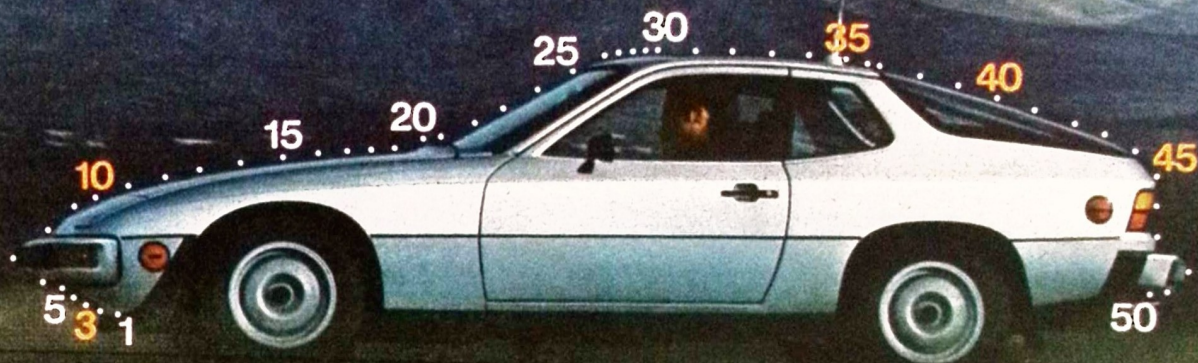


Air resists the movement of a vehicle passing through it. Resistance increases with the square of the vehicle's speed: twice the speed produces 4 times the resistance. The engine power required to overcome this drag increases with the cube of the vehicle's speed: twice the speed requires 8 times higher power. Thus, even a small reduction in drag can result in a large increase in fuel economy. Dr. Ferdinand Porsche was among the first to reduce drag through body design. The Porsche 924 benefits from 70 years of Porsche aerodynamic development. Its drag coefficient is a low 0.36. And it requires only 15 hp to cruise at 55 mph.



Air does not impact uniformly on a moving vehicle. In fact, air-flow creates zones of high and low pressure on a vehicle's surface. The 924 is designed to take advantage of this phenomenon. (See diagram below and corresponding numbers on car above.) For example, the air that passes beneath a moving vehicle tends to collect, compress, and build a cushion between the vehicle and the ground, contributing to lift.

The 924 helps reduce lift with its integral chin spoiler (3) and low nose (10). At 100 mph, lift-forces measured at the 924's front

and rear wheels are only 46 and 105 lbs., respectively.

Crosswinds can affect a vehicle's directional control at high speeds. Reaction to crosswinds is determined largely by the relative location of the vehicle's center of aerodynamic pressure to its center of gravity.

The elevated rear deck (35-45) places the 924's center of aerodynamic pressure slightly behind its center of gravity. Thus, sidewinds tend to bring the 924's nose into the wind, in a self-correcting motion.

Many of the 924's aerodynamic features are apparent in its clean styling. But their true merit shows best in actual driving. Test drive the Porsche 924. For your nearest Porsche + Audi Dealer, call toll-free: (800) 447-4700. In Illinois, (800) 322-4400.

