



der Rückspiegel
NOVEMBER 2025


All-new 2025 Audi Q5
Premium TFSI® quattro® S tronic®
 Our best, made better.





Audi Sylvania
 5570 Monroe St. | Sylvania, OH
www.sylvaniaaudi.com

We invite you for a test drive today.

Loaners ▶ DealerRater ▶ Free Pickup & Delivery
 Experience the Devers Difference.



2026 Mercedes-Benz GLC 400 AWD 4Matic®
 Advanced. Athletic. Adventurous.



Vin Devers Autohaus
 5570 Monroe Street • Sylvania, Ohio • 419-885-5111 • www.vindevers.com



New Porsche 911 Club Coupe celebrates 70 Years of PCA — 70 cars for 70 members

The Porsche Club of America is proud to announce the third 911 Club Coupe, a collaboration with Porsche AG to celebrate our club's 70th anniversary. As with the 50th and 60th anniversary Club Coupes, this Club Coupe contains many unique features that one cannot find on other Porsches. 70 units will be produced and exclusively offered for sale to PCA members through a raffle system.

Stay tuned to [PCA.org](https://pca.org) for more information and updates on this incredible opportunity for PCA members. Consider expressing your interest to become a PCA70 911 Club Coupe owner when the raffle opens July 11.



► More about the Club Coupe at pca.org/news/pca70-club-coupe



PORSCHE CLUB OF AMERICA

CONTENTS

5.....Officers and Chairs
6.....Editor’s Note
7.....Willkommen
8.....PCA Round Up
10.....MVR Holiday Party
12.....Tail of The Dragon
16.....Past President’s Note
17.....Techncial Q&A
21.....Advertiser Index
21.....Announcement from PCA
25.....MVR Membership News
26.....MVR Calendar
26.....The Mart
28..... A Deep Dive Into Porsche Hood Lines

der RÜCKSPIEGEL

Published monthly by the Maumee Valley Region, Porsche Club of America.

Advertising Rates

- All rates are for 1 year:
- Business card \$85.00
- Quarter page \$165.00
- Half page \$215.00
- Full page \$320.00
- Full page inside covers \$375.00

Check or money order made out to MVR-PCA must accompany request. Please call for shorter intervals.

Deadline for copy is the 10th of the month for the next month’s issue.

On the Cover: On the road during the Rennsport Dragon Rally. Photo by Steven Uhlman

Newsletter layout happily provided by Sebastian Gaeta

Material from der RÜCKSPIEGEL may be reprinted (except for ads) provided proper credit is given to the author and the source. Copy is the responsibility of the advertiser.

der RÜCKSPIEGEL is the official publication of the Maumee Valley Region, Porsche Club of America. Opinions stated are those of the authors and do not necessarily represent the position of the Maumee Valley Region or Porsche Club of America. Back issues of der RÜCKSPIEGEL are available at mvr.pca.org/back-issues/.

Historical newsletters (May 1972-December 1975) are also available, thanks to our club historian, Bill Bauman.

Send pictures and articles to: derruckspiegel@gmail.com

MVR Officers

President

Hal Kenety
Hal.Kenety@SpanglerCandy.com

Vice President

Lisa Soriano
lsoriano.pca@gmail.com

Secretary

Open

Treasurer

Chris Krauser | 419-841-7984
cpjmkrauser@juno.com

Director

Jeff Fort
jeffreyfort@mac.com

Jeff Vollmar
Jtvollmar@att.net

Past President

Kyle Mahan | 262-408-9196
mvrpca@hotmail.com

MVR Chairs

Membership

Lisa Soriano
lsoriano.pca@gmail.com

Kyle Mahan | 262-408-9196
mvrpca@hotmail.com

Newsletter Editor

Greg Armstrong | 419-318-9014
derruckspiegel@gmail.com

Social

Lisa Soriano
lsoriano.pca@gmail.com

Webmaster

Bob Harris | 419-861-0745
robertsharris@sbcglobal.net
mvr.pca.org



EDITOR'S NOTE

by GREG ARMSTRONG

Where are we going and when are we going to get there?

I frequently ask those questions when I'm lost and can't rely on GPS to resolve the situation. Everyone knows that men are genetically restricted from ever asking for directions—using a search engine is an accepted loophole, so I ponder the answers to the questions while also investigating their broader implications.

Usually I know where I am, but not where I'm supposed to be. I take the journalistic approach and utilize three map applications to verify that the directions I'm viewing will allow me to arrive at the destination without traversing a road that's missing a bridge. It has worked well enough so far but remember that past results are no guarantee of future performance. That is both a statement and a disclaimer to protect me from liability if the slip angle exceeds 11° and the car spins.

