

Hi Chris –

Let's forget about which car it will go into for a minute and if we make a couple changes, I think we can have a solution so that the knob is no longer vehicle specific but rather universal (at least it's my theory).

This may sound trivial at this stage but let's first make sure we identify each part so we are on the same page. As shown in figure 1, we have the following parts to contend with:

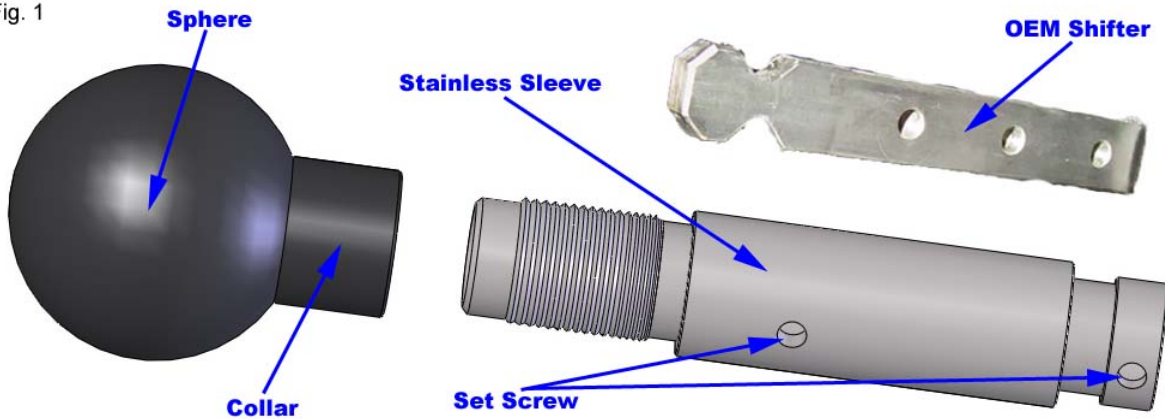
OEM Shifter: Flat metal piece part of the OEM Porsche shifter.

Stainless Sleeve: Round stainless extension designed to slip over the OEM Shifter.

Collar: Small ring like object between the Stainless Sleeve and the Sphere

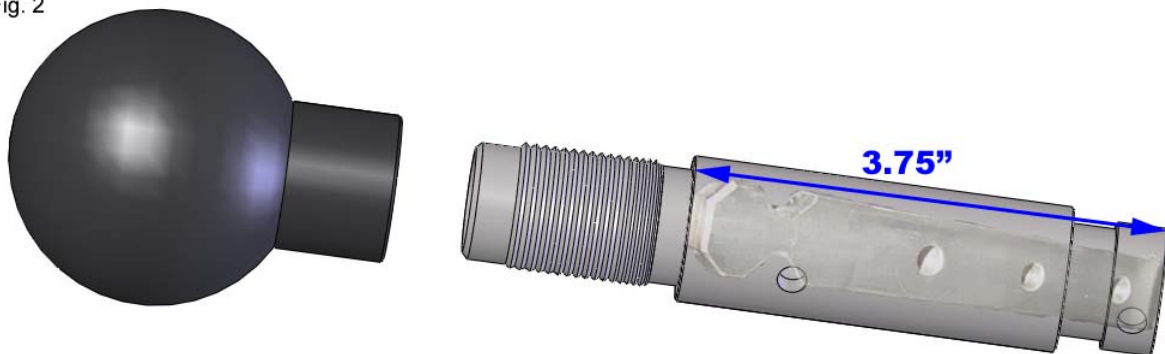
Sphere: Round object sitting on top of the Collar, commonly referred to as a shift knob.

Fig. 1



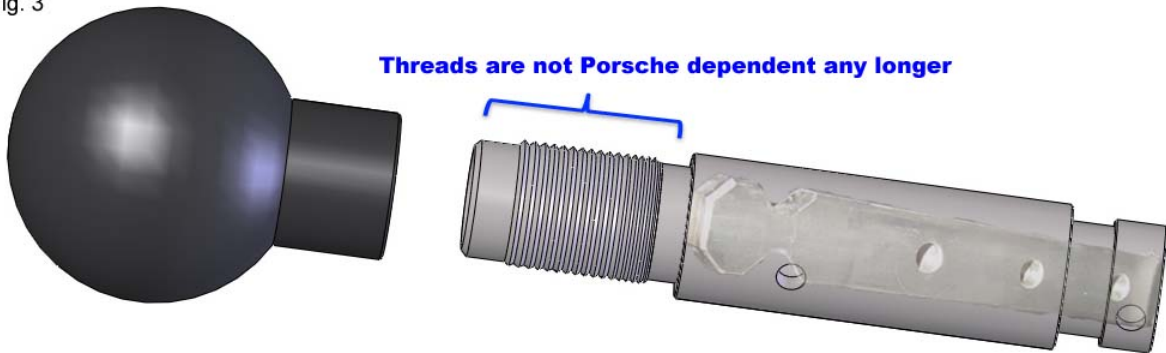
The visible portion OEM Shifter is 3.75" tall, so if we make the visible portion of the Stainless Sleeve 3.75" it will completely cover the OEM Shifter as shown in figure 2.

