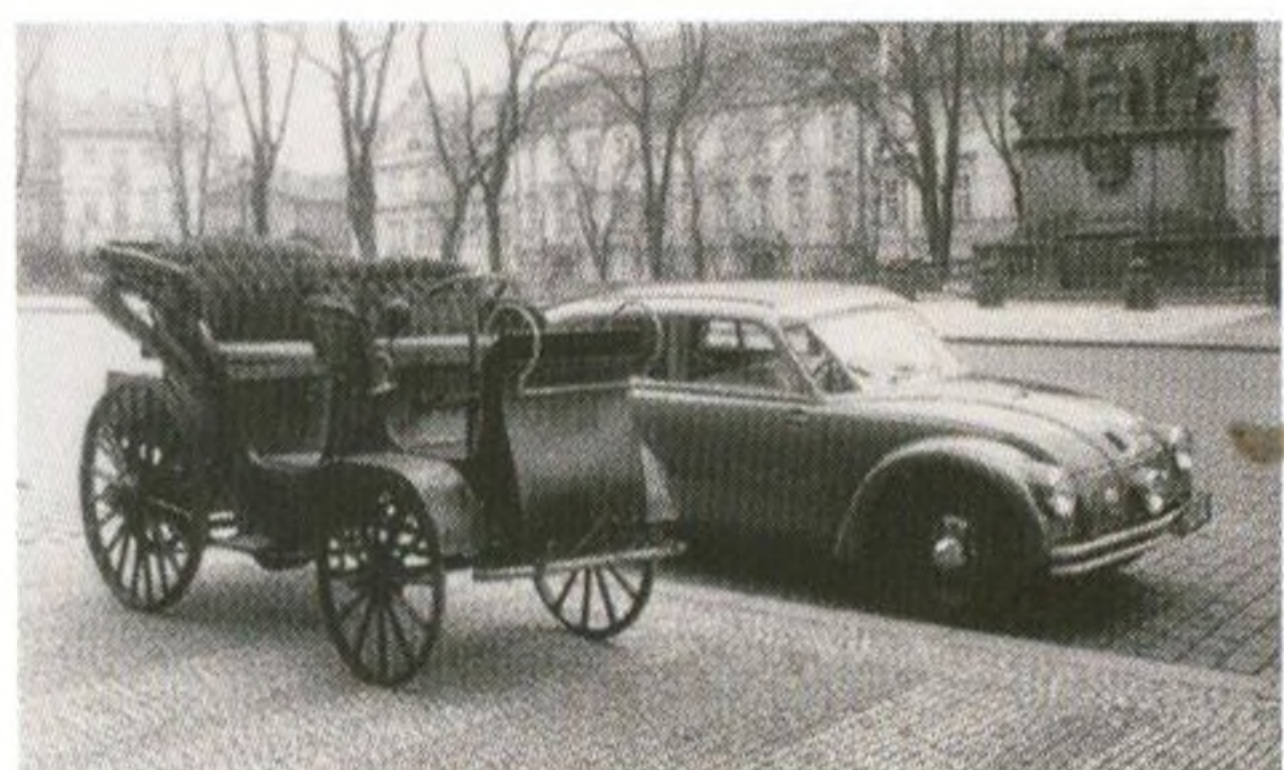

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FIRST IN CENTRAL EUROPE

How it all began. An industrial revolution in the town of Neselsdorf. The first automobiles.



