

Porsche Classic News

GOODWOOD REVIVAL 2019

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TOOL BAGS FOR YOUR CLASSIC CARS

A tool bag has always been an integral part of new car deliveries for every Porsche model.

After all, these bags contain the tools that a vehicle owner needs to perform minor work on their Porsche, and these tasks are also listed in the driver's manual. However, for many classic models, the original

tool bags have been lost over the decades. This means that important aids such as wheel nut wrenches or spark plug sockets have been lost – and what's more, the classic is simply no longer complete. For this reason, Porsche Classic has developed new tool bags as a replacement that are a perfect match and remain true to the original.

In this edition, we are exclusively introducing the first two editions that are intended for the Porsche 356 (1948 -1965), excluding the Carrera and the early models of the 911 (1965 -1973). In addition, Porsche Classic is offering further tool bags for the 356 Carrera, the 912, the 914 and two variants for the 911 G models.

All Porsche Classic toolbags are displayed at the Porsche Classic Garage in Blister Hangar.

As there have been a large number of synthetic leather versions of the tool bags in different colours over the years, the development of the new bags generally did not focus on recreating each original tool bag. Instead, the new tool bags were equipped with all the original tools and supplemented with important additional tools to ensure that they meet the requirements of the different model variants in accordance with the original driver's manuals. That means the contents are authentic yet enhanced.

The design and materials used for the tool bags do not claim to be the same as the originals, as they have clearly been upgraded. All tools were manufactured with original tools by the original supplier and each tool has a clearly allocated slot in the new bag. While they used to be simply tucked away loosely in compartments with different widths, meaning that they could easily slip out, the tools are now perfectly secured in their allocated slots and are always ready to hand.

And this applies to all tool bags that Porsche Classic has now reissued. Clever and individually tailored – down to the last detail. That's true of the packaging, too. Each tool bag is delivered in packaging that reflects the design of the respective era.

An additional spark plug for the 356

The tool bag of the Porsche 356 is produced from high-quality black leather, drawing on the interior of this model. The brown leather strap to close the bag, on the other hand, is reminiscent of the spare tyre strap in the 356.

The tool bag also features the Porsche lettering that was typical for this era, which has been scaled down for this purpose. The tool bag includes a Philips head screwdriver and a slotted screwdriver, both of which are equipped with a wooden handle. The bag also includes various spanners, a hub cap puller with a wooden handle, a pair of pliers and a wooden stubby screwdriver. Of course, the wheel wrench is an essential tool. The ratchet wrench with a spark plug socket that was adopted from the tool set of a 356 with the legendary Carrera vertical shaft engine is a particular highlight. This tool greatly simplifies the process of changing spark plugs. In addition to the tools that were already supplied as part of the standard equipment, the tool bag also contains a cleaning cloth, a brass brush and a feeler gauge for setting the tappet clearance and the correct distance between the contact breaker points in the ignition distributor. In addition, as it did before, the tool bag also contains wear parts – a wheel nut, a spark plug and a V-belt.

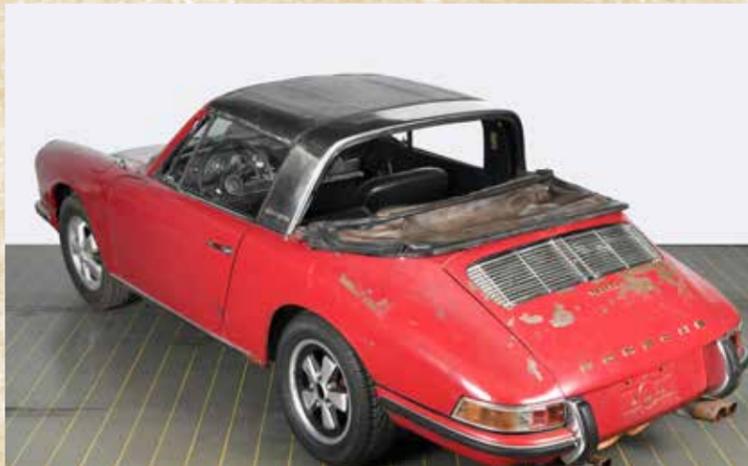
Pepita provides contemporary flair in the 911

The tool bag for the Porsche 911 models up to model year 1973 impress with a completely different look. The sophisticated pepita look in combination with high-quality leather is reminiscent of the typical 911 seat covers and is based on the appearance of the Porsche Classic Car Care Set. The tool bag features an embossed Porsche Crest inside a horn button and fastens with high-quality fasteners.

In accordance with the original, the screwdrivers are fitted with transparent red handles, and manufactured in the exact same shape and contour as before, but now they also feature the Porsche lettering. In addition, the tool set also includes a special key for the alternator. The set also contains a wheel hub key, a pair of pliers and more spanners. This tool bag also contains the ratchet wrench from the 356 Carrera with the spark plug socket that has been tailored to the space available in the engine compartment. The set is completed by a V-belt, Porsche cleaning cloth, brass brush and a feeler gauge. Each tool also has its own specific slot. All tools feature the Porsche lettering. ■



RESTORATION OF THE 911 S TARGA



When Porsche presented the 911 Targa at the International Motor Show in Frankfurt in 1965, hardly anyone imagined that this model would become an established, indispensable icon in the history of Porsche. The Targa has long since become a cult object – now more than ever, as demand and price trends in recent years have shown.

