

CERTIFICATE OF PRODUCTION

PORSCHE 356

Reutter Body No.: 82836

This Certificate is prepared by using existing documents from the Reutter Family Archive, production planning department documents and information gathered from former employees.

The information about color and materials of this Porsche 356 body describes the status how it was delivered from Stuttgarter Karosseriewerk Reutter & Co to Dr. h.c. F. Porsche KG.

The status of the delivery is not only documented by this Certificate of Production, but it also describes and honors the full scope of work of all employees and workers of Reutter Karosseriewerk (founded 1906).

29.08.2023



Guido Eickholz
Erlkönig Classic GmbH
Gaildorf, Germany



Reutter Family Archive
Stuttgart, Germany

Auslieferungsbescheinigung		Datum Auslieferung Reutter an Porsche: 11.12.1956	
Typ: 356 A (T1)		Coupé-Karosserie	Nr.
		Cabrio -Karosserie SPEEDSTER	Nr. 82836
		Hardtop-Dach extra	Nr.
		Hardtop-Verdeck extra	Nr.
Intended country:		Sonderausführung:	
		Farbe, Nummer	Lieferant
LaPaint	Body exterior außen	aquamarin M. R 607 (K)	64/8498 Lechler
	Fixed roof	---	
	Dashboard Brett, Unterteil	aquamarin M. R 607 (K)	64/8498 Lechler
	Steering column	beige lack.	
	Wheels	Chromeffektlack	
InnenInteriorierung	Seats	beige Kunstleder 366	Kaliko
	Piping der	blau Kunstleder 309/1103	Westo
	Door panels & fold. seats	beige Kunstleder 366	Kaliko
	backrest & rear panels	beige Bouclé Teppich	Besmer
	Door window cap	beige Kunstleder 366	Kaliko
	Dashboard Brett, Oberteil	blau Kunstleder 309/1103	Westo
	Headliner	---	
	Sun visors inden	---	
	Carpet	beige Bouclé Teppich	Besmer
	Carpet trimassung	beige Kunstleder 366	Kaliko
	Rubber floor mat	schwarz	
	Soft top	beige (Verdeck-)Stoff	Happich
	Tonneau cover	beige Kunstleder 366	Kaliko
	Convertible frame	beige lack.	
	Turn signal light switch	beige	
	Knobs & rosettes inden	(hell)beige	
	Steering wheel	beige	
	Front plate latte	---	
	Ignition lock	F 076	
	Door lock	7528	
Options	Steckscheiben:		
	innen:	beige Kunstleder 366	Kaliko
	außen:	beige (Verdeck-)Stoff	Happich
STUTTGARTER KAROSSERIEWERK REUTTER & CO			

FARBMUSTERKARTE

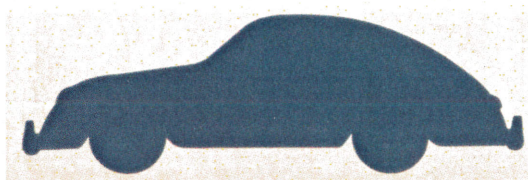


Porsche Typ: 356 A (T1) SPEEDSTER

Nr. 82836

Lackierung

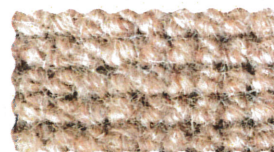
Paint



R 607 aquamarin M.

Innenausstattung

Interior



Armaturenbrett

- Oberteil -

Dashboard

- Dash cover -



Teppich

Carpet



Verdeck

Softtop



Verdeckhülle

Tonneau cover



STUTTGARTER KAROSSERIEWERK REUTTER

(1906 - 1963)



