

**CARS**  
*Praga*



# R1

*Lightweight, Extreme downforce*  
*Full-carbon, High safety, Low running cost*





***"It was a good feeling driving this car. I enjoyed it a lot."***

Sébastien Loeb



***"I was amazed by R1's agility"***

David Coulthard



***"That was f\*\*\*ing amazing"***

Felix Baumgartner



***"I liked the sharpness of Praga R1. Its greatest feature is its chassis."***

Martin Prokop



***"It was a pleasure to be the first one to race the R1"***

Tom Onslow-Cole

## Full-carbon track car

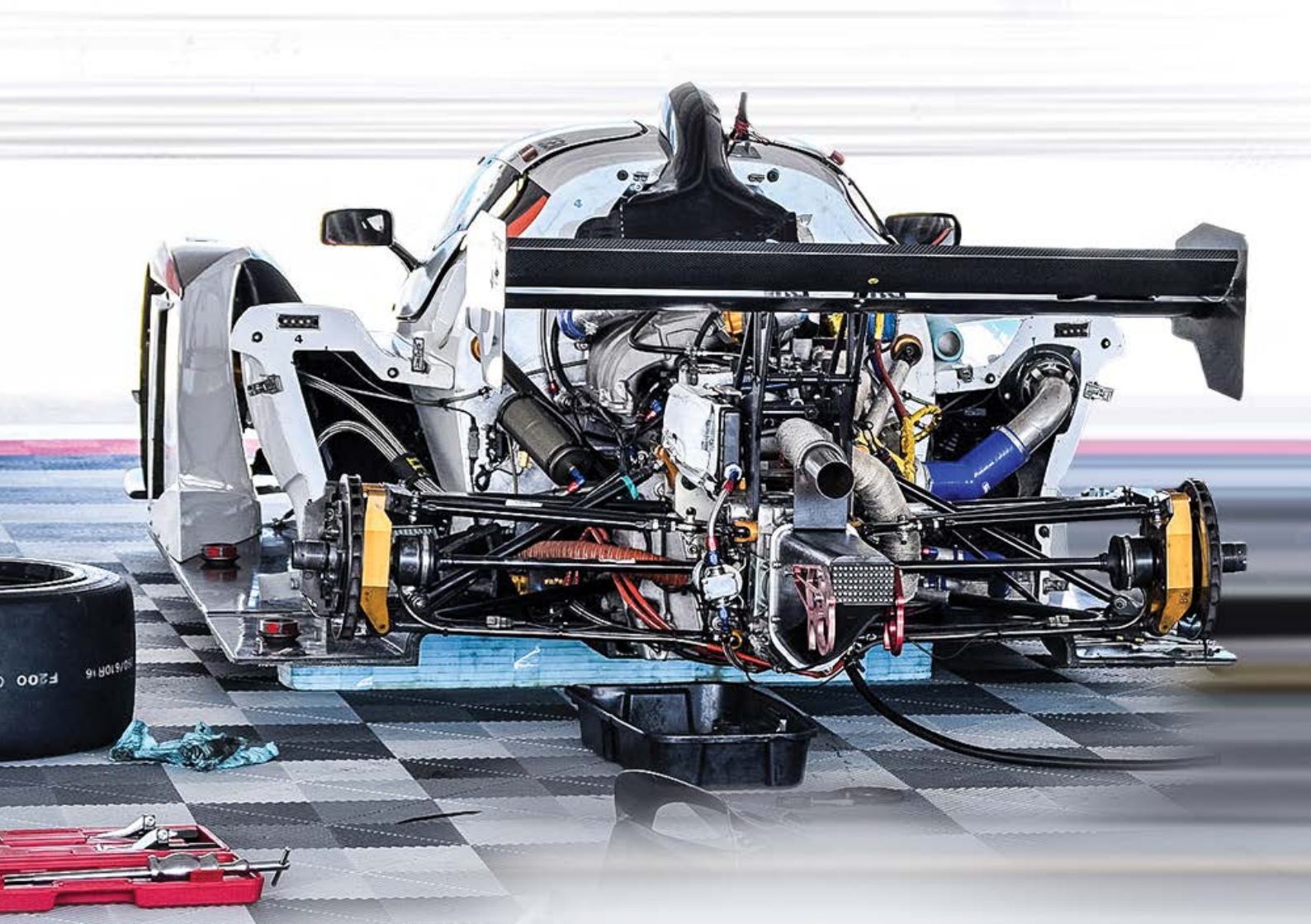
The Praga R1 is a full-carbon track car designed around a composite monocoque, inspired by endurance prototypes.





