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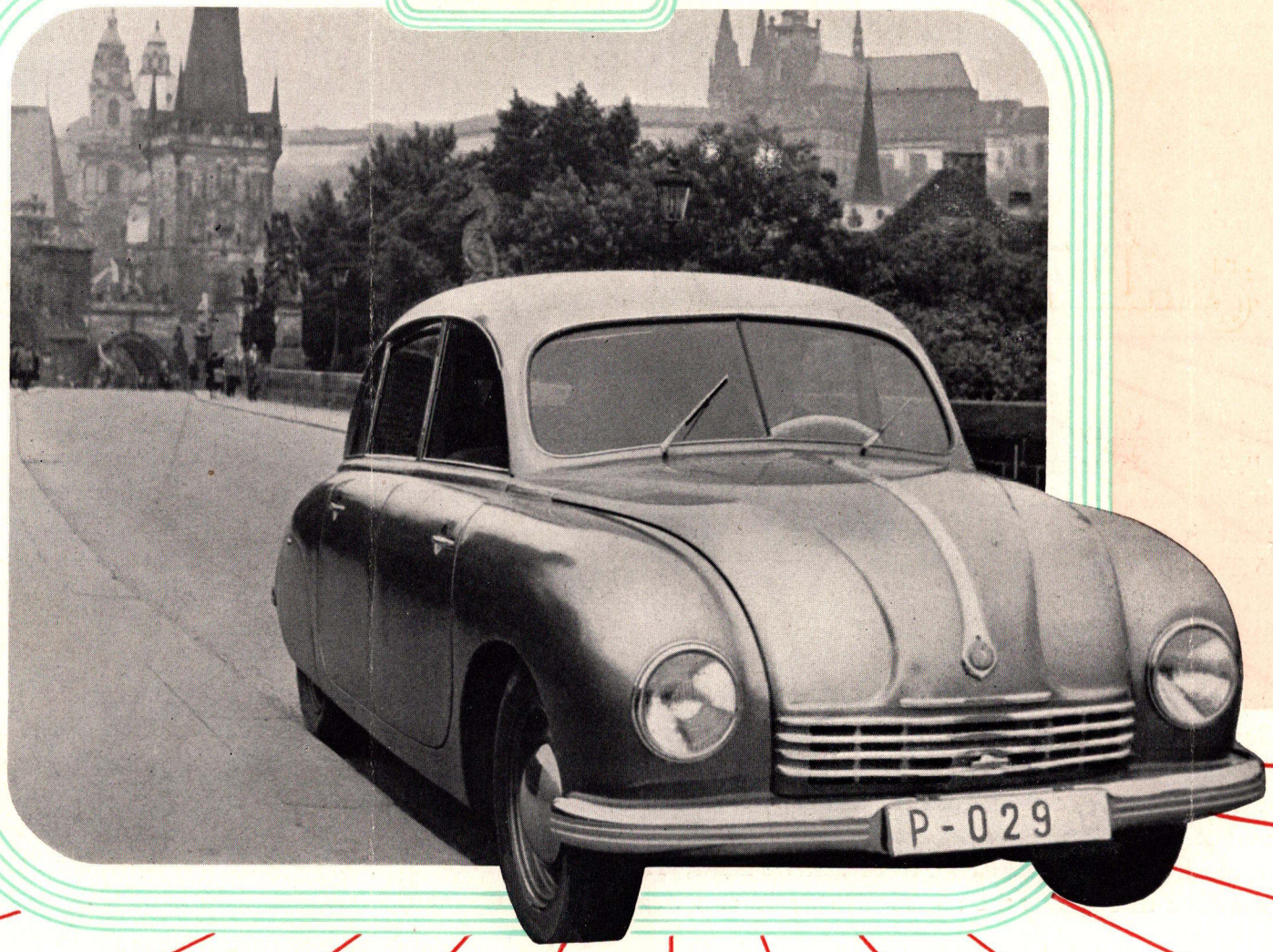


