

# Northern Rivers Classic Motorcycle Club Inc.

PO Box 7058, Lismore  
Heights, NSW 2480  
[www.nrcmcc.org](http://www.nrcmcc.org)  
Email: [nrcmcc@gmail.com](mailto:nrcmcc@gmail.com)  
Or phone President  
(see page 8)



**March  
2018**

## Classic Torque

### ***Our Club:-***

The objectives of the NRCMC are to encourage the restoration, preservation, and riding of older motorcycles. Through its various activities, the club promotes classic motorcycling and the links to a bygone era with several organised monthly rides as well as our involvement in displaying our bikes at charity functions etc.

The club holds its annual Classic Rally in September each year. The club Show and Shine is held in March. Club members also attend rallies organised by other clubs throughout the year.

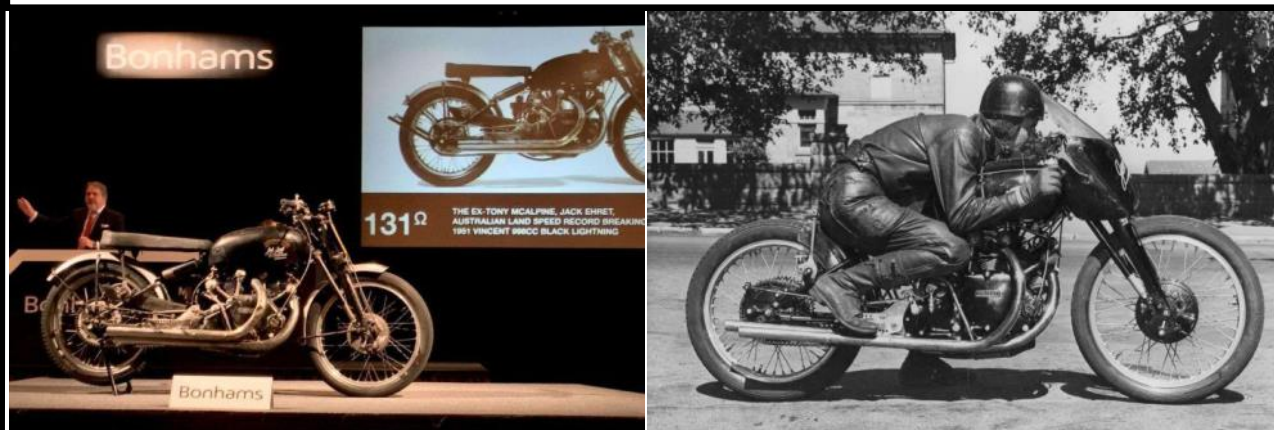
The club endeavors to cater for families and all members partners and children are most welcome to attend any meetings or outings. Membership of the club is for those who have an interest in restoring and riding classic motorcycles

### ***Monthly Meetings***

Monthly meetings are held on the second Tuesday of each month in the Clunes Memorial Hall, Walker Street in Clunes. They start at 7.30 pm. Membership \$40 per annum, fees due in December.

### ***Organised Runs***

A breakfast run is held on the Sunday immediately following the club's monthly meeting. A classics only run is held on the first Sunday of the month. Both runs start at the Blue Kitchen Café, Windmill Grove, 105 Wilson Street, South Lismore at 8.30 am. Every Sunday can be a club run but members must contact the Events Organizer. Club events are also listed on the club website. There are also 2 Mid-week runs departing Lismore railway station on 1st and 4th Wednesday of the month at 9 am. .



The Most valuable Motorcycle ever sold at Auction will soon return back to Australia where it had set a National land speed record of 141.5 mph 227.7 kph over 2 runs .at Gunnedah in 1953.. SO what would you pay ??... TRY US 929,000 ... The 1951 Vincent Black Lightning became part of Australian Motoring History after Sydney born speedster Jack Ehret rode it into record books on 19th January 1953,Ehret continued to race the bike and won several more events . Forty years later his son John was the last person to ride the bike,. In 1999 , two years before his death ,Ehert sold the bike to an Australian buyer who occasionally toured it around the Rally circuit., The bike was again sold on and sent to France where it was mechanically restored, but retained the original paintwork. There are only 19 remaining in existence, This Story has been reproduced {and edited }with permission and thanks to ABC News Web page Editor. Also thanks to club members Harry Colman and Nicholas Ashton for the link to this story.. You can try this link to the original ABC story.. It might be still there. <http://www.abc.net.au/news/2018-02-03/vincent-black-lightning-land-speed-record-motorcycle-auction/9390634>

