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## FACTS & STORY

Tatra T 23 (Dzech Republic, 1931)

TRUCKS

scale 1/43

#11010

release

03/2019

limited edition 333 Stk.



## The Chassis makes the Difference

Already in 1923 the company Tatra proved to be very innovative in the field of truck manufacturing. A major contribution to this was made by Hans Ledwinka, who was on the payroll of Tatra since 1921. His 1921 passenger car Type 11, which initially featured his backbone tube chassis, served as a basis for his ideas. The idea to combine the rear and front axle with a centrally arranged frame, in which also the driveshaft was fitted and on which several other chassis components were flush-mounted, was such groundbreaking and revolutionary that it went down in the literature with an own term. It became known as the "Tatra-concept".

The T 13 fell in the category of small trucks and served as a basis for the development of the heavy-duty truck T 23, which was available beginning from 1927. The term "heavy" referred to the chassis including the 7.4 liter four cylinder overhead valve four-stroke engine, which had together a weight of 3,000 kg. The payload was specified at 4,000

kg by Tatra. With a performance of back then remarkable 64 hp at only 1,500 rpm the truck was able to reach a top speed of 55 km/h at a consumption level of 30 liter gasoline per 100 kilometer and almost one liter oil for the same distance.

These figures and specifications did not make the truck stand out from its competitors. The special feature was the chassis of the Tatra truck. The backbone tube chassis with its double A-arm at the front axle and its out of two independently working swing axles consisting rear axle offered a comfort, which was far above all competing products. Distinctive mark for the T 23 were its slightly inclined (in unloaded condition) 20 inch rear wheels, which tilted up with increasing load until they reached an upright position under maximum load.

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