More sought-after than ever: The beautifully airy “Soft window Targa”. This is particularly true of the early models of the 911 Targa, especially the original version, built until the model year 1967, whose rear window was still not yet made of safety glass, but designed as a “Soft window” with a flexible plastic pane that could be opened. Therefore, in good weather, the passengers could enjoy an almost perfect convertible feeling because, apart from the typical Targa bar, the 911 was a thrilling experience “top down”. It remains lighter and airier than any other 911 Targa to date. The concept, which was advertised as a “safety convertible”, with a fixed Targa bar, the aforementioned fold-down rear window and removable folding roof, was the Zuffenhausen response to the increased US safety requirements for convertibles. The Swabian sports-car makers perfectly demonstrated that safety, even in the event of a rollover, and fresh-air enjoyment did not have to be mutually exclusive. And because the 911 also remained a sports car as a Targa, the name was given to the legendary Sicilian street race, the “Targa Florio”, where Porsche celebrated major successes.

Light as a feather: The 911 S Targa with a punchy 160 hp and only 1,030 kilograms in weight.

The original character of the first 911 Targa is also fully apparent when driving. At only 1,080 kilograms and powered by 130 hp from the 2-litre six-cylinder boxer engine, the driving dynamics of the open-top 911 get the driver's heart beating faster, even today. The 911 S Targa is huge fun to drive, but it still packs a hefty 160 hp from its 2-litre boxer engine with an unladen weight of 1,030 kilograms. With their typical roar, both engines of these original Targas race happily

through the rev counter. Only above the nominal speeds of 6,100 rpm or 6,600 rpm do they demand the next level of the five-speed gearbox, which still receives its commands from a slender gear lever. Driving through curves is unquestionably its strength and the tighter the corner, the more the driver and 911 feel in their element. Equipped with four powerful disc brakes, the original Targa is firmly anchored in the traditional Porsche style. Added to this are nimble steering and the powerful traction on the rear axle, which remains a typical 911 trait today. Entirely in the style of the early 911, however, the original Targa mutates into a typical rear drifter, badly kicking out at the back: you've reached its limits, no more! This is particularly true of the 911 versions with a short wheelbase constructed up until summer 1968. These versions have a 2,211 millimetre wheelbase compared to the later 2,268 millimetres. This resulted in an improved straight run and less unpredictable behaviour through corners. From the 1969 model year, the 911 Targa also had a fixed rear window made of safety glass.



One of the first of its kind: The 911 S Targa with a delivery date of 24 January 1967.

Only 925 examples of the first 911 S Targa were built in the 1967 and 1968 model years. So it's easy to see why these



early Targa models are still so sought-after today. It was therefore a real stroke of luck that Porsche Classic received a 911 S Targa from the first model year, 1967, from a customer for restoration. And the really special thing about this car is that it's a German first delivery dating from 24 January 1967 delivered to the Porsche dealer Hülpert & Co. in Dortmund and therefore the first 911 S Targa delivered anywhere in Germany.

From Dortmund to the USA: After a long period of inactivity, the Targa returned to Germany.

Clearly, the car had been through a lot in the intervening years. It was re-discovered in 2016 in the USA and, judging by its general condition, it must have spent many years there idle. Painted in Polo Red 6602 B, the car is still fitted with the equipment from that time including an external thermometer, halogen fog lights, black leather seats, warning light system, Webasto heater, green-tinted and heat-resistant Catacolor windscreen and Fuchs wheels with their unmistakable design, used for the first time on the 911 S Coupé in mid-1966. Only the Blaupunkt Köln radio is no longer in the vehicle. And just as incredible as this 911 S Targa were the wishes of the customer with regard to the restoration. While the majority of such vehicles undergo a complete restoration at Porsche Classic, this project will take a different path: namely, the deliberate preservation of the patina, which has accumulated on the car over the past five decades.

A special kind of restoration: Preserving the patina, soul and character in every way.

This means, for example, that the rear lid is retained in its present form with its initial paint and does not get a new coat. Together with the slightly off set Porsche logo, this look bears testimony to a long and eventful past. And this specific preservation is also continued in the interior. For example, the leather of the seats will not be replaced, but lovingly made supple and fresh again by hand. Equally, the partially worn seams will be neatly removed and the seat covers then subsequently re-sewn by hand.

No compromises: Functionality and security are the highest priority.

In the coming months, the restoration premise of the customer, "preserve where possible, replace where absolutely necessary", will mean the experts at Porsche Classic discussing the condition and possible reusability of each and every component with the customer. One thing there can be no doubt over is the high requirements of Porsche Classic when it comes to the functionality and driving safety of the 911 S Targa. Depending on the technical assessment of the condition, the vehicle is therefore expected to be fitted with new chassis bearings, shock absorbers and brakes. The engine and transmission will also be thoroughly tested and where necessary overhauled. A new Softwindow will complement the



optimal functionality as well as deliver the perfect appearance. Some 50 years of intense UV radiation have made the window brittle, dull and unsightly. The final assessment of the artificial leather cover of the removable Targa folding roof is still pending. On the one hand, it shows considerable signs of ageing, but on the other hand – completely in keeping with the customer's wishes – it represents a further technical component that serves as a prominent sign of the age of this vehicle. In the following, dear reader, you can expect to read about a restoration of a different kind. A restoration that attempts to preserve the very soul of this Porsche 911 S Targa in the best possible way and combine it with perfect functionality. A task that the experts at Porsche Classic do not face every day, which is why the restoration team of Porsche Classic is so enthusiastic and excited about the project.