Now that I've reached my destination, I must attempt to remember why I was headed here. It was a simple enough task in that I am always looking for methods to successfully increase member participation in the newsletter. I am happy to report that Steven Uhlman has provided excellent photos for two months in a row and I am optimistic that he will continue his streak well into 2026 and beyond. However, we still need other less active members to contribute to boost the newsletter. I recently received the judges' feedback from the 2025 Newsletter Contest, and the consistent feedback item was that our issues did not have enough member articles. Of course, I already knew that long before the contest, but this has been a persistent and troubling problem. The drawback to pointing out something that was already obvious is that none of the judges offered any potential solutions. That is of course also not their remit, but it would have been helpful anyway.

I am not averse to personally visiting all members and making eye contact while asking you to consider contributing an article and/or photos for a future newsletter, but I hope it won't come to that. Those of you who have opted out of receiving enews notifications won't even know I'm coming, so it will be like a surprise party or pop quiz, whichever you find least appealing. I don't plan on starting my contribution offensive until Q2 2026 at the earliest, but I hope the threat of having to deal with me in person will spur a few more people to action. We have two more events this year for you to make an appearance and start brainstorming for the future. And if you feel lost just keep turning and you'll eventually get there. I hope to see you all at an event soon.

Thank you for reading,

Greg Armstrong

WILLKOMMEN

by Hal Kenety

Willkommen,

As another driving season winds down, it's hard to believe how quickly this year has gone by. From our summer gatherings to the fall autocross and concours, it's been another full year of great company and great cars. Every event reminded me how much energy this group brings when we get together—whether we're competing, showing, or just catching up over a meal. Now, as we move into the off-season, our attention turns to next year's calendar. We're working on strengthening the calendar and having more options for members to engage with the club. We're looking for ideas and especially looking for people that would like to get involved, even in small ways. You don't have to take on an event by yourself to make a difference.

Every event relies on a few people who volunteer to help with setup, coordinate food, take photos, or simply be an extra set of hands. Those small roles make everything run smoother and take the pressure off the main organizers. If you've ever thought about getting more involved, this is the perfect way to start—help with one event, see how it works, and enjoy the satisfaction of making it better for everyone.

And speaking of getting involved—our **Annual Member Meeting is this Saturday, November 15th at 1:00 PM** at **The Pits Clubhouse in Findlay**. This is your chance to connect with other members, share ideas for next year, and enjoy some great food and company. We'll have **BBQ and drinks provided**, and we're asking everyone to **bring a side dish or dessert to share**. It's always an enjoyable afternoon.

Looking a bit further ahead, mark your calendar for our **Holiday Party on Thursday, December 12th at 6:00 PM** at **Heatherdowns Country Club**. It's one of my favorite events of the year—a chance to celebrate the season, enjoy dinner together, and close out another successful year for MVR. The club is *heavily* subsidizing the event, so if you're looking for value in a nice dinner, this really can't be beat.

Thank you again to everyone who made this year's events possible, and to those who came out and supported them! Your time, energy, and enthusiasm keep MVR strong. Let's carry that spirit into next year by building on what we've done well and making sure there's always something on the calendar worth looking forward to.

Viele Grüße,



PCA ROUNDUP

by Lisa Soriano



It is hard to believe that there are only 2 more months left in 2025, but we have been fortunate to have some beautiful weather late into the year. I hope that you have been able to get out and enjoy your P-Car as well as the camaraderie that the club provides. Our Holiday Party is scheduled for Friday, December 12 at Heatherdowns Country Club. Information will be sent to your inbox shortly with more details, and feel free to reach out if you have any questions.

I hope that you take some time over the next few months to peruse the PCA website (pca.org). There are always interesting articles and videos; click on the Technical Tab to find links to the Tech Tips, Videos, and PCA Insider Podcasts currently available. In addition, there is the weekly e-Brake News as well as the monthly PCA Performance News both sent directly to your registered email; just visit pca.org and sign up to receive them.

Very soon ALL region communications will be sent via the PCA Emailer system, from enews@enews.pca.org, if you are not receiving these messages, please email me at lsoriano.pca@gmail.com, or call the PCA National Office (410) 381-0911, to update your contact information.

