9. The motorcycle is a Nimbus, with the characteristic sump, brake lever and knobby fork - perhaps hijacked by Lundtoftbjerg. The sound and the uncovered headlight makes all the German soldiers look at it.

**The crew of two men in this German caravan were injured when, after the gunfire, after firing, it hit a tree at app. 8.15 am. The crew suffered light cuts due to the crash, but no gunshot wounds.**

have been different. They could e.g. have told the Danish government, that they should have the Great Belt coast and Vendsyssel. It's all speculation. - My assesment of that day is the poem: *'Here I stand alone. Helpless. Abandoned .. in the light of a moonbeam'*. I think it is illustrated very nicely in the [9. April] movie in the scene with Lars Mikkelsen as the battalion commander cannot reach his superiors. The soldiers and their officers were all alone. 'Lost in space'.

**Destroyed Danish airplanes (Fokker CV) after the German air attack on Værløse airport on April 9, 1940. The planes were ready for flight when the attack took place.**



## THE FACTS

A wooden cross at Bredevad in southern Jutland was the only visible sign of German losses on April 9. It was erected for Georg Schultze-Thüsing from Southern Germany.

There are no memorials of the fallen at Haderslev, Aabenraa, Tønder or Flensburg, and the Germans are in control of their war graves.

If 203 German soldiers were killed, the number of wounded would also be considerable, but they do not exist either.

No wounded Germans were admitted into either Aabenraa, Løgumkloster or Sønderborg. On the other hand, there were seven German soldiers at the hospital in Tønder, and after 08.00 a.m., a retreating division from Søgård camp shot at a German tank north of Haderslev, so it drove into a tree, and the crew of two men had to be admitted to the county hospital with incision wounds.

This is why the conclusion is that there were only two or three Germans killed and maybe 30 wounded.

# News From The Nimbus Museum

At the time of writing, the Nimbus Museum is quiet. Very quiet. The museum group was otherwise well along in preparing for the exhibition 2020, but then things went wrong with Corona in the whole country. Yes, you know the story. Everything closed down, including all activities on Gasvej 17-19 in Horsens. Fortunately, we managed to plan/test some of the main features of the exhibi-

tion before turning the key and activating the alarm.

The next few days, we eagerly followed the initiatives taken in connection with the Corona crisis, and the group therefore quickly decided that when we were going to continue with the exhibition, it became a one-man jobs. So no meet-ups at the museum. Nor in private.

Dan has completed the museum's

corner podium with no outside help, and Knud has been around to make the exhibition stands ready. This way we avoid physical contact. It is a bit dull, but must be described as proper action, the given situation considered.

## Museum workshop team

"The Three Musketeers", Knud, Ole and I, of course do not meet either, but we

managed to finish up and deliver "the circumcised" [an untranslatable pun. Ed.] Nimbus; a task we have done for our host, the Industrial Museum.



*As with the Metropolitan Museum of Art in New York, the Imperial War Museum in London and the Louvre in Paris, the Nimbus Museum is quite quiet for the time being.*

*If you have seen the comedy 'Night at the Museum' from 2006, you can then fantasize a little about what goes on when the audience and museum volunteers are not present.*

## Danmarks Nimbus Touring's Motorcycle Museum



at The Industrial Museum in Horsens

The Nimbus Museum is open Saturday & Sunday 11.00 - 15.45 from April 1 through the October holidays. During the school holidays it will sometimes also be open weekdays.

There will always be club members present to answer questions about the Nimbus and about Denmark's Nimbus Touring.

Admission is free - but donations are accepted with our gratitude.

### Theme exhibition 2020: Nimbus in the 1930s

Horsens Industrial Museum, Gasvej 17-19, 8700 Horsens - tel. +45 75 62 07 88 / [www.industrimuseet.dk](http://www.industrimuseet.dk)

Admission \$9 (children under 18 free)

DNT members get free entry upon showing membership cards or other documentation.



This 'cut-open' Nimbus now stands beautifully displayed in the engine room of the Industrial Museum and - in addition to providing insight into exciting technology - it also is intended to act as some sort of appetizer for our Nimbus Museum at the same address.

