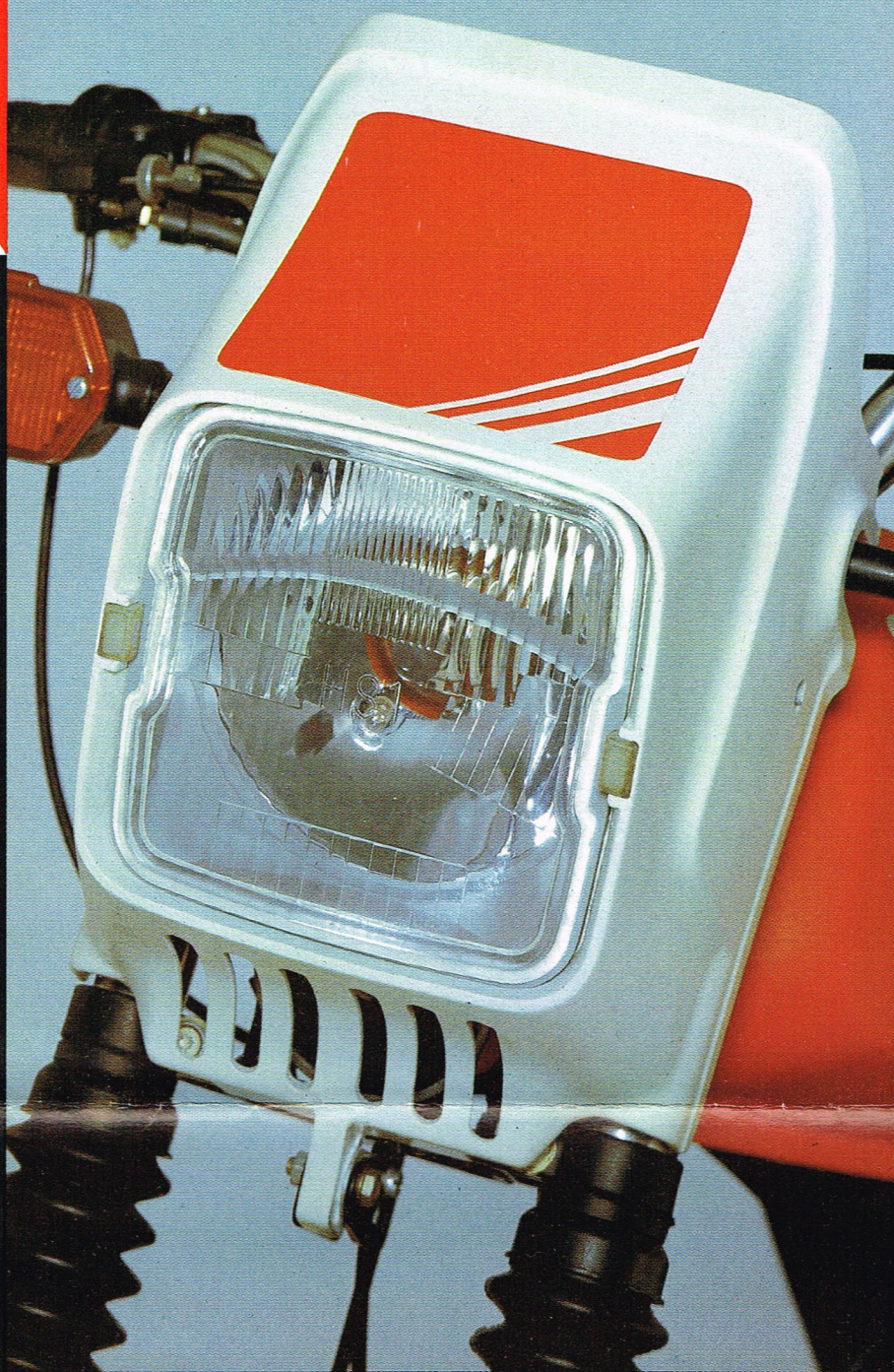


simson

news



Sheer Fun for over thirty years – with **SIMSON**.