Tech Tactics:

- [2011 – 2018 Porsche Cayenne Model Guide](#)

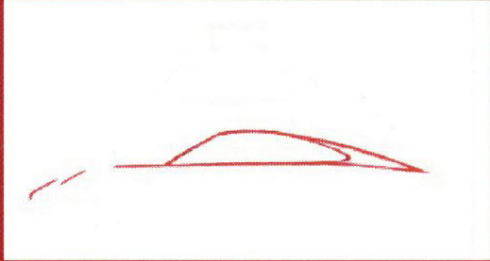
PCA Tech Tips:

- [Let's revisit what type of fuel to use in your Porsche](#)
- [The Porsche 914 Was Ahead of Its Time – Here's Why](#)

THE CAR PORT LLC
PORSCHE
SERVICE / MAINTENANCE

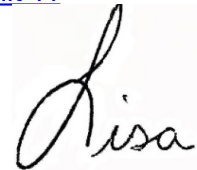
JOHN JENNENS
OWNER
4419 SECTION RD.
OTTAWA LAKE, MI 49267

419.356.3960
734.568.6968
ybslo968turbo@gmail.com



PCA Insider Podcast:

- [Episode 184: Alwin Springer: Tales From A Career in Porsche Motorsports](#)
- [Episode 185: What Happens When Porsche Owners Take Over A Cruise Ship?](#)
- [Episode 186: Does Porsche Still Need To Build Sports cars?](#)
- [Episode 187: Bob Rassa: He Has Gone To Every Porsche Parade Since 1966!](#)
- [Episode 188: Our Adventures At This Year's Luftgekühlt 11](#)



Friday December 12, 2025

6:00pm Cocktails 7:00pm Dinner

MAUMEE VALLEY REGION

Holiday Party

Heather Downs Country Club

3910 Heatherdowns Blvd. Toledo, OH 43614



RSVP:LSoriano.pca@gmail.com

Assorted Hot and Cold Appetizers

Plated Dinner: Garden Salad, Filet Mignon And Stuffed Chicken Breast, Roasted Tri-Color Carrots, Parmesan Potatoes. Assorted Desserts Cash Bar

\$30.00 per person Make Checks Payable to: MVR PCA

Mail to: Chris Krauser 3618 Rose Acres, Toledo, OH 43615

SA2010 HELMET EXPIRATION EXTENSION to October 1, 2026 for PCA AutoX Events

New Snell 2025 rated helmets are expected to start hitting the supply chain next month by a few manufacturers. While this is good news, the PCA AutoX Committee is announcing an extension of the **expiration date for SA2010 helmets to October 1, 2026 for PCA AutoX events**. This will give adequate time for widespread product availability and give PCA membership plenty of time to update their helmets if needed.

Per the AutoX Minimum Standards “Entrant” helmet section, “Approved helmets must be manufactured to the current rating or the two most recent SA, M, or K Snell ratings”. With this extension notification, use of Snell 2010 helmets will therefore expire after October 1, 2026 for use in PCA AutoX events.

As always, please email Paul Kudra, PCA National AutoX Chair, at AutoX@pca.org with any questions.



- **Expert Bend Repair** • **Crack Weld Repair**
- **Curb Rash Repair** • **Polishing**

Cell (419) 913-8648 or RIMFIXINC.COM

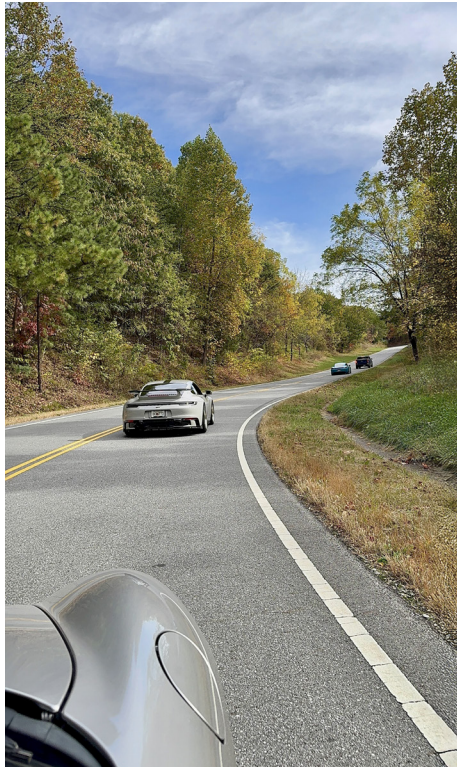
A Tale from The Tail Of The Dragon

Words and photos courtesy Steven Uhlman

This past weekend [October 24-26] Lee [Burlingame] and I went down and did the Rennsport Dragon Rally. It was 280 Porsches over three days, with amazing roads and people. 318 curves in 11 miles, and the surrounding roads are just as, if not more fun!

