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IS THE DASHBOARD ON YOUR CLASSIC 911 CRACKED? PORSCHE HAS YOU COVERED

📅 6/1/2015 ⌚ 6:34 EST 📁 FILED TO: OPTIONS 👤 BY: SEAN CRIDLAND 💬 1 COMMENT

Those of us who have worked on restorations or just like to keep our Porsche looking crisp and new know how frustrating it is to maintain dashboards. Short of imprisoning your car in UV-coated hyperbolic chamber, there's no real way to avoid sun damage. Because of its location directly under the windshield, the dash receives the most intense ultraviolet rays of any part of the interior, meaning even well-cared for cars suffer from cracks and blisters. While several after-market solutions have available been available to Porsche owners for years, concours enthusiasts have been openly hostile to the thought of installing a non-Porsche kit. Thanks to Porsche Classic, problem solved: old car, new dash, OEM.



Though it's a blessing to receive, it's not as easy as it sounds. Replacing the dash in a 911 of that era requires removing and replacing the windshield. You may think about new glass while you're at it, since removal and re-installation can often result in cracking or breaking the glass. Unless you're a seasoned veteran of this sort of thing, you might want to have your local restoration shop or Porsche dealer do the install for you.



The 1969-75 spec dash is just the latest in an ever growing line of OEM vintage parts from Porsche Classic, who is taking full advantage of the growing collector and restoration market. Other recent releases have been a **retro-fitted navigation system** based on their PCM (Porsche Communication System). The unit fits into the normal radio slot in the dash and includes a wide array of modern hands-free communication conveniences, integration with smart-phones and other modern conveniences. Porsche Classic has also introduced **two special oils** designed for optimum maintenance of seal materials and vintage metallurgies.

Though we presume that Porsche Classic oil and Porsche Classic dashboards can only help to add originality points, we haven't yet heard from our concours enthusiasts on how a retrofitted Nav-Sat system will effect overall point scores. But, if you're like me, getting to the event is usually a higher priority than worrying about that last tenth of a point.

The new part is now available to be ordered from any authorized Porsche dealer in the United States. MSRP is \$1,353 plus any applicable taxes, shipping, and handling.

🏷️ TAGGED WITH: 1969 TO 1975, 911, DASHBOARD, PORSCHE CLASSIC

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Serge Small says

June 2, 2015 at 9:28 am

I find it somewhat incredulous that the same Porsche Classic dashboard that is listed at 952 euros including VAT is almost \$400 more here in the US. Lakewell's dashboard, which I've read is excellent, is only 890 euros. Is PC's worth another \$400?

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