Those who appreciate mature technology based on a classical conception, who back workaday reliability coupled with sporty styling and low fuel consumption opt for **SIMSON**.

SIMSON Mokicks and **SIMSON** scooters are no expensive toys one soon loses interest in. They are vehicles of proverbial reliability and top quality. Those who prefer **SIMSON** can expect solid workmanship and a design that is in keeping with the international trend. Part of the **SIMSON** philosophy is to take innovative risks while retaining tried and tested features.

SIMSON riders put their trust in the performance and robustness of their vehicles. The objective pursued by **SIMSON** designers is not innovation at any price, but selective improvement in line with international standards. For they believe that innovation must always mean greater safety and riding comfort for the customer, but not at his expense. When it comes to economy and market-oriented design: **SIMSON is convincing.**

SIMSON Mokick S 53

Hard to Tell from a Light Motor- Cycle

SIMSON Model S 53 C

The Comfort model is the road version in the S 53 range of SIMSON mokicks. It has a number of rider-friendly extras:

- folded kick starter
- speedometer integrated into the instrument panel
- flat-black enamelled engine.

An additional sidestand facilitates parking. The common 2³/₄ – 16 R tyre with K 36/1 tread is used for the front wheel, whereas the rear wheel is fitted with a 2.75 – 16 R K 43 tyre. Its road-adhesion is better, which is an advantage, especially when riding on wet roads or negotiating curves.



Powerful, dynamic and harmonious are the adjectives that most aptly describe the new SIMSON Mokick S 53 model from Suhl. Its compact styling makes it hard to tell from a light motor-cycle. Its conspicuous features are its sturdy new tank, its aerodynamic side covers and above all the "cockpit" with an integrated square headlight.

Another novel feature is its instrument panel with its uniformly arranged and clearly vis-

ible speedometer and the three telltale lamps for idling, main beam, and turn indicators. The ignition switch is integrated into the instrument panel and is convenient to operate. Not immediately apparent, but advantageous for the rider is the use of plastics for the lateral fairing.

Designed to match the overall appearance of the S 53 are the front and rear mudguards, which are also made of plastics. To give the machine an extra measure of road safety, it is equipped with hexagonal direction indicators and a large square tail light. Both these items are part of the new S 53 model's standard equipment.

The new short muffler mounted on the right side is a conspicuous feature of the road version of the S 53 model series. This series-produced patented item of equipment fits in with the compact appearance of this SIMSON Mokick model. The broad, well-padded, structured dual seat of the new Mokick is familiar to SIMSON fans, who remember it from the SR 50/80 scooter series. It too forms part of the new Mokick models' standard equipment.



*More Comfort
on the Road...*

Test of Extremes

SIMSON Mokick riders in Dagestan

We mountaineers were not altogether unfamiliar with the expansive East Caucasian mountainous region of the Autonomous Soviet Republic of Dagestan. For all that, the topography of this region concealed much that was unknown and that had to be explored in planning a mountaineering expedition. This was one of the two tasks my son and I set ourselves. The other one was more in the way of a challenge: to test the S 51 model SIMSON Mokick under extreme conditions. Simson-Fahrzeug GmbH in Suhl supplied us with two test Mokicks which were to help us quickly and without outside help to explore the hardly accessible mountain region.

We covered a total distance of 2,500 kilometres in twelve days, setting out from Tbilisi, the capital of Georgia, and each of us carrying 55 kilos of luggage.

Good, paved motorways gradually deteriorated into crushed stone and gravel roads, dirt and sand trails and eventually into narrow mountain paths. For hours on end we would ride uphill at full power in first gear, followed by equally long descents, the pathless terrain being covered with rocks and holding in store furrows and unexpected river crossings which we had to ford with overheated engines. We rode on in rain, snow and sleet, crossing mountain passes at 42 °C in the shade—no test course could have been more gruelling.

