

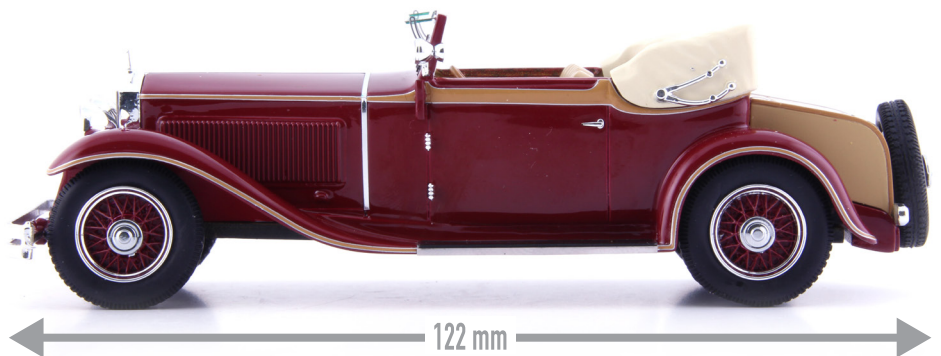
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release

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limited edition 333 Stk.



The classiest for last

In the year 1922 the engagement of the 42-year-old engineer Paul Henze was an absolute stroke of luck for the automobile manufacturing led by the brothers Simson in Suhl.

He designed the type Supra, which went into series production in 1924. Until the end of the decade the model range was extended by different, back then souped-up engines that replaced the initially fitted four-cylinder in-line engines with a performance of 50 hp to 60 hp. The models steadily found favor with well-heeled customers due to their quality standard. In 1926 the 3.1 liter six-cylinder in-line engine premiered with the Type R and replaced the four-cylinder engines. As from 1931 the Type RJ was fitted with a engine drilled out to 3.3 liter. At the presentation of the Type RJ also the Type A, a improved version of the Type RJ, was officially introduced. The Type A featured a better equipment and motorization. Even these models continued the model range Supra it was not longer Paul Henze, who

was responsible, but engineer Fritz Hattler. The luxury car got a brand new engine. The all-new eight-cylinder in-line engine had a performance of 90 hp and accelerated the feudal vehicle to a top speed of 120 km/h. To tame this speed the car was fitted with vacuum-supported cable breaks from the Type R that slowed down all four 20" wheels. Due to its impressive appearance, its high level of comfort and not least because of its powerful engine the Supra Type A was designated as the "Rolls-Royce of Suhl".

But the name "Simson" has never become fully accepted by the German high-society. From in total 1.520 Supra versions only a number of 40 vehicles, some sources mention only figures of 20 or 30 vehicles, were vehicles of the Type A – a relatively small share.

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