Bodywork in remarkable condition

After the chemical removal of paint from all body components, the extent of bodyshell work was determined.

Thankfully, almost all of the numbers punched into the rear lid and the wings are still present. Only one of the front wings needs to be replaced due to prior damage. The same is true for the bonnet, however, this only needs a new outer panel, as its supporting structure is intact and in good condition. Another noteworthy point in this context is the preservation of the two original bumper dampers with the original identification number. These components have naturally lost some of their damping force over the years. Nevertheless, the sheet metal housing, piston rods and link points are still in good enough condition that a comprehensive overhaul of these components is worthwhile to ensure maximum original authenticity. Because which other restored 911 vehicles



from that era still have the original dampers including the identification number from that time? Hardly any, because these components are almost always replaced, as they have a limited functional service life due to their design.

Sprucing up the chrome parts

In order to retain a thin layer of patina, and thus an original feel, the numerous chrome parts such as the door handles, window frames and surrounds, the front grille and the bumper horns are simply given a thorough polish. Only the headlight rings and the headlight lenses are replaced with new parts due to their poor overall condition.

Exact positioning of replacement sheet metal parts

Of course, this early Targa model – like almost all vehicles from those days – has significant corrosion damage. However, in this case, the damage is relatively manageable. For example, the car floor can be completely retained up to the rear left quarter – by no means a certainty for an early 911. The use of a hand-made piece of sheet metal of course requires a high level of craftsmanship from the bodymaker, who often has to measure up multiple times until the replacement piece fits perfectly and can then be welded edge to edge and finally trimmed to shape. In contrast, the use of repair sheet metal is useful and necessary at the typical trouble points, such as the outer and inner sills, the jack supports, the gusset plate reinforcements of the rear wheel housing panels up to the door sills, as well as at the front axle points and the front of the underbody, including the towing lug. The transverse wall at the front is also replaced with repair sheet metal. For both doors, the supporting structure can be retained – as is the case with the bonnet. However, due to corrosion damage, they will get new door panels.

After many hours of adjustment and welding work, as well as meticulous tin-coating of the welding points, the 911 once again has a vehicle body that can be confidently built upon.



Cathodic dip painting as an optimum form of corrosion protection

However, before the raw bodyshell can be repainted, it must first go through a process known as CTP – cathodic dip



painting – which forms a comprehensive coating around the sheet metal and protects it against future external influences and corrosion before all additional body work is carried out. During the electrochemical cathodic dip painting process, the workpiece – in this case, the vehicle bodyshell – serves as the negative pole (cathode) for the circuit. Explained simply, the current that flows from the anode to the vehicle bodyshell (cathode) transports the conductive and electrically charged paint particles, which then form a coating around the bodyshell.



Special painting and underbody protection

Once this process has been completed, the filling material can be injected, detailed work to the bodyshell can be carried out and finally the underbody and the entire interior can be pre-painted, before the outer shell of the body, the bonnet and the doors are painted in Polo Red 6602 B. These sections are not painted using the method that is generally used today with a water-based paint followed by a 2K clear lacquer coating, but instead with a pigmented two-component acrylic paint. This ensures maximum original authenticity, especially since the rear lid was able to keep its original paint from 1967, providing further support for the highly authentic finish of the 911 S Targa. One special feature for this 911 S Targa was the final treatment of the underbody. In the original days, for protection against corrosion and stone chips, this was coated with a bitumen compound with a typical surface texture. After discussions with many manufacturers and a great deal of research, Porsche Classic was also able to satisfy the customer's request of providing much better protection while retaining the original surface quality.



Engine & transmission

While work on the body of the 911 S Targa was drawing to a close, the six-cylinder engine was being overhauled in the Porsche Classic engine workshop. The approach once again echoed the leitmotif of the overall restoration project: Parts were only replaced if it was genuinely necessary from a technical point of view. Any parts that were still in good condition were allowed to remain in the 160-hp six-cylinder flat engine with 1,991-cc displacement.



Cracked pistons in the 911 engine

The magnesium engine housing was given a new lease of life after a thorough clean, but the pistons and various wearing parts, such as the timing chains, were fit only for the scrap heap. The pistons had become so cracked that they had to be replaced with new parts. The components that were reused had to undergo extensive examination. For example, the crankshaft was investigated for hairline cracks using Magnaflux technology. This is a non-destructive testing procedure that uses magnetic powder to inspect ferromagnetic materials, in this case the steel crankshaft. When the component is exposed to a magnetic field and UV light, even the smallest cracks and surface inclusions are clearly visible thanks to the particles of the magnetic powder.

Complete overhaul of the carburettors

The final task required to achieve the ideal fuel/air mixture was to overhaul the carburettors completely. Owing to their age, the Weber 40 IDS carburettors were covered with resin and dirt. As well as a thorough clean, they too were equipped with new parts such as nozzles. The entire actua-

tion assembly of the two triple carburettors was also given a new galvanic zinc coating. Last but not least, all of the engine coverings and the air filter housing were repaired. The steel-sheet components now gleam once again in a lush black, just as they originally did.

