

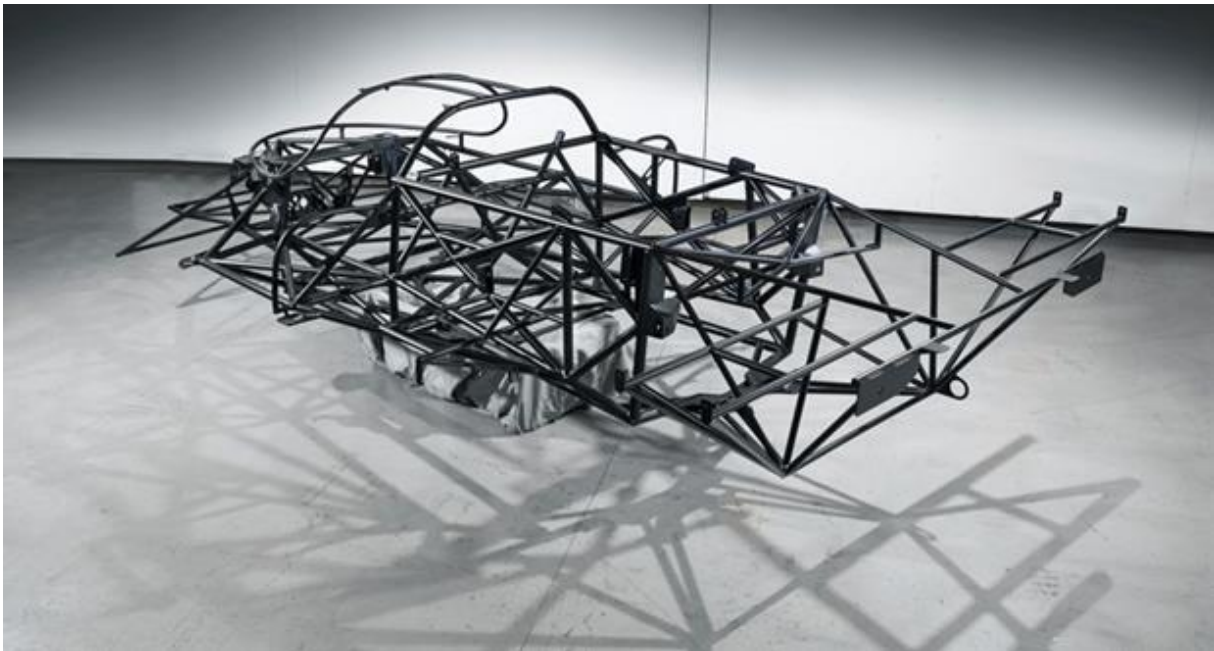
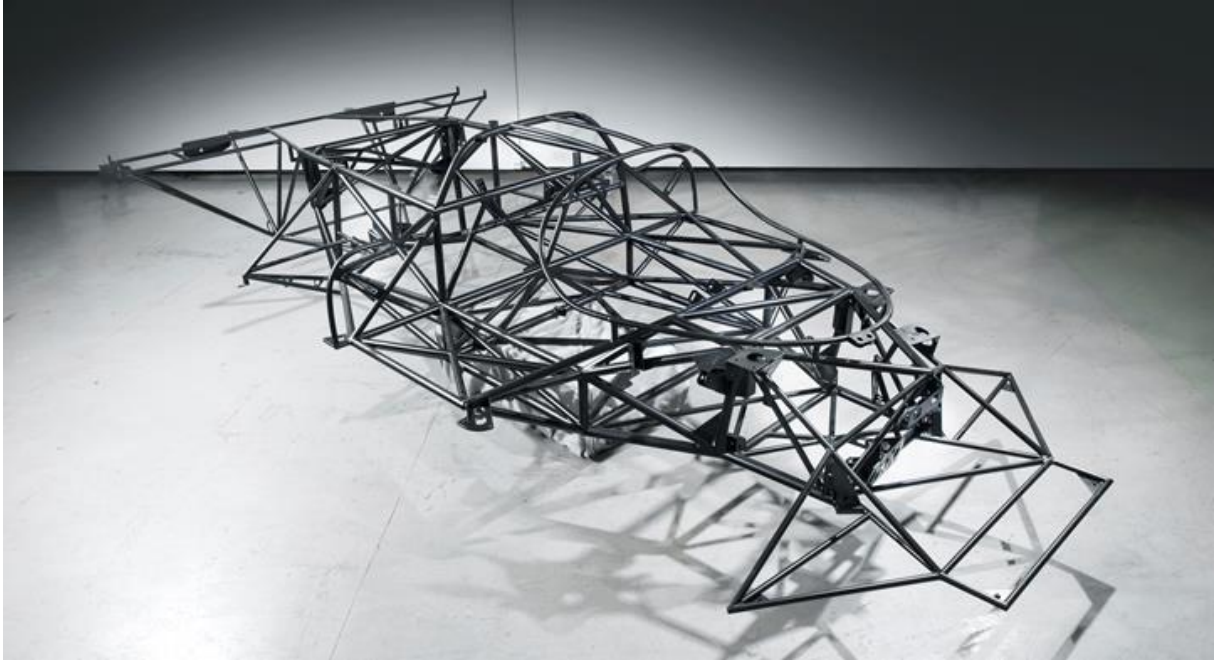
See below costs for the following:

Chassis and Body Shell Manufacture & Provisional Assembly to chassis: (Specification Sheet 1)

Chassis Manufacture Build Summary

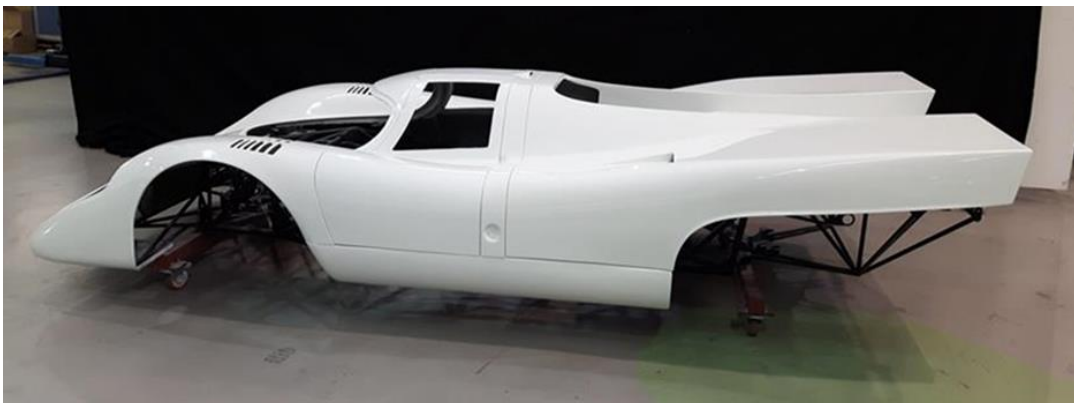
1. Chassis manufactured in T45 steel using 5 different imperial tube diameters and wall stocks, and is fully jigged to achieve accuracy of +/-5mm. This is in-line with the original chassis which also used 5 metric tube diameters, but wall stock were increased due to the chassis being aluminium. Steel is the recommended option road use and tack security.
 - a. 34.9mm x 2mm
 - b. 31.7mm x 2mm
 - c. 28.6mm x 1.6mm
 - d. 25.4mm x 1.6mm
 - e. 19mm x 1.6mm
 - f. 19mm x 0.9mm (Reduced wall stock to improve front end collapse)
 - g. 19mm x 1.6mm (Increased ductility for screen hoop and body support tubes)
2. The chassis is 100% designed in CAD to an accuracy of +/-5mm of the original chassis Porsche 917 chassis. And there are approx. 212 tubes (not including tubes requiring bending) and every tube has 5-axis laser cut fish mouths direct from the CAD files.
3. Chassis will assembled and MIG welded in our chassis jig.
4. Chassis is supplied with the following laser cut brackets fitted and welded (unless requested otherwise), using our 6 suspension jigs to within +/-3mm using T514/5 plate, which is the matching specification plate for T45 tube:
 - a. Front and Rear suspension mountings.
 - b. Front and Rear Antiroll Bar mountings,
 - c. Steering Rack Mountings.
 - d. Integrated Roll Bar, Screen hoop, Roof bows, Body Outriggers.
 - e. Removable Roll Bar Mounting Brackets.
 - f. Dash Panel mounting brackets and support blocks.
 - g. Windscreen Wiper Mounting Brackets.
 - h. Body Mounting Brackets.
5. The following brackets are supplied laser cut but lose, so not welded to the chassis. This gives the client the opportunity to fit alternative engine and transmissions and optimise the seating positions.
 - a. Engine and Gearbox Mountings for 964 3.6 & Inverted G50. This is the same installation as used on the prototype 001 which uses 964 3.6L and inverted G50.
 - b. Driver's Seat Runners and Mounting Brackets with Handbrake Mounting Brackets.
 - c. Passenger Seat Mounting Brackets.
 - d. Collapsible Steering Column Brackets.
 - e. Driver and Passenger Seat Belt Mountings.
 - f. Upper and lower door hinge brackets.
 - g. Rear Body Hinges (Requires cut-outs in the integrated roll bar).
 - h. Sill Stowage Bin Mountings.
6. If the client decides to use a Porsche 964 engine and G50 transmission, we will supply drawings and CAD to position.

