Introducing the new Porsche 924 Turbo.

The Porsche 924 and 924 Turbo. Both look, handle, and achieve the top speeds you'd expect from a sports car. Then what's the difference?

Before its turbo engine was developed, the Porsche 924 had already established itself on the track. In its first year of competition, the Porsche 924 charged to the head of its class in a Pacific Coast Road Racing Championship. Its passing acceleration and top speed made it a competitor to be reckoned with.

Yet we found a way to make it even faster.

Turbocharging makes the difference.

The new turbo model elevates the 924 into the class of Porsche's top performance cars. This puts it into very fast company.

If you're an enthusiast who demands a faster 0 to 60 time (9.3 seconds compared to 11.2 for the regularly aspirated 924) and a higher top speed (132 mph vs. 120 mph), the 924 Turbo may be your sports car.

However, you may find after test driving both cars that the standard 924 performs to your accelerator foot's content.

It's what they have in common that makes them handle uncommonly well.

To begin with, there's the 924's independent suspension. Independent to prevent road shocks from being transferred from one wheel to the other, or to the steering wheel. Its light unsprung weight (which is even less since the switch to light alloy wheels) helps to further keep rough road hops from jarring the driver or passengers. Its MacPherson struts in front, and torsion bars and semi-trailing arms in the rear assure that the car will really hug the road. In all, it's a suspension that lets the driver maintain a feel of the road, but not its annoyances.

Then there's the front engine/rear transaxle design, engineered especially by Porsche for the 924.

For where other cars have the engine and transmission both up front or in the rear, the 924 splits the

weight of the two: Engine in front, transaxle in the rear, connected by a torque tube and a high speed drive shaft. The result is well-balanced weight distribution (48% front/52% rear) for neutral cornering, with a slight bias toward the rear driving wheels for good traction and handling. By separating the weight masses, a "high polar moment of inertia" is achieved to help reduce pitching forward during braking, resist crosswinds and increase directional control.

Braking is a dual diagonal system — two independent circuits, each controlling one front and its diagonally opposite rear brake. Combined with negative steering roll radius, the system helps maintain efficient stopping power and directional control, even if one brake circuit should fail.

As good as all this is, you can make it even better. A special sports group upsizes the wheels to 16 inches on the 924 Turbo and converts front disc/rear drum brakes to four wheel vented discs. The optional package also includes 205/55 VR 16 tires, front (23 mm) and rear (14 mm) stabilizer bars, sport shock absorbers.

The 924 and 924 Turbo are cars that the technically oriented can really appreciate. But they also provide driving enjoyment everyone can enjoy.

Quiet and comfort, set in a sports car environment.

The Porsche 924 has always been a well insulated car. And though the turbocharger increases the horsepower by 30%, it decreases the decibel level, since less engine revolutions are required during acceleration. Both models are also plush with abundant thick carpeting. The seats are upholstered in smart fabrics, trimmed with leatherette, or in full leatherette at no extra cost. Genuine leather upholstery is available as an option.

The 924 standard equipment reads like someone else's option list. Quartz clock. Power assisted brakes. Electric rear window defogger. And more.

For all this, we didn't forget that the 924 is essentially a sports car.

Its bucket seats are contoured, to hold you like a sports car should. Its sporty-handling, 380 mm-diameter steering wheel gives you a true sports car feel. And the full instrumentation, including trip odometer, transistorized tachometer, voltmeter, oil and water temperature gauges, is designed for competition and rallye use. Too luxurious for a sports car? You'll get used to it.

The streamlined shape was designed to be functional. Beauty was a fortunate by-product.

Most people look at the Porsche 924 and say, "Beautiful". Porsche design engineers looked at it and said, "Functional".

Where others see the graceful lines of the body, our engineers saw computer print-outs from wind tunnel tests. The 924 is aerodynamically functional because of efficiency, not just style. Its front spoiler was put there to make the front wheels hug the road better. The added rear spoiler on the 924 Turbo increases traction, especially during acceleration and high speed driving on the track.

The vast expanse of glass leads to clean design. But its function is improved visibility, the reduction of blind spots. To aid in visibility, we gave the 924 efficient windshield and side-window defrosters, and an electric rear window defogger. Even a rear window wiper is available as an option.