### Fried pork and Nimbus Sport

Otherwise, we had been looking forward to seeing the many faithful museum volunteers on April 4th. The luncheon is now canceled and the meeting postponed until things have calmed down. We had not only looked forward to the nice part with fried pork and parsley sauce [*recently named the official Danish dish. Ed.*], but we were also looking forward to presenting the museum's newly purchased Nimbus Sport.

The attentive reader may have noticed in the February issue of NT a mention of the Nordea Foundation's donation for the procurement and repair of a Nimbus motorcycle. It has long been the museum's wish to present a Nimbus Sport, so the \$3,700 that the Nordea Foundation had willingly sent to the club's account, was not allowed to collect dust for long. Immediately, the museum committee was in search of a Nimbus Sport.

### The right deal

Now it is not that the money just is in our pockets. The "right deal" must be concluded. That is; a deal that can be justified for all DNT members (this is everybody's money). Also a deal where buyer and seller can look each other in the eyes in the time thereafter. Both things must be said to have succeeded in full.

DNT member Allan Rohrberg from Skanderborg showed his good will, and he liked his Nimbus to be a part of the exhibition in Horsens. This meant that a purchase agreement was made at a very favorable price. Thanks to Allan.

### No hugs to the DMV inspector

Now there was then little else to do making all details correct on the newly purchased Sport. The apprentice (Ole) was eager to get started, but due to the Corona crisis it has not been possible to meet in the workshop. How we are taking care of our apprentice in the given situation is not yet clear. I have thus been alone in the workshop, so little has happened then: Preliminary preparation of the Nimbusen with oil change, various part repairs eg. of Riemann horns.

A trip to the inspection station also happened. Approval went smoothly. The

*There was a license plate on the Nimbus, but in terms of insurance the Sport was not yet covered, so the trailer had to be used when it was to be picked up.*

*Driving at inspection, however, was on its own wheels.*



*Is a 1939 Sport the Ultimate Bumblebee? A better fork, large brakes and foot gear change were the big leaps forward, in comparison with its predecessors.*



vehicle inspector and I didn't hug each other, and with contactless payment and most everything happening out in the open, it became a Corona-free inspection experience.

### Room for improvement

As a museum, you have a sort of obligation to display things as correctly as possible. Or you can choose to show things with solutions typical for the period they represent. There is room for improvement on the purchased machine, although it must be said to be really fine in many of the details.

For the time being, the Nimbus will be exhibited so that it appears correctly in regards to its the main features (year 1939). That is, Riemann horns, headlamp and other essentials are fitted. The Sport fits nicely into this year's theme exhibition - 'Nimbus in the 1930s'.

In connection with the exhibition, the Sport will have a sign telling about how it was financed, so the Nordea Foundation gets the credit it deserves.

Thanks to the Nordea Foundation!

*On behalf of the Museum Group  
Thomas Secher*

*According to the Nordea Foundation's website it is for charitable purposes. Each year it donates app. \$74 million for projects promoting good lives in health, exercise, nature and culture.*



**DONATION:**  
*Henrik & Egon Mosgaard donated a very rare fuel line, which the factory fitted during the pre-war period - Spare parts no. 8,183th*



# NEWS FROM THE STOVEPIPE CLUB



When the owner of this 'Stovepipe' Nimbus, which had been found in a shed, read the last issue of Nimbus Tidende, the project really started. When I called him, he barely had time to talk, because he was going to make it run. All of a sudden he called and said that on Saturday morning there would be a start-up of the Stovepipe, and that sausages and beer would be served.

We were small party showing up (this was before it was forbidden to gather more than 10 people) and finally the kick-starter was activated for the first time in many years. There was kicking and kicking, but nothing happened, and the owner was somewhat frustrated by this. There was plenty of good

*kicking ---  
and kicking ...  
and kicking ...  
and ...*

*... finally the darn  
thing ran, pur-  
ring like a very  
large cat.*



# NEWS FROM HOLBÆK ..

Like the rest of Denmark, Holbæk Nimbus Club rides in a very low gear right now. Our general meeting has been postponed and our coffee meetings have been canceled. The two of our members who had arranged a very long trip east [to Kyrgyzstan. Ed.] have postponed the journey until next year, when everything hopefully has stabilized. It's just a shame, because their Nimbuses are ready and all the papers and permits are in order.

