



LABOR DAY 2006 IN BRATISLAVA

The third First of May Rally proved popular once again, in spite of the rainy weather. Around 60 automobiles and trucks, mostly Tatra, participated and represented the complete range of the long standing production era of the since discontinued automobile manufacturer.

The local participants, joined by Czechs, Austrians and

The near-perfectly restored Tatra-trucks (to some extent even better than new) also celebrated a get-together. The legendary T 111, 128, 141 and 813 could be admired. The so-called "Koloss" and even the Tatra belonging to the "Paris-Dakar"-winner Loprais took part! The multiple participant and winner Loprais, in the best of moods, remembered the race



Saab 1920 Hall of 1020

even Swiss, brought together a colourful pool of Oldtimers - some exceptionally lovingly restored.

At the start, in front of the National Theatre in Bratislava, spectators could view the Tatra 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.

with pleasure, in which the Swiss-born Clay Regazzoni also took part in a Tatra (which was adapted for solely manual operation).

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 regretted.

"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-





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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



age of many of the vehicles, was not too demanding. The multiple border crossings into Austria were very symbolic for many participants.

The local spectators didn't miss out on the event: The start took place in the city centre and stopovers at the Cerveny, Devin and Bratislava Castles proved very popular and demonstrated the animated interest of visitors.

At a few control stations the

participants were confronted with questions from the Tatra world. The destination was situated on Koliba Hill, where majorettes were in attendance.

The welcome opportunity to visit a charming automobile museum was much appreciated. Directly situated behind the train station in old warehouses, stylishly arranged, we were given the tour by Ing. Schuster, an ex-Tatra developer. The only

prototype of the T 603 X, rare Skodas, Tatra railway-handcars, three Boehmerwald motorbikes, Russian government limousines and examples of German



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

(more info at: www.muzeumdo-pravy.com)

Report by Dr. Jiri W. Pollak, Zürich

Saal 1950 Hall of 1950