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DREAMS AND REALITY

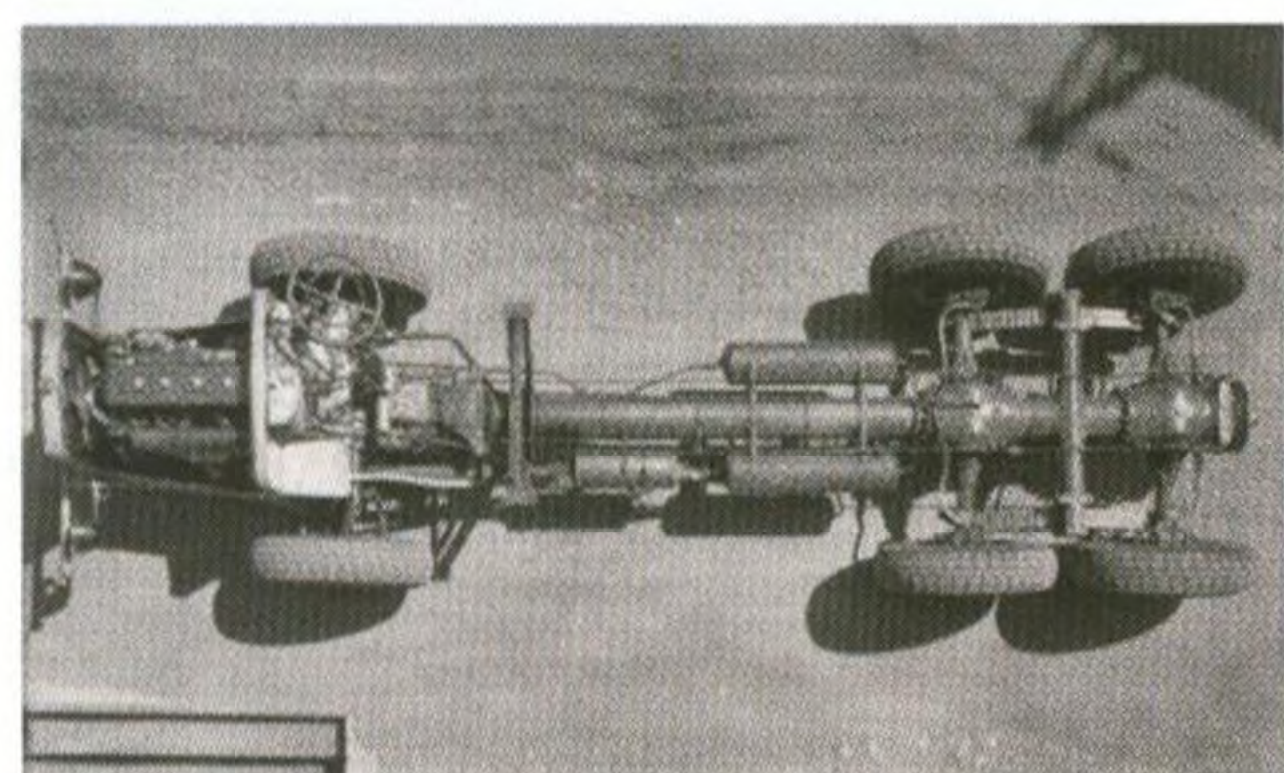
Initial enthusiasm, design experimentation, and success within sight.



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TATRA IS BORN

A proper name for Kopřivnice automobiles and vehicles. A tale that resonates.



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THE TATRA CONCEPT

A backbone for cars and trucks. What makes a Tatra always a Tatra.



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VEHICLES WITH A BACKBONE

The Tatra Vehicle Concept fights for its place in the sun.



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THE AVANT GARDE

Streamlined limousines impress the world. Another European first for the TATRA brand.



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THE SPOILS OF RACING

NW and TATRA automobiles harvest the laurels in races of all types and takes.



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FOR VARIOUS ARMIES

Almost from the very beginning, NW and TATRA vehicles have appealed to soldiers.



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A LEGENDARY BUILDER

Born from the industry of war, it became an icon of the new peace.



144 - 151

A SMALL CAB-OVER

The surprising destiny of a vehicle loved by soldiers and civilians alike.



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FROM PRIMITIVE TO MODERN

Beautiful design and grandiose design engineering. Trucks for a new era.



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COLOSSUS OF KOPŘIVNICE

The first four-axle. Originally designed for the army, but with civilian models.



188 - 193

PROVING GROUNDS

The heart of a modern automaker built in three phases with an eye on the future.



194 - 231

BASIC SUCCESS

Carefully designed and tested, a truck for a core production program.



232 - 239

THE COMPANY TEAM

Rallye trucks TATRA competing within the frame of own factory team in the rallies of all world.



240 - 267

UNFULFILLED AMBITIONS

Projects with great foundations that never made it to the great goal of serial production.



268 - 275

DANA THE JUDGE

A 152 mm caliber self-propelled howitzer cannon. One of the best Czech weapons systems.



276 - 291

THE LAST PASSENGER VEHICLE

No longer strictly streamlined, no less important and appealing, and yet the last of its kind.



292 - 321

FIRST TIME NAMED

TATRA exactly as we know it today, tipper and the first in history with its own name.



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PRIVATE COMPETITION

Rallye trucks TATRA in hands of private teams. Loprais, Tomeček, Spáčil, Kolomý, Vrátný and etc.



330 - 347

THE LAST CONVENTIONAL

An engine-forward intermezzo appealing to a wide range of customers yearning for a "classic".



348 - 357

A CONVENTIONAL APPENDIX

The First Time ever European champion and with bonnet among competitors in rallies.



358 - 369

FOR DEFENCE

Trucks for army purposes at a time when the Republic was joining NATO.



370 - 385

INTO THE ARABIAN SANDS

The first truly great customer project. Four axles for all purposes.



386 - 403

THE SECOND PRIVATIZATION

Unforeseen financial strain meets state solutions and interesting design engineering.



404 - 429

A UNIFIED SPECIAL

An excellent solution offering a modern unified military vehicle



430 - 447

THE CIVILIAN "SEVEN"

A unified vehicle for the civilian sector in many modifications by customer request.



448 - 463

NICHE MARKETERS

What the competition can't handle makes for a TATRA business case.



464 - 483

TATRA - NON TATRA

Completely different, yet one of the most important in history, military and civilian.



484 - 519

TO A HIGHER LEVEL

Design and sales synergies. A necessary but very fortunate path to customers.



520 - 531

THE FIGHTING PHOENIX

Phoenix takes over position even in racing and in rallies. Racing and assistance trucks.



532 - 539

TATRA IS GETTING WELL

From 2013 under new ownership, now Czech. From success to success.