Before things went crazy, some club members attended an event where a

young girl told an exciting story about her motorcycle trip. On her way through Australia, she got to work in various places, including as a milking girl on a farm with 400 cows that she looked after. When she returned home, she could look back on an exciting and educating trip.

On April 25 at 19 p.m. Holbæk Nimbus Club will be 37 years old. There'll probably be people driving over to the parking lot at Tuse Hall, where it all started, enjoying a beer at a good distance from each other. I still have my old Nimbus that I got 37 years ago and almost nothing has been done about it since then. Both I and the Nimbus may look a little older, but we will probably last a few years more.

Now take good care of each other and the Nimbus.

*Frank Hansen*





# Triumph Quadrant

## A Last Effort To Match The Japanese Fours

Tons of articles have been written about why the English motorcycle industry died, but not much about those of its last year's projects, which actually made it beyond the drawing board. There were eg. Ariel Leader, an small practical bike built entirely by pressed steel plates, and later a small number of very modern BSA/Triumph 3½ twins appeared.

Triumph, which in 1973 became part of NVT (Norton-Villiers-Triumph), the merged remains of the English motorcycle industry, put most effort into the larger motorcycles, and of course kept track of what Japan was doing. The CB750 had come as a shock four years previously, and inevitably some people were wondering if a 4-cyl. bike could be built on the basis of the well known Triumph Trident.



### Cut and welded

Doug Hele, one of NVT's best designers, was commissioned in 1974 to build such a motorcycle. By then several designs were under consideration already, like overhead cams for the 3-cyl., but a 4-cyl. machine was thought better for the future. In addition to having extra power, it was also believed that a 'four' could more easily meet the environmental requirements of the important US market.

NVT's production system was not set up for making a brand new engine with a horizontally assembled engine block in Japan, so two Trident engines each had

a cylinder cut off, and the center parts of the vertical assembled engines were welded together. Same thing with cylinders and headers, while a set of new camshafts were made elsewhere, as the project was very much under wraps.

When the engine was finished, it was put in a standard Trident frame. There it sat slightly asymmetrically for the chain to fit with the rear wheel. Of course, a production model would have had its own frame, with the engine centrally located, rather than with an extra cylinder hanging out there on the right.



Triumph Trident had already been born a little in the same way, by having been based on Triumph's old 500 cc twin.

Had a Triumph Quadrant entered production, it would probably not have arrived at the dealers until 1977. By then not only Kawasaki's mighty Z900 had been on the market for a few years, but other Japanese bikes, such as the Yamaha XS750 and Suzuki GS750, had appeared, all with engineering and specs far superior to the Quadrant. So Triumph's Four was, with a familiar English expression, "too little, too late".

Thus the sole prototype, after completing the test run in 1975, was offered to a US dealer for £ 1,000. He declined (and has regretted it ever since), after which it was sold to the National Motorcycle Museum. Here it stood for twenty years until a couple of the engineers originally involved were tasked with making it nice and ready again. It is still part of the museum's collection and fortunately will be run occasionally.

*Kim Scholer*

### 4-cyl. Triumphs Before and After Quadrant

The first of Triumph's other fours remained on paper, but had its four cylinders in the proper direction. It was called 'Turnadyne' (NT # 181), an idea of the US sales department,



which in the mid-1960s foresaw a market for a large 4-cyl. touring machine - ten years before Honda GoldWing appeared.



### Too little, too late

It worked really well; the 1000 cc engine had lots of power and even looked good. However, as with the aforementioned Bandit and Fury models, it was correctly estimated that it would be too expensive to build and that the Quadrant's dated technology did not have much development potential. BSA Rocket III and