# Northern Rivers Classic Motorcycle Club Inc.

Proudly Presents *The 5th Annual NRCMCC Members*



## Show & Shine



9am-1pm SUNDAY 18th March 2018

**ALL Welcome  
Alstonville Plaza  
From 9am-1pm**

**Bring Your Motorcycle, Bring Your Mates or Bring the Whole Family**  
See the best display of Classic, Vintage & Veteran Motorcycles in Northern NSW

**Gold Coin Donation - Sausage Sizzle - Cold Drinks**

**Motorcycles on Display need to be lined up before 9am**

**Awards For NRCMCC Member's Motorcycles**

**Separate Display of Visitor's Classic Motorcycles**

All Enquiries for NRCMCC Show & Shine: Col - Ph: 0428 869 889

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SHARE THE PASSION

*Proceeds of the day to  
Northern NSW Local Health District  
Cancer Institute Lismore*



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February saw a huge club meeting maybe the biggest in the history of the club with 73 members present, 7 apologies and 5 enthusiastic visitors

Sitting at front in the chair showed me that our club is alive with members wanting the club to continue, but is just attending a meeting enough? Are you an industrious member, are you willing to do more? The committee is a small group of people willing to go the extra mile, sometimes feeling like 1000s of miles to keep the club successful, so they are doing their part for the club are you doing yours! There are many club rides throughout the year (if you are lucky and not working) you can attend, but there are two big events in our calendar the Show 'n' Shine March 18 at Alstonville plaza and the Annual Rally September 14-15-16 at Evans Head be an active member and assist where ever you see the need or where you see a committee member busy working at our events. We are looking for members to take on the working part of the show n shine Ian Mackie your vice president has kindly taken the lead and will be learning all the ins and outs of this event but he needs your assistance.

With an idea of starting a Classic motorcycle club in this area word of mouth and a small advertisement in the Local newspaper, the very first assembly was held in a lounge room of private home, look how far this club has moved (an old rusty frame building into a complete well loved motorcycle) from a group of like-minded people meeting, riding their machines, meeting together with all the family socialising on one of the early famous breakfast rides at a members home, where the whole family attended traveling by motorcycle or car and bringing their own eggs, sausages, bread etc and the host household supplying BBQ, tea, coffee and home-made biscuits. The club grew to what we have today, this growth was because previous members went beyond their comfort zone and accepted committee positions and worked at events.

Are you an active member of our club assisting where and when you can or are you sitting back and taking from the club and its active members. The club gives us so very much if you think about it, a sense of belonging, to a large group of like-minded people who you interact, talk, exchange ideas, assist, become friends, attend rallies and travel with, all have your common passion, motorcycling some will enjoy your Make, some will hold other Makes superior no matter what makes you all embrace classic motorcycling. Think about your friends, how many have you met through motorcycling. The club also gives you opportunities to register your classic machine on limited Historical registration at a much lower rate than open registration and the opportunity to insure machines at a good rate. It similarly keeps you up to date with happenings of the club through our Classic Torque So put up your hand and work for your club. Get involved and assist to continue making this an active, viable and enjoyable, fantastic club that it is.

Mary Walker

Editors Word ..not much room left!By that person writing above :-)) thanks to all the members who've sent in articles, it won't work without your help..and it looks like it's me doing the Newsletter as I was the last one standing DBM



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# 80th Birthday ride

Has our club previously ever held an 80th birthday celebration run? Not to my knowledge but on the 10th February approximately 18 members attended mostly by motorcycle to celebrate our member, Ray Martlew's 80th birthday at Cramms farm adjacent to Clarrie Hall dam.



A fantastic B-B-Q was provided by Ray and his family who many had come from far and wide. Ray is involved in two other bike clubs so they were also invited along and altogether over 30 bikes were parked under the nice and shady tree lands setting. Great to see such a diverse selection of not only classic bikes, late model



ones and the odd classic car. Of course this created the normal amount of discussion and bull-shit that automatically happens when this amount of bikes and enthusiast get together.

