

1926 Nimbus Restoration Project

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I wasn't actually looking for a project until I swore this bike that had come out of Canada. I took the opportunity to do my first restoration in about 10 years because I thought it would be quite an honor to bring back to life one of the world's rarest production motorcycles. I purchased the bike at auction in Vegas , Then proceeded to hunt down a source for parts and it's country of origin which is Denmark. I made contact with a man named Paul who lived on a tiny island off the coast of Denmark, about an hour from the capital by boat. And he helped guide me to the right people who could help me with parts. This is a last not and bolt restoration and I have sourced parts that most of these bikes don't have anymore. I had to have parts manufactured in Denmark like the correct fuel cap, a pushrod guide and numerous other bits and pieces . The bike is a four-cylinder, 750 cc, pushrod engine with what they call an F head, it puts out a massive eight horse power through a three speed transmission and multi plate steel clutch. This is one of only two examples in the United States, and one of only approximately 100 left in the world. The Danes themselves have been closely following the restoration as they consider each of these bikes a national treasure and try quite hard to make sure no more of them leave their country.

One of the things I have to do in order to make sure the bike was complete was to fabricate a hook for the bicycle pump. I was told I wouldn't be able to find a pump and the hooks were all lost because people never used to keep the pumps on the bikes as they interfered with the gear change. I fabricated a hook which attaches to the front mount of the seat, and realize that once I put a knot on it there was no room for the pump. After chasing up some photographs, I realized I needed to drill and tap the actual mounting hook itself so that it acted as the nut that way I didn't have any protrusions interfering with the pump itself. As it turns out, being told I wouldn't find a correct pump, I had one in my stock of bits and pieces . The headlight is an acetylene headlight and only a few of these bikes were produced with this system. Originally the acetylene tank had a small gauge called a manometer, but these were no longer available. Then my man in Denmark said he met a gentleman who had an old beat up manometer at home , the last one , as usual, the KAST ONE. Means money, so this 15 dollars part cost me 250 dollars, but it was important to have on the bike

Figuring out where and how it all went together was a challenge , even though I had a manual IN DANISH. Drawings tell a story and that helped

Many challenges but worth it was good to do another restoration after all these years. And a privilege to do a bike that is so important in history



