# --- Nimbus Merchandise ---

- 1a Nimbus-Nyt, all editions 1937-55 (apiece)..... \$ 3 to 9
- 1b Anniversary book '100 years'..... \$ 11
- 1c Double CD-ROM with all Nimbus drawings....\$ 11
- 1d Colouring booklet with Nimbus motifs..... \$ 3
- 2a Club logo in fabric, for sewing ..... \$ 5
- 2c Nimbus logo in fabric, for sewing ..... \$ 5
- 3a Nimbus Guide, 1958 ..... \$ 4
- 3b Nimbus manual, 1936, in English ..... \$ 4
- 3c Manual for Army Motor Drivers .....\$ 11
- 4a Spare parts Catalog 1958 ..... \$ 7.50
- 4b Spare Parts Catalog 1938 ..... \$ 11
- 4c Spare Parts Catalog 1935 ..... \$ 11
- 5c Nimbus pin with DNT logo on black bottom .. \$ 4
- 5d Nimbus key as pin with neutral logo in red .... \$ 5
- 6a Key fob with coin for shopping carts ..... \$ 3
- 6b Key fob, genuine leather with DNT logo..... \$ 5
- 7a Rally badge and year bar..... \$ 10
- 8a Color guide, new edition two extra colors..... \$ 15
- 9a Exhaust manifold, new type ..... \$ 122
- 9b Exhaust manifold, old type ..... \$ 122



9c New cylinder head, series DNT 10  
members' price ..... \$ 443



- 10a Nimbus key on red lanyard..... \$ 7.50
- 10b Nimbus key on black lanyard ..... \$ 7.50
- 10c Nimbus key on blue lanyard ..... \$ 7.50
- 11b Cap Shade ..... \$ 6
- 12a T-shirt black with DNT logo in gold print .... \$ 19
- 12b t-shirt with brown motif ..... \$ 19
- 12c T-shirt, dark blue with new design ..... \$ 19
- 12d T-shirt, long sleeve with black DNT logo .... \$ .75
- 12e Sweatshirt, black with DNT logo ..... \$ .75
- 12f Hoodie, black with Gunnar Hansen motif .... \$ 59
- 12g Nimbus Ladies Scarf ..... \$ 15
- 13a Club logo, self-adhesive ..... \$ .75
- 13b Club logo, self-adhesive, molded in plastic. \$ 1.50
- 14a Postcards, many different designs ..... \$ .75

All prices incl. 25% VAT, excl. shipping (see website)  
Henrik Andersen: +45 86 43 70 54 /  
[henrik-andersen@nimbus.dk](mailto:henrik-andersen@nimbus.dk)  
Reservations in regards to misprints and sold out items.



See webshop [nimbus.dk](http://nimbus.dk) for  
other colours and designs.



# 2020 Annual Meeting of Denmark's Nimbus Touring - The Board's Report

## Board Meetings

This year, 4 board meetings were held. Excerpts from the meetings are regularly brought in Nimbus Tidende under **"Board's Corner"**.

## Memberships

The club currently has **1,520 members**, of whom 76 live abroad. In November 2019 there were 1,517 members vs. 1,518 in 2018. In 2019 we gained **82 new members** against 72 new ones in 2018.

## Finances

The extraordinary level of activity in 2019, which included a **free book for members**, new exhibition tents and a super nice anniversary issue of Nimbus Tidende, all for the benefit of the members, has given us **a deficit** for 2019. The club still has healthy finances, but this has to continue in order to live up to the club's purposes, like manufacturing spare parts and running the Museum. So we all have a responsibility for in getting new members to the club.

Today there are **3,962 Nimbuses registered in Denmark** and 1,119 unreg'd stored ones. In addition, approx. 1,000 in the rest of the world. So, although many members have more than one Nimbus, there are still many Nimbus owners we can **encourage to join DNT**.

The two major events of the year were the annual rally and the book about the two Norwegians' Nimbus trip.

The Annual Rally 2019 was held in Bjerndrup, and was **a great success**. Sønderjysk Nimbus Klub collaborated with the Bjerndrup Citizens' Association, who took care of all the tasks with bath & toilet facilities, party tent and the food throughout the rally. The Nimbus Club organized the events at the meeting, like excursions in the area, **ring riding on the Nimbus** and a nice community trip.

A big thank you to the Citizens' Association and Sønderjysk Nimbus club and not least Uffe Steffensen and Jan Hedeager.

As is well known, DNT's annual rally in 2020 is **planned for Aalborg**. The local Nimbus club is responsible for the event. The rally site is provided free of charge by the municipality of Aalborg. Preparations are well underway and on schedule.

The places for our annual rallies in 2021 and 2022 are selected. Efforts are being made to obtain **uniform requirements** from the fire departments. This is often a challenge for the organizers, and extra difficult when the requirements are so different.

