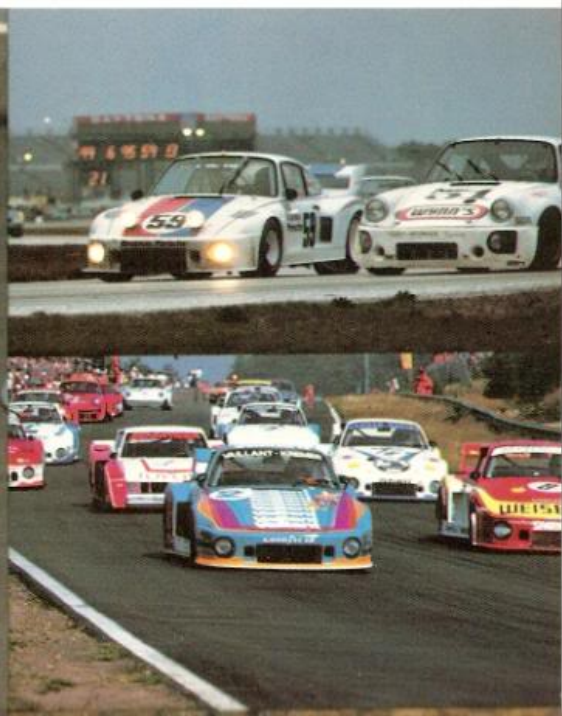




**PORSCHE 924
Sebring '79**

***A limited edition to celebrate
another great Porsche racing year.***

***From Dijon to Daytona,
Porsches stormed
to victory after victory.***





Once again, Porsches turned in a record-breaking year at tracks on both sides of the Atlantic.

In addition to the World Championship for Makes, the cars from Zuffenhausen won five international and no fewer than twenty-one national championships.

In the U.S., Porsche 924s charged right to the head of the pack in their maiden season in the SCCA's Showroom Stock A class. Among the many impressive showings was Tim Sharp's capturing the Pacific Road Racing Championship in his Panasonic Car Audio 924.

Porsche 935s opened their season in the U.S. at the Daytona 24-hour race with a stunning victory. And veteran driver Peter Gregg topped off the season by capturing his fifth IMSA Camel GT title.

Gregg won an amazing eight of the fourteen Camel races, an achievement overshadowed only by the performance of the

Porsche race cars themselves. They captured a total of twelve first places.

The Martini-Porsche 935/78, with its four-valve-per-cylinder engine, proved itself to be by far the fastest Group 5 car. In its first outing in the World Championship for Makes round at Silverstone, it scored a runaway victory with Ickx and Mass at the wheel.

In the European Hill-Climb Championships, a pair of crowns were captured by the brothers Jacques and Jean-Marie Almeras driving respectively a Porsche 934 and 935. And in the European Sportscar Championship, top honours went to Reinhold Jost. A modern turbocharged engine enabled him to take the title in his 1970 vintage Porsche 908/3. Among its many past victories this car has to its credit is a Targa Florio win.

Capping an incredible season, Porsche won all three IMSA Manufacturer's Championships, as well as the SCCA Trans-Am Makes Award for Combined Categories under 2.5 liters.

A sun roof is standard on Porsche 924 Sebring '79.



The orthopedically designed, jet black bucket seats are accented by handsome red plaid inlays.



Porsche celebrates another great racing year with Sebring '79.

A very special 924, loaded with exciting extras that set this one apart from all the rest.

Gracing the classic Guards Red exterior is a snug-fitting removable sunroof. Porsche engineers chose this design to provide the largest possible opening while still preserving maximum headroom.

For accent, there's a bold yellow, black and white racing stripe. And the black alloy wheels are fitted with oversize radial tires for extra traction on sharp curves. There are also black-trimmed fog lights; electric outside mirrors on both sides, controlled from switches on the console; and stabilizer bars front and rear.

Inside the Porsche 924 Sebring '79 you'll find orthopedically designed, jet black bucket seats. Their handsome red plaid inlay is echoed in the same material on the door panels. Beneath your feet, the carpeting is sumptuous velvet. Your car comes ready for stereo, with three factory-installed high-fidelity speakers.