Must thank Ray and his family for the opportunity for us to enjoy such a great day out

and it is now confirmed that Ray is the oldest active rider in our club (OBE).

Must mention that as usual we enjoyed the ride over the Burringbar Range, through Uki (a short tour through to the Clarrie Hall Dam, unintended because someone didn't know any better ) then on to Cramms Farm.

*Above: all hands on deck at the B-B-Q"*

*At right centre: "Ray, So I am the oldest rider in our club"*



## Doug's Silencer rebuild—by Michael Smith

5

**SILENCER** (sai.len.ser) Noun. Also known as MUFFLER. A device fixed to the exhaust of an internal combustion engine to decrease the noise emitted.

Sounds simple enough but we are all aware of the laws that require the owner of bikes (and cars) to keep the noise levels down to a near factory original. Those who have owned 2 strokes also know of expansion chambers, power-bands and critical amounts of back pressure. So what do you do when you are restoring a 65 year old bike that is as rare as rocking-horse-shit and has no exhaust? You make it don't you! Now



making things for our old bikes is nothing new, the norm really, but as Doug Hampson found out, there is no information out there on the internals of old British 2stroke mufflers. There is a bit about an alphabet Yamaha with their expansion chambers that start at the engine and wind all around the frames but nothing for his 1953 Villiers powered Excelsior. Not to be beaten Doug just made one, after all, he has made a few in the past. So he got some stainless steel rolled, hand beat the end caps, put an internal pipe in with a few holes and baffle and had it all welded up. Well it looked very nice but it did

nothing to quiet that little 197cc engine. It was almost painful to the ears when he accelerated up the road. Bugger! So he learnt that 2 strokes silencers are a lot different to 4 strokes silencers. OK! So more research needed but still almost nothing to work off. He tried the UK and some Australian makers but no one knows what an Excelsior is, let alone what it's silencer is like so back to his back yard work shop he went. A short length of steel pipe, a salmon tin on each end, a handful of pop reverts, a tube of silicon, fibreglass insulation from his ceiling, a 1000 holes drilled in several small pieces of internal steel tubing and 6 prototypes later, he managed to quieten that little Banshee so it sounds sweet but still goes well. Then he replicated it all in Stainless Steel, again hand panel beating the end caps, making jigs up to hold the internals so they could be welded, then another bit fabricated, added and welded until it was complete. Well, it was complete BUT it was now 50mm longer and didn't quite look right so as this design is pull-apart-able, he opened it up and cut out 50mm of the internals and the outer casing and had the internals welded up again. The end result? It is an era correct, effective silencer that has quietened this 1953, 197cc Villiers powered Excelsior R3 Roadmaster and sets his little bike off a treat.



Michael Smith



## Run to Annie's Garden Cafe.—2 reports Deiter wrote

About 14 bikes and 25 souls braved the stifling February Summer heat to go for a club ride.

Most of them departed from the Blue Cafe in Lismore and made their way to Annie's by I know not which circuitous route. I'm sure they enjoyed the ride.

Michael S and Colleen didn't have far to ride to meet us and Marina and I made our way out there via Uki from Banora Point. It was



great to see familiar faces and lovely

to meet meet some new members. The food and drink was good but the shade in the garden setting was even better on this hot Summer day. We are blessed with a large variety of roads to travel and we can do so quite comfortably year round.

I overheard someone say that a New Zealand bike rider caught in an Aussie rainshower on his bike had said "...well at least it is warm rain...".

Enough rambling from me. Enjoy the pics from the ride and if you weren't there you missed out.

## Mary Walker wrote

Sunday saw Bryson & I attend the club's ride to Annie's Nursery Café Barkers Vale. All suited up to go thinking how hot is it going to get today. Off we went it was a strange feeling as we travelled into town. Arriving at the Norco Carpark/Blue Kitchen carpark I was pleasantly surprised at the roll out of members and the motorcycles continued to arrive with around twenty leaving for our breakfast/morning tea stop

My strange feeling continued as we headed out of Lismore, it was not that I didn't feel safe or that I didn't like the ride it was just strange as the ride continued and we headed out of Kyogle towards Murwillumbah and I realised the strange feeling was that I had not been two up one a bike for several years. The curves and sharp corners started and I enjoyed them enormously. Arrival at Annie's is always a surprise after riding through the weed infested road sides. As you turn and ride down the driveway it opens out into a lovely inviting Nursery café. There we were met by some of the local cub members and some from further away north, which was a lovely surprise. We wandered around looking or talked to others then it was time to get into the business at hand, eating and drinking while some ordered lovely breakfasts others were content with coffee and cake.

