



PRAGA DRAGON EVO

THE "TOP" PRODUCT OF PRAGA KARTS PREMIUM LINE

The chassis of world champions

Praga Dragon EVO is the result of the experience gained on race tracks all over the world.

CIK-FIA HOMOLOGATION 87/CH/20



Frame Ø30 mm tubular frame made

of high-strenght steel

Bodyworks Buru - Duo Evo top line model with

CIK-FIA homologated supports

Brakes Hydraulic system, pump with oil

recovery tank, iron cast brake disc.

Steering Top line steering system with Ø330

mm "Le Mans" steering wheel

Wheels Magnesium Ø5 inches,

132 mm (front) - 212 mm (rear)

Tank Capacity 8.5 litre

Seat "Racing", sizes: 1 | 1+ | 2 | 3 | 4

Axle Ø50x2x1030 mm

S | MS | M | MH | H | EH | X | RGF

Spindles Ø25 mm with Ø10 kingpins and

Camber - Caster regulation system

Weight STR configuration - 54 Kg

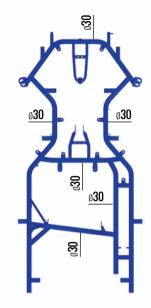
RBS configuration - 50 Kg FMB configuration - 52 Kg

RBS

Rear Brake System

Ventilated floating Ø187 mm rear brake disc.





FMB

Front Manual Brake
Ø149 mm front brake disc,
Ventilated floating Ø187 mm rear brake disc.



WHFFIBASE

XS1 | 1045mm XS3 | 1055 mm DD2 | 1055 mm MINIMAX | 1010 mm

CATEGORIES

KZ1/KZ2 KFJ/KF ROTAX ROTAX MAX DD2

XS1, XS3, models are available in RBS, FMB and STR configurations

STR

Shifter Brake System

Ventilated floating Ø149 mm front brake disc, Ventilated floating Ø187 mm rear brake disc.



PRAGA TACHO

THE CHASSIS OF WORLD CHAMPIONS

The winner of the 2012 KZ1 World Cup.

Tacho completes the range of the "top line" high performance chasses.

CIK-FIA HOMOLOGATION 66/CH/17



Chassis that makes the difference







50 KG





050X2X1030 MM

Frame Ø30 - Ø32 mm tubular frame

made of high-strenght steel

Bodyworks Buru - Duo Evo top line model with

CIK-FIA homologated supports

Brakes Hydraulic system, pump with oil

recovery tank, iron cast brake disc.

Steering Top line steering system with Ø330 mm

"Le Mans" steering wheel

Wheels Magnesium Ø5 inches,

132 mm (front) - 212 mm (rear)

Tank Capacity 8.5 litre

Seat "Racing", sizes: 1 | 1+ | 2 | 3 | 4

Axle Ø50x2x1030 mm

S | MS | M | MH | H | EH | X | RGF

Spindles Ø25 mm with Ø10 kingpins and

Camber - Caster regulation system

Weight STR configuration - 54 Kg RBS configuration - 50 Kg

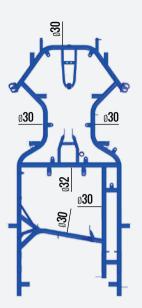
FMB configuration - 52 Kg

RBS

Rear Brake System

Ventilated floating Ø187 mm rear brake disc.





FMB

Front Manual Brake
Ø149 mm front brake disc,
Ventilated floating Ø187 mm rear brake disc.



WHFFIBASE

XS1 | 1055 mm DD2 | 1055 mm

CATEGORIES

KZ1/KZ2 KFJ/KF ROTAX ROTAX MAX DD2

XS1 model is available in RBS, FMB and STR configurations

STR

Shifter Brake System

Ventilated floating Ø149 mm front brake disc, Ventilated floating Ø187 mm rear brake disc.





Frame Ø30 - Ø32 mm tubular frame

made of high-strenght steel

Bodyworks Buru - Duo Evo top line model with

CIK-FIA homologated supports

Brakes Hydraulic system, pump with oil

recovery tank, iron cast brake disc.

Steering Top line steering system with Ø330

mm "Le Mans" steering wheel

Wheels Magnesium Ø5 inches, 132 mm (front) - 212 mm (rear)

Tank Capacity 8.5 litre

Seat "Racing", sizes: 1 | 1+ | 2 | 3 | 4

Axle Ø50x2x1030 mm

S | MS | M | MH | H | EH | X | RGF

Spindles Ø25 mm with Ø10 kingpins and

Camber - Caster regulation system

Weight STR configuration - 54 Kg

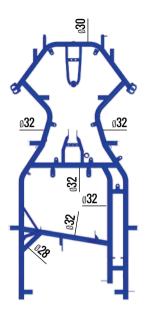
RBS configuration - 50 Kg FMB configuration - 52 Kg

RBS

Rear Brake System

Ventilated floating Ø 187 mm rear brake disc.