No matter how fast the extreme conditions changed or overlapped, our bikes never failed to give their best performance. We took some spills when riding along crushed stone roads and fording rivers and even went over the handlebars

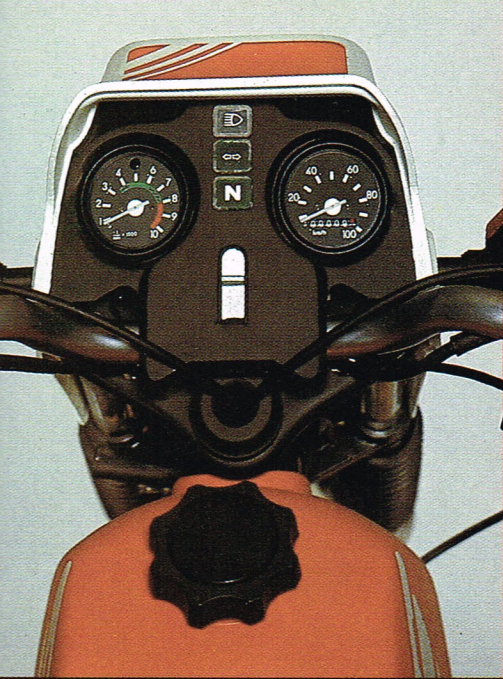


several times while negotiating some extremely steep slopes, but our machines remained in working order at all times.

We had to dismount to cross some stretches of the road demolished by rockslides, but thanks to the lightness of the bikes this presented no problems. All things considered, we completed the journey in surprisingly good time.

Looking back at our experiences I must admit that at times we felt a bit superfluous, for it happened more than once that we would arrive at some secluded village nestled high up in the mountains without getting so much as a nod of recognition from one of the villagers, for their eyes would normally be riveted to our SIMSON Mokicks S 51. Not that the machines from Suhl, which helped us master this untamed piece of land, didn't deserve the admiration.

Bernhard Becker



Daring Innovation on Proved Foundation

The robust, reliable, high-performance 50 cc engine has proved its worth beyond any doubt in the SIMSON Mokick series. That is why SIMSON designers opted for this 2.72 kW engine to equip their new S 53 model series. Top speed: 60 km/h. Fuel consumption: only 2.5 litres per 100 km.

The engine is elastically suspended in the frame to dampen engine vibration to a minimum. The frame is of a tough tubular bridge design with the rear frame bolted to it. The front wheel is fitted with a long-stroke telescopic fork with a hydraulic stop. Its shock course is 130 mm.

The rear wheel is equipped with telescopic legs easily adjustable in five steps for optimum riding comfort. The 12-volt electrical system is designed to meet high standards of road safety. The most striking advantage of the electrical system is an even and intense halogen main beam with asymmetric dipping.

SIMSON Model S 53 E

The Enduro version in the S 53 Mokick range is just the right thing for cross-country fun.

Special features:

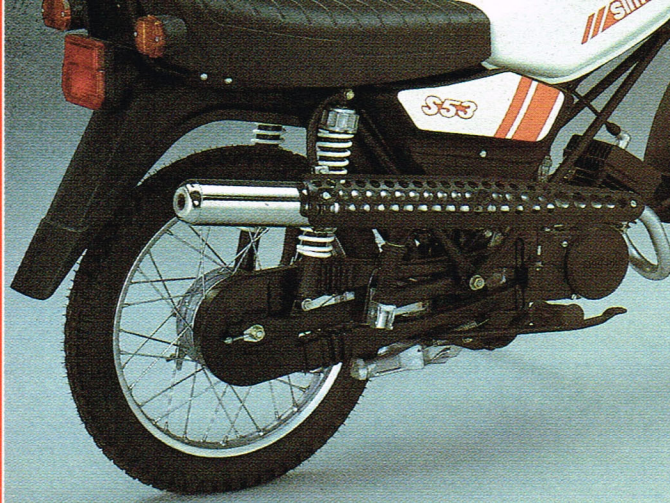
Sporty – flash – functional.

The front plastic mudguard is rigidly fixed to the lower fork guide and does not oscillate with the wheel. Its racy raised handlebar gives the S 53 E a fascinating look.