## Anniversary book

"On Nimbus Motorcycles Around The Globe" has been **well received** by both members and other vintage vehicle owners. Approx. 1,150 books were handed out in Denmark. **All foreign members** have also been given a book. Everyone else who has paid postage has also received a book. App. 100 books have been sold by the Nimbus club and app. 250 at bookstores.

New members can still get the anniversary book **free of charge**, save for delivery costs.

Big thanks to everyone who contributed to a great book that the club can be really proud of.

## The website

As you probably noticed, for 2019 we got a new website. It's been **a cool move** and I want to thank Henrik Andersen and Brian Esdahl for the great work. They have made sure we have a website that we can all be happy with.



There will be regular additions on the homepage. Several new members have requested a link on the website where you can **sign up for the membership payment**. This will be appear on the homepage as soon as possible.

## The Nimbus merchant

As you know, the merchandise assignment is shared between Henrik and Ejgil. Henrik handles sales, shipping and invoices, while Ejgil handles work associated with **production of spare parts**. Sales of merchandise for 2019 has been really good.

## Cylinder heads

A new batch of cylinder heads have been ordered and are expected to be **delivered in April**. However, there may be delays due to the Corona virus.

## Nimbus Sports Team

DNT's Nimbus Sports Team once again participated at the **Rømø Motor Festival**. This time, five Nimbuses rode in the races, with great **success and good publicity** for Nimbus and DNT.

## Exhibitions

We have purchased two new exhibition tents for use at swap meets. In 2019 we again had a stand at the swap meet in Fredericia, and as something new we had it in Nyvang in Holbæk too. In Fredericia **club merchandise sold well**, and some anniversary books were handed out to members.

In Nyvang we had a **free club stand** where no club effects were to be sold. Instead, we handed out the anniversary books to the members and Nimbus owners who joined us there.

We had a good number of visits of club members and new Nimbus owners, with whom we had a chat with and **invited to join DNT** - several people accepted the invitation.

## Nimbus Museum

The museum committee has again done a great job at the museum, with the creation of a new exhibition at the museum. Work on the renovation of [the Museum of Southern Jutland] **Sønderborg Castle's Nimbus**, was completed just in time for it to participate at the opening of the April 9 exhibition.

I would like to say thanks to the museum group and all the helpers at the museum for the great work and the time they spend in order for us to have a **wonderful and interesting** museum that we can all be very proud of. Later Ejgil will tell about what has happened in the museum group.

The Museum's cannon motorcycle M 1938 has also been lent out in 2019, for participation in events where the Nimbus Museum and DNT could be promoted, thereby **recruiting new members**.

Thomas Secher from the museum group is responsible for lending out the Nimbus. If you are interested in **borrowing it for an event**, then he is the one to contact [see p. 2. Ed.]. (Just want to note that the Nimbus cannot be borrowed for private events.)

## Club archive

In the club archive we have F&N's sales books. If you want **a certificate** to document when the Nimbussen was sold from the factory, you can write to the chairman [see page 2. Edit]. This in case you - say - have lost the original registration certificate.

Old issues of Nimbus Tidende are also in the archive. If you have **lost a magazine** or want to supplement your collection, the issues can be picked up at the chairman.

## Ads for Nimbus Tidende

As you have seen in the NT, there are a few ads in the magazine. We are **looking for a member** who can handle the contact with new and old advertisers and send out invoices to them. If you are interested in this job, please contact the chairman.

I would like to say **a big thank you** to everyone on the Board of Directors for their efforts and good cooperation in the past year.

Egon Nielsen

*Picture shows Steven Bristing's 1938 Nimbus at 'The Navers Anniversary Party' in Californien.*

*Continued from page 11*

production had to be ramped up first. After all, everything had been turned into war production and many factories were in ruins all over Europe. The sale of motorcycles

with sidecars did not require a purchase permit. It stimulated sales, and of course here Albert saw an opportunity chance.

He used his experience as a blacksmith in the United States, and developed and produced sidecars. New brands were also added: Ariel, Jawa, CZ, Puch, DISA, Goggo, ILO and others ....

