



PORSCHE



The new Porsche 911 Speedster

Press Kit

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911 Speedster: Fuel consumption – urban 20.6 l/100 km, extra-urban 9.9 l/100 km, combined 13.8 l/100 km; CO₂ emissions 317 g/km

The consumption and CO₂ emissions values were calculated using the new Worldwide Harmonised Light Vehicle Test Procedure (WLTP). The NEDC values derived from this must continue to be specified for the time being. These values cannot be compared to the values calculated based on the NEDC measuring procedure used up to now.

Further information on the official fuel consumption and official specific CO₂ emissions of new passenger cars is available in the publication "Guidelines on fuel consumption, CO₂ emissions and power consumption of new passenger cars", which is available free of charge from all sales outlets and from Deutsche Automobil Treuhand GmbH (DAT).

Summary

The new Porsche 911 Speedster

The production version of the new Porsche 911 Speedster goes to the starting line. For the first time in the company's over 70-year history, the open-top two-seater with flat roofline is based on a GT model from the legendary 911 series. The new Speedster gets to the heart of Porsche's core brand values: purism, lightweight design, efficiency and unfiltered driving pleasure. It combines the high-revving 375 kW (510 PS) four-litre boxer naturally-aspirated engine and the chassis from the 911 GT3 991 series with an athletic appearance characteristic of the forebear of all Porsche sports cars, the 356 "No. 1" Roadster from 1948. And to mark the significance of this year, the new 911 Speedster will be available in a limited edition of 1,948 units. These will be manufactured at the headquarters in Zuffenhausen from mid-2019 - optionally with the Heritage Design package, another innovation from Porsche.

Design Purist, lightweight sports car limited to 1,948 units based on the 991 series with two seats and shortened window frame. Weight-saving Speedster soft top, carbon-fibre composite convertible top compartment lid with characteristic double-bubble streamliners. The optionally available Heritage Design package is a modern interpretation of historic Speedster elements from the 1950s and 1960s.

Drive Porsche 911 Speedster with four-litre high-revving GT naturally-aspirated boxer engine with six cylinders delivering 375 kW (510 PS); maximum torque 470 Nm; modified intake with individual throttle valves; lightweight exhaust system with two particulate filters (GPF). Six-speed GT manual transmission with engageable auto-blip function.

Performance With a weight-to-power ratio of 2.87 kg/PS, this lightweight 1,465 kg 911 Speedster accelerates from zero to 100 km/h in 4.0 seconds and reaches a top speed of 310 km/h.

Chassis

Based on the 911 GT3 from the 991 series with rear-axle steering, dynamic engine mounts and the Porsche Active Suspension Management (PASM), Porsche Stability Management (PSM) and Porsche Torque Vectoring (PTV) control systems; Porsche ceramic composite brakes (PCCB) as standard; forged 20-inch alloy wheels.

Short version

With 510 PS and as a limited edition – the new 911 Speedster goes into series production

The 911 Speedster already caused a sensation when it was presented as a concept vehicle. Now Porsche is putting the open-top two seater into production. The 911 Speedster combines the aspiration of a purist, driver-oriented pleasure vehicle with motor sports technology suitable for everyday use. The 911 R (2016) and 911 GT3 served as a basis for development. A high-revving 375 kW (510 PS) four-litre naturally-aspirated boxer engine delivers an emotive sound experience in the cockpit. The six-speed GT transmission is shifted manually. Visually, the new Speedster establishes a bridge to its own history – to the forebear of all Porsche sports cars, the 356 “No. 1” Roadster from 1948. The limited edition of the new 911 Speedster is also reminiscent of this vehicle. Exactly 1,948 units will be manufactured from mid-2019 at the Porsche parent plant in Zuffenhausen, Germany.

As a concept vehicle, the 911 Speedster celebrated its world premiere in 2018 at the ceremony for the “70 Years of Porsche Sports Cars” anniversary in Zuffenhausen. Other public appearances followed at the Goodwood Festival of Speed, the Rennsport Reunion VI in Laguna Seca, California as well as the Paris Motor Show in October. Numerous Speedster elements that characterise the concept vehicle can now be found in the same or similar design on the series production model.