Tailored to cross-country riding are

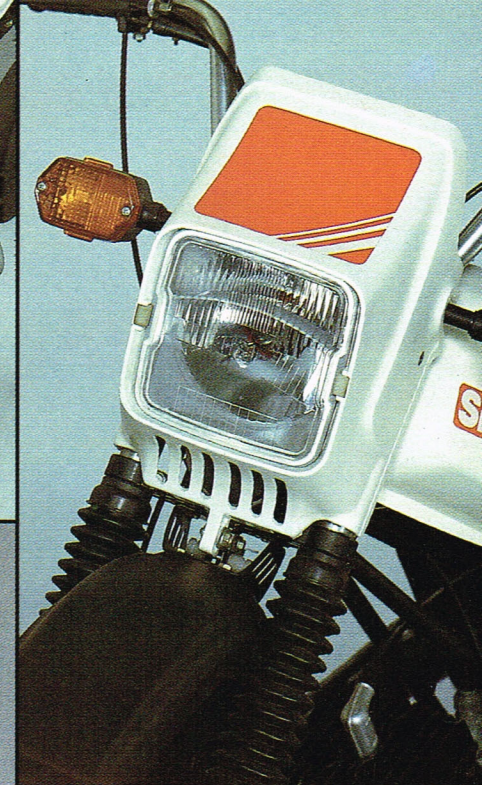
- the raised exhaust
- the two frame trusses and
- the coarse-studded 2.75 – 16 R tyres with K 42 tread.

An additional sidestand makes for convenient parking.



S 53 Mokick—Available with Many Modifications

The SIMSON S 53 model series also includes versions whose special equipment can be provided to customers' specification. They include the S 53 N and S 53 B series models. SIMSON experts will be glad to cope with customers' requests for an optional extra or two. Thus, Mokick models can be readily equipped with 70 cc two-stroke engines or adapted to top speeds of 50 or 40 km/h.



*More Pep
off the Road...*



Scooped the Wins: Successful SIMSON Team at 44th F.I.M. Rally

The SIMSON riders returned home from the 44th F.I.M. Rally last year as one of the most successful teams to take part in that contest. The men from Suhl covered a total distance of 1,750 kilometres on ten SR 50 CE scooters on a journey that took them from their home town through the FRG, France and all the way to Barcelona. Along with their team-mates from the MZ works of Zschopau riding on five ETZ 125 machines, they brought home three trophies: the Monaco Challenge Prize for scooters, the Luxembourg Challenge Prize for motorised two-wheelers up to 50 cc and the France Challenge Prize for 50 to 125 cc motorcycles.

The prizes won by the SIMSON and MZ team are particularly valuable in view of the large number of contestants entered for the rally—over 2,100 riders

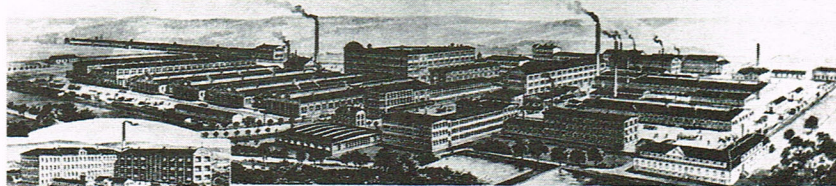


and a total of 1,544 motor-cycles took part in the event—for they bear witness to the superb performance and reliability of SIMSON scooters and MZ motor-cycles. The rally riders of Suhl and Zschopau have every reason to be proud: Their team accounted only for one per cent of the participants, but they won almost one third of the prizes.