In the late 1940s, the old workshop on Kalkbrænderivej was no longer large enough. A workshop was now set up in a two-storey building with a basement,

which had hitherto been a storehouse and stables, when it was still a grocery store.

Here, a department was set up for Iversen and production of spare parts and sidecars. Trailers, based on the Volkswagen's torsion suspension, were eventually produced too. In parallel, sales of new motorcycles grew. Everyone wanted to go further than the city borders.



#### Nimbus Club and factory

In addition to the business that went on almost every day, there was also time for social events. I think there were 35-40 active members in the club in the late 1940s, including those who were still waiting to get a NIMBUS. [...]

### Treasurer's comments to DNT's 2019 budget

#### Club Operation 1:

The increased cost is VAT on the book "Around the Globe on Nimbus".

#### Club Operation 2:

The increased cost stems from the publication of the book above, and the purchase of exhibition pavillions.

#### Nimbus Tidende magazine:

The increased cost is from the publication of a very nice 200th issue of Nimbus Tidende.

#### Exhibition Committee:

The increased expense is due a 2018 expense.

## Sale of Nimbus spare parts

Everything from spare parts, service, up to a total renovation of your Nimbus.

Nimbus-shop.dk has an online catalog, where you can buy parts at your convenience.

[www.nimbus-shop.dk](http://www.nimbus-shop.dk) / [www.facebook.com/nimbus parts](https://www.facebook.com/nimbusparts)

Or call Jesper on tel. +45 - 40 68 24 61



## Luggage racks made in stainless steel and elektrolyte polished



Luxus model \$ 204



Standard model \$ 207



Sidecar model \$ 241

Contact:

MHC Industriservice

Tlf. +45 - 40 60 34 82

Mail: [mhcindustriservice@gmail.com](mailto:mhcindustriservice@gmail.com)

Speciel long model for Nimbus

without rear seat, \$ 249

For PAV 40/41 single wheel trailer \$ 271

All prices are incl. 25% VAT, excl. shipping



**RESULTATOPGØRELSE 1. JANUAR - 31. DECEMBER**

	Note	2019 kr.	Ikke- revideret budget 2019 kr.	2018 kr.
Kontingenter.....		538.856	525.000	535.926
Annoncer i Nimbus Tidende.....		17.420	25.000	17.631
Købmand.....	1	100.426	20.000	85.662
Årstræf.....		2.934	5.000	8.916
Fortjeneste ved salg af museumsgenstande.....		0	0	15.852
<b>Indtægter i alt.....</b>		<b>659.636</b>	<b>575.000</b>	<b>663.987</b>
Klubdrift 1.....	2	-199.566	-170.000	-165.885
Klubdrift 2.....	3	-239.575	-65.000	-66.362
Nimbus Tidende.....	4	-192.347	-180.000	-168.199
Museum.....	5	-74.378	-85.000	-68.452
Aktivitetsudvalg.....	6	-6.000	-20.000	-9.000
Udstillingsudvalg.....	7	-16.763	-30.000	-4.714
Ungdomsudvalg.....	8	-8.447	-10.000	-5.975
Nimbus Sport Team.....		-3.112	0	-2.879
Afskrivninger.....		-4.910	0	0
<b>Udgifter i alt.....</b>		<b>-745.098</b>	<b>-560.000</b>	<b>-491.466</b>
<b>RESULTAT FØR FINANSIELLE POSTER.....</b>		<b>-85.462</b>	<b>15.000</b>	<b>172.521</b>
Andre finansielle omkostninger.....		-68	0	-2
<b>ÅRETS RESULTAT.....</b>		<b>-85.530</b>	<b>15.000</b>	<b>172.519</b>
		<b>realiseret 2019</b>	<b>Budget 2021</b>	<b>2018</b>

