

## E. German Moped

THE iron curtain that once shut off almost all intercourse between East Germany and Western Europe is not so difficult an obstruction after all—insofar as mo-peds are concerned, anyway. I don't suppose many have heard of Simson of Suhl, and yet this firm is one of Germany's oldest establishments, and besides making two motor cycle models, they make two types of mo-peds, besides producing some 200,000 pedal cycles a year. Simson's export their products to 50 lands.

The "S.R.1" and "S.R. 2" mo-peds are similar and, in fact, the latter model is an improved version of the former—that is, the "2" has kick-start arrangement

via its usual pedals and mudguarding is more streamlined and fuller. Otherwise both models are the same in performance, speed and so on. In describing these two new mo-peds, the "S.R.2" will be used. The illustration shows the general appearance of it.

The Simson moped is powered by the Rheinmetall motor Rh. 50. II, with muffled carburettor air intake. It is air cooled and of just over 47 c.c. Compression is 7:1 and at 5,000 r.p.m. it develops some 1.5 h.p.

The electrical installation is 15/18w. magneto with 6v. 18w. light coil. Carburettor is central



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float NKJ 121-1 with main jet 52, needle valve 210 which is situated in the middle notch. The air intake (a source of noise) is muffled by a wet filter and also holds the choke device. The fuel tank holds about a gallon (with reserve).

The clutch is a three plate type in oil bath and the silencer can be taken apart and cleaned out. There is a two-speed gear—first gear 1:3.5 and second gear 1:2. Final drive is by chain of  $\frac{1}{2}$  in. x  $\frac{3}{16}$  in. pitch and motor to rear wheel gear ratio is just over 1:2.5. Wheels are fitted with 23 in. x 2.25 in. tyres.

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*From the Thuringia Forest comes the new S.R.2 of robust construction and attractive design. Made by Simson of Suhl, this East German mo-ped is described on page 322.*

