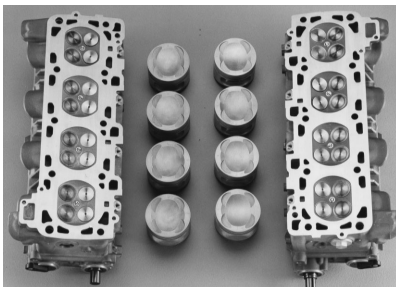


Chapter 45: An early version of the TAG V-6 was fed by Bosch mechanical fuel injection from a pump in the center of the vee.



Chapter 47: Weissach's own wind tunnel was used in the development of the face-lifted lines of the 1987-model 928S4.



Chapter 47: The 1987 V-8 placed its valves and piston crowns closer together, requiring clearance cutouts in the latter.



Chapter 48: His customary ebullience sapped by dollar-related cares, Peter Schutz left Porsche's top post at the end of 1987.



Chapter 53: The Arrows FA12 weighed in at the class minimum weight of 500kg despite an overweight and underpowered engine.

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Chapter 56: In a design coup, racing Spyder iconography was appropriated by the Boxster with its single central exhaust outlet.



Chapter 58: Wendelin Wiedeking launched both the Boxster and the successor to the 911, Porsche's new Type 996.



Chapter 58: The sacred tradition at Porsche that the 911's instrument panel have five dials was honored ingeniously in the 996's gauge group, with its overlapping look.



Chapter 60: Porsche ensured that Cayenne possessed genuine off-road capability.



Chapter 61: The Carrera GT was a clear statement that Porsche was not to be eclipsed in the sports car arena.