## Safety features

Praga R1 crash safety structure is composed of bespoke honeycomb carbon fibre monocoque, carbon/Kevlar strengthened flooring, front and rear crash boxes, and side mounted crumple zones. An independent test centre in Cranfield (UK) carried out a test of R1's monocoque according to FIA CN standard and the monocoque survived with absolutely no damage at all. Coupled with the racing standard six point seat belt, HANS system support, helmet side support, FIA approved fuel cell, polycarbonate windows, and an integrated fire extinguisher system, you'll never feel so safe in a race car.



## Technical specifications

**965 x 4144 x 1800 mm** Dimensions (H x L x W)

**Renault Sport Formula 2010 2.0** Engine

**4 / 16** Cylinder / Valves

**Mid, longitudinally mounted** Location

**82.7 x 93 mm** Bore / Stroke

**1998 cm<sup>3</sup>** Displacement

**evo**

*“With a heart trying to beat its way out of your ribcage,  
you have to override your natural impulses and trust the aero”*

HENRY CATCHPOLE, Praga R1 on Official EVO Magazine



**R1** Praga R1

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**585 kg** Weight

**210bhp @ 7250rpm** Power

**220Nm @ 4500rpm** Torque

**R1s** Praga R1s

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**592 kg** Weight

**235bhp @ 7500rpm** Power

**230Nm @ 6500rpm** Torque

**R1T** Praga R1T

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**625 kg** Weight

**330bhp @ 7000rpm** Power

**330Nm @ 5000rpm** Torque



RACING CIRCUIT

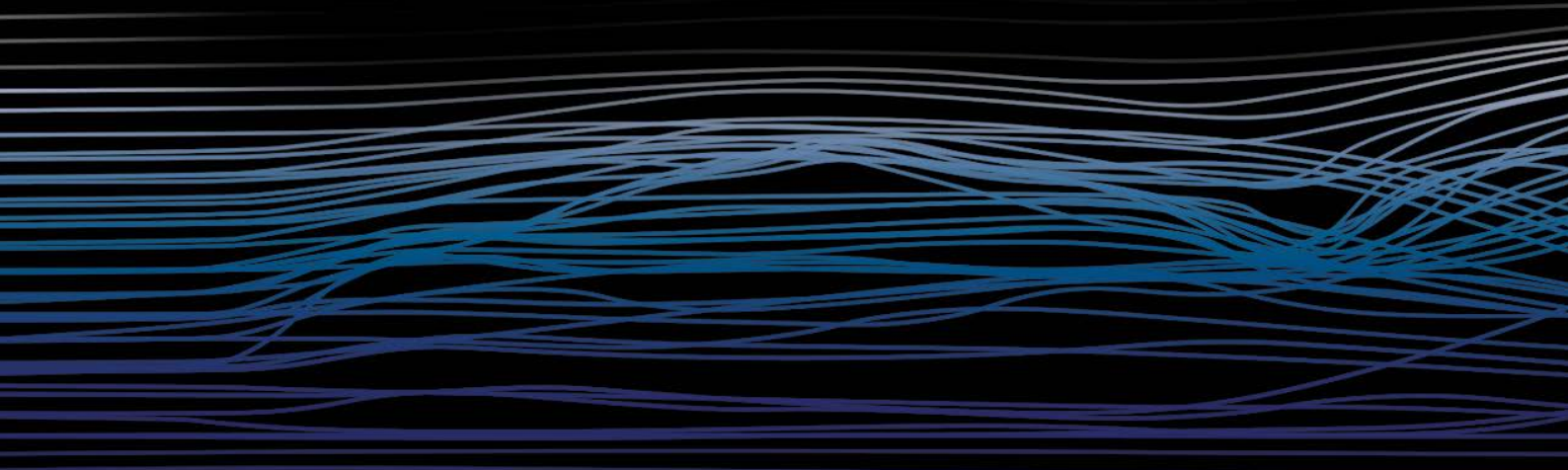
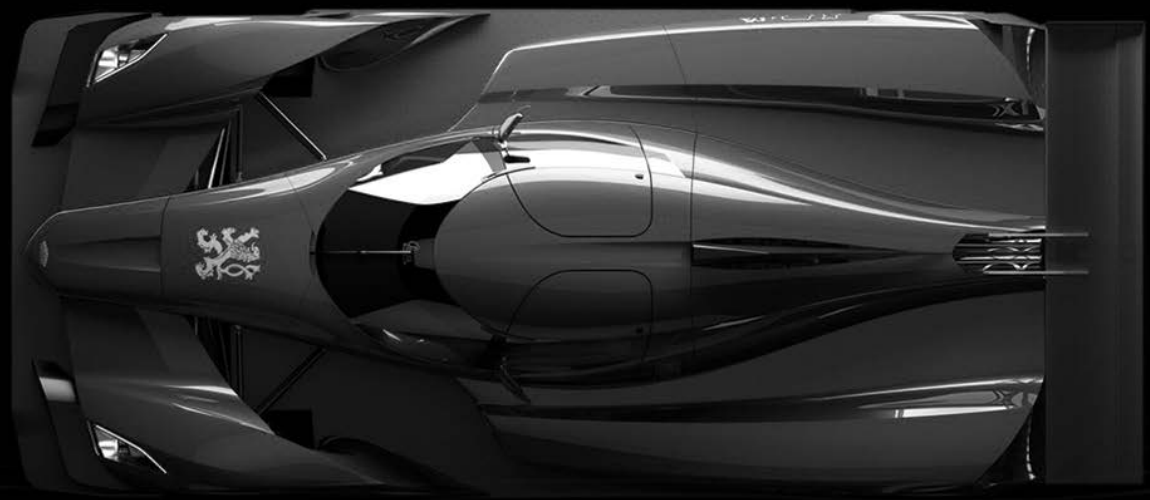
MOS  
AUTODROM