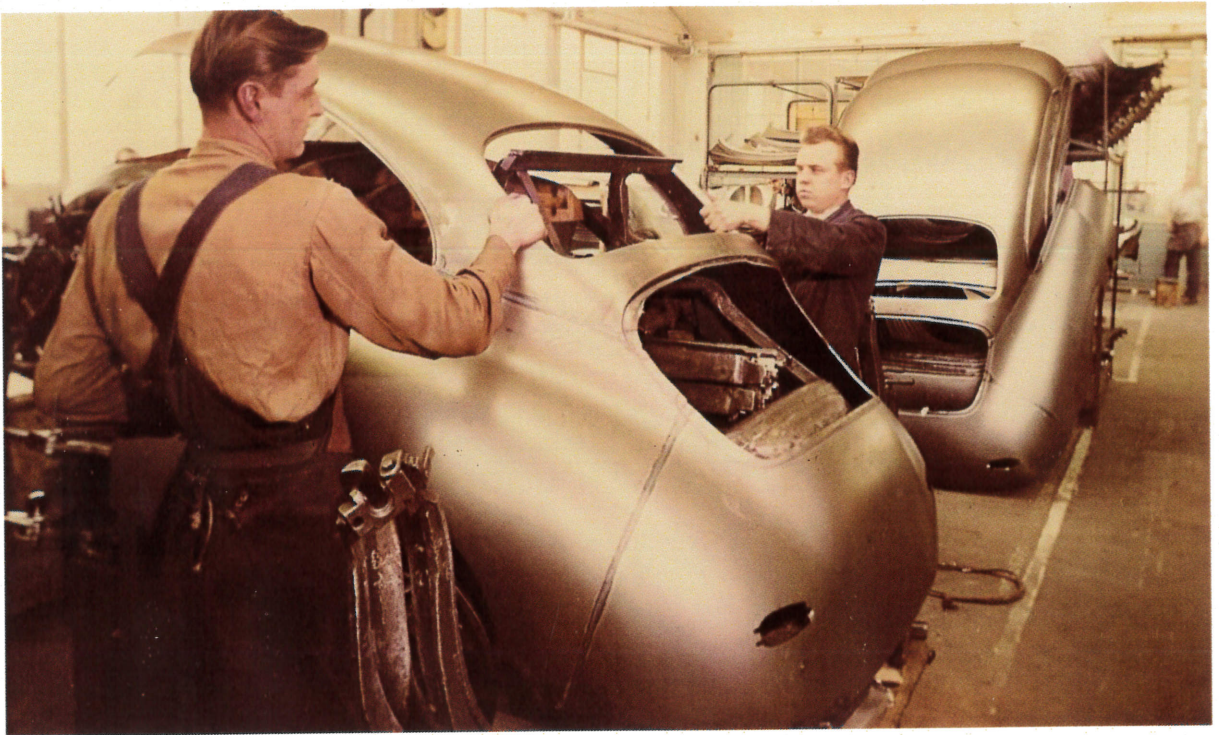
The long lasting and successful cooperation between the Stuttgart based "Karosseriewerk Reutter" and Porsche was more than a "marriage of convenience" as it was based on the mutual respect of two outstanding companies of the automotive industry.

Founded in 1906 by upholstery master craftsman or "Meister" Wilhelm Reutter. Reutter quickly gained a great reputation within "young" automobile industry. After Albert Reutter, the brother of Wilhelm Reutter joined the Board of Directors (BOD) and acquired a federal patent for the "Reform Chassis", which means the predecessor of the Convertible, Reutter produced in the first decades complete bodies and interiors and special bodies for most of the known and reputed automobile manufacturers. In 1931 Reutter built for the new construction office Porsche in Stuttgart, prototypes of the later Volkswagen. This was the start of a long-lasting business relationship between the two companies.

In 1949 Reutter got the order to produce the first 500 Porsche 356 in Stuttgart, after Porsche had moved back from Gmund/Austria. Due to high demand Reutter and Porsche had been producing the majority of the legendary 356 cars until December 1963 always at their capacity limits.

After the design/construction of the new T 8 body style (901 & 911, resp.) Reutter sold in 1963 the company including 1,000 employees/workers to Porsche. From now on Reutter specialized to build car seats as a "system supplier" by using the name RECARO (REutter CAROserie) with a workforce of 250 specialists at their initial Stuttgart West factory, Augustenstrasse 82.

BODY SHOP



In 1909 Reutter achieved first success with the "Reform Chassis", which means the predecessor of today's Convertible. Reutter did body work and special bodies for most of the known and reputed automobile manufacturers and at the beginning of the 1930's the cooperation with Porsche started.

After building since 1931 prototypes of the later Volkswagen, it was a more than logical step to intensify the cooperation with Porsche. In November of 1949 Reutter got the order to produce the first 500 Porsche 356 sports cars in Stuttgart. Finally, 60,000 units had been produced. First until 1953 at their original premises in Stuttgart West, Augustenstrasse 82, and later at the "Reutter Werk 2" in Zuffenhausen.

The body of a 356 consisted of more than 500 parts. First the inner and outer skin was attached to the welded body frame in multiple single steps. Due to the enormous demand for the 356 the very labor-intensive jobs in the body shop had always been a bottleneck in the production line. Therefore, other body builders were subcontracted for certain models. For these all the body panels came from Reutter in Stuttgart, as the tooling was already available and stamping of the panels was not critical.

The outer skin of the 356 body was strictly assembled by hand: After the stamping of those parts, they had been assembled piece by piece. Both doors, bonnet, rear deck lid got stamped with the first 3 digits of the VIN, then mounted to the chassis, creating perfect gaps with plenty of lead, then removed again, painted and finally mounted in the assembly line to the specific chassis they belonged to.

SEAT MANUFACTURING



The scope of production of Reutter was not only manufacturing bodies, but also the complete interior and that meant in great part the seats. This was evident as Reutter was founded by Wilhelm Reutter, who was an upholstery master craftsman or "Meister" by trade.