Bench tests and basic settings

After the overhaul had been completed and the final checks had been carried out, the immaculate engine was placed on a test bench with its own oil and fuel supply for the purpose of test runs prior to installation in the vehicle, in line with the standard Porsche Classic procedure. The basic ignition and carburettor settings were also configured at this stage.

Overhaul of the transmission using the original gauges

The transmission was completely dismantled, from the bevel ring gear through to the last synchroniser ring. The 100 or so parts that had been disassembled were subjected to an industrial cleaning process by the mechanics in order to remove any traces of oil. Once they had been freshly cleaned, each component was scrutinised in detail. Checks of this kind require a great deal of experience. The boundaries between defective parts, heavily worn parts and parts that are still usable can be fuzzy, especially in the case of wearing parts in the transmission. If they are ever unsure, the Porsche Classic experts choose the more cautious option in the interests of the vehicle and in order to protect the customer. It would be a waste of everyone's time to have to make further improvements in only one or two years.

The five-speed transmission in the 911 S Targa did not look too bad at first, but the mechanics nevertheless replaced all of the wearing parts that showed signs of excessive wear. This was particularly true of the synchroniser rings and shift sleeves, as well as all the bearings. Reassembly of the parts involved meticulous attention to detail. As well as drawing on their many years of experience, the mechanics relied primarily on the 50-year-old original gauges, which are used by Porsche Classic as the ideal supplement to ultra-modern technical tools. These gauges enabled the mechanics to make the perfect adjustments to the bevel ring gear and fit the transmission in exactly the right location. The final transmission settings were based on the original design dimensions.

Stiff gear changes – a good sign

The overall goal was to guarantee smooth shifting when the 911 was finally allowed to hit the tarmac again. But its new owner should not be surprised if gear changes initially require more brute force than is typically the case. In principle, this is a good sign, since the new, snugly fitting synchroniser rings need to “bed in” a little. It's a throwback to the good old days of motoring. ■



“PROJECT GOLD” – THE 911 TURBO CLASSIC SERIES BUILT BY PORSCHE CLASSIC FROM GENUINE PARTS

The year 2018 marked “70 years of Porsche sports cars”, and “Project Gold” – a completely new vehicle built on the basis of an existing original bodyshell – was Porsche Classic’s spectacular way of celebrating this anniversary, as well as preparing for the 2019 market launch of the Taycan, the first purely electric Porsche sports car. It took around 18 months to build the one-off piece, which celebrated its world premiere on 27 September 2018 at the Porsche Rennsport Reunion VI in Laguna Seca, USA. One month later, on 27 October 2018, the 911 Turbo Classic Series – which can only be driven on private roads – was auctioned off at the Porsche Experience Centre in Atlanta, USA during an event titled “RM Sotheby’s – The Porsche 70th Anniversary Auction 2018”. The net proceeds were donated to the Ferry Porsche Foundation, a non-profit organisation established in 2018 to mark the “70 years of Porsche sports cars” celebrations.

Auction proceeds of EUR 2,743,500 for the one-off creation

After 10 minutes and 37 bids, a final figure could be put on the auction proceeds from this collector’s item: EUR 2,743,500 (USD 3,100,000). A total of 51 vehicles went under the hammer during the auction. The starting price for the “911 Turbo Classic Series”, featuring the Factory Power Kit II available at that time (331 kW [450 hp]), was EUR 154,473 – the retail price of a 911 Turbo S in 1998. And the look of the “911 Turbo Classic Series” is just as unusual as its history; the classic vehicle is painted in Golden Yellow Metallic, referencing the type 991 design of the 911 Turbo S Exclusive Series. The black wheels feature design lines in Golden Yellow, and the seats and interior are designed in black with appliqués in Golden Yellow. The body includes the side air intakes that are characteristic of the 911 Turbo S.

A one-off creation built 20 years after the end of series production

Porsche Classic built the 911 Turbo Classic Series a full 20 years after series production of air-cooled Porsche vehicles came to an end. The design of the unique 911 Turbo is based on an original bodyshell. The experts were able to rely on a selection of over 6,500 genuine parts that Porsche Classic offers exclusively for type 993 vehicles.

A range of 52,000 genuine Classic parts for vehicles from the 356 through to the Carrera GT is available from all Porsche Partner around the world. The bodyshell was first put through the corrosion protection and painting process applied to today’s series-production vehicles. Work on the collector’s item then continued at the Porsche Classic Workshop, with Porsche Classic experts responsible for assembly and tuning. A brand new 3.6-litre biturbo engine was installed to match the maximum performance level of 331 kW (450 hp) available when the vehicle was in production.

The manual transmission and all-wheel drive were also sourced from the Porsche Classic range of genuine parts. The hand-stamped chassis number (WPoZZ99ZWS370802) follows on from the last type 993 design of the 911 Turbo manufactured in 1998. In reality this is more of a reference number, as even though this unique specimen was completed in 2018, it was built using the technology of 1998, which means that it does not comply with current exhaust and noise emission standards and can therefore only be driven on private roads.

Exterior and interior inspired by the type 991 design of the 911 Turbo S Exclusive Series



The exterior and interior elements were coordinated with the workshop’s dedicated Porsche Exclusive Manufaktur experts who were also responsible for implementing the type-991 911 Turbo S Exclusive Series, which was a limited edition. The Style Porsche designers worked on the positioning of badges as well as other interior details, such as the curves of the decorative seams.