It was lovely sitting in the garden with plants, chicken, Guinee fowl, geese, pea cocks and the wild birds all around. After we all had chatted and had out fill it was time to heed off. I'm not sure which way the group went home (No we didn't get lost) Bryson & I headed to Murwillumbah to check out the Tween Regional Gallery car park, Burring Bar Range, Tunnel Rd and more for the Velocette Rally to be held at Lennox Head in October this year.

What a delightful activity we undertook, lovely ride with like-minded long time and new friends. A great turn out with the weather warm but great for riding.

Mary walker

# Freedoms (remember them? Fiction ? ? ?)

Life was good for a 17 year back around 1967, with no mortgage, no GST, no speed cameras and no worries.

\$394 would buy you a brand new Bridgestone 100, rego & all, and you didn't even need a licence, just go to the local Motor Registry with a birth certificate and a couple of dollars and walk out with a permit and an "L" plate and off you go - FREEDOM, grab a fishing rod (no Fishing Licence required) and off to a river or beach anywhere.

Trouble on the horizon though with the "Yellow Peril" trying to storm down from the north and take our freedom away in a place called Vietnam, and the Government of the day asking for our help! The choice-Volunteer or chance the Ballot-so volunteering seemed the smart/right thing to do ("Stupid" more likely said Dad).

Anyway, everything worked out OK, back home and free again. Home again after 18 months service and "You cant come in here" says the local RSL club Doorman, "your too young, and there's Gambling and Alcohol in here"! Never mind, I'll take the bike for a spin - "Hold On" said the Government, you might have dodged bullets for 18 months, but you'll hurt your head for sure riding one of those dangerous things, so it's a crash helmet for you now - "its for your own good"!

Since that time our well meaning legislators have been working hard and to "look after us" and have created a "Highway Patrol" to look out for us with Prima Facie speed limits, meaning that in many places we are travelling more slowly than we did some 40 years ago, but with much more capable machinery and on much better roads!

Speed Cameras - Fishing Licences - Radar - Random Breath Tests - Seat Belt Laws - Anti Smoking Laws - Muffler Labels - Red 'P's - Green 'P's - Green Cards - Septic Tank Licences - Occupational Health & Safety - Demerit points - Fines - Penalties etc etc, it just goes on & on.

Guns on the Farm?, heavens no, much too dangerous for you blokes to handle! And that chainsaw you have been using for 30 years, better put it away until you pass the TAFE course and qualify for the prescribed users certificate!

And what of the Nitrate fertilizer you have been using each winter?-No more, its worse than the Fireworks we had to also ban, and of course you can expect a random property Audit with appropriate sanctions if you haven't recorded the names of your cattle properly. After all, its for your own good!

From a world where you didn't have to lock your house, and Motorbikes didn't even have locks, we have progressed to Padlocks, Double Deadlocks, Security Systems, even bars on windows. Christ its even an offence to fail to lock your car before going to pay for your petrol!

Its not all bad though, one thing has been left alone so far, and that is the clothing we choose to wear, including the freedom to choose what we feel is appropriate when riding our Motorcycles. We may even choose Stubbies & T Shirt rather than being enclosed in Kevlar or laced in leather. Some of us actually prefer to decide for ourselves what is for our own good, and I for one hope the legislators don't notice that they've let this freedom slip by.

But for now, thanks to the Northern Rivers Classic Motor Cycle Club, on Sunday once per month, I am still free to dress myself, pull out my classic motorcycle, and even though I'm now as slow as a wet week, I can ride and enjoy myself pretty much as I did what now seems a long time ago, and especially on this one day per month, life is very good.

Anyway, there are 3 million stories in the naked city, and this has been but one of them.

The Freedom Rider.



More happy snaps from the Sunday Run to Annie's garden AND above An Article on "Freedom" which was published in the May 2005 Edition of Torque , This article was read to Members at Feb. club meeting by Bryson for his Early Days talk



Northern Rivers Classic Motorcycle Club Inc.. <http://nrcmcc.org/index.php>

Abbreviations used in Minutes MW Mary Walker

MINUTES OF MEETING HELD ON: 13<sup>th</sup> Feb START: 7.30pm

WELCOME Welcome by President. Special welcome to the life members present at this meeting.