Kontingenter	0	539.000	540.000	534.000
Annoncer	0	18.000	18.000	18.000
Købmand	0	100.000	25.000	85.000
Aktiviteter	0	0	0	0
årstræf		3.000	0	9.000
Museumsindtægt		2.000	0	0
Sponsorater		0	0	0
<b>I alt</b>	<b>0</b>	<b>662.000</b>	<b>583.000</b>	<b>646.000</b>
Klubdrift - 1	0	200.000	190.000	166.000
Klubdrift - 2 incl bog udgivelse 150 tkr	0	240.000	70.000	66.000
Nimbus Tidende	0	192.000	192.000	168.000
Købmand		0	0	0
Museum	0	76.000	74.000	68.000
Aktivitetsudvalg	0	6.000	9.000	9.000
Udstillingsudvalg	0	17.000	20.000	6.000
nimbus sports team		3.000	5.000	
Ungdomsudvalg	0	9.000	9.000	9.000
<b>I alt</b>	<b>0</b>	<b>743.000</b>	<b>569.000</b>	<b>492.000</b>
Resultat før afskrivning	0	-81.000	14.000	170.000
Afskrivning	0	5.000	5.000	0
Resultat før renteindtægt	0	-86.000	9.000	170.000
Renteindtægt	0	0	0	0
<b>Resultat</b>	<b>0</b>	<b>-86.000</b>	<b>9.000</b>	<b>170.000</b>

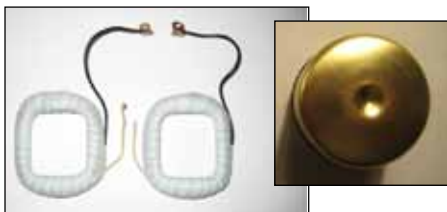


## Goat market

*You know you have way too much stuff lying about.*

*Do something!  
Put an ad or two on this page ...*

**Sell:** Complete ignition coils in the typical versions as in the picture. Made in the original brown bakelite with a built in quality ignition coil made according to the old standards at Fisker & Nielsen.  
1301-2050 \$ 370  
2051-11300 \$ 332  
11301-14015 \$ 274  
A set of coils as in the picture, \$ 89.  
Newly made carb. float, \$ 41.  
Carl Arne Foged, +45 30 82 49 54  
nimbus@vindebymail.dk



**Sell:** SNT t-shirt, motif by Christian Wallin. \$ 15 + shipping.  
Lasse Wallin, 0046-70-605 75 23  
lasse.wallin@kulturlandskap.se



**Trade:** 4,000 rolls of toilet paper, trade against Nimbus parts, any kind.  
Bent Winkelhorn, +45 48 28 64 46  
billigbegravelse@bedemand.dk

**Sell:** New, unused polished stainless steel fuel tank, \$ 665. Can be picked up in Odense, Denmark.  
Lars Glerup, glerup@optusnet.com.  
au mobil: +61 422 611 806 (if you call, beware that there's a time difference, as Australia is 9 hours ahead of Denmark!)

**Sell:** Bordeaux red 1951 Nimbus, completely restored in 2010 and ridden 1.400 - 1.900 miles since then, \$ 6,650.  
Kaj Pedersen +45 51 16 06 12

**Sell:** Sidecar key. 46 mm forl hub cap, 27 mm for steering head nut. Made in 4 mm stainless, 18 cm long, \$ 23 or two for \$ 45 + shipping.  
Michael M Pedersen, +45 51 90 86 43 / elleham07@gmail.com



**Sell:** New spiral cut solo gears for Nimbus, \$ 518.

Two glass fibre fenders for 1948-59, incl. the long fender strips. Front fender has the deep sides. Pair \$ 296.



Nilfisk GA71 vacuum cleaner, oval, good size for sidebag, \$ 52.



Kim Scholer, +45 22 93 92 08  
(10 am to midnight) / ccc40821@gmail.com

**Buy:** Nimbus parts. If you have items that you do not use, I am interested - also larger stocks of new or used parts. Call or write and tell what you have; everything has interest.  
Jesper Jensen, +45 40 68 24 61  
info@nimbus-shop.dk

**Sell:** Original tool kit for Nimbus Type A/B (plus a bit extra). \$ 325.

John Carlsen, +45 23 36 23 46  
jcnaps@gmail.com



**Sell:**  
1950-1952 carburettor renovated with new parts only, \$ 148.

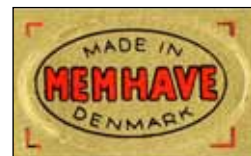
Kim Scholer, ccc40821@gmail.com / +45 22 93 92 08 (10 am to midnight local time)