You may see the fold-away headlights as sporty. The designers designed them to be practical. They not only improve aerodynamic qualities, they also shield the headlights from dirt during the day. And if you wish, optional headlight washers will help keep them clean and bright at night.

Even the 924 Turbo's "spider web" light alloy wheels do more than look racy. Their strength combines with light weight to reduce unsprung weight.

Under the Porsche 924's rear hatch: Usable space.

For a sports car, luggage space in the 924 is exceptional. The rear hatch lifts up to reveal an area five feet across. Fold down the rear bolsters and you have a carpeted cargo area almost four and a half feet long. Room for lots of luggage or sports gear.

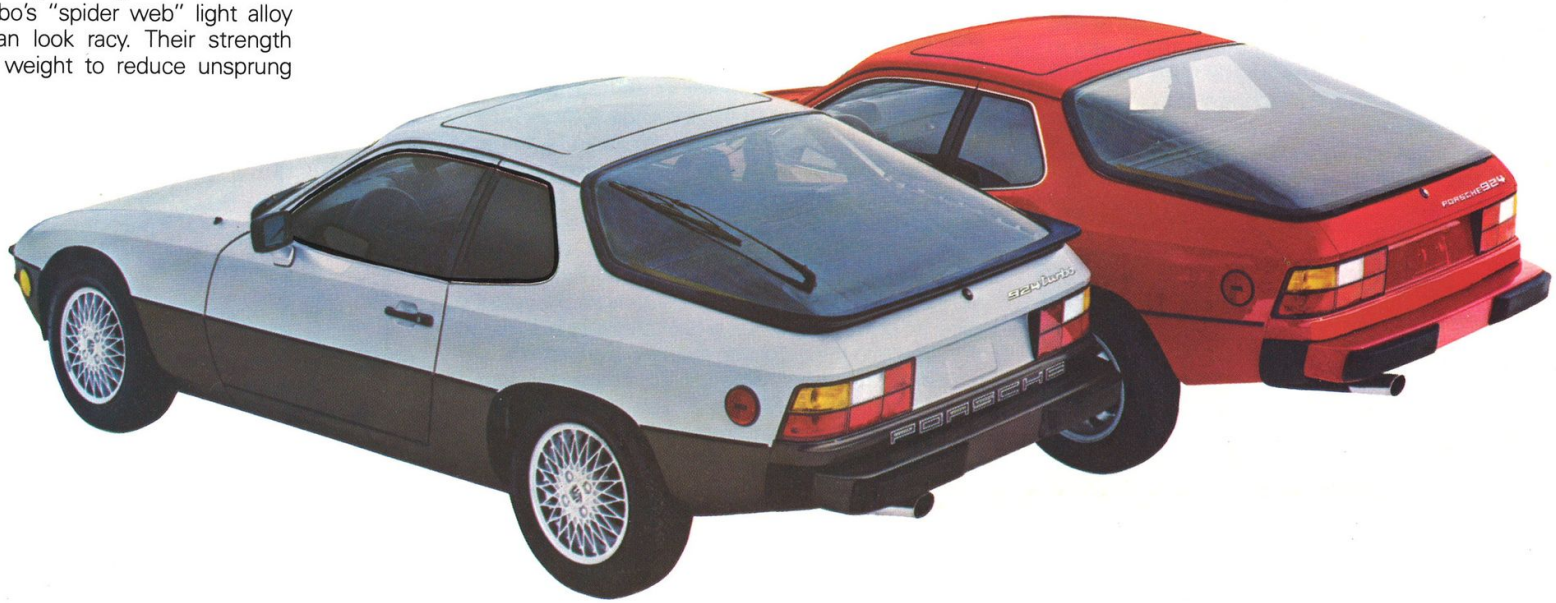
To keep the items out of sight, there is a luggage compartment cover. Standard equipment, of course.

The 924 is economical in ways that a lot of sports cars aren't.

To begin with, it's economical with gas. Fuel economy is an EPA (17) estimated mpg, 32 estimated highway mpg. (1979 EPA estimate. Use "estimated mpg" for comparison with other cars. Mileage varies with speed, weather, and trip length. Actual highway mpg will probably be less. 1980 EPA data not available at press time.) With its 16.4 gallon fuel tank, the 924 has an excellent cruising range. On a cross-country highway trip you may go from (278) up to 524 miles between refueling.