Taking centre stage is the aesthetically shaped convertible top compartment lid with its double-bubble streamliners – a quintessential feature of this sports car type ever since the 911 Speedster from 1988. It is the largest and most complex component to date that Porsche has used in a road model made up of a single piece of carbon-fibre reinforced plastic. Two trim elements in the double bubbles make room for the roll-over protection system as need, included in the two-seater as a standard feature just like in the 911 Carrera Cabriolet.

A weight-saving roof structure replaces the basic tonneau cover of the concept vehicle. Despite its purist design, the fabric convertible top is suitable for everyday use. Together with the shortened window frames with their lowered cowl top panels and the smaller side windows, it gives the 911 Speedster its characteristic athletic profile. The excitingly low fly line already characterised historic designs such as the Porsche 356 Speedster from 1954.

Lightweight design also dictates other body components of the Speedster. The carbon-fibre composite bonnet weighs in two kilograms lighter than on the 911 GT3, while the carbon-fibre composite wings originate from the 911 R. The front apron was borrowed from the GT3, but the front spoiler lip is a completely new development. Instead of the Talbot mirrors used on the concept vehicle, the production version of the new Speedster features electrically adjustable and heated Sport Design exterior mirrors. The extending, aerodynamically tuned rear spoiler and rear apron have been adopted from the 911 GT3 Touring for the Speedster.

The interior is characterised by black leather elements for the side bolsters and head restraints of the carbon-fibre composite full-bucket seats, the armrests in the door trims and the shortened gear lever. The centre panels of the seats are upholstered in perforated leather, the lightweight door panels with black door pulls and stowage nets reduce the overall weight.

Porsche also optionally offers the new 911 Speedster with a Heritage Design package. Price in Germany: 21,634.20 Euro incl. VAT. Created by Style Porsche and implemented by Porsche Exclusive Manufaktur, this equipment version reinterprets classic elements from the 1950s and 1960s. This includes the interior colour scheme in Black and Cognac with golden details. Special "spears" paintwork in White for the front fascia and front wings is applied to the basic vehicle paintwork in GT Silver Metallic. Historic looking motor sports decals for the doors and front lid complete the package. Owners can select their own maximum two-digit start numbers like shown in the photos. The Porsche crests and the gold-coloured logos correspond to the designs used in the 50s and 60s.

The heart of the new Speedster is adopted from the 911 GT3. The naturally aspirated six-cylinder boxer engine with four-litre displacement is a pure GT engine. The peak power of 375 kW (510 PS) is reached at 8,400 rpm, with the maximum engine speed at 9,000 rpm. The engine delivers a maximum torque of 470 newton metres at 6,250 rpm. The new 911 Speedster accelerates from zero to 100 km/h in 4.0 seconds and reaches a top speed of 310 km/h.

Compared with the previous 911 GT3, the engine in the Speedster is fitted with two gasoline particulate filters (GPF) and complies with the emission standard Euro 6d TEMP EVAP-ISC (EU6 DG). However, the four-valve engine still manages ten PS more. This is due to improvements to detail such as the high-pressure fuel injectors with optimised spray pattern as well as a modified intake system with individual throttle valves, which enable a more spontaneous response to throttle commands. The newly developed lightweight stainless steel sports exhaust system weighs 10 kilograms less – including the two particulate filters.

Befitting its status as a driver's car, Porsche only offers the 911 with a manual six-speed sports transmission. It features an "auto-blip" function which precisely and independently compensates differences in engine speed between the gears when downshifting through automatic throttle blips. Auto-blip can be activated at any time, in other words also independently from the chosen PASM (Porsche Active Suspension Management) variable damping system setting. A mechanical rear differential lock with asymmetric locking action rounds off sporty power transmission.