# TATRAPLAN


More than half a century ago – back in 1897 – the TATRA Company produced its first motorcar which was named "President". A sports version of the same type was simultaneously evolved. This was fitted with a twin-cylinder rear engine having two inlet and one exhaust valves. According to "The Engineering", this particular car topped 70 m. p. h. in 1899, a fantastic margin at that time. The production of motorcars increased, the design improved, new ideas became a reality. Since 1906 TATRA cars were equipped with four-cylinder OHV engines and in 1914, the Company used front-wheel brakes for the first time. In 1923 TATRA introduced an entirely new and revolutionary design, the tubular back-bone chassis with independently sprung front and rear wheels and a flat air-cooled engine. Two years later, this curious small car won the world's most difficult race – the Targa-Florio in Sicily. The ingenuity of its conception was proved in the very best way by the fact that, basically unchanged, this model was made until 1948 with practically little alterations. The TATRA Company became highly specialized in air-cooled engines. The year of 1934 brought the greatest surprise, when TATRA introduced a new, perfectly streamlined car with a V-eight, air-cooled, OHC rear engine. This was the world's first car of that type ever coming from the assembly line. Shortly thereafter, TATRA used for this model a new all-steel body of monocoque construction, still more perfectly streamlined, raising the top speed up to 94 m. p. h. at surprisingly low petrol consumption. By all these achievements, TATRA had become a pioneer of new ideas which spread already victorious throughout the automotive world and were concentrated in the latest model of the Company, the

# TATRAPLAN

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The designers of the TATRA-PLAN devised a car of fine mechanical excellence, averaging high speeds economically, in perfect comfort and all security. Every experience gained during 15 years of regular production of fully streamlined, rear-engined automobiles was turned into the development of a very modern and comfortable motorcar giving an entirely new sensation of high-speed motoring comparable only to flying by airplane. The all-steel monocoque body, perfectly streamlined, is a safeguard for the passengers and greatly contributes to the high cruising speeds and a low fuel consumption. The mudguards sweeping from the front to the rear of the body provide a full – width interior space with front and rear seats accomodating 3 persons each. The front compartment was adapted for this purpose by using the steering-column gear-lever as well as by placing the push-pull type hand-brake lever under the instrument panel near the driver's left hand.

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The interior of the body is treated in a tasteful style, the comfortable seats are covered with fine fabric, the front seat being adjustable. The fashionable two-spoke driving wheel gives the driver an unrestricted view of all dials. Effective heating is accomplished through a floor heater. Roomy luggage lockers are provided under the the front lid, housing a spare wheel as well, and behind the rear seat rest.

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The flat-four, air-cooled OHV engine, located in the shapely tail of the body and grouped with the gear box and differential, forms the most practical solution of the propulsion unit of a modern car and is distinguished, among other things, by accessibility for servicing. The propeller shaft with its delicate joints is no more a necessity, neither frozen radiator nor lack of water will bother you. The great difference of temperatures assisted by a well-designed cooling blower ensures an efficient cooling of the engine even in tropical climate and at full load. The engine oil is cooled by a special radiator. The flat-four engine is better balanced than an in-line four, its short stroke causes a low piston speed and thus a better longevity of the engine. By the use of the rear engine, it has been made possible to distribute weight correctly between both axles and to accomodate the passengers within the wheelbase, thus contributing greatly to their utmost comfort.

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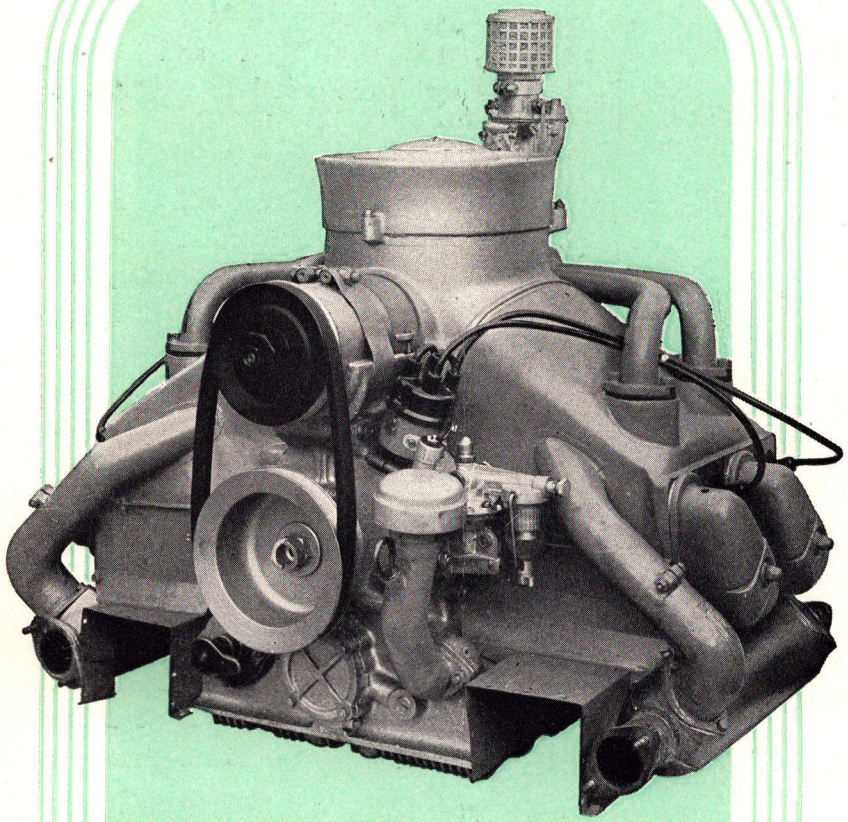