If you think of sports cars as temperamental, and difficult to service and repair, we think you'll be pleasantly surprised by either 924 model. There's no finnicky carburetor to adjust — both cars use reliable CIS fuel injection. The breakerless transistorized ignition requires little or no maintenance. Suspension and CV-joints are all permanently lubricated. Engine oil changes are normally recommended only every 7,500 miles. (See Owner's Manual for further details.)

We even take steps to protect you against small mishaps. That's why the 924 has side moldings, and the 924 Turbo also has rear gravel guards and rocker panel moldings. To reduce rust, both 924s have a factory-applied undercoating over galvanized sheet metal. We built the 924s to do more than look good—we built them to last.



The Porsche 924 Turbo.

After driving it from New York to Fairbanks and back (via San Diego and Miami), we decided to push it a little further.

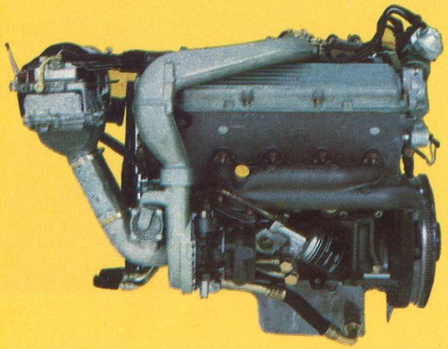
From the Sahara to the Arctic.

Nobody is tougher on Porsches than Porsche.

We assigned a team of professional test drivers to put an early production Porsche 924 Turbo through a grueling 23,113-mile endurance marathon under varied road conditions, speeds, climates, and altitudes.

By the end of the run, only three quarts of oil had been added, and tread depth measured 7 mm in front, 6.8 mm in back. The engine seals were still intact, testimony that no technical problems had been encountered.

We think the 924 Turbo will exceed your expectations too.

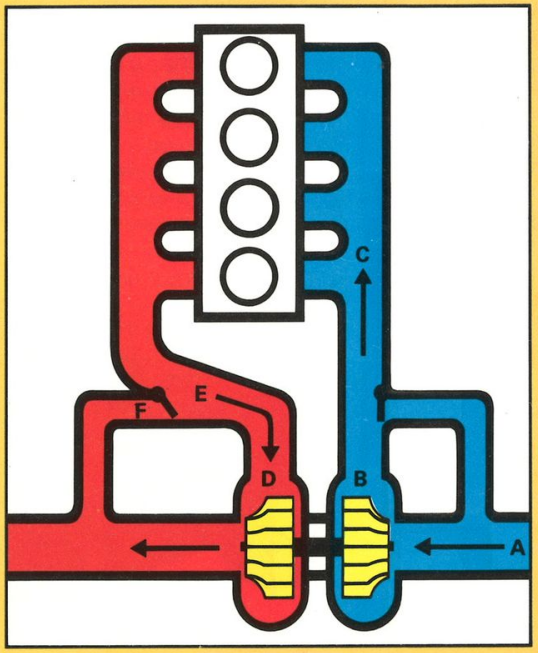


Here's how turbocharging works.

The principle of turbocharging is simple.

It is to combine more and warmer air with fuel to produce a better combustion mixture than is possible with conventional combustion engines.

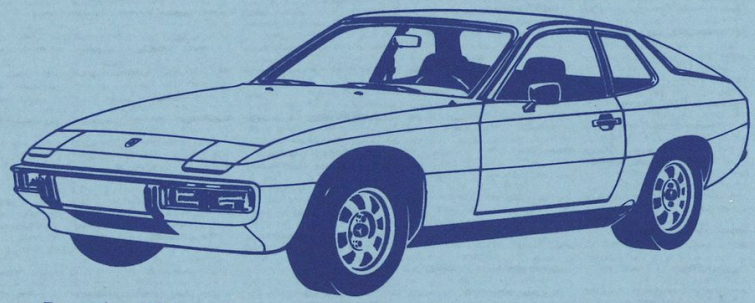
As shown in the diagram at right, in the 924 Turbo engine, outside air (A) is compacted to about 10 psi by a compressor (B), giving more and warmer air to the pistons (C). To power the compressor wheel directly by the engine itself would be counter-productive, so it is powered instead by an exhaust turbine (D). The turbine wheel, driven by otherwise wasted exhaust gases (E), attains speeds as high as 90,000 rpm at maximum load. A bypass valve (F) prevents excessive backpressure build-up, thus enabling the turbine to maintain high speeds to prevent "turbine lag" which could otherwise occur during shifting or deceleration. This allows smooth operation at a lower compression ratio, while providing higher engine torque and much greater power output.