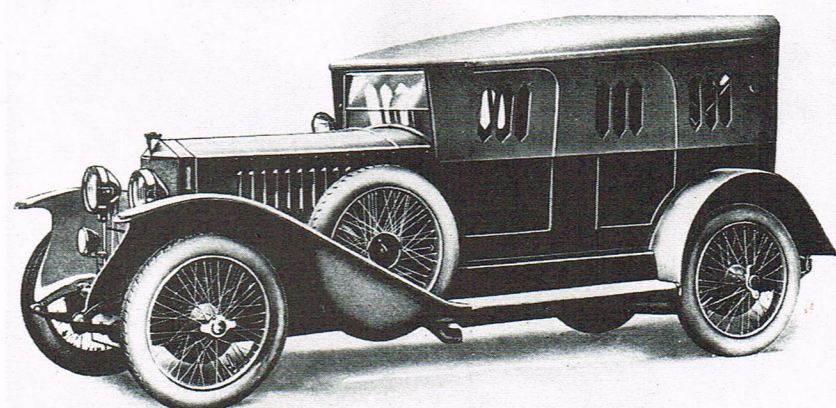
SIMSON

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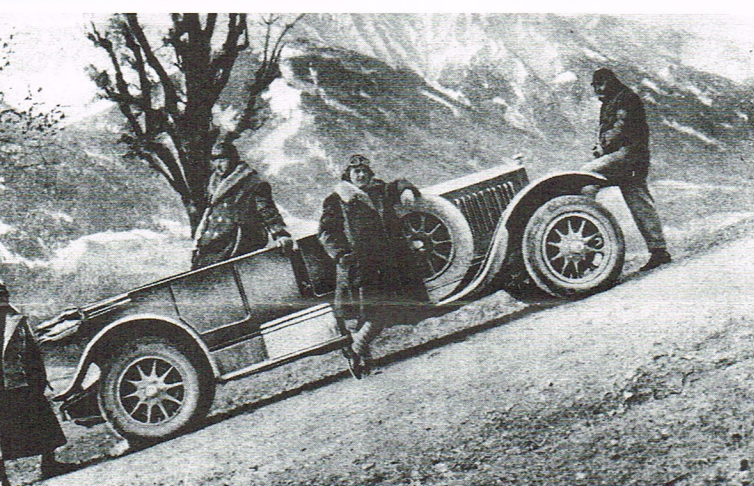


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SIMSON & Co.
FABRIKEN FÜR AUTOMOBILE, FAHRÄDER, JAGDGEWEHRE
FEINMECHANISCHE INSTRUMENTE, WAFFEN, KLEINMASCHINEN



SIMSON-SUPRA-WAGEN 8/40 PS
KAROSSERIE KARLSRUHE



Der Simson-Supra am Zirler Berg.
Die vielgefürchtete 23°ige Steigung überwindet der Wagen leicht



SIMSONWERKE SUHL

WAFFENFABRIKEN

Simson & Co., Suhl

Telegraphenschrift, Simsonwerke Suhl,
Fernsprecher Suhl Nr. 3, 31, 36 und 37,
Zweigstellenanschl.: BERLIN W 8,
Mohrenstraße 8.

Fabrikationszweige:

- Militärgegewehre
- Blanke Waffen
- Jagdgewehre
- Automobile
- Fahräder
- Fahrzeuge
- Artilleriematerial
- Feinmechanische Instrumente
- Flugmotoren

Ferner: **Gefräste Teile und gedrehte Teile**
aus Stabmaterial und aus im eigenen
Betrieb hergestellten geschmiedeten, ge-
gossenen und gepressten Werkstoffen
für alle Industriezweige.

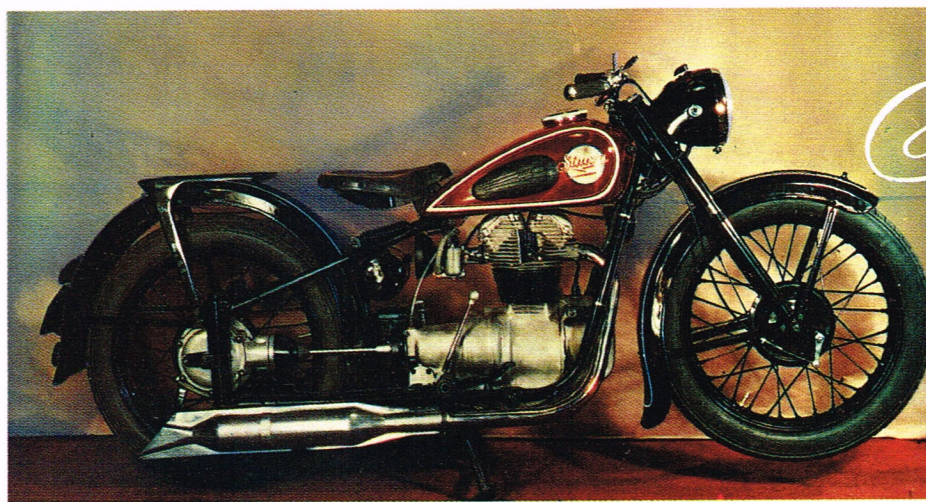
Stanz-, Präge- und Ziehteile für alle Industriezweige
Feinmechanische Apparate und
Wissenschaftliche Instrumente, auch in Verbindung mit
Elementen der Optik und der Elektrizität
Haushaltsgeräte und -Maschinen
Landwirtschaftsgeräte und -Maschinen
Klein- und Mittelmaschinen aller Art
Wärmemotoren und deren Elemente
Getriebe-Elemente
Präzisions- Kreis- und Längenteilungen.