In 1953 Reutter acquired a patent for a fully adjustable seat hinge, which made it possible to adjust the backrest in any given position even almost to a full recline. Those hinges had been produced until 1963 at their original main factory in Stuttgart Augustenstrasse.

With these "in-house parts" every seat was later individually assembled by hand according to the specific customer orders in Zuffenhausen. Whether cloth/fabric, leather or combinations of corduroy with leatherette/vinyl the combinations and colors had been endless. That's why Porsche and Reutter agreed once upon standard combinations for specific 356 models and exterior colors. Furthermore, the customer could still order very customized versions.

As all the regular seats had been those with spring frames and horse hair upholstery, the Speedster and Carrera seats have been manufactured as a non reclinable aluminum or steel shell. These had also been the blue print/models for all future RECARO sport seats.

In December 1963 Reutter sold the company including 1,000 employees and workers to Porsche. From now on Reutter acted independently specialized using the name RECARO (REutter CAROsserie) plus a workforce of 250 specialists to build seats as a "system supplier" at their initial Stuttgart, Augustenstrasse 82 factory.

FINAL ASSEMBLY



After passing the body and paint shop the Porsche body entered the final assembly. It was here that "just-in-time" the different parts as well as the seats from the neighboring upholstery department were delivered. A production card/built sheet attached to the car listed for the employee working on the assembly line all information about the specifications of the car. Step by step the assembled body including the complete interior was finished before being delivered to Porsche.

The quality system, having installed different stations for checking the work in progress, was even improved by designating a "controller" for a group of bodies to accompany the single steps during the whole production process. By this, the quality of the delivered bodies could even be improved.

The Convertibles or Speedsters had separate assembly line, there the open bodies got their matching colored Convertible tops.

After the final assembly workers loaded each body on a special designed transporter to get the car finished at Porsche with the complete power/drive train, engine and transmission plus the tires in the neighboring building of Porsche. After that, the cars underwent water tightness tests and were checked for the last time by Reutter in a special building.

FINAL CHECKING



Even before moving in late 1953 the body production for Porsche from Reutter Werk 1 in Augustenstrasse to Werk 2 in Zuffenhausen, the final checking took place at Reutter in Zuffenhausen. During the time Porsche was the tenant in the Reutter Werk 2 the completed bodies were just shifted past a curtain and have been thoroughly checked by employees/workers of the body manufacturer for the very last time.

In 1952, Porsche bought a vacant lot from Reutter und begin to built the new Porsche Werk 2 in the direct neighborhood. Also the body production moved from Reutter Werk 1 to Werk 2 in Zuffenhausen and the final checking was transferred in a separate building aside the production line.

There the final touches were executed to the Porsche cars. After a short test drive and water tightness check employees of Porsche and Reutter were working hand-in-hand in the "Finishing Department" to deliver the joint product to the customer in an excellent quality. The cars were cleaned, polished and small imperfections were then corrected.

Before the cars were delivered all over the world, all Porsches 356 produced by Reutter got in the last production step the Reutter body badge. The badge changed over the course of the years in different versions produced trademark of Reutter quality craftsmanship. The badge mounted between the door and the wheel well only on the right side of the car.

REMARKS, LEGAL NOTES/IMPRESSUM & DISCLAIMER

The car related information is based on existing material from the Reutter Family Archive, original production planning department documents (*) and information gathered by former employees/workers. We used only provable information, but we cannot assure the completeness. As a consequence, thereof we cannot consider them legally binding.

For the correctness of these information we do not assume a liability. The originality of the described body and fixtures/options can not be assured by us.

We are not responsible for charges or option that occurred after the delivery, that the car got other special options which had not being documented or which had been added or changed later.

All information/data had been cross checked at least by two persons, to avoid any errors to the best of our knowledge.

We have only described data and options, which had been manufactured and used by "Karosseriewerk Reutter" for their client Porsche. All data by Dr. Ing. h.c. F. Porsche KG as predecessor of today's Dr. Ing. h.c. F. Porsche AG (PAG) (e.g. technical options, specially engine and transmission) are not part of this documentation.

Further information on your car could be obtained directly by a Porsche "Certificate of Authenticity", which could be ordered at any Porsche Classic dealer. Check your dealer for details.

"Stuttgarter Karosseriewerk Reutter" is a registered trademark with the German Patent and Trade Mark Office (DPMA). The "Erlkönig Classic GmbH" is using this trademark, any car related data and information from the Archive in an exclusive license obtained/granted by the Reutter Family Archive.

The term "authentic" describes the original or a faithful condition of the body and all its options. We cannot make binding statements about the genuineness of the car, it's market or replacement value as we have to exclude completely and strictly the situation of willful deception by a third party.

The depicted colors and materials (e.g. samples of cloth) are for information only in respect of the exterior/interior options. By doing this, we can not guarantee the real conditions/outcome, when the car was finished at the factory.

Erlkönig Classic GmbH / Guido Eickholz / Holunderweg 2 / 74405 Gaildorf / Germany