“Project Gold” showcases the comprehensive skill of Porsche Classic in a fascinating format”, explains Detlev von Platen, Member of the Executive Board responsible for Sales and Marketing at Porsche AG. “This project clearly demonstrates our strategic orientation. Although we are starting a new chapter in our sports car history with the Porsche Taycan, the story of how the company evolved is no less significant. On the contrary: This Golden Yellow 911 demonstrates how incredibly passionate we are about the tradition of our brand.”

Net proceeds from “Project Gold” donated to the Ferry Porsche Foundation

The net profits of EUR 2,589,027 were donated to the Ferry Porsche Foundation. Ferry Porsche was the founder of the Porsche brand, and the foundation named after him focuses its activities on the region surrounding the factory sites in Stuttgart and Leipzig. Projects are also funded at locations around the world. The Ferry Porsche Foundation supports charitable projects in the fields of education, science, sport, culture and social affairs. In each case, the main emphasis is on helping young people. In future, the Ferry Porsche Foundation hopes to run its own programmes as well as fund third-party charity initiatives. ■



PORSCHE CLASSIC FUEL ADDITIVE FOR CLASSIC PORSCHE CARS

Generally, valuable classic Porsche cars are only driven on a seasonal basis. In most cases, the vehicle is left stationary during the long off-season periods. These peri-

ods can be long enough for the remaining fuel in the piping systems, pumps and fuel tanks, as well as in the technological components for mixture formation, to form unpleasant deposits that can prevent proper operation when the new season starts. Often during these stationary periods, the injection nozzles and injection valves or the float needle valves of the carburettor can become stuck, which stops them from closing fully. Impaired fuel pumps are also not uncommon.

In the worst cases, this can cause significant corrosion damage – inside the fuel tank, for example. Rough engine performance is just another one of the harmful consequences this can have.

Newly developed Porsche Classic fuel additive provides protection for long stationary periods

During long stationary periods of a few weeks or months, deposits resulting from the remaining fuel can quickly form inside the fuel tank. This can rapidly cause corrosion damage – especially when the fuel tank is not full and condensate forms in the empty spaces. In order to prevent this, it is recommended that the vehicle be parked with a full tank. It is also absolutely essential that before the vehicle is left stationary for an extended period of time, you add to the fuel an additive developed by Porsche Classic together with the Porsche Development Centre in Weissach. This has been specially tailored to the requirements of classic Porsche engines, and reliably protects against corrosion and unpleasant deposits.

The additive is only approved for use after in-depth testing of its effectiveness and compatibility. To this end, immersion tests for metals and elastomers as well as additional comprehensive laboratory tests are carried out. These are followed by the associated road testing programme and then approval by the Porsche Development Centre in Weissach. Based on the motto “Engineered in Weissach”, with its fuel additive, Porsche Classic provides a perfect solution for the requirements of the engines in classic Porsche models. The fuel additive is available in a classic metal can with a filler neck and an attractive packaging design. The packaging contains instructions on how to use the fuel additive correctly.

Porsche Classic fuel additive, 300 ml Part no. 00004420602 excluding: USA, Canada, Turkey, China, Russia, Mexico, Taiwan, Malaysia, Vietnam All Classic models

The new Porsche Classic fuel additive protects your beloved classic Porsche car even during long stationary periods ■



THE PORSCHE TRADE-MARK

Porsche products are distinguished by a “P in the triangle” when they are marked with the Porsche trademark.

The trademark is supplemented by information about the country of origin, such as the “Made in Germany” specification, the manufacturer code, the corresponding PAG part number, such as “964.301.010.57”, the month and year of manufacture and the material designation, such as “> PA6 GF20 <”. This mandatory marking process applies to all Porsche products. However, the surface of some products cannot be marked directly due to their geometry or function, or for aesthetic reasons – this applies to small parts like screws, washers and nuts, as well as visible parts and liquids. In such cases, these products must be marked on the sales packaging or in an area that is not visible.

The “P in the triangle” originated in the mid-1960s

The Porsche trademark – or the “P in the triangle” – originated in the mid-1960s. In a letter dated August 3, 1965, the employees in charge at Dr. Ing. h.c. F. Porsche KG applied for “the enclosed symbol to be a trademark and request that the black and white inscription be included as shown in the register of trademarks.” The marking was designed for class 10 goods (“land vehicles and associated parts”) and class 23 goods (“engines for land vehicles and their parts”). The letter also stated that: “The trademark is to be used for marking spare parts for our motor vehicles as genuine spare parts by means of an embossed stamp. The German Patent and Trade Mark Office in Munich recorded August 4, 1965, as the date of the application, and the trademark was eventually published in the register of trademarks on November 15, 1965.

A clear geometric definition

The process seemed to be complete. But around three months later, a company based in northern Germany objected to the application, stating that the Porsche trademark was too similar to its own “P in the triangle”. However, the tip of the triangle in the Porsche trademark points downwards, whereas the claimant’s pointed upwards like a pyramid.

