

Praga



"Praga is premium brand with tradition since 1907, that focuses on racing, karting, aviation and much more."

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 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



Charon
1907 – 1911



Alfa
1913 – 1942



Air Baby
1934 – 1946



Lady
1935 – 1946



Grand
1912 – 1932



Piccolo
1924 – 1941



Golden
1935 – 1941

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.

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



LT vz. 38
1939 – 1942



Enduro
1999 – 2004



RS4
2012



Praga Alfa
2014



V3S
1953 – 1985



Karts
2011



R1
2013

LMP 2014 *Praga*



Praga at Endurance Racing

For the 2014 season, Praga has partnered with Sébastien Loeb Racing. The brand's logos are prominently featured and the team have not only entered the Le Mans 24hr classic but also the full European Le Mans Series. ELMS season drivers Jan Charouz and Vincent Capillaire will be joined by René Rast for the 24hr race. This puts Praga at the forefront of global professional endurance racing.

Even though Sébastien Loeb Racing is a young team, the squad has proven itself with regular wins in both the French and European GT series over the past two years. At the heart of the team is none other than 9 times FIA World Rally Champion Sébastien Loeb, ranked by many people as one of the greatest ever racing drivers. He is ably backed by his business partner and friend, Dominique Heintz, who is also the team manager.

This new partnership will also allow Praga to show off its driver support system and give some of its younger drivers the opportunity to transfer their skills from the world of karting into the more serious side of sportscar racing.



SÉBASTIEN LOEB RACING



Oreca 03 LMP2

CHASSIS

Hull & carbon honeycomb
Length: 4600 mm
Width: 1990 mm
Height: 1025 mm
Front track: 1670 mm
Rear track: 1650 mm
Wheelbase: 2870 mm
Weight: 900 kg

ENGINE

Power: approx. 460 CH
Couple: approx. 40 kg.m
Max speed: depending on engine
Lubrication: Dry sump / oil pump stages
Electronic management: Specific engine

Suspension: Double triangles push
Tire choice AV teams: 30-65/R18, AR: 31-71/R18
Wheels Front: 12.5"x18"
Rear Wheels: 13"x18"

TRANSMISSION

Brand: Xtrac
Type: Transversal Magnesium housing
Shift: Pallets driving / Pneumatic Megaline OEM2
Reports: 6 + reverse

BRAKES

Ventilated carbon discs
Brand: Brembo
Front discs: Brembo 380 mm diameter x37
Front caliper: Brembo 6 piston monobloc
Front pads: Brembo
Rear discs: Brembo 355 mm diameter x37
Rear Calipers: Brembo 6 piston monobloc
Rear brake pads: Brembo

SAFETY

Six-point harness system suitable for Hans
Flexible fuel tank 75 L with secure system integrated gas reserves

BODY

Carbon / Kevlar
Accepted: 24 Hours of Le Mans Endurance World Championship, European Le Mans Series, United SportsCar Championship, Asian Le Mans Series



Race Calendar 2014

APRIL 19
SILVERSTONE
GREAT BRITAIN

MAY 18
IMOLA
ITALY

JUNE 15
LE MANS
FRANCE

JULY 20
RED BULL RING
AUSTRIA

SEPTEMBER 14
PAUL RICARD
FRANCE

OCTOBER 19
ESTORIL
PORTUGAL



Praga



Le Mans 24hrs Drivers

The partnership between Praga and Sébastien Loeb racing has resulted in some of the best names in endurance racing being recruited for the 2014 ELMS and Le Mans programs. Jan Charouz and Vincent Capillaire will contest the ELMS series and were joined by René Rast for the Le Mans 24hrs in the Sébastien Loeb Racing ORECA 03 LMP2.



Jan Charouz

This young Czech racing driver hails from an iconic racing family. In 2006 he took the F3000 International Masters title and in 2009 he won the Le Mans Series and then fitted in a stint as the 3rd driver for the Lotus F1 Racing Team. Last time out at Imola Jan helped guide the Oreca 03 to 2nd overall!

www.jancharouz.cz



René Rast

German driver René Rast is already a legend at the ripe age of 25. With not only one, but two prestigious Porsche Supercup Championships to his name, René knows how to win. In 2010, he became the youngest ever winner of this F1 support series, successfully defended it in 2011 and added them to his 2005 ADAC Volkswagen Polo Cup.

www.rene-rast.de



Vincent Capillaire

The young Frenchman, Vincent Capillaire, was runner-up in the VdeV Endurance series in 2013 with 6 pole positions and 6 podiums. He was also placed 5th in the 2013 European Le Mans Series. In addition to his "day job" as one of Europe's top endurance racers, he "moonlights" as a driving instructor for famous makes including Porsche, Nissan and Jaguar.

www.vincent-capillaire.fr

Endurance Racing News



4TH PLACE AT 24 HOURS LE MANS 2014

The race weekend at the 24 hours of Le Mans, the most famous endurance race in the world, proved that the racing team is well prepared to compete with the absolute stars of the endurance race world by winning a 4th place in category LMP2.