Meeting attended by 73 members, 3 visitor and 7 apologies as per the attendance sheet

MINUTES OF PREVIOUS MEETING: - Not read to members .. Secretary moved that minutes of Dec 2017 club meeting as published in clubs Feb 2018 newsletter be accepted. 2<sup>nd</sup> by Peter Lake motion carried

BUSINESS ARISING FROM PREVIOUS MINUTES: NON

CORRESPONDENCE IN:

Newsletters from CHMC, Tweed Heads, Queensland, Newcastle, Inverell MC Clubs

CHMC. letter advising the AGM is to be held 30<sup>th</sup> March

Rally info for Inverell, AMCA rally in August

Clunes Coronations Hall yearly rent invoice

CORRESPONDENCE OUT: NON

TREASURERS REPORT: – presented, Moved Marc Jennison 2<sup>nd</sup> Peter Lake ...Motion Carried

GENERAL BUSINESS

- MW noted the following points in her opening address
  - Members must fill M'ship renewal forms fully, as req'd by Dep't of Fair Trading and RMS for Classic Club rego.
  - Members should get involved with club activities, like upcoming S+S events and club runs.
  - The clubs upcoming Show & Shine Event to be held 18<sup>th</sup> March, Col McAndrew has agreed to help organize the event, with help from Ian Mackie, all volunteers welcome, monies raised this year will be donated to Northern NSW Local Health District Cancer Institute Lismore, with the aim to buy a "Buzzer Call/entertainment remote" unit, the cost of this unit being \$1000  
"Peter Lake moved a motion that the difference between monies raised and cost of unit be taken and made up from the Clubs bank funds 2<sup>nd</sup> by Neil Williams.... Motion carried  
MW also advised that a club Rego day will also be held at the Show and Event
  - 2018 Club Rally at Evans Head from 10<sup>th</sup> Sept to 16<sup>th</sup> Book now at Caravan Park stating you are there for the NRCMCC rally, Monday to Thursday will be un-marshalled rides with riders meeting at Bowlo Club Car park at 9.30 and a decision made each morning for route and destination, with Friday & Saturday Marshalled. Sunday will have a free breakfast followed by Show & Shine in the Main Street and a short ride after is yet not decided.
  - Over the Hill set for 6<sup>th</sup> to 11<sup>th</sup> May.
  - The Secretary is now Editor of clubs Newsletter.
  - Apologies to James Moon as his article was lost.
  - Eric Wilson & Peter Lake are now looking after the Library. Please return all items when finished with.
  - There are still 2 missing bike vests. numbers 6, 16 if you have them please return ASAP
  - MW advised that the committee has accepted 3 new members to the club. Jimmy Strang, Andrew Lawson, Brian Fleming. Congratulations to them.
  - MW advised the club has bought a Gutter for club tents and used bottle\_box for Catering officer.
  - MW advised she has place on notice board in Hall some old Torque Newsletter front pages
- Col Mc Andrew advised Triples Rally this year to be held over 3 days in Evans Head. 17-18-19<sup>th</sup> August Marshalls will be required ... Event listed in Day book. Some rally entrants will be riding to Inverell for several days and onto Grafton for the Grafton weekend Rally ...
- Neil Williams advised meeting Eric Wilson was turning 85, the members gave their Best Wishes to Eric.
- Richard Swinton suggested the Club should get digital links with other clubs. So, newsletters can be emailed.
- Doug & Peter advised Vintage Japanese Rally in Tamworth 2, 3, 4<sup>th</sup> March listed in Day Book.
- John Mazzer advise Andrew Lawson has lost his Mail box - \$100 reward
- Air Show with Hurricanes and German WW2 Focke-Wuff Trainer 25<sup>th</sup> March at Scone.

REPORT BY REGISTRATION OFFICERS BW reported BMW R100RS, HONDA + 2 Suzuki were passed

EARLY DAYS Bryson read an Article from the May 2005 Edition of Torque on "Freedoms"

The full page will be reprinted in the March 2018 newsletter

REPORT ON CLUB RUNS:

7<sup>th</sup> Feb Wed Peter lake reported on 100 KM ride to Clunes

10<sup>th</sup> February {Saturday} . Peter lake reported on Ray Martlew s birthday party at Clarrie Hall Dam .

