

PRAGA BOHEMA

Private Client Technical Brief

A ROAD-LEGAL HYPERCAR

ENGINEERED WITH THE MINDSET OF A RACE CAR

The Praga Bohema was created for a specific type of client: a collector or driver looking beyond conventional supercars, towards a lightweight, highly focused, road-legal machine with authentic motorsport engineering.

Limited, hand-built and developed for serious road and track use.

700 BHP

maximum power

950 kG

downforce at 250 km/h

312 km/h

maximum speed

89

limited production

Engineering Philosophy

The Bohema is not defined by excessive horsepower alone. Its performance comes from the interaction of low weight, aerodynamic grip, mechanical precision and direct driver connection.

- Bespoke carbon-composite monocoque
- Highly efficient aerodynamic body concept
- Motorsport-derived suspension architecture
- Compact dry-sumped twin-turbo V6
- Sequential gearbox and rear-wheel drive

Development Background

The Bohema translates Praga competition experience into a road-legal hypercar. Development focused on track capability, braking confidence, aerodynamic balance and a cockpit that keeps the driver close to the machine.

Vehicle Highlights

- Road-legal hypercar with race-car engineering principles
- Carbon-composite monocoque
- Driver-focused cockpit
- Individual client configuration
- Built for repeatable high-performance use

POWERTRAIN & PERFORMANCE

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Powertrain

At the heart of the Bohema is the PL38DETT, a 3.8-litre twin-turbo V6 based on one of the most respected high-performance engine architectures of the modern era.

Working with Litchfield Motors, Praga re-engineered the base unit for sustained circuit use, high lateral loads and durability under demanding conditions.

Engine

Engine name: PL38DETT
Configuration: 3.8-litre twin-turbo V6
Displacement: 3,799 cc
Valves: 24 / 4 per cylinder
Bore x stroke: 95.5 mm x 88.4 mm
Compression ratio: 9.0:1
Fuel system: High-pressure direct fuel injection
Maximum power: 700 BHP / 522 kW at 6,900 rpm
Maximum torque: 780 Nm at 5,000-6,000 rpm
Maximum RPM: 7,200 rpm

Transmission

Gearbox: 6-speed sequential gearbox
Differential: Limited-slip differential
Shift operation: Robotised paddle shift with gear sync protection
Clutch operation: Electro-hydraulic e-clutch

Performance Character

The Bohema performance is driven by aerodynamic efficiency and low mass. Its aero concept generates high downforce while preserving stability and confidence at speed.

At 250 km/h, the car generates up to 950 kg of downforce, giving it braking stability and cornering ability normally associated with non-road-legal prototype machinery.

Aerodynamic Package

- Low-drag teardrop body profile
- Two-stage front splitter and dive planes
- Twin-element rear wing
- Venturi floor and tunnel-fed diffuser
- Vortex generators
- Airflow-optimised mirror supports
- Aerofoil carbon-composite suspension fairings

Fuel Consumption & Emissions

Urban cycle: 22.5 l/100 km
Extra-urban cycle: 11.2 l/100 km
Combined cycle: 12.9 l/100 km
CO2 emissions: approx. 292.5 g/km
Range: approx. 465 km
Recommended fuel: RON 99 E5

CHASSIS, INTERIOR & BODY

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Chassis & Suspension

The Bohema is built around a carbon-fibre monocoque with a chrome-moly rear structure, combining low mass, rigidity and motorsport-grade packaging.

Chassis type: Carbon-fibre monocoque with chrome-moly rear skeleton
Front suspension: Double wishbone, adjustable geometry and adjustable dampers
Rear suspension: Double wishbone, adjustable geometry and adjustable dampers
Ride height: Pushrod adjustable
Power steering: Electronic

Dimensions & Weight

Length: 4,572 mm
Width: 2,083 mm
Height: 1,065 mm
Wheelbase: 2,765 mm
Curb weight: 1,145 kg
Gross vehicle weight: 1,350 kg
Fuel tank capacity: 60 litres

Tyres & Wheels

Option 1

Tyre: Pirelli P zero Trofeo R
Front: 245/40 zR18
Rear: 305/30 zR19

Option 2

Tyre: Michelin Pilot Sport Cup 2 R
Front: 235/35 zR19
Rear: 305/30 zR19

Driver Environment

- Custom Praga carbon-fibre steering wheel
- Integrated shift lights
- Carbon-fibre racing seats
- Adjustable steering column and pedal box
- Electronically adjustable driver seat
- Removable helmet/no-helmet headrest
- Alcantara and leather upholstery
- 6-point safety harness
- Digital instrument cluster
- Roof-mounted Praga control console
- Performance data recorder and onboard video recorder

Body & Aero Features

- Aero-driven carbon body
- Integrated safety carbon structure
- Front and rear crash structures
- Side crumple zones with anti-intrusion protection
- Superlight V-doors
- Pantograph-hinged decklid
- Wraparound glass cockpit
- Kinematic sweep wiper system
- Automatic LED headlights

Safety & Driver Assistance

- Carbon-silicon carbide ceramic brake discs
- Launch control
- Rear parking sensors
- Integrated anti-theft alarm system
- Selectable driver modes
- Electronic stability control
- Traction control
- Anti-lock braking system

PRIVATE CLIENT POSITIONING

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For Collectors Who know the Obvious Choices

The Praga Bohema is built for clients who already understand the obvious hypercars and are looking for something rarer, purer and more engineering-led.

It is not designed to be a mass-recognition hypercar. It is designed for drivers and collectors who value lightness, feedback, precision, rarity and authenticity.

For the right owner, the Bohema is not simply another car in a collection. It is a highly specialised driving instrument - road-legal, track-proven and built in limited numbers.

Private Allocation Enquiries

Private allocation, availability and configuration enquiries are handled personally. qualified clients, collectors and representatives may contact [luxcars.one](mailto:sales@luxcars.one) directly for an individual introduction.

Advisory: Official Praga Bohema Distribution & Private Client Advisory

Website: luxcars.one/praga-bohema

Email: sales@luxcars.one

At a Glance

89

limited production

700 BHP

maximum power

950 KG

downforce at 250 km/h

312 KM/H

maximum speed

3.3 S

0-100 km/h

780 NM

maximum torque

RWD

driver-focused layout

2024

series production

Note: Technical figures are based on available Praga Bohema specification data and may vary depending on final configuration, homologation requirements and market-specific documentation.

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