## Running costs

- Lightweight construction and suspension setup is optimized to enhance traction while minimising tyre and brake wear.
- Engine rebuild time of Praga R1 is 50 racing hours.
- The use of high quality parts from proven suppliers helps to reduce service costs.

*Where others reach deep into their pockets to keep their engines running, the heart of your R1 will last you throughout the season.*





## Extreme Aerodynamics

Teardrop-shaped R1 can generate downforce of up to 1,5x times its weight through its sophisticated aerodynamics. Enhanced traction and the overall capability of the car to go fast around the corners is what differentiate R1 from its competitors. The car can generate up to 3G of lateral force in corners.



**For more information visit  
[www.pragaglobal.com](http://www.pragaglobal.com)**



# R1R

**68** Limited edition

**The first  
road car created  
by Praga since 1947**

We are delighted to introduce the Praga R1R. It is the first road car created by Praga since 1947 and it is here to follow up with the legendary history of Praga cars. The construction of the R1R is based on the successful race cars and is designed to provide the ultimate driving experience. Lighter than any production car, **safer than competitive race cars**. The R1R – Race car technology with license plates.

# R1R

**68** *Limited edition*

The R1R is a limited edition of 68 cars as a tribute to this significant milestone in the history of the brand. It will certainly be for its owner not only a good adrenaline companion and something to be proud of, but also an excellent investment for the future.





**Width** 1800mm

**Height** 965mm

**Length** 4124mm

**Wheel base** 2525mm

## Safety

The carbon composite monocoque which R1R shares with its circuit racing sibling, the R1, guarantees an unmatched level of crash safety. Its production technology is the same as used in Formula One car construction. The design features front and rear mounted crash structures and side impact crumple zones which have been tested and passed all official crash tests.

## Seat

Single-seater super sport car  
(two seater optional)

## Technical specifications

Praga R1R is powered by a two litre turbocharged engine available with variants offering from 330 to 390 bhp and torque figures reaching 530Nm. With weight of 670kg the car offers a confident power to weight ratio over 575 bhp/tonne which allows for sub 3s to 100km/h figure.