A car built for driving.

Slip behind the wheel of a Porsche 924 Sebring '79, and you're immediately aware that this is one car that's built for driving. Sebring '79 comes with your choice of a 5-speed manual or an automatic transmission.

All the panel surfaces are a non-reflecting matte finish. The main instrument cluster—temperature and fuel level, tachometer and speedometer with trip odometer—is set at eye level and cowlled to prevent windshield reflections.

On your right, a separate center console houses the voltmeter and oil pressure gauge, along with a precision quartz-crystal clock with sweep second hand.

As you take your first curve in Sebring '79, you realize that the Porsche alloy wheels are for more than show. These lightweight, pressure-cast wheels reduce the unsprung weight of the 924. The result is a further improvement on the already superb handling characteristics of the 924.

The near perfect balance achieved in the 924 through placement of the engine in front and the transaxle in the rear lets you feel as at home on twisting mountain roads as on straightaways.

18 cubic feet of anything space.

Pneumatic assists let you raise the hatch effortlessly, revealing a wealth of cargo room. With the rear seat folded down, you have an astounding 18 cubic feet for luggage or whatever. And for privacy, there's a built-in cover that unrolls like a window shade to conceal your valuables.

A collector's item today, a classic tomorrow.

Only 1,400 of these very special Porsche 924s are being built for the U.S., making this one of the rarest and most exclusive production cars around. So if you want to consider owning a Sebring '79, hurry to your nearby Porsche+Audi dealer... Before your collector's item disappears in a cloud of dust.