NEXT CLUB RUNS: 18<sup>th</sup> Feb Sunday ride now to nursery/ coffee shop near Wadesville {Was to be Kyogle}

MEETING CLOSED AT 8.00



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**NRCMCC Market:** You can advertise here 'For Sale', 'Wanted', 'Swap', 'Advice needed', 'to Give away', etc - ie, any deal you can imagine to do with motorcycles.

Please contact the editor - details on the 'Club officials' list on the last page of the newsletter. Unless otherwise arranged, advertisements will be main-

**Bike For Sale**

1972 Suzuki 750 cc J GT . First model with twin leading shoe breaks ,good honest reliable motor cycle , older restoration , used on regular club runs, lots of spaces, new ikon shocks, 95% tyres, some new chrome. VIN GT75015738 {JBM4064377} tel 0266223501 Mob 0404008960..

Editor... the bike shown below in photo is not the actual bike that is for sale, only a web picture to show model. I was not able to print the photo provided , the owner is an active current member of NRCMCC



Jack Ehret - refer to page 1



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Dear LTT Founding Members, Guests, & Affiliates.

**We are proud to announce that your LTT is back & will be brought to you in 2018.**

Meetings with Kyogle Council early this year has seen the successful formulation of strategies

where your LTT Directors & Team will be guided by the Council & Local Authorities to deliver your LTT safely in 2018.

Bridge works along the Lions Road this year have pushed your LTT into next year which we view as positive by way of planning purposes.

Our vision & passion has never wavered since the immense success of your first LTT in 2014 & what this brought to your local communities & surrounding regions.

We take this opportunity to Thank You for your ongoing support & for sharing Our Vision.

“Spread the Word”.....your LTT will be back in 2018. Stay tuned



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# NRCMC Club Events

**Club run each month on the Sunday after the meeting.  
Classic (pre 1987) run first Sunday of the month .**

**Mid-week runs start at Lismore Railway at 9 am on the 1st and 4th Wednesday**

NOTE: WEDNESDAY rides to continue to start from Lismore railway station, but all other club events to start from the Blue Kitchen Café. (Note: More details on rides are on club website)

**Mar 13 Club meeting at Clunes Hall starts 7.30 ish**

**Mar 18—NRCMCC Show and Shine, Alstonville**

**April 15—Ride to Red Rattler, Murwillumbah**

**May 6 to 11—Over the Hill Tour**

**May 13—ride to MooMoo café, Moobal**

**June 17—New Italy Café**

Check website for more information on upcoming events

## Upcoming Rallies & Events Organised by other Clubs

**Inverell Motorcycle Restorers Club .... 26 Annual Rally April 13 - 15th**

**Entries close 28th March , Tel 0447522357 or 0427208114 or email <greeks54@bigpond>**

**Tweed Valley Vehicle Restorers Club—33rd Invitation Rally 5th & 6th May. 2018**

**Entries close 20th April— Tel 0266777525 or 0266724389 or email <tvvrc@yahoo.com.au>**

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### Marshalling Vests

There are two marshalling vests missing from the September Rally 2017  
Number 6 & 16 if you have these vests at home please return to the club meeting.  
President Mary

## NRCMCC OFFICIALS CONTACT NUMBERS

**President:** *Mary Walker* ..... 66291509  
**Vice President:** *Ian Mackie* ..... 66241186  
**Secretary:** *David Bonhote-mead* ..... 66291131  
**Treasurer:** *Marc Jennison* ..... 0411 895 360  
**Committee:** above plus,  
*Lyn Stratton* ..... 6682 2688  
*Alan Stratton* ..... 66822688  
*Tony Kempnich* ..... 6628 1806  
**Registration: Officer:**  
*Bryson Walker*: ..... 6629 1509  
**Registration Officials:** *Pat Holt* .... 0435 475 784  
*Brian Riordan* ..... 6621 5535,  
**Membership Officer:** *Alan Stratton* ..... 6682 2688

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#### **Bike update from Afghanistan**

This is the Bike used by Mullah Qasim know as Rocket Man , or Stilletto by Australian Forces . He was a notorious insurgent , and had survived many attempts on his life. In May 2009 was seen heading towards Chenerak Pass on his Honda CG125 , was chased by an SAS troop on 4Bushmasters , reaching speed of 100kmh.

