

According to my research here on the 911sRegistry and with my mechanic, the following points appear to be generally accepted:

1. Underbody => undercoating, then body color paint, then semi-flat black paint
2. Wheelwells => undercoating, then body color paint, then semi-flat black paint
3. Engine bay => undercoating at bottom, fading gradually up the sides, then body color paint, then semi-flat black paint
4. Trunk => black primer, undercoating up to, but not on the trunk panel with vin numbers stamped in, then body color paint, inside smuggler's box lightly misted with body color
5. Engine lid bottom => no undercoating?, just body color paint
6. Trunk lid bottom => undercoat in center area, then body color paint
7. Front and rear lid hinges => body color paint, front hinges were bolted on before painting
8. Door edges => hand painted semi flat black, door hinges were bolted up for fitting before paint, and then the hinge pins pulled, bolt heads should be undisturbed paint and the pins have NO paint on them
9. Dash => satin black paint

Any corrections I need to make to the above points would be appreciated!

Now on the following two points, I am totally confused, as there is conflicting evidence between various sources here on the Registry and even between a few cars I've looked at personally:

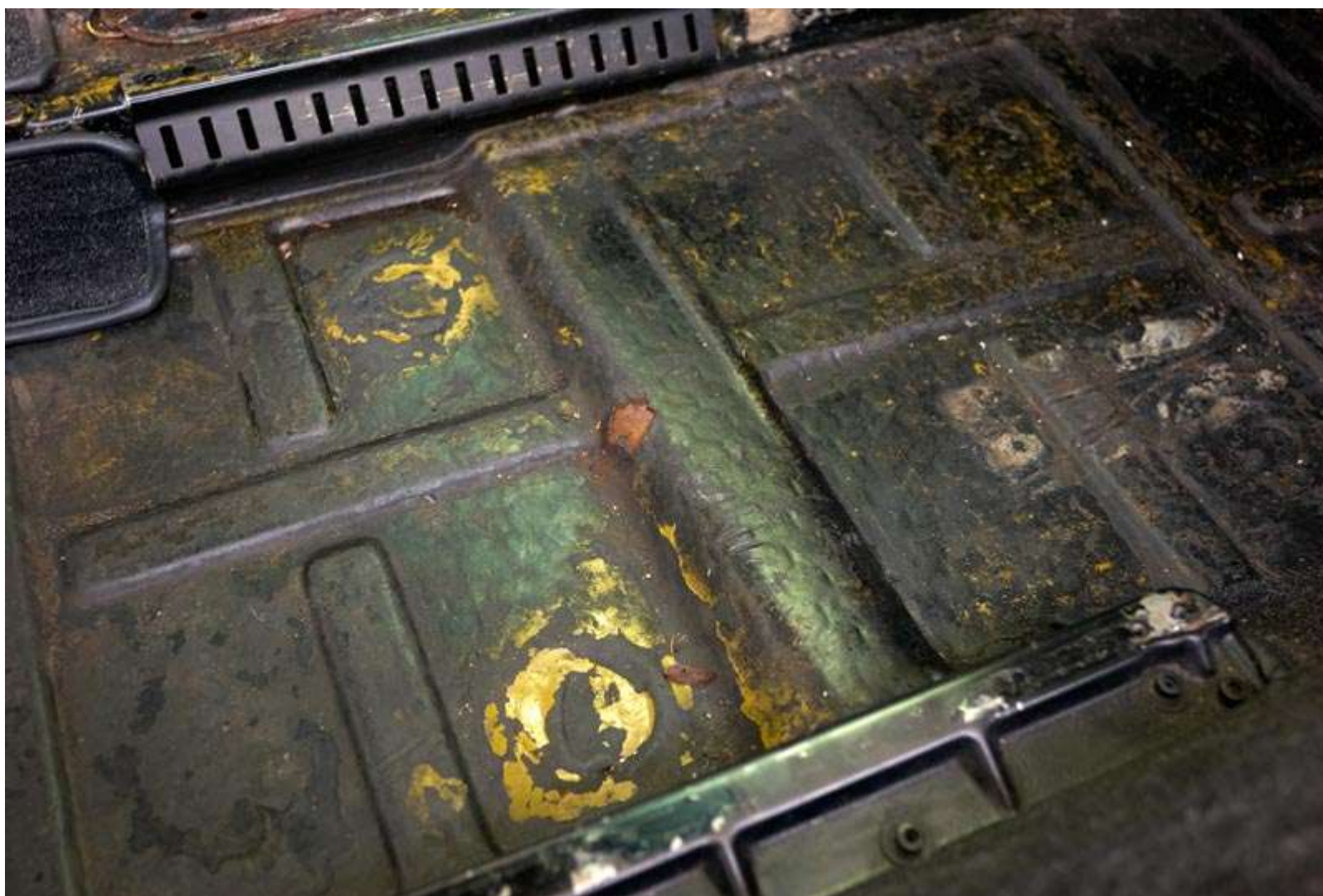
10. Interior => bituminous mats on floor, then body color paint throughout
11. Areas around the seat rails, both inner and outer, handbrake area, rear seat pivots, and the pedal cluster => semi flat black, socket-head screws on seat-rails painted flat black

Here's the problem with what I have seen so far:

=> On Karim's (911T1971) 71T, it looks like mats first, then body color, then a light flat black overspray over the entire floor:  
<http://www.early911sregistry.org/for...5&postcount=17>

=> On Clyde's (BOYER73S) RS, it looks like body color first, then mats without overspray:  
<http://www.early911sregistry.org/for...9&postcount=15>

=> My mechanic and I took a detailed look at two original cars belonging to his clients, a gold 70E (early) and a silver 71E (mid). Both look exactly like Karim's car:





=> Finally, we also looked at a completely original RS (late third series, 1400's), which has mats first, then body color and no black overspray over the mats:



Then, with regards to the center tunnel, the 70 and 71 cars have black overspray all the way to the pedal area:



whereas the RS has overspray only around the handbrake area:



My own theory is as follows:

1. Generally, between 71 and 73, the overspray was done less and less (cost reasons?) and this would explain the center tunnel overspray being less on the RS than on the 70 and 71 cars. Should 72 should look closer to 70/71, just as the other areas (underbody, wheel wells, engine bay) did, or to 73??

2. Regarding the bituminous mats, according to Mike Gillies amazing article in Vol.14 numbers 1,2,and 3 of the Esses, the mats were put in before the body was sprayed. This is consistent with Karim's car, with my mechanic's 70E, 71E, and late RS. The difference may be that, similar to the center tunnel, the mats were oversprayed black in 70/71 and left body color in 73. Again, the question is what happened in 72? Similar to 70/71 or to 73?

3. The question of why Clyde's car has body color, then the mats, without overspray, could be solved by the fact that his car is a first series RS. Weren't these cars first built as Lightweights (i.e. no sound deadening etc.), then weighed and homologated, and then converted to Touring spec? If so, the car could have been built without mats, sprayed body color, and then after homologation the mats would have been put in on top of the body color. This would make sense to me.