



## Bratislav Petkovic

Bratislav Petković (born September 26, 1948, died May 10, 2021).

He graduated in 1972 from the Academy of Theater, Film, Radio and Television.

A man of multiple abilities and interests, a highly qualified confectioner, an excellent connoisseur of painting, literature, Serbian history, car mechanics, restorer, a passionate collector of antiques, and especially historical vehicles, when no one recognized it, back in 1965 when he bought his first FORD T model from 1926. The car museum was founded in 1994. As part of the museum, it opens a small chamber stage, the Modern Garage, the name that this building had according to the project of the Russian architect Valery Stashevsky. Built in 1929 as the first public garage in the city center, it was declared a cultural asset, thanks to it and the insistence that a car museum be opened there. Petković uses the opportunity to show the theater audience a rare and rich collection of historical vehicles at the same time.

He was the president of the community of museums of science and technology and the vice president of the Association of Playwrights of Serbia, the vice president of the Serbian Association for Historic Vehicles, which is the representative of the international organization FIVA for Serbia.

He is the winner of the Nušić Award for 2000 and the Golden Beočug for 2001.

Former Minister of Culture

The beginning of the creation of the collection of historical cars dates back to 1965, when he finished high school and bought the first old FORD T car from 1926. He buys it from his uncle Žaret Vasić from Šumatovačka Street in exchange for an old gramophone with a collection of records. FORD did not have the rear part because it was converted into a truck.

In Užice, he finds a completely rotten body of the last part, and then the master Kresoja, a tinsmith artist, makes a completely new one according to the original. It should be said that the world organization FIVA (Federation International des Voiture Ancien) was founded in 1966 and that the world is just beginning to awaken the knowledge that these vehicles should be preserved as a historical asset. It should be noted that most of the vehicles are from exYugoslavia.

The next car was a BMW 327/328 from 1939, then a Mercedes 300 C cabriolet D from 1955. By 1975 the collection already numbered about 15 cars. After military service, there is a real chase for old cars. At that time, this was the right term, because the owners thought that those cars should be thrown away and they were satisfied when they emptied the garage or the yard. The Citroen C5-1925, from Rijeka was replaced by the Hitachi mini line. Škoda 430 – 1931, from Otočac for 1 Kg of coffee. Very soon arrives Lancia Lambda Lungo - 1926, from Sombor, BUICK 28/58-1928 Opera Coupe from Orašac, Škoda 6R - 1929 from Montenegro, which he tow to Belgrade from a honeymoon, Marot Gardon from 1899, FORD from 1903, Sharron from 1908 and so on. As early as 1980, the collection had about fifty cars. All these cars were in a very neglected condition, completely defective and their restoration will begin immediately. At the same time, Bratislav is looking for its accompanying equipment: wheels, trumpets, lanterns, radios, old tools, old gas stations, photographs, documents, a large number of books, brochures, posters, personal belongings of Sreten Kostić, the first driver in Serbia, as well as the first driver's license, permit in Serbia. Petković created a large library in the

museum, which has more than 2,000 books and publications related to the history of historical vehicles.

He is invested enormous energy to save Tito's collection of vehicles from a special military company so that they would not be sold and alienated. He tried to return some of those vehicles from the Vrhnika Technical Museum that were kept in Slovenia. He has several vehicles in his collection that were used by the former President Tito. Today the collection numbers close to ninety vehicles. In any case, a valuable collection, worthy of respect.

He organized many exhibitions. In 2003, he organized an exhibition of historical vehicles at the fair, especially all the representative vehicles of Yugoslav President Tito, which remained in Belgrade. Every year, he organized an exhibition of historical vehicles on the day of the great race of the forgotten Grand Prix from 1939 in Belgrade on the Kalemegdan Park track. He followed the restoration of two auto union D types from his friend Paul Karasik and tried to bring both vehicles to the jubilee race in 1999. The NATO bombing ruined those plans.

Bratislav-Braca-Petković was in many ways a unique person in the cultural life of Belgrade and Serbia.