The SAS reached the Pass at the same time. Where they engaged and finally neutralised Him... The holes in the air deflector are bullet holes created in the crossfire.

The photo and story { Edited by Editor } was provided by John Mazzer .

## **100 Years for the Nimbus ‘Stovepipe’ motorcycle, 1918-1928.**

1923 Nimbus no: 467. The one and only in Australia!

The motorcycle Nimbus was manufactured by Fisker & Nielsen Pty. Peter Bangsvej 30, Frederiksberg (Copenhagen) Denmark. The same firm also manufactured the Nilfisk vacuum cleaner.

Nilfisk was the name used for the firm’s telegraph address, created from the two company founder’s names. When the production of the vacuum cleaners first started, it had to have a name, and Nilfisk was chosen. Unfortunately, it was not the best choice, because ‘Nilfisk’ was difficult to pronounce in some of the very important export markets and for a long period of time other tradenames were used. When the motorcycle needed to be placed on the market, a name for it was chosen very carefully. It proved to be a good choice and works in most languages. Nimbus means ‘halo’ or ‘glory’.

Peder Andersen Fisker was a son of a farmer from Skalmstrup near Randers fjord, born in 1875. His older brother was to inherit the family farm, so Peder got an education to become a school teacher. He then served his national service before he started working as a school teacher. It did not take long before he enrolled at the Electrical Engineering School in Copenhagen, and he managed the study there in record time, finishing in 1900.

Soon after, he went to the United States of America to work and learn more. He returned to Denmark in late 1904, where he took a job with Thrige in Odense. In 1906 he started his own firm in Copenhagen, together with H. M. Nielsen, who was also from Thrige. The production was small electric motors. The two partners separated in 1910 as P. A. Fisker had developed a vacuum cleaner which he wanted to mass produce. Nielsen did not wish to do so, and it ended up that P. A. Fisker bought him out.

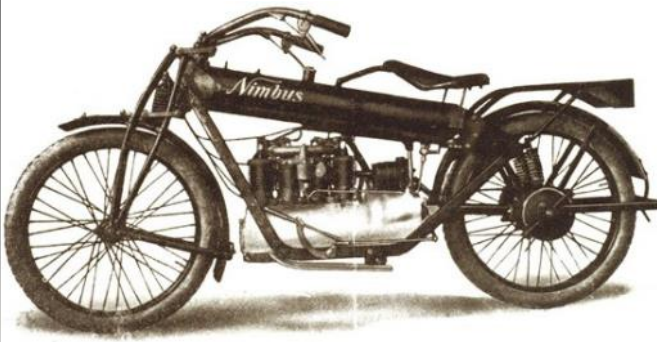
The sale of the vacuum cleaners went very well, and it looked very bright until the outbreak of WWI. The sale, especially in England, France, Austria and Germany had reached high numbers but stopped due to the war. It would therefore have been advantageous if there was another product that was not dependent on the same trends as the vacuum cleaners. It should, according to Fisker be a rational reason for starting a motorcycle production. It seems likely that he also regarded it as an intellectual challenge to construct a motorcycle that would be better than other motorcycles at the time.

The first Nimbus prototype was completed in 1918 and was followed by several variants. But it had no name before 1919, when P.A. Fisker felt provoked by a notice about a motorcycle rally in a newspaper which read: *Also see Manufacturer Fisker with his homemade 4-cylinder.* This prompted Mr. Fisker to bestow the motorcycle with the name *Nimbus*. It could be pronounced in most languages and was well accepted in Denmark too. Continued on page 13 + 14

Many thanks to Lars Glerup for compiling and giving permission to print this story thru Walter Klossner Both owners of wonderful Nimbus Motor cycles.. The Nimbus story continues in the April edition of ‘Torque’ ....Editor

# 100 Years for the Nimbus 'Stovepipe' motorcycle, 1918-1928. Continued

13



This picture shows one of the first sales models, of which nine copies were produced between 1919 and 1920, which was a very small production, probably due to economic problems. The picture is from a sales brochure, and both the fork and the frame have undergone several changes.