Steven









“...280 Porsches over three days, with amazing roads and people. 318 curves in 11 miles, and the surrounding roads are just as, if not more fun!”



PAST PRESIDENT'S NOTE

by Kyle Mahan



As the leaves finish turning and we settle into the shoulder season, I wanted to spotlight a noteworthy November linked Porsche event and share a personal update that many of you will appreciate given our club's strong sense of community.

Porsche Event Spotlight:

Each November brings reminders that our sport is global and steeped in heritage. For instance, the Icons of Porsche festival—held in late November in Dubai—brings together classic Porsches, art, culture and modern interpretations of the brand's legacy. While we aren't flying to the UAE (unless some of you are!), this event underscores the global reach and passionate continuity of what it means to drive a Porsche—not just as a car, but as part of a story. It's the perfect metaphor for our region right now: although our Ohio driving season is winding down, our appreciation and connection to the marque carry on through the winter months.

Personal Update & Transition:

After much deliberation and transparency with my family, I want to let you know that I've decided to resign from my position at my current company. With the new Board and its new direction with strategic changes underway, it became clear that my own priorities and the company's path were diverging.

One of the key reasons this decision matters to me is how much my wife Krista and I value our life here in this community. We love the region, the club, the friendships—and so while I'm seeking the next opportunity, I'm very much focused on staying in this area. I've decided that adjusting my role or even industry will be required so that we can continue to call this place home.

Expect me to remain active in all club activities and initiatives—no change there. In fact, I believe this pivot will free me to be even more present for our events and for all of you. If anyone has insights on local opportunities or just wants to connect about the next chapter, I'd welcome the conversation.

As always, I look forward to seeing you at upcoming club drives, socials, and gatherings. Let's make the most of this transitional season together.

A handwritten signature in black ink that reads "Kyle Mahan" with a stylized flourish underneath.

TECHNICAL Q&A

BY: PCA TECHNICAL COMMITTEE

TAKEN FROM PCA TECH Q&A

EDITED AND COMPILED BY: MIKE VALENTINE

Do aftermarket ECU, "Tuners" really provide any benefit? – 2009 Cayman

Question: Being as an ICE is basically an air compressor and more air in and out would be required for an increase in performance, do the various aftermarket ECU, "Tuners" or re-flash really provide any benefit and or, "Unlock" as they all claim additional motivation in an otherwise, bone stock engine?

Is the juice worth the squeeze, as these so called, "Tunes" all hover in the \$1k range.

The car is plenty fast, with exceptional handling and brakes for the tight, twisty and technical mountain roads in my area, but curiosity is always lurking.

Thank you, very much in advance for the always sober and spot on advice and recommendations!

Answer: Submitted by Pedro Bonilla

You have hit the nail exactly on the head!

The ONLY way to make more power from an ICE is to pass more air through it.

A bigger throttle body with the corresponding intake tee and plenums will get you more power than any ECU Tune.

An ECU tune is actually good after you've made all the mods to your engine, such as bigger throttle body, equal length headers, less restrictive cats, etc., because it can re-map the new variables into the system. But even without an external tune, the car's ECU

will remap itself based on its programming, always striving for the 14.7:1 air-to-gas ratio (stoichiometric point).

The best cars for this are actually the older, non e-gas models from '97-'00 where the throttle body is actually operated by your right foot via an actual cable.

On the newer cars with e-gas your right foot connects electronically with the ECU and tells it that you want more gas, but the ECU may decide, based on its programming that it has enough and won't comply.

Happy Porsche'ing

Raising And Lowering Top Problem – 2014 Boxster S

Question: Both lowering and raising the top on my 2014 Boxster S cannot be accomplished without rocking the switch back and forth a couple of times to get the stalled process moving again. The dealer believes the latching mechanism must be replaced at a cost of about \$2,300, but I read somewhere that such a fix does not always fix the problem. Advice??

Answer: Submitted Pedro Bonilla

I have seen this issue quite a few times. And sometimes it is the latch while other times it's the control module.

Neither one is a cheap fix.

Many people opt to do nothing and press the switch repeatedly.

Happy Porsche'ing

Tiptronic Service– 2006 Cayman S

Question: 2006 Cayman S with Tiptronic 17k miles

Should I have my Tiptronic transmission serviced its quite expensive to do a fluid and filter change \$1100, or leave it alone?

No current red flags the car will be 20 years old next year and it has me concerned

“On the newer cars with e-gas your right foot connects electronically with the ECU and tells it that you want more gas...”

Answer: Submitted by Pedro Bonilla

Porsche recommends replacing at 120,000 miles or 12 years.

you're not even close on mileage, but over in the timeline.