The air-cooled flat-four engine forms a compact unit with the gear-box and differential, is easily removable and perfectly cushioned by rubber trunnions.

## DATA AND SPECIFICATIONS

| | |
|---|---|
| Engine | flat-four, OHV |
| Bore | 85 mm |
| Stroke | 85 mm |
| Engine capacity | 1950 ccm |
| Power output | 52 HP |
| Cooling | by air blower |
| Gears | 4 (with synchronization on 2, 3 and 4) |
| Gear lever | on steering column |
| Brakes | hydraulic |
| Front springing | independent, by two transverse leaf-springs |
| Rear springing | independent, by torsion bars |
| Steering | by rack and pinnion |
| Tyre size | 6,00 — 16 |
| Rim size | E 4,00—16 |
| Track | 4 ft. 3 in. (1300 mm) |
| Wheelbase | 8 ft. 11 in. (2700 mm) |
| Overall length | 14 ft. 11 in. (4540 mm) |
| ,, width | 5 ft. 6 in. (1670 mm) |
| ,, height | 5 ft. (1520 mm) |
| Approx. fuel consumption | 11 l/100 km (26 m. p. g.) |
| Approx. weight of fully equipped car | 2650 lbs (1200 kg) |
| Approx. top speed | 81 m. p. h. (130 km/h) |
| Petrol tank capacity | 12½ gal. (55 l) |

The TATRAPLAN runs smoothly and steadily even at highest cruising speeds, for no noise, no heat or fumes from the engine can penetrate into the body. This characteristic feature of this car makes driving a real pleasure, whether it's business or a week-end trip you are on. Watch therefore the speedometer closely and remember that stopping from f. i. 80 m. p. h. takes threetimes as much time as stopping from 45 m. p. h. Especially perfect is the independent wheel springing, which, assisted by a well calculated weight distribution and low center of gravity, gives the car an excellent road-holding at any speed even on very rough roads. Two transverse leaf-springs are used in front, and torsion bars mounted in generous rubber-trunnions at the rear. This springing, combined with hydraulic telescopic shock-absorbers, ensures a steady rolling of the wheels over the road surface so that the bumps cannot be translated to the body.


# Tatra

## *cars approved the world over*

Every model of the TATRA cars is subject not only to severe factory tests, but also tried out on long journeys all over the world, with a special attention dedicated to certifying the excellent results obtained by the independent front and rear springing and air-cooling. Already in summer 1925 an air-cooled TATRA car took part in the Great Soviet reliability trial on the route Leningrad – Moscow – Tiflis – Moscow and finished as a winner among 78 competitors. In 1931, the TATRA's air cooling was thoroughly tested by two explorers, Dr Baum and the sculptor Foit. They travelled through central Africa from Cairo down to the Capetown during the highest summer temperatures. Dr Baum set out again in 1934 to make a new expedition from Freemantle on the westcoast of Australia, in a period when the thermometer showed 45° C (113° F) in the shadow. He crossed the inland by terrible roads without difficulties, reached Adelaide and then Melbourne, Sydney and Brisbane. This journey also certified the absolute reliability and faultless running of the air-cooled engine. Another fully streamlined rear-engined V-8, driven by two engineers Hanzelka and Zikmund, set out recently for a round-the-world trip. After having crossed Africa via Casablanca – Cairo – Capetown, the car is speeding now across South America, to carry on across other continents. The experience gathered during this journey showed the fact that every streamlined TATRA car with an air-cooled rear engine is not only able to reach top speed limits on the highways, but wins warm-hearted praise under heavy punishment in colonial conditions, greasy mud, sharp sands, high-mountains frosts and tropical heat of the equatorial jungles just as well. The new model TATRAPLAN is the ever finest result of all that rich experience and knowledge gained by TATRA engineers.

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