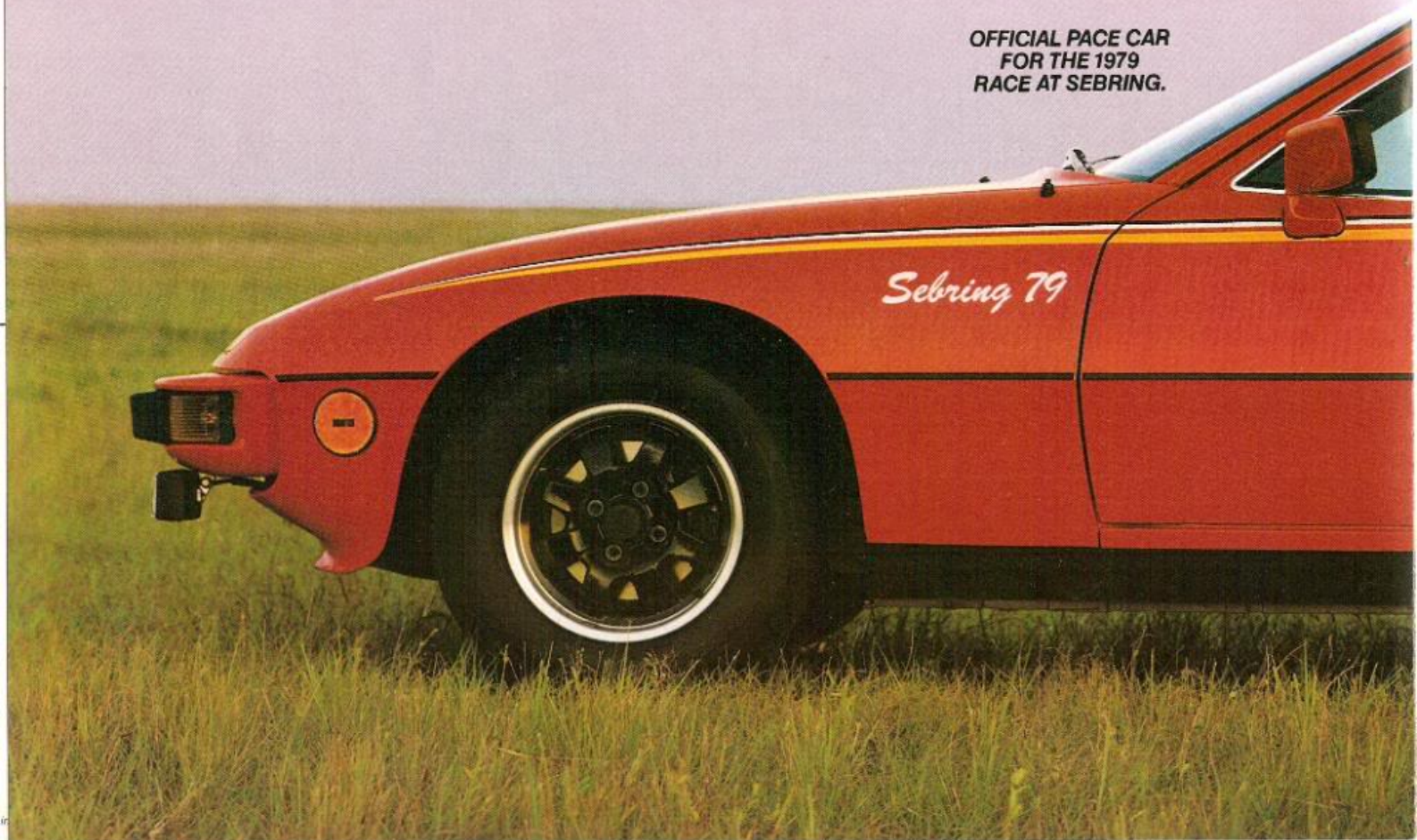


A bold yellow, black and white racing stripe accents the futuristic 924 silhouette.



The instrument cluster is set at eye level and cowled to prevent windshield reflections.

**OFFICIAL PACE CAR
FOR THE 1979
RACE AT SEBRING.**







PORSCHE 924 SEBRING '79 SPECIFICATIONS.

Engine design	4 cylinder in-line, water cooled, cast iron block, aluminum alloy head and oil pan
Bore/Stroke mm (in.)	86.5 (3.41)/84.4 (3.32)
Displacement cc (cu. in.)	1983 (121.0)
Compression ratio	8.5:1
H.P. SAE net @ RPM	110 @ 5750
Max. torque ft. lbs. @ RPM	111.3 @ 3500
Fuel requirement	Lead-free
Valve placement	Overhead valves
Camshaft	Spur belt driven overhead cam
Crankshaft	Forged, 5 main bearings
Engine lubrication	Pressure lubrication, full flow oil filter
Fuel supply	Electrical fuel pump
Fuel/Air mixture	Continuous Injection System (CIS)
Electrical system	
Battery	12 volt 63 AMP/h.
Alternator output	Max. 1050 W
Ignition system	Breakerless transistor
Drive train	
Clutch	Single disc, dry
Transmission	Standard transmission, 5 forward, 1 reverse, transaxle rear or 3-speed automatic
Final drive	Beveled hypoid drive
Drive axles	Double constant velocity joints

Chassis/Suspension	
Body	Unitized construction
Front suspension	Independent coil/shock absorber struts, negative king-pin offset
Rear suspension	Independent trailing—diagonal arm, one torsion bar each
Shock absorbers	Double acting hydraulic shock absorbers, front and rear
Stabilizers	front and rear
Service brake	Dual diagonal circuits, power assist, disc front, drums rear
Tires/Wheels	185/70HR-14, tubeless/6J x 14—black pressure cast light alloy with polished rims.
Steering	Rack and pinion
Capacities	
Engine	4.5 ltr. (4.75 U.S. qt.)
Transmission	2.6 ltr. (2.75 U.S. qt.)
Fuel tank	62 ltr. (16.4 U.S. gal.)
Dimensions	
Wheel base mm (in.)	2400 (94.5)
Track, front/rear mm (in.)	1418 (55.9)/1372 (54.0)
Length mm (in.)	4320 (170.1)
Width mm (in.)	1685 (66.3)
Height (unladen) mm (in.)	1270 (50.0)
Ground clearance mm (in.)	125 (4.9) at max. load
Turning circle m (ft.)	9.2 (30.2) curb to curb
Performance	
Top speed mph	120
Acceleration 0-60 mph	11.2 sec (standard transmission)