FMB

Front Manual Brake

Ø149 mm front brake disc, Ventilated floating Ø187 mm rear brake disc.



WHFFLBASE

XS1 | 1055 mm DD2 | 1055 mm

CATEGORIES

KZ1/KZ2 KFJ/KF ROTAX ROTAX MAX DD2

XS1 models is available in RBS, FMB and STR configurations

STR

Shifter Brake System

Ventilated floating Ø149 mm front brake disc, Ventilated floating Ø187 mm rear brake disc.



PRAGA PICCOLO EVO



THE CHASSIS FOR THE MINI 60 AND ROTAX MINI/MICRO MAX CATEGORIES

Frame Ø28mm tubular frame made

of high-strenght steel

Bodyworks MK14 top line model with CIK-FIA

homologated supports

Brakes MKB-V1 brake system, pump with oil

recovery tank, floating Ø149 mm

ventilated disc

Steering Top line steering system with Ø330 mm

"Le Mans" steering wheel

Tank capacity 3.5 litre

Wheels Aluminium alloy Ø5 inches, 115 mm with

bearings (front) - 140 mm (rear)

Seat "Racing Mini", size 1 | 2

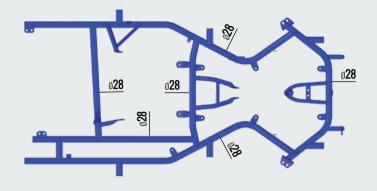
Axle Ø25x960 mm

Ø30x5x960 mm S | M | H

Spindles Ø 17 with Ø 8 kingpins and camber - caster

regulation plates

Weight 36 Kg



CATEGORIES

MINI 60 ROTAX MINI/MICRO MAX

WHEELBASE

900mm 950mm 07-CH-20 1010mm







PRAGA BABY

THE KART THAT STARTS YOUR Recommended for children aged 6 – 8 years.



Frame Ø28 mm tubular frame made of steel

Bodyworks MK14 - Puffo top line model with rear

plastic bumper

Mechanical brake system with **Brakes**

Ø155 mm rear disc

Top line steering system with Steering

Ø300mm wheel

Pedals Adjustable footrest system Wheels Aluminium alloy Ø5"

115 mm (front) - 140 mm (rear)

Seat "Puffo", with adjustable seat

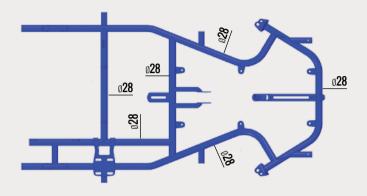
guide system

Axle Ø25x960 mm

Spindles Ø17 with Ø8 kingpins

Engine Honda GX35 with 0.63L fuel tank Weight

43 Kg (with engine and tyres)



WHEELBASE

800mm







PRAGA DARK



PROVED PERFORMANCE BY EXPERIENCED DRIVERS High performance and "competitive" price: Praga Dark is the key opening the doors to karting world.

Frame Ø30mm tubular frame made

of high-strenght steel

Bodyworks FP7 - Stilo top line model with

steel rear bumper or plastic

Brakes Hydraulic system, pump with oil

recovery tank, iron cast brake disc

Steering Steering system with Ø300mm wheel

Tank capacity 8.5 litre

Wheels Aluminium alloy Ø5",

130 mm (front) - 210 mm (rear)

Seat "F6" size 1 | 1+ | 2 | 3 | 4

 Axle
 Ø50x2x1030 mm

 Spindles
 Ø25 with Ø8 kingpins

Design "Total Black" Praga stickers with IPK

"Black Line" components

Weight 47 Kg









PRAGA SPORTSWEAR















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Satisfaction of our customers is our main goal, supported by complete transparency, clear price strategy and production of high quality go-karts. This is provided by using first-rate technologies and the latest developments experienced during go-kart races.

IPKarting headquarters and production factory are located in Salizzole (Verona), northern Italy.

A worldwide network of dealers permits the final customer to buy its own chassis and to enjoy our premium products such as complete go-karts, high quality spare parts and sportswear.

In order to be always one step ahead in the field, IPKarting is honouring the principles of the Japanese "KAIZEN" philosophy, which means "continuous improvement" in English. The company is always evolving by means of KANBAN principles based on controlling the logistical chain from a production point of view, and is an inventory control system.

We also keep track of the latest development in the karting field and we periodically train our staff by partecipation to courses and educational programs.













HERE WE ARE: PEOPLE & PASSION



IPK Karting S.r.L.

www.ipkarting.com



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 countlesss 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. Regrettably, soon after the end of Second World War, Praga was forced to concentrate



Charon 1907 – 1911



Alfa 1913 – 1942



Air Baby 1934 – 1946



Lady 1935 – 1946



Grand 1912 – 1932



Piccolo 1924 – 1941



Golden 1935 – 1941

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 gokarts 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 2016



V35 1953–1985



Karts 2011



R1 2013













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.

www.PragaR1.com



Graga

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