

## See below costs for the following:

### Rolling Chassis Build Summary.

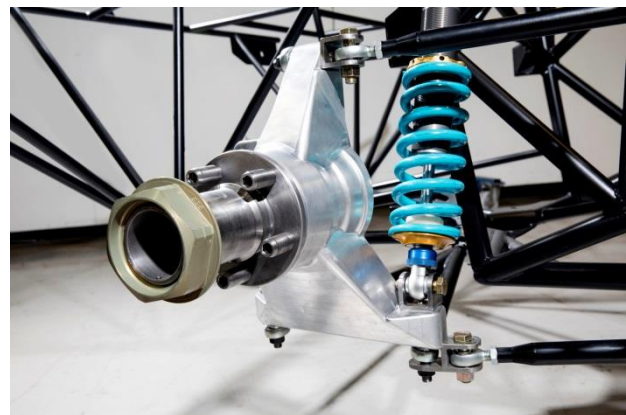
#### (Specification Sheet 2)

#### **This converts Spec Sht 1 into a rolling chassis.**

1. Front Suspension upper and lower wishbones, manufacture using T45 tube with machined and threaded inserts to accept 0.5" Aurora Rod Ends. All components full jigged, to ensure repeatability.
2. Rear Suspension lower inverted Wishbone, Upper Link, and Radius arms. T45 tube with machined and threaded inserts to accept 0.5" & 0.625" Aurora Rod Ends. All components full jigged, to ensure repeatability.
3. Front Stub Axle Components:
  - a. Stubs Axles x 2. RH and LH Thread.
  - b. Stubs Flanges x 2
  - c. Bearing Lock plates x 2.
  - d. Drive Pins x 20-5 per stub axle.
4. Rear Stub Axle & Component Machining:
  - a. Stub Axle x 2. RH and LH Thread.
  - b. Drive Flanges x 2.
  - c. Bearing Lock plates x 2.
  - d. Upper Radius Arm & Wishbone Brackets RH & LH
  - e. Damper and Lower Radius Arm Brackets-RH & LH
  - f. ARB and Lower Radius Arm Brackets-RH & LH
5. Front Upright Steering Arms-Ackermann Option to give self-centring for IVA:
6. Front Discs & Calipers, Bells, and lug to radial adaptors:
  - a. HiSpec Calipers, Rotor, Bells and Lug to Radial adaptors:
  - b. Caliper: RX132 6-Pot Radial
  - c. Rotor: 300mm x 32mm
  - d. Bells manufactured by HiSpec to our designs.
7. Rear Brakes-Discs, Calipers with H/Brake Spot on rear, Bells, and lug to radial adaptors:
  - a. HiSpec Calipers, Rotor, Bells and Lug to Radial adaptors:
  - b. Caliper X114-4 Pot + H/Brake Spot Caliper + Linkage.
  - c. Rotor: 290mm x 30mm.
  - d. Bells manufactured by HiSpec to our designs.
8. Wheel Speed Sensors: Currently not fitted on the prototype, but will investigate packaging implications with HiSpec.
9. Front Uprights: 5 Axis NC from HE30 solid billets: Based on 917-021 designs, but designed to take the latest Porsche twin roller 1-piece bearings.
10. Rear Uprights: 5 Axis NC from HE30 solid billets: Based on 917-021 designs, but designed to take the latest Porsche twin roller 1-piece bearings.
11. Front Lower Ball Joints and Locking Taper pins. Press fit into lower wishbones, and secured into the upright with a taper locking pin.
12. Wheel bearings Front and Rear Sets. Stub shafts to be ground to correct diameter and tolerance.
13. Complete set of suspension Rod Ends-Aurora components. LH and RH Threads to suit radius arms.
14. Suspension Hardware, using Zinc plated 10.9 1/2" & 5/8" bolts + nylocs.
15. Front Wheels: Designed to exactly replicate the original rims.

- a. The patterns were developed to manufacture magnesium, as used on the prototype..
  - b. 8.5" is available with Ackermann geometry for IVA.
  - c. 10.5" is track option without Ackerman, so original 917 geometry.
16. Front Tyres: Designed for the track tyres but also road legal. 18/60-R15 TB15 Michelin (215/55R15).
  17. Rear Wheels: Designed to exactly replicate the original rims.
    - a. Can manufacture 14" and 15" widths. 14" will take the road legal tyre, 15" is for track tyre.
  18. Rear Tyres: Designed for the track tyres but also road legal. 29/61 R15 TB15 Michelin (335/35x15).
  19. Wheel Nuts: 2x BBS: M72 x 2,5 RH tread, & 2 x BBS: M72 x 2,5 LH tread.
  20. Stub Axle nuts: RH and LH threaded castellated for split pin retention after torqued.
  21. Dampers: Currently Nitron, to assess the package and initial handling while maintaining realistic costs for the prototype.
  22. Steering Rack, manufactured by Titan to our designs which replicate the original mounting locations and column angle. Ratio is 2.14 turns lock to lock. But 1.9 is also available.
  23. Steering Wheel & QR Coupling: Momo Prototipo Steering Wheel + SPA Q/R Hub.
  24. Brake Master Cylinders & Remote Reservoirs for brake dual circuits.
  25. Note for road use reservoirs require fluid level warning lamps for IVA.
  26. Clutch Master Cylinder & Integral Reservoir, as clutch is hydraulically operated on a G50.
  27. Initial assembly of all the above components to rolling chassis level, to confirm all components fit correctly.
  28. Front Brake Ducts, Mounted to the Uprights. And ducting from nose NACA inlets .
  29. Brake Flexi Hoses- from chassis mounts on inner wings to wheels.
  30. Driver and Passenger Seats to the same designs as the prototype. These can be revised if required to suit alternative driver and passenger builds at additional costs. As they will require new seat bucks manufacturing and possible lower frame changes to optimise belt mountings.
  31. Below a selection of images of the front and rear assembled suspension. Bespoke rack, uprights, front and rear wishbones, wheels, and pedal box package. And finally a photo of the rolling chassis without body fitted, and then with body pre-assembled but not glassed to the chassis.

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**Cost for Rolling Chassis Build with Provisional Body fit:**

**Spec Sheet 1 (£64,000) + Spec Sheet 2 (£75,000) = £139,000 + VAT @ 20%**

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