Based on this reasoning, Porsche released a three-page statement responding to the objection on May 9, 1966. In Zuffenhausen, the employees responsible for patents and the trademark were of the opinion that “although similar geometric forms are used, the design and composition are fundamentally different.” The statement also included a specific description of the trademark itself, which reads as follows: “The registered symbol comprises an equilateral triangle with the tip pointing downwards, with the tip of a vertically arranged right-angled triangle extending downwards towards the point of the equilateral triangle. The long side of the right-angled triangle is not connected to the equilateral triangle; within the equilateral triangle there is a semi-circle that is aligned with the base parallel to the long side of the right-angle triangle. Together, both geometric shapes resemble a



stylized “P” standing on its point; this “P” stands alone within the equilateral triangle, i.e. it does not reach the boundary of the triangle. These shapes create a slender, geometric, almost wing-like design.”

The “P in the triangle” helps to prevent imitations

The written statement submitted by Porsche also precisely described the intended purpose of the Porsche trademark: “The registered trademark is designed to prevent unauthorised imitations of the spare parts in our sports cars; even without the trademark, experts like dealers and authorised workshops are able to identify tiny differences because they are already looking for things to help them differentiate between counterfeit spare parts and original spare parts.”

Official entries in 1966 and 1968

The German Patent Office made its final decision on June 2, 1966. The arguments in the formal objection were not upheld and Porsche was allowed to use the “P in the triangle” as a registered trademark. In a letter dated September 2, 1966, the German Patent Office announced that there was nothing to prevent the trademark from being registered. The registration process was officially completed on October 7, 1966, and the Porsche trademark was registered internationally on December 9, 1968, making it valid worldwide.

Seal of approval for Porsche Classic Genuine Parts

In any case, the Porsche trademark on all parts represents quality and authenticity, both of which are key characteristics when it comes to keeping valuable classic Porsche cars in top condition. After all, a record-breaking 70 per cent of all Porsche vehicles ever built are still on the road today, and they are often even in a good to very good condition. Porsche fans show a special passion for their cars, and their keen attention to maintenance, care and preservation – perhaps unique in the world of automotive brands – is what makes these impressive figures possible.

For a long time, classic Porsche cars have been a part of automotive cultural heritage. They are far more than just vehicles and many of them have become fixed members of the families of their owners and will be passed down from generation to generation. This family character and a special feeling of togetherness are the hallmarks that have characterised the global Porsche community and the company for more than 70 years.

Porsche Classic cultivates this family concept with determination and passion and maintains classic cars with the drive towards constant optimisation that is integral to Porsche: from the air-cooled model series of the 356 and 911, from the F model to the 993, the 959, the transaxle models 924, 944, 928 and 968, as well as the Boxster 986, along with the first water-cooled 911 from series 996 and the Carrera GT

super sports car. A vital contribution to the preservation of these prized classic Porsche cars is provided by the production and provision of Porsche Classic Genuine Parts along with the combination of traditional craftsmanship, historic original tools and new, innovative techniques, which is constantly being adjusted and fine-tuned.

More than 52,000 Porsche Classic Genuine Parts

Porsche Classic has over 52,000 spare parts items in stock in a highly modern warehouse – and can dispatch these parts directly to the relevant Porsche Partner via the global Porsche sales network. Porsche Classic obtains the genuine parts from the same companies that originally supplied them for series production. Failing that, the company locates new suppliers.

Work is always based on original drawings, detailed descriptions, a comprehensive stock of prototype parts and, last but not least, the expertise of the Porsche Classic employees. This approach means that all Porsche standards relating to technology, safety and quality are fulfilled – even when new editions of parts need to be issued.

In the case of new parts editions, the Porsche innovation philosophy continues to shine through.

Innovative technologies used for new editions of genuine parts

For example, while a few years ago the manufacture of some metal components required elaborate, and therefore expensive casting and forging tools that were often not economically viable, today, the process of selective laser melting (3D printing) provides a wealth of new opportunities. Thanks to this innovative method, it is now possible to issue new parts editions even in the smallest quantities in an economic and viable manner.

There is an endless list of examples demonstrating how Porsche Classic tackles the technical challenges affecting all classic Porsche cars with the Porsche-typical drive to achieve optimisation and traditional innovating spirit. The motto is always the same: perfect Porsche quality and authenticity in all areas, as symbolised by the Porsche trademark. ■



PORSCHE CLASSIC GENUINE PARTS 3D PRINTING

INNOVATION MEETS TRADITION: RARELY REQUIRED PARTS CREA- TED USING MODERN MANUFACTU- RING PROCESSES

„No longer available“ – for collectors of rare classic cars, the unavailability of spare parts can quickly lead to problems. In the worst case scenario, the car may even be forced out of action. Porsche Classic, the division of Porsche dedicated to classic vehicles, has come up with a solution to this problem: namely, producing extremely rare parts that are only needed in small quantities using 3D printers. All parts that are produced using the 3D printing process meet the requirements in terms of absolute fidelity to the original specifications – both from a technical and a visual perspective.

The Porsche Classic range currently includes some 52,000 parts. If a certain spare part is no longer in stock or stock is dwindling, it is reproduced using the original tools. For larger quantities, production may require the use of new tools. However, ensuring the supply of spare parts that are only required in very limited numbers sometimes poses a major challenge, even for the experts. Producing small batches using new tools would be largely inefficient. Before embarking on a project to produce a particular component, Porsche Classic always evaluates various manufacturing processes.

