

In the early Twenties an aircraft engineer at the Zeppelin works in Germany established the perfect shape for a car. Wind tunnel tests of a model of Dr Paul Jaray's 'ideal streamlined form for a body close to the ground' established that a vehicle designed to his principles would be faster, more stable and use less fuel than a conventional car.

By the late Forties a car bearing almost this exact teardrop silhouette, the T600 Tatraplan, had been designed and built by Tatra in Czechoslovakia. Here was a car with a drag coefficient of just 0.32 - which mainstream manufacturers in the Eighties couldn't beat.

The T600's body wasn't the only futuristic thing about it. The Tatraplan was independently sprung and powered by a lightweight rear-mounted, air-cooled engine. It looked and drove like a car from the future.

hell steht dem Tatraplan
ausgezeichnet
mehrfach prämiert ...





und silber steht im nichts nach



**RHD — englischer Export
Baujahr 1952 T 600
by Škoda, Mladá Boleslav**