LABOR DAY 2006 IN BRATISLAVA



The third First of May Rally probile manufacturer

The near-perfectly restored ved popular once again, in spite Tatra-trucks (to some extent of the rainy weather. Around 60 even better than new) also celeautomobiles and trucks, mostly brated a get-together. The Tatras, participated and repre- legendary T 111, 128, 141 and sented the complete range of the 813 could be admired. The solong standing production era of called "Koloss" and even the the since discontinued automo- Tatra belonging to the "Paris-Dakar"-winner Loprais took part! The multiple participant The local participants, joi- and winner Loprais, in the best ned by Czechs, Austrians and of moods, remembered the race





Saal 1920 Hall of 1020

even Swiss, brought together a with pleasure, in which the colourful pool of Oldtimers - Swiss-born Clay Regazzoni also some exceptionally lovingly took part in a Tatra (which was restored.

At the start, in front of the National Theatre in Bratislava. spectators could view the Tatras T 11, 12 (Vintage 1924), 17, 30/52, 54, 57, 57 A, Austro-57A, 57B, 57 A Sport, 75 till 603, and the obligatory participant Dr. Gustav Kaldarár, who travelled from Switzerland with his silver T 600 - naturally, the ambulance and police vehicles of the Type T 613 were also to be found at the start.

adapted for solely manual ope-

ration). Clay - a Formula 1 legend - drove very well until he burnt-through the clutch. having been accustomed to the speedier engineering of Formula 1. Not even the cooperative help from Loprais' service people could hinder his breakdown in the dunes of the Sahara, a fact which Loprais sincerely regret-

"Non-Tatras" could also be found at the start, with the likes of Packard 333, Praga-Coach Vintage 1928 (!), Oldsmobile, Jeep, BMW 502, Morgan, Jaguar XK 140, Skoda 450 and Dodge and GMC of the US-Army taking part. The smallest vehicle in the group was a Bianchina Cabriolet, which came from Zurich similar to the Tatra T 87: engine at the back, air-cooled, approxi-



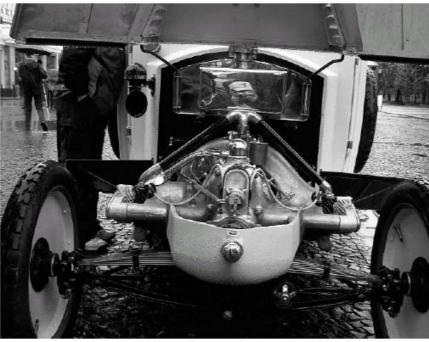
LABOR DAY 2006 IN BRATISLAVA



mately the same cylinder capacity as the legendary Tatra. Together with the oldest Tatra, the Type 11, they both drove open-top despite the rain.

The 250 km route, a rally around Bratislava, was planned over three days in 10 short legs, and out of consideration for the





not too demanding. The multi- with questions from the Tatra Skodas, Tatra railway-handcars, ple border crossings into Aus- world. The destination was three Boehmerwald motorbitria were very symbolic for situated on Koliba Hill, where kes, Russian government limoumany participants.

The local spectators didn't miss out on the event: The start visit a charming automobile took place in the city centre and museum was much appreciastopovers at the Cerveny, Devin ted. Directly situated behind the and Bratislava Castles proved train station in old warehouses, very popular and demonstrated stylishly arranged, we were

The welcome opportunity to the animated interest of visitors. given the tour by Ing. Schuster, At a few control stations the an ex-Tatra developer. The only

age of many of the vehicles, was participants were confronted prototype of the T 603 X, rare majorettes were in attendance. sines and examples of German



military engineering all contributed to making our visit to this museum worthwhile.

(more info at: www.muzeumdopravy.com)

Report by Dr. Jiri W. Pollak, Zürich



Saal 1950 Hall of 1950