What I don't understand is your statement that it costs \$1100 to do so.

whoever quoted you that, don't use them. Material cost (fluid, filter and gasket) should be less than \$100.

Most independent shops charge \$275-\$700 all included.

Its a very straightforward job but requires a bit of knowledge of the procedure since it calls for the fluid to be at a particular temperature when it's being filled.

I highly recommend using fully synthetic ATF such as Redline.

Happy Porsche'ing





1st Grand Prize: A stunning 2026 Porsche 911 GTS + \$35,000 cash
2nd Grand Prize: A sleek 2026 Porsche 911 Carrera + \$35,000 cash

Fall 2025 Member-Only Raffle Now Open!

The wait is over! The Porsche Club of America is thrilled to kick off the Fall 2025 Member-Only Raffle, your exclusive shot at driving home a brand-new Porsche and pocketing a massive cash prize. The raffle is open and runs until December 12, 2025.

Don't wait. Every ticket you purchase boosts your chances of claiming one of these dream prizes. Log in and click the link above to enter and secure your chance at winning a piece of Porsche perfection. Drive. Dream. Win. Good luck, members!

More information: pca.org/news/fall-2025-raffle



PORSCHE CLUB OF AMERICA

IMPORTANT NOTICE

A majority of Region Correspondence is being sent via PCA's emailer system or using the contact information in the monthly membership reports sent from PCA National PLEASE make sure that PCA National has your current email address.

ALSO be advised that EVERY Primary Member is allowed to add a co-member for no additional charge. To update your contact information or add a co-member please call:

The PCA National Office at (410) 381-0911
If you have any questions or need further assistance,
please reach out to our Membership Chair
Lisa Soriano: lsoriano.pca@gmail.com

ADVERTISING INDEX

- | | |
|--|---|
| 32.....A-Team Auto Wraps
www.ateamtinting.com | 33.....PCA Chronograph
www.pca.org |
| 35.....Fort Law Firm
www.jfortlaw.com | 34.....Porsche of Ann Arbor
www.porscheannarbor.com |
| 32.....George Reiser, Attorney | 27.....Rennstatt
www.rennstatt.com |
| 22.....Lexus of Toledo
jimwhitelexustoledo.com | 11.....RIMFIX
rimfixinc.com |
| 3.....PCA Club Coupe
www.pca.org | 9.....The Car Port |
| 20.....PCA Raffle
www.pca.org | 2.....Vin Devers Autohaus
www.vindevers.com |
| 23.....PCA 70 Years
www.pca.org | 24.....Vintage Works
www.vintageworksrr.com |

PORSCHE AFICIANADOS KNOW BEAUTIFUL VEHICLES. THEREFORE, WE INVITE YOU TO EXPLORE LEXUS TO TRANSPORT YOU IN LUXURY EVERY DAY.



SEE JIM SCHENK at LEXUS of TOLEDO



7505 W. Central at King • Toledo, OH
419-841-3500 • JimWhiteLexusToledo.com

Jim is a 20+ Year
Porsche Club
member and
has owned
6 Porsches.



JIM SCHENK
Cell: 419-392-5252

Help Celebrate PCA's 70 Years!



Schedule a Region event on September 13 to join the celebration!

PCA has big plans in 2025 to celebrate the 70th Anniversary of the world's largest Porsche club. Why not join the fun? On September 13th, PCA's founding day, every PCA Region is encouraged to hold an anniversary event in your hometown. Schedule a concours, driving tour, cars & coffee, or any other PCA event and share the excitement on social media using #pca70.



Watch the video: [PCA.org/news/pca70](https://www.pca.org/news/pca70)



PORSCHE CLUB OF AMERICA



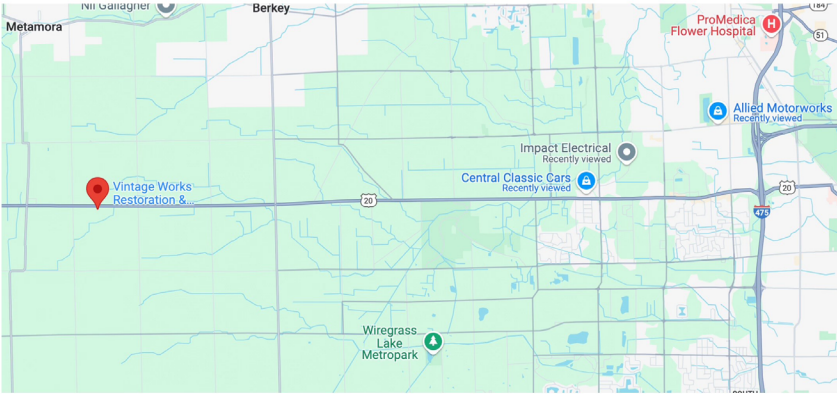
YOUR TOLEDO IMPORT SERVICE CENTER

AFFORDABLE Dealership Quality Service

Offering Required Annual Maintenance Including:

- Oil Service
- Brake Service
- Bulb Replacement
- Oil/Coolant Leaks
- Air/Liquid Cooled
- Engine Work
- Transmission Work
- 10k/20k/30k... Mile Service

CALL 419-515-4000



WE SERVICE ALL MAKES & MODELS

**1615 US Highway 20
Swanton, OH 43558**

MVR/PCA MEMBERSHIP NEWS

Primary Members	169
Affiliate Members	112
Total Members	281

If you are not currently receiving Social Event email updates, please contact Lisa Soriano at lsoriano.pca@gmail.com

Moving?

Please be sure to update PCA with your new address so you don't miss an issue of der RÜCKSPIEGEL. This can be done on the PCA website at PCA.org

CLUB MEMBER ANNIVERSARIES

OCTOBER ANNIVERSARIES

Gene & Kathleen Aufderhaar	20	Robert Guenther	11
Jason Perry	15	Raymond & Amanda Voss	7
Christine Reichgott	12	Greg Shemas	6
Roger & Christine Heider	12	Kyle & Krista Mahan	4
Lee Johnson	12	Kenna Edwards	3
Luke Johnson	10	Melinda House	1



THE MART

Set of Alutec Ikenu 19" wheels for Macan. Used tires on them; I alternated all weather to summer tires. \$500 Wheel pictured is for illustration purposes only.

Juan Penhos juancpenhos@yahoo.com



DOES THIS WHEEL FIT YOUR VEHICLE?
Wheels are designed specifically for different so

PART NUMBER	QUANTITY ORDERED	QUANTITY SHIPPED	GROUP	DESCRIPTION	UNIT PRICE
IKE80920PO179MG IKE80920PO17-9	2	2	90	19X8 5-112 ET20 ALUTE IKENU IKE80920PO17-9 METAL/GREY 66.5 Reuse OE bolts.	190
IKE90920PO179MG IKE90920PO17-9	2	2	89	19X9 5-112 ET20 ALUTE IKENU IKE90920PO17-9 METAL GREY 66.5 Reuse OE bolts.	224

MVR Calendar 2025

November:

15 Saturday 1pm: Annual All Member Meeting The Pits Clubhouse 10951 Williams St Findlay, OH 45840

15 Saturday 9am: The Gathering at Rennstatt Ann Arbor

December:

12 Friday 6pm – 10pm: Holiday Party Heatherdowns Country Club 3910 Heatherdowns Blvd Toledo, OH 43614



Rennstatt

The Hub of the Ann Arbor Porsche Community for more than 30 years

- EXPERT SERVICE & MAINTENANCE**
- ENGINE & TRANSMISSION REBUILDS**
- TECHNICAL CONSULTING AND ADVICE**
- MONTHLY SOCIAL EVENTS**
- CUSTOMER VEHICLE STORAGE**
- SERVING RALLY SPORT REGION SINCE ITS INCEPTION**
- OWNED AN OPERATED BY 32 YEAR PCA MEMBER**



Rennstatt is the Performance Division of ArborMotion

669 State Circle Ann Arbor, MI 48108 • (734) 761-1088

rennstatt.com

A Deep Dive Into Porsche Hood Lines

by Sebastian Gaeta

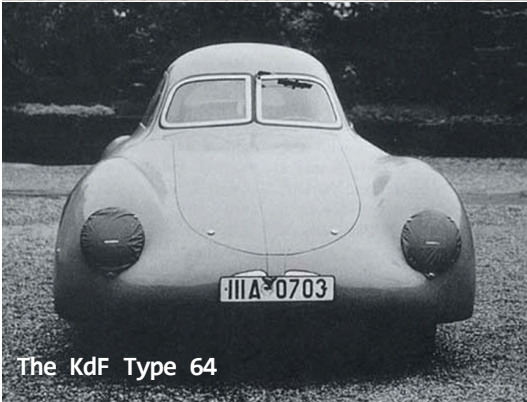
Many of us tend to not really “see” what we look at on a daily basis. I am sure that everyone reading this (just like me) spends a fairly decent amount of time simply looking at our Porsches. Of course we think they are beautiful and timeless which is true for any well designed object. While it is rarely discussed in books or conversation between enthusiasts, I recently started to notice how well designed the hood lines are of the 356 and 911 variants over the years. Of course the precise 3mm gaps mandated on all Porsches have much to do with its clean look, but it is the well thought out design that makes them visually perfect.

