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The 911 For The Millennium



The Porsche 911 For The Millennium: Its place in the future is as secure as its place in history.

Over four decades, its evolution has driven automotive technology incessantly forward to challenge the limits of speed, handling and endurance. In the process, it has become one of the most successful models in the history of sports car competition. The Porsche 911 of today stands as one of the most advanced sports cars ever built. Even so, the spiritual ties to its ancestry are still firmly intact, validating the genius of the original 911 concept.

As we race into a new millennium, the Porsche 911 design remains unique in its ability to transcend time by paying homage to the past while providing a glimpse into the future. It's only fitting, then, that we commemorate this unique moment in world history the best way we know how ... by introducing a new breed of 911.

The Porsche 911 For The Millennium delivers a singular driving sensation, combining the world's most advanced all-wheel drive system with the incomparable feel of the 911's classic rearengine layout. And an unprecedented level of refinement. Endowed with most of the available options in the standard 911 range, this limited-edition model is, without question, one of the most exhibirariting – and most exclusive – road cars we've ever built. A Porsche idealty equipped for setting the pace into the next century. And doing so in style-

Let the fireworks begin.

The 911 For The Millennium

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Porsche No. 1 was built by hand. Some things never change.

Its reassuring to know that the 911 designed to usher in the new millennium is forged from the same set of exacting standards that shaped Porsche No. 1 back in 1948. Uncompromising precision. A penchant for perfection and functionality. And a steadfast refusal to be limited by conventional thinking. These ideals have served as blueprints for a legendary line of sports cars that have endured the test of time - classics to be treasured by their artists as well as their owners. Then, as now, many of the interior components were meticulously crafted by hand. And flawlessly fitted by hand. This time-honored tradition is still employed at Porsche, and with good reason. Machines feel no passion. They take no pride in painstaking attention to detail. They cannot lend their creations a soul. In this regard, the most advanced robots are no match for the highly trained eyes and skilled hands of a Porsche master craftsman. It is this human guality that makes every Porsche ever built a monument to authenticity. Slip inside, and your first impression of our 911 For The Millennium is



likely to be the rich, natural brown leather. The way its feels to the touch. Its supple aroma. And the manner in which it graces the dashboard, the door and instrument panels, steering column, center console, central air vent mounting and airbag casing. What may impress you even more is what lies beneath the hand-stitched leather seats lavers of deep, supportive cushioning that soothes without dulling the senses. The exquisitely appointed interior is also replete with dark burr maple woods, hand-fitted for an exotic appearance that indulges your fingertips along the three-spoke steering wheel, gear and brake levers, door handles and door storage bin lid.

As the final stamp of exclusivity, each 911 For The Millennium features a chromium-plated plaque with its unique edition number tastefully mounted on the forward section of the center console.

Exclusivity



Introduce the road less traveled to the 21st century. In style.

The Porsche 91.1 For The Millennium is ideally suited for drivers whose passion leads them away from the masses in search of desolate ribbons of winding road. Contoured sports search hold you securely in place through winding ribbons of road, while electronic seat adjustment and lumbar support offer pinpoint control for maximizing comfort during extended stints behind the wheel. A memory function allows you to store the personal preferences for up to three drivers, including external mirror positions.

The list of refinements dean't stop there. Heated front seats, windshelld timling and a rear waper make the elements less intrusive on your driving pleasure, while crusie control provides an additional level of touring confort. Aesthetic distinctions include a sporty threespoke steering wheel, instrument dials accerted with an alumnium







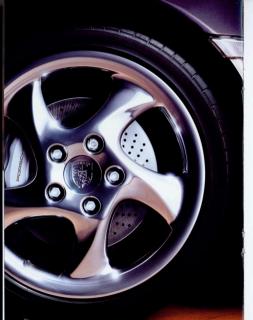
finish and door entry guards featuring the 911 logo.

For those who feel no millennium package is complete without spaceage technology, we've included the Porsche Communication Management (PCM)* system. Using an integrated GPS (Global Positioning System) satellite link, PCM offers you the freedom to leave the rest of the word behind. Without losing touch, You can islen as the system's spoken instructions recite the quickest route home. Or plot a less direct, but more rewarding, journey using the center console screen. Support for multiple languages and time zones combe-

Comfort & equipment

ment a trip computer, 6-disc CD changer and audio system with digital sound processing that keeps you connected to the finest in modern day conveniences with the same ease a Porsche connects you to the pavement.

* PCM is not available in Canada. The Porsche CDR-32 CD stereo is configured in its place.