SECOND PLACE AT IMOLA!

The Sébastien Loeb Racing Team grabbed a dramatic 2nd place at only their second ever ELMS race at Imola last month. Jan Charouz and Vincent Capillaire put on amazing performance during the 4 hour race, climbing their way from seventh on the grid to the second step on the podium!



For more news go to www.pragaglobal.com/lmp



LMP 2013
Praga



PRAGA AND LOTUS

Praga co-operated with Lotus on preparation, testing and racing of the new Praga-Lotus T128 in the 2013 FIA World Endurance Championship. This prototype was developed by ADESS AG (Advanced Design & Engineering Systems Solutions) a design and engineering company based in Munich. The car is powered by a V8 Praga engine and compliant with the new regulations for the FIA World Endurance Championship.



PODIUM FINISH FOR LOTUS PRAGA LMP2 AT THE 6 HOURS OF THE AMERICAS

Lotus Praga LMP2 achieved its first FIA World Endurance Championship podium at the 6 Hours of the Circuit of the Americas. Thomas Holzer, Dominik Kraihamer and Jan Charouz in Lotus Praga T128 LMP2 #32 finished the race in third position in LMP2 class. The result is the first step of very hard work, the necessary change in the technical direction with steady improvements and a clear view of what has to be achieved in order to be competitive.



LOTUS PRAGA T128 THE CAR

Carbon composite monocoque
Weight of petrol-engined coupe 900 kg
Adjustable pedal box and steering wheel/column for driver safety and comfort
Optimized aero configurations offering wide range of low-drag/high-downforce set-ups
Wind tunnel and CFD tested aerodynamic configuration
Suspension with wishbones and pushrods, adjustable dampers, springs and anti-roll bar.

THE ENGINE

Praga V8 engine
Total cylinder capacity 3600 cc
ECU with Motec data logging server
Brembo carbon clutch



For more info go to www.pragaglobal.com/lmp



DRAGON

The top of the Praga Kart range.



TACHO

The chassis of World Champions!



PICCOLO

The top chassis for young drivers.



BABY

The kart that starts your career.



DARK

The kart with high performance.



RACE LINE EVO

The new Praga Rental kart.





Praga **KARTS**

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.

30×2 - 32×2 MM

Tubular Frame



50 KG

Chassis



8.5 LITRE

Fuel Tank



50×2×1030 MM

Axle





Praga Kart News



THONON IS EUROPEAN VICE CHAMPION

Jonathan Thonon entering into this weekend as the winner of the last race in Wackresdorf and at the same time as the third man of overall standings shifted by 6 positions and on his account he scored the fastest time in the final drive.

Jonathan Thonon became vice-champion of Europe in the KZ class of 2014.



PRAGA TAKES PODIUM AT ROTAX CHALLENGE

Factory driver Jonathan Thonon took 2nd place the competitive DD2 category. Praga Kart Racing Team Sporting Manager Filip Schovánek said afterwards, "Jonathan deserves a huge credit for his performance during the whole weekend and he showed everyone that he is a real professional." Thonon was 2nd by just 0.018s!

Come race with us...

The factory Praga Kart Racing Team competes in some of the most prestige world kart series such as the CIK-FIA, World and European Championships, WSK, the American SKUSA series. We also participate in many national championships like the German DKM series, the Italian CSAI Championship and the Czech National Championship. On top of this we are also active at club level racing events.

Due to its presence at so many races and the team's own extensive testing program, our drivers are very well prepared and can use this support to enter into a race every weekend, allowing them to rapidly advance up their career karting ladder. The IPK factory gives the factory team full technical support and allows our drivers to have the most advanced and up to date racing equipment available.

This is a great benefit to those drivers who have the ambition to move up the racing ladder into single seaters and, who knows, even join one of the senior Praga teams in F4, the R1 or maybe even graduate to a seat in one of the Sebastian Loeb Racing LMP2 cars.

With the Praga, your racing career has only just begun!

For more news go to www.pragaglobal.com/karts

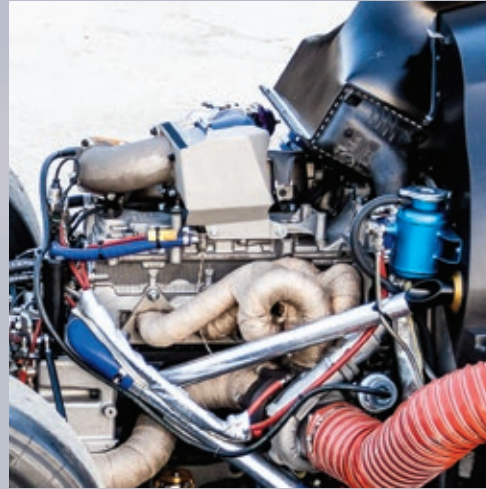


facebook.com/pragakarting
youtube.com/pragaexport

Praga **R1**



www.pragaR1.com



R1

Praga R1 is the first affordable race car of the 21st century.