The Nimbus with sidecar in the picture is owned by Denmark's Nimbus Touring and is located at the Nimbus Museum in Horsens. It is a 1927 model with production number 1114.

From 1920 to the end of 1923, 490 machines were produced of this model. Front fork, frame and many other details underwent changes, which will be too much to mention here.

Nimbus immediately received the pet name or perhaps the nickname the "Stovepipe", which P.A. Fisker did not like. That it did not get the sales P.A. Fisker had counted on, were perhaps due to other factors, such as taxes, production capacity and work conflicts as well, which probably had more to do with it. However, the most important thing was that the one-man-owned company in 1920 had an urgent need for money and that his banking institution "Landmandsbanken" basically went bankrupt.

He succeeded in converting Fisker & Nielsen into a limited company and thus gaining new capital. This was, in fact, the reason that a large number of motorcycles were first produced in 1921. From 1919 to 1921 only 60 machines were made. Production rose, however, and by the end of 1923, as mentioned earlier, the production had reached almost 500 motorcycles.

Nimbus participated in 1921 in several of the then-popular road races, for example, Rome - Copenhagen, Paris - Copenhagen, Berlin - Copenhagen. Here Nimbus placed itself well and took home many victories. The victories were obviously due to the people who drove the machines, but equally, it was due to the solid construction and the strong engine. NIMBUS, therefore, won good recognition and respect, and sales rose.

Nimbus deserved this recognition, because it was entirely an unconventional machine that presented innovative thinking in relation to motorcycle standards and design principles at the time.

The factory mentioned some of the things that Nimbus featured:

- The frame is unconventional, as the petrol tank is an essential part of the lightweight frame construction.

- The rear wheel is mounted in a suspended rear fork.

- The engine is a four-cylinder in-line with a capacity of 746 cc. Powerful but at the same time fuel-efficient.

- It has shaft final drive.

- It is equipped with a kick-starter system. The kick-starter pedal engaged indirectly through the camshaft.

## Nimbus-B 1924-1928

From 1924 to including 1928, 762 machines were produced, bringing total production to 1,252 machines. It is noted that the front-fork has yet again undergone a change, this time to a construction that was both solid and effective. There were also many other changes, both on engine and the electrical system.

After the first difficult years, production was now at a steady pace and produced approx. 200 machines a year. It was not bad for the conditions at the time, but it was not possible within the size of the factory to get a real mass production of motorcycles in progress. It was simply not possible to handle two major productions in the same buildings. It was therefore clear that one of them had to go.

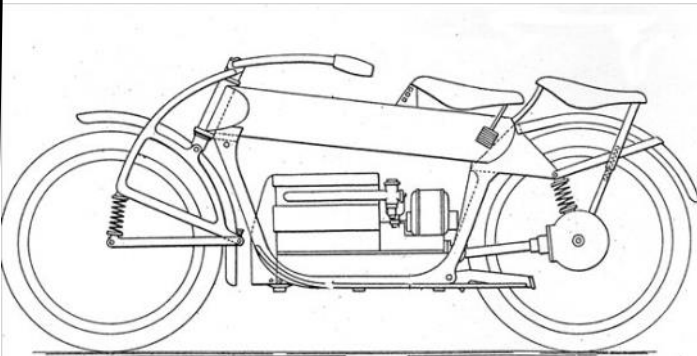
The state, (Danish government) basically helped P.A. Fisker with the decision, because in 1924 a sales tax on motor vehicles was introduced, which to some extent destroyed the sales.

P. A. Fisker became angry and said that when the government and the parliament obviously did not want to have the motor vehicle manufactured in Denmark, it could have it like that! The production of Nimbus was consequently discontinued during 1926.

The motorcycles sold between 1926 and 1928 were assembled from already-manufactured parts, and the Nimbus, sold in 1929, were used machines that the factory had restored.



## 100 Years for the Nimbus 'Stovepipe' motorcycle, 1918-1928. Continued



The drawing at left was attached to the patent application from 1917. The *prototype*, as it was said to be, was already running in 1918. From here, there are several pictures of P. A. Fisher and the family on a trip. Comparing with the following images, many differences have occurred. Clearly, what can be seen, however, is how different the front fork is, which proved to be a failure, because of a failed construction of the angle of it. The angle of the frame, "the pipe" - was also different.

  
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