As the quality of “additive” manufacturing processes continues to improve with generally decreasing costs, this



form of manufacturing presents an economic alternative for the production of small quantities. Say, for example, the release lever for the clutch on the Porsche 959 is no longer available. This component made from grey cast iron is subject to very high quality requirements, but is in very low demand – not least because only 292 of these super sports cars were ever produced. The only manufacturing process worth considering would be selective laser melting. To manufacture the release lever, a layer of powdery tool steel less than 0.1 millimetres thick is applied to a processing plate in a computerised process. In an inert atmosphere, a high-energy light beam then melts the powder in the desired locations to create a steel layer.

Thus, the complete three-dimensional component is produced, layer by layer.

Both the pressure test with a load of almost three tonnes and the subsequent tomographic examination for internal faults were passed by the printed release lever with flying colours. The practical tests with the lever installed in a test vehicle and extensive driving tests confirm the impeccable quality and function of the component.

Due to the consistently positive results received to date, Porsche is currently manufacturing eight other parts using 3D printing. The parts in question are steel and alloy parts produced using the selective laser melting process, and plastic components manufactured using an SLS printer. SLS stands for selective laser sintering, a process where the material is heated to just below melting point and the remaining energy



is applied through a laser to fuse the plastic powder at a selected point. All parts are subject to the quality requirements of the original production period as a minimum, though they usually meet higher standards. Accuracy in terms of size and fit is ensured by performing tests with the part installed. Depending on the area of application, plastic parts made of various materials as in the original must be resistant to oils, fuels, acids and light.

Porsche Classic is currently testing whether 3D printing is suitable for the production of a further 20 components. The benefits: Three-dimensional design data or a 3D scan of the component is a sufficient basis to commence production. The components can be produced on demand if needed, thereby eliminating tool and storage costs. ■

PORSCHE CLASSIC TECHNICAL CERTIFICATE

**We introduce to you
the new Porsche Clas-
sic Technical Certifi-
cate.**

After first piloting it in South Africa and the USA in 2018, the certificate was launched in Germany and Great Britain at the beginning of 2019. During the course of the year, other countries will also start offering the Porsche Classic Technical Certificate.

Photos document the vehicle condition

With the Porsche Classic Technical Certificate, Porsche Classic Partner are opening up a new opportunity for their customers to have their classic Porsche cars checked and assessed. The new certificate also replaces the Certificate of Authenticity (CoA) – also known as delivery information – that has been offered until now. However, while the CoA contained only the production information of the relevant vehicle, the Porsche Classic Technical Certificate goes into much greater detail. In



addition to the general vehicle information that corresponds to the original delivery condition, the new certificate is based on a technical assessment of the classic car. As part of this check, the condition of the vehicle is technically assessed on site by the Porsche Classic Partner and documented with photos. These images are a component in the Porsche Classic Technical Certificate and provide an initial visual impression of the vehicle at the time of the assessment. The technical check covers a pre-defined list of checkpoints that is already used by Porsche Centres.

Checklist with numerous items for inspection

The visual and functional assessment covers the areas of vehicle information, wheels and tyres, exhaust system, chassis, brakes, engine and fluids, as well as the interior and exterior. If this appraisal of the vehicle condition reveals that certain aspects do not meet specified standards, the customer can have some or all of these defects rectified before the Porsche Classic Technical Certificate is issued. However, defects that are not repaired and therefore continue to detract from the condition of the vehicle are noted in the report as noticeable problems.

In addition to the checklist, the Porsche Classic Technical Certificate includes a basic vehicle evaluation by the Porsche Classic expert. In addition, the type and number of the engine and transmission are compared with the original documents. The documentation of the general vehicle information from these original records (order type, delivery location, performance specifications), information relating to the interior and exterior and a list of the optional equipment are also included in the scope of the check. Once the check is complete, the technical certificate is issued centrally by Porsche and delivered to the customer shortly afterwards by the Porsche Classic Partner.

The Porsche Classic Technical Certificate is not only of interest to those customers who wish to have their classic Porsche cars assessed.



Transparency for buyers and sellers

It is particularly helpful if the vehicle is expected to undergo a change of ownership, as the certificate provides both the buyer and the seller with an accurate understanding of the current condition of the vehicle. However, the technical certificate does not include purchase advice or proof of authenticity.

With the new Porsche Classic Technical Certificate, Porsche Classic Partner are opening up a new opportunity for their customers to have their classic Porsche cars assessed. ■

ORIGINALE 05, THE FIFTH EDITION OF THE PORSCHE CLASSIC CATALOGUE "ORIGINALE" IS HERE.



Discover the history of parts, types and technologies that in most cases had not been told before.

Learn about the latest topics relating to Porsche Classic Partners, events, restorations, genuine parts and much more.

Each genuine part has its own exciting story to tell.



As an appetizer, you can find an extract with more than 30 pages of Porsche Classic parts highlights at the Porsche Classic homepage. (www.porsche.com/classic)

"ORIGINALE 05", the complete fifth edition, is available from your Porsche Classic Partner or your Porsche Centre in limited quantities.

Porsche Classic News

Do you want to stay up to date on product highlights, events, restorations and other news from Porsche Classic? Then subscribe to the free Porsche Classic online newsletter at the Porsche Classic homepage.



In the Porsche Classic catalogue "ORIGINALE", we are presenting a selection of product highlights and innovations from the range of Porsche Classic spare parts and accessories.