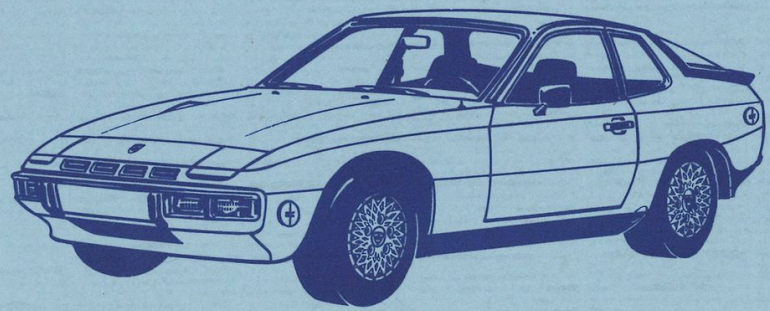
Which 924 is right for you?

The new turbocharged Porsche 924 has created a lot of excitement among automotive enthusiasts. Needless to say, we are pretty excited about it too.

But even without the performance advantages of turbocharging, all of our fuel injected Porsche 924 models are vastly improved. Recent years have seen the addition of a fifth gear for better acceleration, light alloy wheels for lower unsprung weight, breakerless transistorized ignition and additional soundproofing. Plus standard equipment features like tinted glass, power assisted brakes, front bucket seats and retractable headlights, among others.



Porsche 924



Porsche 924 Turbo

Consider these points:

Consideration #1: Performance

The desire to own one of the quickest cars on the road (or the track) will be paramount for many drivers. Others will find the standard 924 more than meets their performance needs.

Consideration #2: Sporty Appearance

While both models have the crisp look of the true sports cars they are, the 924 Turbo has its special functional design characteristics that include a rear spoiler, "spider web" light alloy wheels, NACA air intakes and oval cooling ports, leather-covered steering wheel and other features that are standard equipment. Yet a wide range of options like electrically adjustable and heated outside rearview mirrors, Porsche cassette stereo radio and air conditioning allow for personalization to meet varying tastes. FOR OTHER OPTIONS, CHECK THE LISTING ON THE BACK COVER OF THE ENCLOSED BROCHURE.

Consideration #3: Availability

The first 924 Turbos are now arriving at Porsche+Audi dealerships. But they will be in limited supply for some time, whereas the standard 924 will be more readily available. Check your dealer for his supply situation.

Consideration #4: You

In the final analysis, the car you own makes a personal statement about you. Either Porsche 924 speaks to your good taste in design, and your appreciation of a sound investment. The degree to which you want to show your exclusivity will determine the model that's right for you.

Balance these four considerations as you read the enclosed brochure. Then you'll be ready for the final step:

Test drive both 924s... then decide.

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What's standard on the Porsche 924 is either not available, or an extra-cost option on many cars.

• CIS fuel injection • Breakerless transistor ignition • Five-speed fully synchronized rear transaxle • Power-assisted brakes • Rack and pinion steering • Welded unitized body with integrated front spoiler • Tinted glass all around • Electric rear window defogger • Windshield wiper with intermittent wipe cycle and washer • Trip mileage odometer • Transistorized tachometer • Oil temperature gauge • Water temperature gauge • Quartz clock • Vanity mirror • Reclining bucket seats • Inertia-reel seat belts, front • Full carpeting • Luggage compartment cover • Retractable headlights • Voltmeter.

What's standard on the 924 Turbo is mentioned above, plus a little more.

• Turbo-charged engine • Two fuel pumps • Oil cooler • Heavy-duty clutch • NACA air scoop on hood, air intakes below hood • Front stabilizer bar • Rear spoiler • Rear gravel guards • "Spider web" design 15-inch light alloy wheels • Leather-covered three-spoke steering wheel.

What's optional on the 924 Turbo is strictly a matter of preference.

