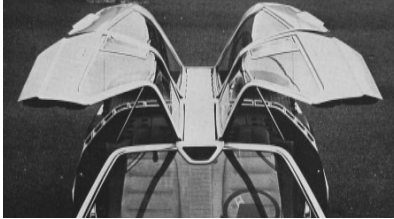


Chapter 21: The architecture of the “Fourteener” in 914/6 form. The 911’s front suspension was used, together with a specially designed trailing-arm rear suspension.



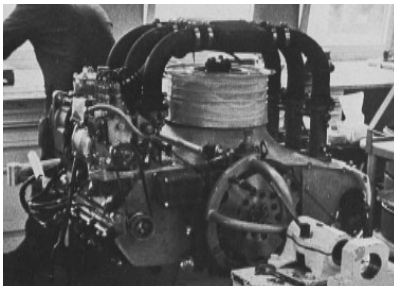
Chapter 22: Among the interesting features of the dazzling Tapiro (Tapir) were its swing-up doors and hatches.



Chapter 24: The dramatic lineup for homologation of 25 917s in April 1969.



Chapter 26: Mark Donohue drove the blown 917/10 during testing at the Weissach track.



Chapter 29: Final design of the racing 2.1-liter Turbo was Phase III layout with downdraft cooling fan.

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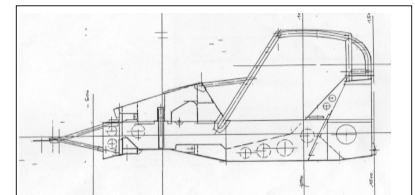
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Chapter 35: Since the 1985 model year the 911 Carrera Cabrio offered electric actuation for its convertible top.



Chapter 39: A drawing of the Type 956’s monocoque showed how its rollover-bar structure was integrated with its aluminum frame.



Chapter 40: In 1992, after a decade of success, some of the men who contributed to the success of the 956 and 962 celebrated.



Chapter 42: At the end of its run the 944 Turbo was offered in Cabrio form.