We also tell you some interesting details about certain products – namely the histories being the production and testing procedures. Each genuine part has its own exciting story to tell.

AWARD WINNING

We are delighted to have won several awards throughout the Porsche Classic "ORIGINALE" catalogue series. Naming just one series "ORIGINALE 02" achieved first place in the „Sales“ category and second place for „Best Automobile Magazine“ in Europe`s largest competition for content marketing – the BCM Award. ■

71 Porsche Classic Partners to help you ... with more to follow



FIND OUT MORE AT WWW.PORSCHE.COM/CLASSIC-PARTNER

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If you own a historic Porsche, you're in the best hands with Porsche Classic.



www.porsche.com/classic

Any owner of a classic Porsche – defined as any Porsche whose model line was taken out of series production at least ten years ago – places great importance on maintaining its functionality and value. For this reason, expert care and professional maintenance – carried out using only genuine parts – and restorations performed with genuine passion and enthusiasm, are of the utmost importance.

Porsche Classic genuine parts from the 356 to the Carrera GT

Today, the Porsche classic family includes the 356, the 914, all air-cooled model series of the 911 from the F model to the 993, the 959, the transaxle models 924, 944, 928 and 968, as well as the Boxster 986, the type 996 911, and, as of 2016, the Carrera GT super sports car. The production and supply of Porsche Classic genuine parts makes an invaluable contribution to the continued existence of all these prized classic Porsche cars.

More than 52,000 genuine parts available

We have over 52,000 spare parts items in stock in our modern warehouse – and we can dispatch these parts directly to your Porsche Partner via the global Porsche sales network. We obtain our genuine parts from the same companies that originally supplied them for series production. Failing that,

we locate new suppliers. Our work is always based on original drawings, detailed descriptions, our comprehensive stock of prototype parts and, last but not least, the expertise of our employees. This approach means that all Porsche standards relating to technology, safety and quality are fulfilled – even when we need to re-issue genuine parts.

Around 300 part reissues developed each year – from body – work elements to interior components

With around 300 new versions of parts developed each year, we constantly strive to fill gaps in our spare parts range. This process is driven by our commitment to one simple thing: driving. Closely monitoring the market, continuously analysing its needs, and reviewing and updating our stock of parts enables us to expand our spare parts range all the time and fill any gaps that may appear. Although some care and maintenance tasks can be completed satisfactorily by knowledgeable Porsche owners, non-professionals can often encounter difficulties if more complex problems occur, or if extensive bodywork tasks, engine work or even full restoration is required.

Original tools and methods combined with cutting-edge technology

As an integral division within Porsche AG, we only use methods – during bodywork repairs, for example – that Porsche engineers would have used during the original production process. We have access to tools that are not normally available to external companies. Cutting-edge technology complements these original tools perfectly. To achieve maximum precision, we use the latest generation of frame alignment benches and computer-controlled laser measuring systems.

Our specialists also use original Porsche sheet metal parts to achieve the best possible results during bodywork restoration.

Frequently made using the original press tools and produced exclusively from high-quality sheet metal, our parts – unlike lower-cost replicas – guarantee the best possible fit, saving valuable time during fitting and preventing the customer from incurring unnecessary costs. But above all, our parts are guaranteed to meet the high Porsche quality standards. We use genuine spare parts almost exclusively during any restoration and repair work, especially for repairs to the powertrain.

Porsche Classic genuine parts for engines and gearboxes.

We replace components – such as cylinder heads, camshafts, valves or occasionally even the crankshaft – based on specific wear limits according to the repair or maintenance plans. Our experts have many years of experience, enabling us to complete all of this work in-house.

In addition to the essential genuine parts, repair and maintenance work on engines and gearboxes also relies on the latest technologies, combined with decades of experience. But the fact that a potentially record number of **over 70 per cent of all Porsche road vehicles ever produced are still being driven today** – and often in good or excellent condition – is not just down to the use of genuine spare parts and the latest repair technologies.

Decades of wide-ranging experience and knowledge

Porsche fans show a special passion for their cars, and their keen attention to maintenance, care and preservation – perhaps unique in the world of automotive brands – is what makes these impressive figures possible.

Porsche Classic at locations world-wide.

Since early 2014, a number of selected Porsche Centres and Porsche Service Centres around the world have earned Porsche Classic Partner certification. At these centres, you will find enthusiastic, knowledgeable experts who can provide all the services and advice you may need for your classic Porsche.

Experienced experts ready to advise and assist

Porsche Classic Partners are easy to spot: The Porsche Classic flag outside and the Classic Corner in the showroom serve as indicators that owners of classic Porsche cars have come to the right place. Porsche Classic Partners organise special classic events and keep their customers up to date with all Porsche Classic news, including reissues of parts. You can find an up-to-date list of certified Porsche Classic Partners in this edition.

Our website at www.porsche.com/classic provides all the detailed information and background context you may need on Porsche Classic genuine parts. It also includes a collection of original colour charts for classic Porsche cars. The site even gives you the opportunity to play a key role in our product development process, by completing a form on the website about availability of Porsche Classic genuine parts. We look forward to your feedback! But that's not all. Our Porsche Classic Parts Explorer at www.porsche.com/classic-explorer provides you with regular updates on reissues, highlights and accessory products – just click on your model and model year to find the genuine parts for your vehicle. ■