... more than Just a Tradition

For more than a century now, the name SIMSON has been associated with such notions as solid German workmanship from Thuringia, perfection and technical progress. The name SIMSON was first mentioned in Suhl in 1856—what better reason can there be for recapitulating in detail the history of this family and its influence on the development of Suhl's economy and on technological progress in 1991, the 135th anniversary.

SIMSON's History at a Glance

- In 1741** a drop hammer, which formed the nucleus of today's large industrial complex, was built at Heinrichs in the Suhl area, a region in the south-western part of Thuringia which was traditionally known for its small iron and small arms industries even in those days.
- In 1856** the Simson brothers acquired the smithy, which at that time still resembled a manufactory, and soon developed it into a major enterprise for the manufacture of side arms, shafted weapons and rifles.
- By 1900** "Simson & Co." was the biggest enterprise in Suhl.
- In 1908** the first motor cars were produced at the works, which eventually also became a major producer of military weapons and hunting rifles.
- In 1924** the development of the "Simson Supra" motor car was completed and series production of the vehicles was launched. It scored so many successes on Europe's race courses that its fame still lingers on.
- In 1930** motor car production was phased out, and the works switched to the production of home appliances, bicycles, prams and doll carriages.
- In 1934** the established Simson works was renamed "Berlin-Suhler-Waffen- und Fahrzeugwerk, Simson & Co."; the Simson family emigrated.
- In 1936** series-production of motor-assisted bicycles (98 cc)—the precursors of today's SIMSON light motorcycles—was launched.
- In 1946** the works resumed production of its world famous hunting rifles.
- In 1950** the first newly-developed four-stroke motor-cycle, model AWO 425, left the plant's production line.
- In 1952** the enterprise was christened "VEB Fahrzeug- und Gerätewerk Simson Suhl", a name which reflects the works' past and present development.
- In 1955** the first Simson model "SR 1" was completed.
- In 1956** Suhl's motor-cycles were marketed under the trade-name of "Simson 425".
- In 1958** the first Simson scooter made its debut.



Simson



- In 1961** the production of mid-heavy motor-cycles was terminated; the works concentrated its potential on the full-time production of light motor-cycles and scooters in large series.
- In 1969** VEB Fahrzeug- und Gerätewerk Simson Suhl was merged with VEB "Ernst Thälmann" Suhl, which became a major industrial complex and was named VEB Fahrzeug- und Jagdwaffenwerk "Ernst Thälmann", which.
- in 1970** became the parent unit of the newly-established industrial group "IFA Kombinat für Zweiradfahrzeuge Suhl", which also incorporated VEB Motorradwerk Zschopau and VEB Mifa-Werk Sangerhausen.
- In 1990** the works was restructured in compliance with the requirements of market economy.

More detailed information about the past and present, the specialists and specialities of SIMSON is contained in the anniversary publication of the works, which will appear in 1991.

Publishing House:

Verlag Die Wirtschaft
Publishing Director:
Dieter Grüneberg

Editorial Staff:

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Photo Credits: Czerny, Schleicher
Printed by:
Magdeburger Druckerei

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Press and Information Service
of the Government of the GDR.
This edition (16/90) is published in
English and German.
Contents may be reproduced in part or
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submitted to the Editor.

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