Did you know that the design DNA of the cars that would later carry the Porsche name all came from just one vehicle? Namely the KdF Type 64. Volumes could be written about these cars but for brevity I encourage you to read this: <https://www.stuttcars.com/porsche-type-64/>

The hood line of the Type 64 was quite different from the car it was based on, the KdF Wagen Type 60, later known as the Volkswagen. On the KdF Type 60 the hood formed what could be described as a waterfall, curving inward and flowing from the front cowl down to the front bumper, whereas on the Type 64 it was flatter and terminated in the mid-line of the headlights. In future cars you will see a combination of those two concepts beautifully melded into one.



The KdF Type 60



The KdF Type 64

In 1948 when Porsche began building cars of their own, namely the Type 356, they referred back to the Type 64 for many of their design cues including the hood lines. As you can see below, the hood line of the 356/2 Gmünd built coupe stops short of the front bumper and while it is squared off a bit it still has a nice curved shape to it with soft corners.



Porsche 356/02 Gmünd Coupe



Stuttgart Built 356 "Pre-A"



356A

In 1950, when the firm moved back to Stuttgart from Gmünd, Austria, the bodies would no longer be hand formed in aluminum over wooden bucks. Instead they would be stamped in steel by the Reutter Karosserie which led to fairly substantial design changes which included the hood. This car, simply known as the Porsche 356 (the "Pre-A" name was applied to it retroactively), saw its hood shape become more round at the corners and not flow to the bottom of the headlights as on the Gmünd built cars. This trait carried over to all future 356s, but as you will later see not so for the 911 variants.

In 1955 for the 1956 model year, the 356A debuted with lots of design changes but for the first time, no changes to the hood lines. Structurally it did change a bit with different hinge points and latches but visually it remained the same.



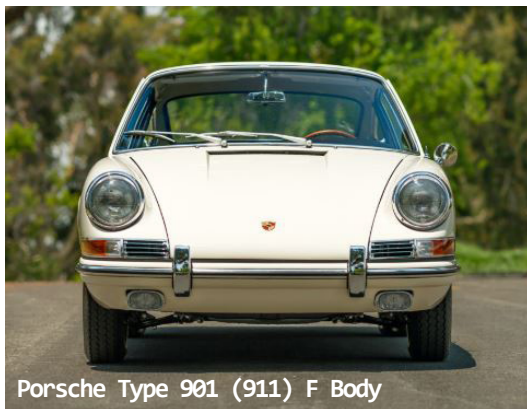
356B T5



356B T6 & 356C

The next evolution of 356 hood lines happened with a big overall makeover of the 356 in the 1960 model year with the new 356B T5. The hoods from a 356A will "fit" on a 356B T5 but the curvature from one to another is different. It's quite hard to tell from pictures but they are not the same.

In the 1963 model year with the debut of the 356B T6, Porsche released their first retro design by hearkening back to the Gmünd hood lines. Now more squared off than the previous Stuttgart built cars, it also dropped just a bit lower than the T5 hood but not quite as low as the Gmünd cars. This hood remained unchanged through the end of 356 production and the 356C.



Porsche Type 901 (911) F Body



Porsche 911 G Body

In 1963 the world got a glimpse of what would be the birth of the most recognizable - and formidable - sports car in history, the Porsche Type 901 that debuted in the 1965 model year. The platform was internally known as the F body and was Porsche's first new production car in 17 years. After a threat from Peugeot who owned the rights to any vehicle name/number with a "0" in the middle, Porsche changed the name to the 911. A look at the hood reveals the second time Porsche looked back on its heritage for design cues. The hood line on these cars, known as "Long Hood" 911s, looks quite a bit like the KdF Type 60 cascading down from the cowl and past the headlights. These inward curving outside lines are a dead match too. Who'da thunk the first 911 had a hood design robbed from the first VW!

Moving on to the next Gen 911 is the G Body car that ran from the 1974 model year to the 1989 model year. While the outside inner curvature is not as pronounced as the F Body's, it is still there. It terminates much higher than before but still sits past the headlights.



Porsche 964



Porsche 993

In 1990 Porsche released the 964 and touted it as being 85% all new. Looking at the hood and comparing it to the long running G Bodied car, they appear to be the same, but are they? Yes and no. While it's the same hood dimensionally, the latches are different so they are not easily interchangeable. These latches must be part of the 85% that is "all new" while the hood itself is part of the 15% that is old!