The GT philosophy behind the new Speedster is also reflected in its chassis. With its sporty rear-axle steering and dynamic engine mounts, the chassis is based on the technology of the 911 GT3 and 911 R. Control systems such as Porsche Torque Vectoring (PTV), Porsche Stability Management (PSM) and PASM with sports tuning and 25-millimetre lower body have been precisely adapted to the new requirements. The open-top two-seater runs on 20-inch forged Speedster alloy wheels with central locks. The standard equipment includes PCCB brakes (Porsche Ceramic Composite Brake) with internally vented and perforated ceramic composite brake discs.

Design and interior equipment

Purist and distinct character

Thanks to their unique exterior design, the Speedster variants have always ranked among the most striking and sought-after 911 models. The same applies to the open-top two-seater based on the 991 series with its 50-millimetre lower front windscreen, purist convertible top and streamliners on the rear lid. They give this muscular sports car, which is based on the 911 Speedster concept vehicle from 2018, its extremely powerful and athletic appearance.

Numerous design elements that already characterised the concept vehicle can now be found in the same or similar design on the series production model. A highlight is the aesthetically shaped rear lid. It is the largest and most complex component to date that Porsche has used in a street model that comprises one piece made of carbon-fibre reinforced plastic. Including all add-on parts, it weighs just ten kilograms. Its double-bubble streamliners have been quintessential features of this sports car type ever since the 911 Speedster from 1988. They visually extend the head restraints towards the rear and optimise the aerodynamics. Two special trim elements in the double bubbles make room in case of need for the roll-over protection system, included in the two-seater as standard equipment just like in the 911 Carrera Cabriolet.

A weight-saving roof structure replaces the basic tonneau cover of the concept vehicle. Despite its purist design, the fabric convertible top is suitable for everyday use. Together with the shortened window frames with their lowered cowl top panels and the smaller side windows, it gives the 911 Speedster its characteristic athletic profile. The excitingly low fly line already characterised historic designs such as the Porsche 356 Speedster from 1954.

The convertible top takes no effort to operate: the central locking hook at the windscreen frame and both the side fins of the fabric roof are released at the push of a button. The large rear lid made from lightweight carbon fibre slides back automatically, is then positioned by hand and makes room for the fabric roof, which folds into a Z shape behind the front seats. The cover can then be closed again

effortlessly once the roof has folded into position. The roof is closed again in the same way – only the roof fins on the left and right of the streamliners have to be pressed by hand into their holders until they perceptibly engage.

Lightweight design: focused on the essentials

Lightweight design also dictates other body components of the Speedster. The carbon-fibre composite front lid, which weighs two kilograms less than on the 911 GT3, and carbon-fibre composite wings originate from the 911 R. The front apron made from special lightweight polyurethane with large cooling air fins has been adopted from the 911 GT3, while the black spoiler lip is a completely new development – reinforcing once more the impression that the 911 Speedster is an exceptionally sporty vehicle. Instead of the Talbot mirrors used on the concept vehicle, the production version of the Speedster features electrically adjustable and heated Sport Design exterior mirrors. The extending, aerodynamically tuned rear spoiler has been carried over to the two-seater from the 911 GT3 Touring. The lightweight rear apron is adorned with additional vent openings with titanium-coloured grilles; the two central tailpipes are made of black stainless steel.

The vehicle features a dark interior with black leather elements and on request red decorative stitching for the side bolsters and head restraints of the carbon-fibre composite full-bucket seats, the armrests in the door trims and the shortened gear lever. The centre panels of the seats are upholstered in perforated leather, the lightweight door panels feature black door pulls and stowage nets. The 360-millimetre sports steering wheel has a marking at the 12 o'clock position.

“Speedster” logos adorn the head restraints and the visible carbon door sills as well as the central rev counter. Like the other instruments, it has black dials with white needles as well as green digits and scales – features reminiscent of its famous forebear, the Porsche 356 Speedster. A badge on the cross structure behind the front seats shows the serial number of the 911 Speedster, which is limited to just 1,948 units.