Fig. 2



Now, the threads at the top of the Stainless Sleeve can be any sizing/thread pitch you wish as shown in figure 3.

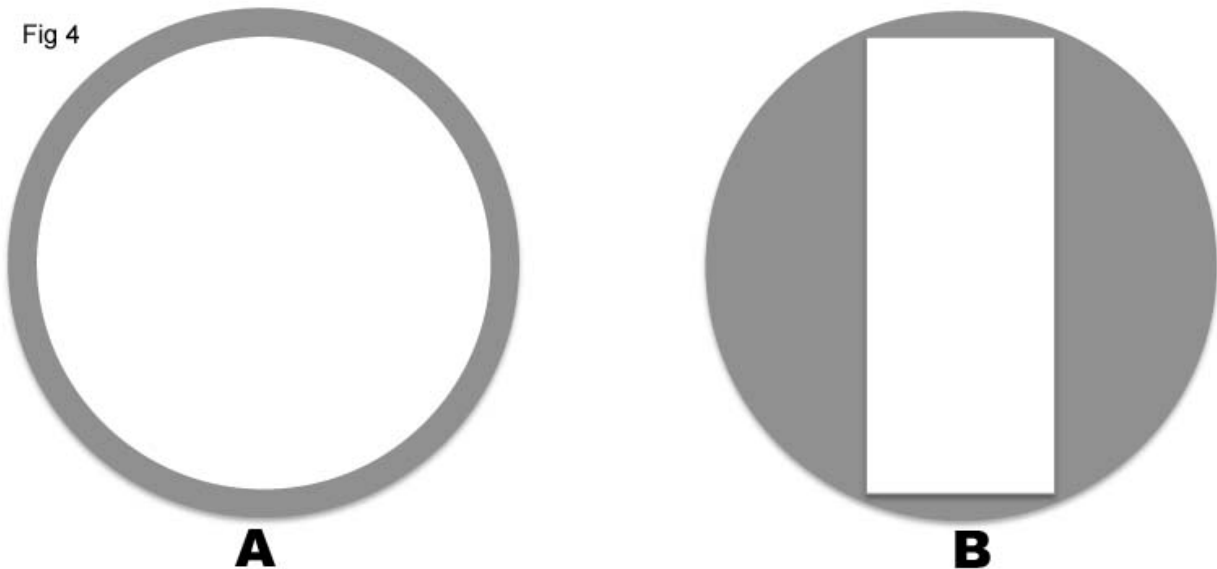
Fig. 3



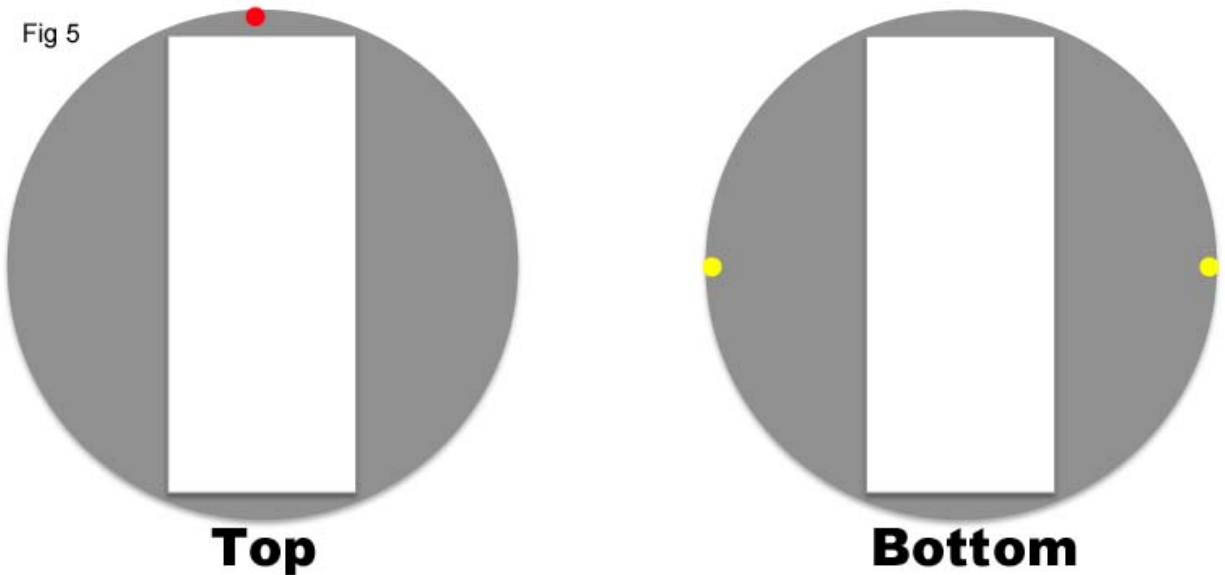
If this theory works, we're not limited to just Porsche specific shift knobs any longer and we can use any Sphere and Collar combo that you produce based on the thread pitch/size you design as shown above.