**Sell:** New Mem-have transfer/decal (self adhesive). Two for \$ 7.50.

Morten Christiansen, +45 21 67 95 97  
mortensprivate@hotmail.com

or Lasse Wallin, +46 070-605 75 23  
lasse.wallin@kulturlandskap.se



**Buy:** Emblems, preferably from Nimbus Klubben. Trade with other emblems, book and brochures etc.

Per Alleslev, +45 61 37 25 76



**Pinstriping:** Two fenders + gas tank for Nimbus, \$ 89.  
Sidecar \$ 60-89, best done same time as motorcycle parts.

Kim Scholer, +45 - 22 93 92 08 (10 am to midnight) / ccc40821@gmail.com







'OPEN EXHAUST' is edited by Kim Scholer

## CYLINDER HEAD HELL *(book review)*

Major Danish works of literature with motorcycles are few and far between, but this fall Gyldendal Publishers Ltd. will reissue 'Cylinder Head Hell', in which three military Nimbuses with 20 mm MADSEN cannon play crucial roles. The book was written by Anders Bodelsen, who this once tried out the action genre. The story takes place on April 9, 1940, but is far too complicated to describe in so little space available, so here's page 56 from the 800 pages large book.

of her dress, as it slowly slipped over her hips, her beautiful body being brutally pushed backwards by the immense power of the highly tuned Nimbus engine. The next moment Lars Petersen's Nimbus' pressed steel handlebar was torn to the right, throwing the motorcycle into an death defying crazy slide across the wet cobblestones on the collapsing bridge. The wild boar's teeth tore into his burnt legs, but the Nimbus flew up through the air, turned and turned in a slow salto, and was hurled down the treacherous ski slope that no one had yet survived. Lise again flung her arms around his neck, when suddenly a German fighter aircraft, with an insane roar from its two 1,600-horsepower 12-cylinder Daimler-Benz engines, like a angel of death, built in steel and aluminum, came hurling down through the darkness while flames shoyt out from its eight cannon. The slope was getting closer and closer, and although none of them had been eating for eight days, the horror of what they saw gave them the last strenght to push themselves to their utmost limit. Suddenly the blood in Lars' veins froze to ice! Out of the corner of his eye he had seen his old arch enemy Günther von Wolfenstein, who, with a bayonet in one hand and a loaded Luger in the other, threw himself towards Lars from the low balcony. At the same time, on the other side of the volcano that might erupt at any moment now, Lars Olsen slammed his Nimbus into 3rd gear, narrowly escaped and - barely guarded from the flames - managed a triple suicidal maneuver between two shot-up Tiger tanks, and jumped off the burning Nimbus seconds before it plowed into the ammunition store at 85 miles per hour. In a brief desperate moment, he had time to see how the German commandos had crossed the minefield outside Aabenraa and now marched into the fort where they destroyed the top secret laboratory and massacred the few Danish soldiers still alive. The colonel screamed his orders, and with a huge explosion the refinery was one big sea of flames - an half mile long and one mile high wall of fire. Lars Larsen moaned as the airship slowly flew across the quiet dark surface of this strangely eerie jungle, far from southern Jutland and his beloved Kirsten and his faithful Nimbus with the steel-gloss 20 mm MADSEN cannon on the sidecar, far from the country doomed to extinction, when suddenly

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### Did you know that

the most amazing escape from a German prison camp was on a stolen 'Frikorps Danmark' Nimbus? Flight Lieutenant Henry E. Wilkins of the Royal Air Force had disguised himself as Eva Braun, but unfortunately the disguise was so effective that the SS guards at the gate pulled him out of the sidecar and sent him home to Adolf Hitler. Der Führer slept with Wilkins for three nights before realizing his mistake. Wilkins was subsequently put through a bacon slicer, and served to Hitlers dachshund 'Panzer'.



Scissors beat paper ....



### Did you know that

The BOPA resistance group's Nimbus cocktail (a local version of the famous Molotov cocktail) consisted of 40% gasoline, 40% oil, 4% vinegar, 10% tomato juice, 5 tbsp. mayonnaise, 1 tsp. salt, ½ tsp. pepper, and some chopped onions?





# *Nimbus*



April 2020  
46. årg. # 206

# *Tidende*