• Limited slip differential • Outside rearview mirrors, electrically adjustable and heated • Headlight washers • Porsche cassette stereo radio • Rear window wiper • Power antenna • Removable top • Air conditioner • Full leather upholstery.

924 TURBO OPTIONAL SPORTS GROUP

• 6Jx16 forged alloy wheels, five bolt, with 205/55VR16 tires • Vented disc brakes on all four wheels • Stabilizer bars (23mm) front and (14mm) rear • Sport shock absorbers.

PORSCHE+AUDI
NOTHING EVEN COMES CLOSE

AUTHORIZED DEALER

924 and 924 Turbo Specifications.

		924	924 Turbo
ENGINE:	Number of cylinders	4	4
	Displacement ccm (cu. in.)	1984 (121.1)	1984 (121.1)
	Compression ratio	8.5:1	7.5:1
	SAE Net Hp	110 @ 5750 rpm	143 @ 5500 rpm
	Max. torque ft. lbs.	111.3 @ 3500 rpm	147 @ 3500 rpm
	Fuel requirement	Lead-free	Lead-free
	Engine design	Water-cooled, 4-cylinder, in-line, front mount	Water cooled, 4-cylinder, in-line, front mount with exhaust turbo charger
	Fuel/Air mixture	CIS fuel injection	CIS fuel injection
ELECTRICAL SYSTEM:	Battery	12 Volt, 63 Amp/hour	12 Volt, 63 Amp/hour
	Alternator output	Max. 1050W	Max. 1050W
	Ignition system	Transistor ignition, breakerless	Transistor ignition, breakerless
DRIVE TRAIN:	Clutch	Single disc, dry	Single disc, dry
	Transmission	Transaxle, rear	Transaxle, rear
	Number of gears	5 forward, 1 reverse; or 3-speed automatic	5 forward, 1 reverse
CHASSIS & SUSPENSION:	Frame	Unitized construction	Unitized construction
	Front suspension	Independent, coil spring/shock absorber struts, negative steering roll radius	Independent, coil spring/shock absorber struts, negative steering roll radius
	Rear suspension	Independent, trailing-diagonal arms, one torsion bar each wheel	Independent, trailing-diagonal arms, one torsion bar each wheel
	Shock absorbers	Double-acting hydraulic shock absorbers, front and rear	Double-acting hydraulic shock absorbers, front and rear
	Stabilizers		Front—21mm
	Service brake	Dual diagonal circuits, power assist, discs, front–drums, rear	Dual diagonal circuits, power assist, discs, front–drums, rear
	Rim size	6Jx14 light alloy	6Jx15 light alloy
	Tire size	185/70 HR14, tubeless	185/70 VR15, tubeless
	Steering	Rack and pinion	Rack and pinion
DIMENSIONS:	Wheel base mm (in.)	2400 (94.5)	2400 (94.5)
	Track, front mm (in.)	1418 (55.9)	1418 (55.9)
	Track, rear mm (in.)	1372 (54.0)	1372 (54.0)
	Length mm (in.)	4320 (170.1)	4320 (170.1)
	Width mm (in.)	1685 (66.3)	1685 (66.3)
	Height (unloaded) mm (in.)	1270 (50.0)	1273 (50.1)
	Ground clearance at max. load mm (in.)	125 (4.9)	114 (4.5)
	Curb weight (lbs)	2623	2822
	Turning circle—curb to curb	9.21m (30.2 ft.)	9.21m (30.2 ft.)
PERFORMANCE:	Top speed mph	120	132
	Acceleration 0-60 mph	11.2 sec.	9.3 sec.
	EPA estimated fuel mileage	Manual—(17) mpg, 32 highway mpg. Auto—(17) mpg, 24 highway mpg. Calif: Manual—(17) mpg, 29 highway mpg. Auto—(18) mpg, 25 highway mpg.*	Manual—(19) mpg, 31 highway mpg.**

*1979 EPA estimates. Use "estimated mpg" for comparison to other cars. Mileage varies with speed, weather, and trip length. Actual highway mileage will probably be less. Ask your salesman for 1980 estimates.

**1980 EPA data.

Volkswagen of America, Inc. believed the specifications in this brochure to be true at the time of printing. However specifications, standard equipment and options subject to change without notice.

Some equipment shown in vehicle photographs and described in this brochure are optional at extra cost.

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