## **Power**

Rev Limit 7000rpm

Power 390bhp @ 6750rpm

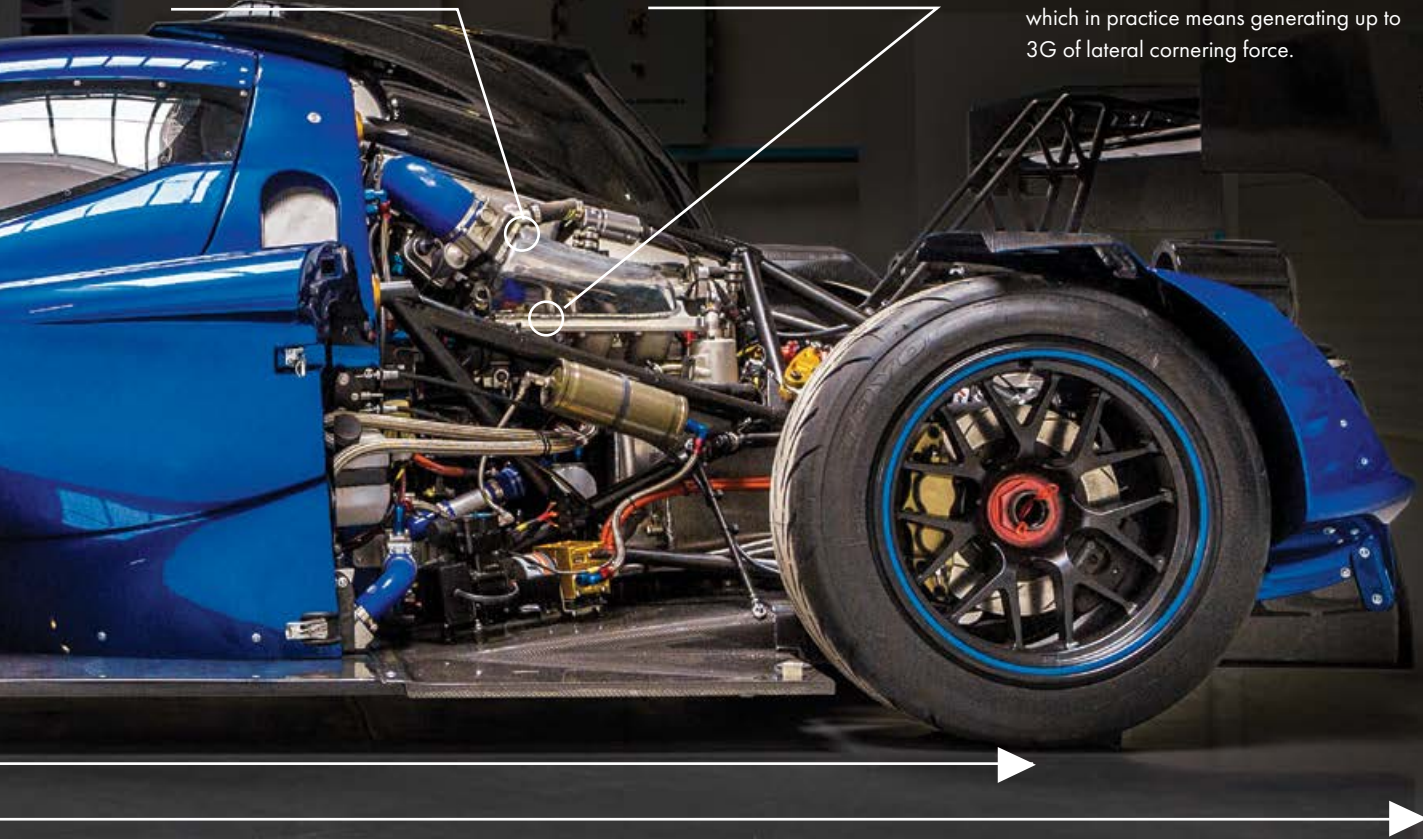
Torque 530Nm @ 4200rpm

## **Engine**

F4R 832 Turbocharged, 1998  
cm<sup>3</sup>, 4 cylinders, 16 valves,  
Mid, longitudinally mounted

## **Extreme aerodynamics**

R1R generates down force at speeds of 200 kmph that exceeds its weight and theoretically enables it to drive upside down, which in practice means generating up to 3G of lateral cornering force.





## Truly unique

Praga R1R's list of extras offers a wide range of available options: from driver aided ABS, traction and launch controls to performance oriented infotainment system and road luxuries such as air conditioning and alcantara upholstery. The R1R is not a standard production car and the word custom is in its DNA.





Praga

PRAGA  
RACING  
RACING SEAT

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***For more information visit  
[www.pragaglobal.com](http://www.pragaglobal.com)***



## From the race track to the streets

Praga R1R is the true supersport. Engineered to enhance the fun factor, it is designed to provide functionality of a circuit race car on a track and usability and comfort for an ultimate street use. The R1R is a progression of a race car for the road.



SINCE 1907  
*Praga*

**The past and  
the future of Praga**

Praga cars were always known for their versatile construction, reliability and luxury. They were driven by doctors, business men, movie stars, soldiers, presidents (T.G. Masaryk) and even a king. The Praga brand was unique for its ability to manufacture almost anything with an engine in it. Throughout history more than 100 years long, Praga produced countless of types of cars, trucks, buses, tractors, trains, motorbikes, boats, airplanes,

helicopters and even tanks. The cars were instant hit and they became so popular that to fulfil the market needs, other manufacturers throughout the Austro-Hungarian Empire were employed to produce them. Praga joined the push for unification which also led to introduction of the metric system throughout the country. By 1930's Praga had more than 70% share of all automobile sales in Czechoslovakia and was hugely popular abroad too.