7. If the client decides to use our seat runners, seat belt mountings, column brackets, and door and rear body hinges we will supply drawings and CAD to position.
8. The chassis will be supplied with oil coating to protect against rust during transport. This will allow the welding of any additional or alternative brackets required.
9. Below a selection of images of the completed prototype chassis etch primed in matt black.



Body Shell Manufacture & Provisional Assembly to chassis.

1. Manufacture of a complete set of Body Panel Mouldings in either Gulf Blue or Porsche Grand Prix White gel coat.
 - a. Front Body Moulding to bulkhead, including the Head Lamp Inserts.
 - b. Oil Cooler Panel Moulding.
 - c. Rear Body Moulding from bulkhead (Engine Cover).
 - d. RH and LH Sill Mouldings.
 - e. RH and LH Doors.
2. If the client wants an alternative livery, we can manufacture the body in Grand Prix White gel coat, as this enables the client to wrap the in the preferred livery, rather than painting. This also allows the livery to be changed more easily.
3. Pre-assembly of the Front and Rear body mouldings, RHS and LHS Sill mouldings, to the chassis mounting brackets to ensure body panels fit correctly to the chassis.
4. During the pre-assembly of the front and rear body and sill panels to the chassis, we will also be checking the fit of the doors and oil cooler cover moulding.
5. Laser cutting of the door and rear body hinges brackets, and purchase of the Door Ball and Socket hinges in preparation for provisional fit of the door and rear body tubes and hinges.
6. We will supply door frame aluminium tubes bent to approx curvature to match the front body door aperture. Each door has 4 tubes, which will require the curvature tuned to match the aperture once the front body panel is glassed to the chassis.
7. Final fit of the front body and sills, and the hinged doors and rear body, and glassing of the tubes to the doors and rear body to be completed by the customer, once the chassis is painted or powder coated. Icon Engineering will support the customer with knowledge from the prototype build during the final body fit stage.
8. Upon completion of the provisional fit of the body panels to the chassis, Icon engineering will mount the body on to plates attached to the chassis which will enable the body to be disassembled during the rest of the build process.
9. Removal of the front body clip, will improve access for the installation of the dash panel and cockpit components and the front inner wings, and suspension.
10. The prototype was built in the opposite way, that the front body panel and sills were glassed to the chassis prior to the installation of the dash panel and cockpit assembly. It is possible to build in either way, but access once the front body is more difficult.
11. For customer builds, the body will be mounted to the chassis on plates attached to the frame. This gives the client the flexibility to remove the body panels for the welding of additional brackets and the fitting of the inner front wings. Once the chassis been completed with all additional brackets and inner front wings fitted, the front body clip and sills can be glassed to the chassis.
12. Below a selection of images of the Grand Prix White gel coat body mounted to the chassis.





Cost for the Chassis Manufacture + Provisional Body fitting £64,000 + VAT @ 20%.

(Note: UK VAT is zero rated when shipping to EU, Non-EU, and North America)