The purist 911 Speedster has a stowage compartment in the centre console as standard. At no extra cost, the open-top two-seater is optionally available with Porsche Communication Management including online navigation, voice control and smartphone connectivity as well as the Connect Plus module, the Porsche Track Precision app and the 150-watt Sound Package Plus with eight speakers, integrated amplifier and digital signal processing.

Heritage Design package

Personalised homage to the brand's motor sports tradition

Based on the 991 series, the new 911 Speedster is the first Porsche vehicle to benefit from the newly designed Heritage Design package. These exclusive equipment lines created by Style Porsche and made with the finest craftsmanship by the Porsche Exclusive Manufaktur transport the owners of this open-top two-seater back to the roots of the sports car brand and allow for an even higher degree of personalisation. The Heritage Design package for the 911 Speedster is a modern interpretation of historic elements from the 1950s and 1960s – such as the classic two-tone leather interior with numerous Cognac highlights and golden details. This applies to the leather upholstery on the carbon-fibre composite full-bucket seats, the gear pattern on the gear lever and the dashboard lower section, the door armrests, the 12 o'clock marking on the sports steering wheel as well as the lid of the centre console stowage compartment - the latter is also embossed with the "Porsche Exclusive Manufaktur" logo. The Porsche crest in historic design adorns the head restraints and steering wheel, while the raised "Speedster" logo decorates the dashboard. This logo is gold-coloured just like the limited-edition badge between the seats.

The special exterior paintwork of the 911 Speedster in Heritage Design package is a nostalgic reminder of the past. It combines the classic GT Silver Metallic finish with a partially contrasting front end in White in the so-called "spears" look, which is continued over the wings back to the A pillars – a homage to the pioneers of motor sports. The white historic looking motor sports decals on the doors and front lid give the 911 Speedster its own unique, extroverted character. They evoke the legendary 356 Speedsters once driven by their owners at Porsche Club races. Owners can select their own maximum two-digit start numbers to be displayed on the decal. The two-dimensional Porsche crest as well as the gold-coloured "Speedster" lettering for the rear cover and the side crossbars correspond to the designs used in the 50s and 60s.

The 20-inch alloy wheels are available in silver or satin gloss platinum. The PCCB brake callipers usually in yellow are painted here in Black and are feature a white "Porsche" logo.

Strong partnership: top performance meets finest craftsmanship

The cooperation between Porsche Motorsport and the Exclusive Manufaktur already started with the 911 Speedster concept vehicle and has historical roots because the two divisions have the same origins. The Porsche Exclusive Manufaktur once fulfilled special requests from racing customers, such as the legendary 935 "Street" with a flat front end. The last and in the eyes of many experts particularly successful joint project between Porsche Motorsport and the Porsche Exclusive Manufaktur was the Porsche 911 Turbo S Lightweight (type 964) from 1992.

With the expansion of motor sports at the Weissach Development Centre, the two divisions parted ways. As specialists for individual craftsmanship in the company, the Porsche Exclusive Manufaktur concentrated with a passion for detail on individual customer requests and limited production runs, such as the 911 Sport Classic from 2009 or the 911 Speedster of the 997 series from 2010, of which only 356 were built. As a general rule, one-off products are almost always possible within the boundaries of the applicable legislation and while also ensuring that Porsche requirements relating to quality and long service life are met. In recent years, there has been a particularly strong demand for personalising GT models.

Engine and transmission

Ascetic high-performance athlete

The heart of the new Speedster is the naturally-aspirated six-cylinder boxer engine with four-litre displacement, adopted from the 911 GT3. The fact that it is a pure and highly emotive GT engine is proven by its high-revving concept. The peak power of 375 kW (510 PS) is reached at 8,400 rpm, with the maximum engine speed at 9,000 rpm. The engine delivers the maximum torque – 470 newton metres – at 6,250 rpm. With an unladen weight of 1,465 kg, the power-to-weight ratio comes in at an extremely sporty 2.87 kg/PS. This guarantees a superior dynamic temperament: The new 911 Speedster accelerates from zero to 100 km/h in 4.0 seconds, covers the quarter mile (400 m) from standstill in 11.9 seconds and reaches a top speed of 310 km/h.