Moving on to the 993, the pinnacle of the air cooled 911s, we see just a few differences visually with the hood from its predecessor. The hood curves inward much less and now terminates just above the bottom of the headlights much like the early 356s.



Porsche 996



Porsche 997

And now we have the Porsche 996. The most controversial thing about these cars is not the fact that it is the first water cooled production version of the 911, it's the darn headlights. But that's for another time so let's get to the hood lines. To me the hood lines somewhat exaggerate the Type 901 hood's inner curvature, are shorter on the body and terminate within the height of the headlights ala 356. But there is no denying its visual similarity to the 901 and it is no coincidence that the first water cooled 911's hood line has the same basic shape as the first 911, which had the same basic shape as the first VW. No one does this heritage stuff better than Porsche.

When the 997 debuted I noticed a much cleaner overall design of the car but never really noticed the hood shape until recently. Look back at the 356B T6 and you'll see its doppelganger. Just like the final 356 variation, the hood was more squared off with soft corners and also terminated a bit lower than the previous car, but not quite as low as the earlier 911s. Are you now seeing a pattern?



Porsche 991



Porsche 992

Finally here is the Porsche 991 with visually similar lines to the 997 but with even softer curves. To me this is proportionally excellent in every way and is a good clean design. The 992 on the other hand looks to have started a whole new tradition with what appear to be perfectly straight lines and crisp, but not harsh corners that give it a sharp look that means business. Will our kids and grand-kids look back 50 years from now and see visual cues on their new Porsche to what the 992 started way back in 2019? Don't bet against it.

After studying something as mundane and simple as hood lines I am now even more convinced that Porsche uses their historical design DNA better than any carmaker, bar none.



GEORGE K. REISER ATTORNEY AT LAW

5749 PARK CENTER COURT TEL: (419) 242-9501
TOLEDO, OHIO 43615 CELL: (419) 290-0432

EMAIL: greiser@greiserlaw.com

**PCA MEMBER, PORSCHE OWNER, and ATTORNEY
at LAW for over 25 YEARS.**

HERE TO ASSIST, HAPPY TO HELP, PLEASE CALL!

A-TEAM Auto Wraps & Window Tinting
Northwest Ohio's Leader in Vehicle Protection & Customization

PROFESSIONAL WINDOW TINTING

RESIDENTIAL
COMMERCIAL
AUTOMOTIVE

419-534-0350
5525 SCHULTZ DR
SYLVANIA, OH 43560

ONYXSHIELD
Paint Protection Films

CERAMIC COATINGS & DETAILING

WeatherTech
Automotive Accessories

LOCALLY OWNED & OPERATED
25 YEARS EXPERIENCE

SCAN ME

ATEAMTINTING.COM



Porsche Design Unveils the Chronograph 1 – PCA Member Edition

Porsche Design honors the 70th anniversary of the Porsche Club of America with a new edition of the Chronograph 1. Exclusively made for a special community, PCA members now have the opportunity to customize Porsche Design's most iconic timepiece that was originally designed by F. A. Porsche in 1972.

Creating a special sense of community amongst members, this new timepiece features the PCA logo and "PORSCHE CLUB OF AMERICA" lettering, and optionally a personalized club region name stated on the case back. The made-to-order watch will not only come with a titanium bracelet, but also two sportive textile straps in vibrant Club Blau, one featuring the PCA logo and the other the PCA 70Y anniversary logo.

► Visit: pca.org/news/porsche-design-chronograph-1-pca-member-edition



PORSCHE CLUB OF AMERICA



Classic in the making.

At Porsche Ann Arbor, your air-cooled Porsche is in good hands.



Meet Danny Young
Porsche Gold Meister Technician

Porsche Club member and veteran technician Danny Young has worked at Porsche Ann Arbor for more than 30 years, and enjoys weekend autocross events in his Boxster S as well as coaching his son in racing. Danny's love of air-cooled engines began when he learned to maintain his first car, an air-cooled '76 Volkswagen Beetle. Since then, he's continually trained with the best to become a Gold Meister Technician. Let Danny handle your classic or air-cooled Porsche service for peace of mind that your car is in the hands of the best.

Porsche of Ann Arbor
2575 S. State St.
PorscheAnnArbor.com



Fort Law Firm

413 N. Main St.,
Findlay, OH 45840

Porsche owner and MVR member.

CONGRATULATIONS MVR

50 GREAT YEARS WITH

PORSCHE

Large firm experience, small town service.

Jeffrey E. Fort, Attorney at Law 419-356-3984

Email: jfort@jfortlaw.com