Same as LMP cars, the R1 was built around a carbon fibre monocoque while its price is comparable to tubular frame cars. R1 was designed for endurance racing where safety, reliability and easy maintenance are the key factors. Praga has paired with C2i carbon specialist and produced a monocoque which easily passed FIA CN regulations. The car is incredibly easy to drive and gives you the confidence to push harder in an effort to find the true limits of an aerodynamically efficient car.



Technical Specifications

GENERAL CHARACTERISTICS

Praga R1 Turbo Basic description

Single-seater race car (two seater optional), carbon fibre monocoque

Weight (dry)

625 kg

ENGINE

Renault Sport Formula 2010 2.0 Turbo engine

Location

Mid, longitudinally mounted

Rev Limit

7000rpm

Power

280bhp @ 6900rpm

Torque

350Nm @ 5400rpm

BODY & INTERIOR

Passive safety

Front crashbox and monocoque built to FIA CN specifications. Additional rear crashbox and sidepod based crumpler zones.

Body panels

Quick-release lightweight carbon fibre body panels

Fuel tank

60 liter foam-filled FIA approved fuel tank located behind the seats. (ATL dual quick fill valve-optional)

Pedals & Steering wheel

Adjustable pedals and 2-way adjustable quick release Cosworth steering wheel with display. LED shift lights, paddles and rotary switches

DRIVETRAIN & ELECTRONICS

Gearbox

Custom made HEWLAND JFR – six-speed sequential semi-automatic transaxle gearbox, interchangeable gear sets

Engine Control System

ECU Cosworth / Pectel SQ6 with close loop lambda system, pit limiter speed control, fly by wire and full sequential shifting

SUSPENSION

Fully adjustable front and rear suspension KONI

Braking system

AP Racing 4-piston calipers





THE R1 IS MEANT TO BE RACED, NOT SERVICED!

While others reach deep into their pockets to keep their engines running, the throbbing heart of your R1 will keep going all season.



WHERE STANDARD RACING SAFETY IS NOT ENOUGH.



SÉBASTIEN LOEB

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



**WE ADMIT THAT R1 IS NOT "JUST" ABOUT PURPOSE;
IT IS ALSO "PURPOSEFULLY" BEAUTIFUL!**

Praga R4S



www.pragaglobal.com/praga-r4s

Attention to detail at Praga R4S starts with welding precision



Art could be hidden in superstrong 7075 billet aluminium



R4S

PRAGA R4S is the outstanding race car designed especially for experienced and demanding drivers and professionals.

Precise engineered multipoint Suspension gives unprecedented feature: Dry/Wet complete setup in few seconds – by changing position of single screw



Unique mechanical datalogger on all four wheels provides alternative weight balance setup and suspension travel information



PRAGA R4S is the ultimate supersport GT open category vehicle. It has a longitudinally mounted, center-located engine with 3.8 l, and 6 cylinder generate 400 bhp at 4500 Rpm/minute. The car has extreme torsion rigidity, fulfilling the highest safety standards, outstanding aerodynamics characteristics and handling.



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.





ALFA

www.pragaglobal.com/praga-alfa

AVIATION
Praga



**Spend less time at
the airport**

**Enjoy the luxury of
our aircrafts**

**Fly without transfers
and layorevs**

Prepare to love travelling

Praga provides executive air travel services with its luxury aircrafts. Dont Limit yourself. Set off to your destination, whether near or far, without the stresses of long lines, lengthy travel times, and limited destination locations. Now more than ever, executive air travel provides the perfect combination of commercial and private flights: speed, competitive rates, and comfort. With Praga Aviation, we manage the hassles of arranging travel plans, allowing you to relax and focus on your destination while traveling in peace.

King Air C90B

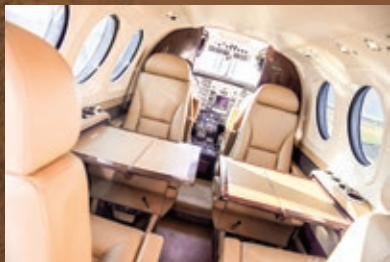


6	2 500	416	9 144
People Capacity	km Range	km/h Speed	m Reach

L-410 UVP Turbolet



9	1 000	300	7 000
People Capacity	km Range	km/h Speed	m Reach



Praga

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