Compared with the previous 911 GT3, the engine in the Speedster is fitted with two gasoline particulate filters (GPF) and complies with the emission standard Euro 6d TEMP-EVAP-ISC. Yet the four-valve engine still manages ten PS more. This is due to numerous improvements to detail such as the high-pressure injectors with up to 250 bar injection pressure and optimised spray pattern as well as a modified intake system with individual throttle valves. This is characterised by a more spontaneous response to throttle commands.

Another new feature is the ultra-modern thin-wall exhaust gas system: this high-tech component benefits from innovative brazing technology and weighs ten kilograms less thanks to thanks to integrated front silencers and including both particulate filters. Particularly in the engine area, this weight reduction has a positive impact on the balance between the front and rear axles. At the same time, the exhaust system ensures lower emissions, sharpens the unmistakable engine sound and visually provides an unmistakable promise of a performance with its lightweight twin tailpipe – each pipe with a diameter of 90 millimetres.

The high-speed stability of the naturally-aspirated boxer engine is thanks to technologies that have been tried and tested by Porsche in motor racing. For instance, the rocker arms of the valves do without hydraulic valve clearance compensation. A fixed valve train with an adapted valve spring design – precisely adjusted to the engine speed and load by the VarioCam camshaft control – ensures

stability even under tough conditions. The oil supply of the six-cylinder engine is also based on motor sports experience. The dry-sump lubrication uses a total of seven suction stages, while the oil pump ensures the optimum oil pressure for every operating condition. Highly-loaded components such as the connecting rod bearings are supplied directly from the oil pump via central oil supply into the crankshaft.

Transmission: manual shifting with automatic throttle blip

Befitting its status as an exceptionally dynamic sports car, Porsche only offers the 911 Speedster with a six-speed GT manual transmission. This delivers maximum driver engagement and offers a driving experience full of emotion. Compared with the Porsche dual-clutch transmission (PDK), the manual shift unit reduces the weight by approximately 17 kilograms and is a good four kilograms lighter than the seven-speed manual transmission in the 911 Carrera of the 991 series. This is due to omission of seventh gear as well as of the centrifugal pendulum on the dual mass flywheel.

The auto-blip function guarantees sporty gear changes. It compensates differences in engine speed when downshifting with targeted throttle blips and in this way reduces the influence of engine drag torque on handling to increase driving pleasure and improve safety. Another new feature is that the system can be activated at any time and independently from the PASM (Porsche Active Suspension Management) variable damping system. A mechanical rear differential lock with asymmetric locking action rounds off sporty power transmission.

Chassis and assist systems

Pure performance

The GT philosophy behind the new 911 Speedster is also reflected in its chassis. With sporty rear-axle steering and dynamic engine mounts, the chassis is based on the technology of the 911 GT3 and 911 R. Control systems such as Porsche Torque Vectoring (PTV), Porsche Stability Management (PSM) and Porsche Active Suspension Management (PASM) with sports tuning and 25-millimetre lower body have been precisely adapted to the new requirements.

The open-top two-seater runs on 20-inch forged Speedster alloy wheels with road-approved sports tyres. As on racing cars, they have a central lock. The standard equipment also includes the high-performance PCCB brakes (Porsche Ceramic Composite Brake) with internally vented and perforated ceramic composite brake discs.

Together, these chassis components offer impressive performance with high mechanical grip, outstanding steering precision and minimum car body movements – the perfect conditions to guarantee unique driving pleasure on winding roads.

Rear-axle steering: agility and stability in perfection

The rear-axle steering fitted as standard adds additional agility and stability to the driving characteristics of the 911 Speedster. This three-stage system works with electromechanical actuators which allow steering angles of up to 1.5 degrees. At speeds up to around 50 km/h, the rear wheels steer in the opposite direction to the front axle. This virtually shortens the wheelbase and thus also the turning circle. At the same time, the Speedster responds more eagerly to steering commands. Between speeds of 50 and 80 km/h, the rear-axle steering responds depending on the situation. At speeds above 80 km/h, the rear wheels steer in the same direction as the front axle – the wheelbase is therefore virtually lengthened, thereby increasing driving stability, for example when changing lanes at high speeds.