**Charon**  
1907 – 1911



**Alfa**  
1913 – 1942



**Air Baby**  
1934 – 1946



**Lady**  
1935 – 1946



**Grand**  
1912 – 1932



**Piccolo**  
1924 – 1941



**Golden**  
1935 – 1941

Regrettably, soon after the end of Second World War, Praga was forced to concentrate its production on buses and trucks and the company stopped all automobile production. For nearly half a century, the Praga brand was synonymous with V3S trucks that had legendary capabilities, both on and off the road. Emerging after the fall of the Iron Curtain and the growth pains of the 1990's, Praga focused its most of its activities on motorsport. Soon Praga

motorcycles, race trucks, trial trucks and a worldwide support system emerged to support some of the best drivers and riders in the world. It did not take long for Praga cars to come back to life as well. And where else to start than straight into the competitive world of motorsport. Soon Praga was producing ultra competitive go-karts followed by a new race car, the Praga R4S. Thanks to the success of the R4S, the Praga R1 soon followed and in the near future

they will be followed by the first road going Praga car since 1947. Not content to stay grounded and to prove that there is no limit for the Praga brand, the company is now hard at work reviving their aircraft production line with a new model, The Praga Alfa.

**Stay tuned for more upcoming projects from Praga.**

[www.pragaglobal.com](http://www.pragaglobal.com)



**LT vz. 38**  
1939 – 1942



**Enduro**  
1999 – 2004



**RS4**  
2012



**Praga Alfa**  
2016



**V3S**  
1953–1985



**Karts**  
2011



**R1**  
2013

**KARTS**  
*Praga*



# It's the chassis that makes the difference!

Praga is one of the top karting brands in the industry. Our products are produced to the highest standards of quality and excellence. We employ some of the most experienced professionals in the field. Rigorous product development and testing ensures you a top-class kart, always at the forefront of innovation and advancement in the sport.



**Ø30MM**

Tubular Frame



**50 KG**

Chassis



**Ø25MM MOD. "R"**

Spindle



**Ø50X2X1030 MM**

Axle





*Throughout its more than 100 year history, Praga has made quite a spectacular range of vehicles. Passenger cars, motorcycles, light trucks, buses, tractors, tanks, karts, race-cars, and even aircraft - all of them designed and developed in-house by Praga people, driven by passion for mobility.*

Although Praga presently only produces go-karts, road cars and racing cars, the company's portfolio will soon be expanding. Praga is reviving its aircraft production line with an exciting new model – The Praga Alfa or to give it its full name, the Praga Orbis Avia SM-92T(E). The Praga Alfa is a multi-purpose, single engine, high wing, all-metal turboprop aircraft with a fixed landing gear, built to EASA CS-23 and FAA FAR 23 standards and requirements. More importantly the Praga Alfa can operate with just one pilot (if required) and carry up to 7 passengers. Power is via a Walter M601 F turboprop (or alternatively a GE H80), mounted in the nose with three-blade, all-metal tractor-type AV-803 propeller.

The aircraft has been conceptually designed to satisfy the all the requirements for easy operation and maintenance, including line servicing in different and difficult climatic conditions ranging from the Arctic Circle to the

sands of the Sahara. The Praga Alfa doesn't need a paved runway for takeoff and landing, it can operate in any flat area as long as there are no obstacles and there is sufficient ground support. This aircraft can also be parked and stored in situ, without the need for a covered hanger.

A specially designed, high-quality, aerodynamic P-301 M-15 wing profile allows the aircraft to operate at a variety of different speeds. With its large control surfaces, the aircraft delivers a wide operational envelope giving the operator extended value, which is reflected in its user-friendliness and, above all, operational safety. The aircraft is equipped with large sliding side doors, which enables efficient operation of both cargo and passenger loading. Each customer can specify their own avionics package, from the simplest classic analogue variant all the way through advanced navigation and GPS options to a complete modern glass cockpit system.





[www.pragaglobal.com/praga-alfa](http://www.pragaglobal.com/praga-alfa)

**ALFA**

[www.pragaglobal.com](http://www.pragaglobal.com)







[www.pragaglobal.com](http://www.pragaglobal.com)

CARS  
*Praga*