Now, the fireworks don't have to end on January 1.

Like every 911 Carrera 4 unleashed onto the open road, our millennium model inspires pulsepounding exhilaration through a collection of technical leaps that match uncompromised performance with unparalleled control. A torque-rich 300-hp water-cooled engine generates a seemingly endless supply of power, which massive four-piston cross-drilled disc brakes reign in with equal ease. Force-sensitive power steering works with a lightweight multi-link suspension to command crisp, disciplined handling throughout the 6speed manual or 5-speed Tiptronic S range.

The unshakable sense of confidence you feel as you climb through the gears flows from a fulkime all-wheel drive system that intensifies the 911's capabilities. Leading the charge is a viscous clutch that translates power into motion at all four corners by reacting instantly to wheel spin and directing power to the wheels with the best grip. As much as 40 percent of the engine's power is channeled to the front wheels as needed, resulting in a degree of traction and handling stability that meets the challenges of poor road or weather conditions. And then some.

Porsche Stability Management adds uncanny control in turns by directing an ensemble of brake, engine and drivetrain technologies on the fly to maintain an ideal cornering line at speed.

It shares the 911 Turbo's styling cues. And sense of purpose.

The same pressure cast 18" light alloy wheels found on the 911 Turbo provide our 911 For The Millennium's liguid all-wheel drive system with larger contact patches for pouring power onto the pavement. And its bloodines don't stop there. Our patented Litronic headight

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package offers improved vision at night, while chromium-plated stainless steel tail pipes add a subtle distinction that hins at its performance potential in back. Of course, the polished 911 logo on the rear engine lid tells you everything you need to know about the incomparable experience that avails you.

New paint technology for a new millennium.

The visual allure of this commemorative 911 is enhanced even further by a special paint offered exclusively with this model – Violetchromaflair. Depending on ambient light conditions, the color of the car changes from black to dark green to an elegant shade of violet.

Engineering & exterior



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Engi	ne		Performance	Manual/Tiptronic S
Type		Rear-mounted, water-cooled,	Top speed	174 mph/171 mph
		horizontally opposed	0-62 mph	5.2/6.0 seconds
		six-cylinder.	Flexibility (50-75 mph)	7.1/6.9 seconds
Valve	train	Dual overhead camshafts,		(5th/4th gear)
		four valves per cylinder with		
		VarioCam variable valve timing	Dimensions	
		system.	Length	174.5 in (4,430 mm)
Displ	lacement	3.4 liters (3,387 cc)	Width	69.5 in (1,765 mm)
Powe	br	300 hp (221 kW) @ 6,800 rpm	Height	51.4 in (1,305 mm)
Max.	torque	258 lb-ft (350 Nm) @ 4,600	Wheelbase	92.6 in (2,350 mm)
Com	pression ratio	11.3:1	Luggage compartment	
			volume (German Car	
Tran	smission		Manufacturer's Assoc.)	3.5 cu ft (100 liters)
Layo	ut	All-wheel drive	Tank capacity	16.9 gal (64 liters)
Manu	Jal	6-speed		
Tiptr	onic S	5-speed (optional)		
Char	sis			
Front	t suspension	Independent MacPherson		
Rear	suspension	Independent LSA multi-link		
Stee	ring	Power assisted (hydraulic)		
Brak	es	4-piston monobloc fixed		
		calipers front & rear, discs		
		internally vented & cross-		
		drilled		
Stab	ility control system	PSM 5.7, incl. ABS, ASR, ABD		
When	els	Front: 7.5 J x 18		
		Rear: 10 J x 18		
Tires	5	Front: 225/40 ZR 18		
A DESCRIPTION OF THE OWNER OF THE		Rear: 265/35 ZR 18		
Unla	iden weight	Manual/Tiptronic S		
Curb	weight	3,031 lb (1,375 kg)/		
		3,131 lb (1,420 kg)	Technical sp	ecifications

Performance	Manual/Tiptronic S		
lop speed	174 mph/171 mph		
)-62 mph	5.2/6.0 seconds		
lexibility (50–75 mph)	7.1/6.9 seconds		
	(5th/4th gear)		
Dimensions			
.ength	174.5 in (4,430 mm)		
Width	69.5 in (1,765 mm)		
leight	51.4 in (1,305 mm)		
Wheelbase	92.6 in (2,350 mm)		
.uggage compartment			
volume (German Car			
Manufacturer's Assoc.)	3.5 cu ft (100 liters)		
Fank capacity	16.9 gal (64 liters)		