

# Book Reviews for Porschephiles

by Bruce Herrington, Orange Coast Region

## Original Porsche 911 1964-1998

by Peter Morgan, published October 17, 2016 by Quarto Publishing Group, USA



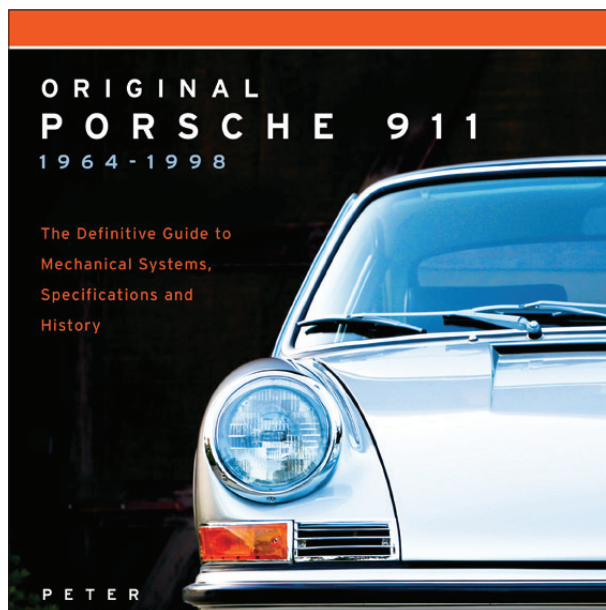
The subtitle of this book, “The Definitive Guide to Mechanical Systems, Specifications and History”, is only slightly pretentious. The book contains many photos with the pictures used largely to illustrate points made in the text. Unfortunately, the captions do not always relate directly to the pictures to which they are attached.

The chapters deal with the nine versions of the air-cooled 911 (defined by engine size and year period), from the 1963-69 2L, to the 1993-98 Carrera, GT and Turbo. Each chapter has an Evolution Outline on the first page that gives a summary of the major changes within the model / era of that chapter. The text of each chapter begins with a general discussion of the technical/commercial/political environment leading to the development of the model, then the narrative of all the changes. Each chapter ends with a section (the fine print) that presents the identification, production changes, production data, dimensions, options and color schemes data in tabular form, and a comprehensive table of engine specifications, engine model numbers, transmission model numbers, chassis numbers, etc. The last chapter, *Buying and Driving*, presents largely generic advice on buying a car, but includes a complete table of performance data for the 51 specific year/models of air-cooled 911s.

While major series changes occurred at intervals of two or three years, Porsche, not being Detroit, tended to introduce detail changes as they were developed, irrespective of model year cycles. *Original Porsche 911* deals rather precisely with these changes both between model-eras and within model years. As examples of the level of detail, there is mention of the fact that in mid-1966 the horn grills changed from four-

screw mounting to two-screws, and in 1969 they became narrower to accommodate a wider front turn signal lens. Also that in mid-1967 left hand drive cars got windshield wipers that were black and parked on the left, whereas all the earlier cars, and some subsequent right hand drive cars, had chrome wipers that parked on the right.

The changes in the color, font, and placement of the 911 label on the engine lid are all documented as appropriate. Similarly, changes in interior and exterior mirrors, seats (front & rear), wheels (steering and road), door handles (interior and exterior), rubber inserts in bumpers and on over riders, etc., etc., are all precisely described at the appropriate place in the text.



Gems of wisdom like these can be of great interest to dedicated Porschephiles who want to know when a specific feature or characteristic appeared or disappeared. But dedication is required of such a reader because the gems are buried in the narrative text and not presented in a neat summary tables as are the more basic engineering numbers. Readers approaching from the standpoint of finding out the unique characteristics of a specific model will find the desired information presented concisely and in great detail. Readers trying to find the first appearance of a specific characteristic will have a more difficult search.

Though not formatted as a reference encyclopedia of air-cooled 911 knowledge, this book provides (at a bargain price), a font of knowledge about the intricacies of the species and sub-species of the 911 genus, and should be in every 911 enthusiast's library. It is a must-have for those focused on the air-cooled cars.

Published in soft-cover manual format, *Original Porsche 911* has 160 8-1/4 x 10-3/4 pages with 200 color & 35 b/w photos, and should be available from your favorite bookseller (ask for it) for \$29.99, or from [www.http://quartoknows.com](http://www.quartoknows.com)