Regarding the top set screws and what I meant by the Stainless Sleeve being "keyed to the shifter". Since my OEM Shifter is flat and your Stainless Sleeve will slide over it, will the inside of the Stainless Sleeve be round as in A or be "keyed" to conform to the flat OEM Shifter as in B in figure 4?

Fig 4



In my prior email, I assumed that you could “key” the Stainless Sleeve to conform to the Porsche OEM Shifter as shown in B above, just like you do for your current 911 knob. If so, why couldn’t we have just one set screw facing forward at the top of the Stainless Sleeve (single red location) and the 2 on either side (yellow locations) at the bottom of the Stainless Sleeve as shown in figure 5?



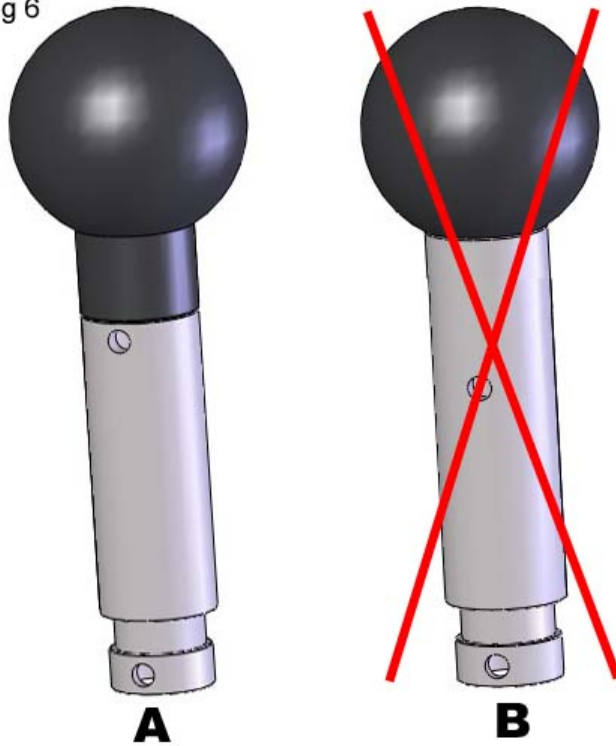
Having a top set screw in the red location along with a couple at the bottom in the yellow locations should “lock” the Stainless Sleeve and OEM Shifter together to prevent rattling. Am I wrong to assume this? Same should apply if the inside of the Stainless Sleeve were round as in “A” in figure 4, as long as we have tight tolerances to fit over the OEM Shifter.

The bottom set screws are of no concern since they would be hidden by the leather boot, but quite frankly, the top ones being visible on both sides of the Stainless Sleeve would be a deal killer for me.

If we can find an acceptable solution for the top set screws (or remove them from the design altogether), then all we have left is to figure out the dimensions and choice of materials for the Collar and Sphere.

As mentioned before, the design needs to be just like “A” in figure 6 below, with a Stainless Sleeve, coupled with a black Collar and black Sphere with hopefully a brass insert to give it extra weight and come in at 160-170gr. as you show on your site. Please note that the Collar and Sphere can either be one solid piece or two separate pieces threading into each other. I’ll leave that up to you based on design and machining complexity.

Fig 6



We would then have:

Stainless Sleeve:

- Material = Stainless Steel
- Outer Diameter = 1"
- Height of visible material = 3.75"
- Boot cutout & set screws = TBD
- Thread/pitch size = Your call
- Weight = ??
- Price = ??

Copolymer Knob (Sphere+Collar)

- Sphere diameter = 2"
- Collar outer diameter = 1"
- Collar height = 0.75"-1" (TBD)
- Options:
 - Brass insert
- Confirmed weight = ??
- Price = ??
- Possible Additional Options:
 - Standard shift pattern engraving on Sphere
 - Groove around engraving.

Thanks again for your time and please let me know your thoughts on all of this. I hope we can find a solution and get something going.