You may think of it as a built in slip-streaming device.

4) When the rear deck is deployed in the up position (as Orville Cox so aptly stated -- "When the Keil does its thing"), it is not intended as an "air brake". This increased wedge angle further increases the downward force on the car to increase its cornering capability. In fact, at 150 MPH the deployed deck generates approximately 1200 pounds of downward thrust which is slightly greater than 2 g's. Granted, the deployed deck does generate increased drag and some "air braking" force is felt, but that is strictly a secondary effect to the downward g force.

How does the car handle? You may quote me -- Great! Absolutely Great!