Dynamic engine mounts: motor sports technology for series production

The dynamic engine mounts, a technology inspired by motor racing, make a significant contribution to the dynamics and handling of the 911 Speedster. The electronic control system combines the benefits of both hard and soft engine mounting, thus increasing both the driving comfort and stability. For a moderate driving style, the softer setting of the dynamic engine mounts helps to cushion the transmission of oscillations and vibrations from the drivetrain to the body, thus improving driving comfort. In contrast, hard engine mounting is particularly important for more sporty driving as it reduces the mass movement of the engine-transmission unit. For load changes and in fast bends, it ensures more precise, predictable and perceptibly more stable handling when the vehicle is being driven to its limits.

In addition, the dynamic mounts reduce the vertical engine oscillations at full acceleration. This enables more balanced and higher drive power at the rear axle, resulting in improved traction and faster acceleration.

Electronic control systems: high performance and safety

Porsche has precisely adapted the active chassis systems of the 911 Speedster to the special demands. The PASM variable damping control system with sport tuning allows the driver to choose between two driving modes. Normal mode is designed for sporty driving on public roads, and delivers high dynamics for changing road conditions and uneven surfaces. The Sport mode setup is designed to support maximum lateral acceleration and optimum traction on flat roads. The reduced car body movements significantly increase driving precision. Regardless of the mode selected, lowering the body by 25 millimetres lowers the centre of gravity of the 911 Speedster and emphasises the sporty appearance.

The Porsche Stability Management (PSM) of the 911 Speedster provides extremely sensitive and precise control. In the basic setup, PSM delivers a high degree of active driving safety and is supported for longitudinal dynamics by the subfunctions ASR (anti-slip regulation) and MSR (engine drag torque control) as well as ABS (anti-lock brake system) and ABD (automatic brake differential). Electronic Stability Control (ESC) is primarily used for lateral dynamics control. ESC is designed to counteract understeering or oversteering by performing wheel-selective brake interventions.

PSM can be optionally deactivated in two stages. ESC OFF mode deactivates the ESC lateral dynamics control and allows drifting by targeted steering and throttle movements. Traction control (TC) with ABD, ASR and MSR (engine drag torque control) remain activated. In the ESC+TC OFF mode, these control systems are also deactivated. This allows experienced drivers to enjoy unfiltered driving pleasure - for example on closed racing circuits.

Porsche Torque Vectoring Plus (PTV Plus) features a mechanical rear differential lock including asymmetrical locking action and targeted brake interventions on the rear wheels. This way, the system achieves high traction even on changing road surfaces, increases both the agility as well as driving stability for the 911 Speedster and supports steering precision.

Ceramic brakes: lighter, more powerful, greater durability and higher wear resistance

The 911 Speedster uses Porsche Ceramic Composite Brakes (PCCB) as standard. Compared to conventional grey cast iron components, their perforated ceramic composite brake discs are only around half the weight, significantly reducing the unsprung masses. They have a diameter of 410 millimetres on the front axle and 390 millimetres on the rear axle. The aluminium monobloc fixed calliper brakes painted in yellow have six pistons each at the front and four pistons each at the rear. Other benefits of PCCB: it combines higher brake performance with increased durability and resistance to wear.

History

The history of the Porsche Speedster models can be traced back to the USA

Speedster variants have been part of the Porsche company history since 1952. They combine open-top driving pleasure with outstanding driving dynamics. The forefather of all these models is the 356 America Roadster. Its aluminium body was manufactured by hand at Erich Heuer Karosseriefabrik in Ullersricht near Weiden in Upper Palatinate, Germany. Thanks to its expensive lightweight body, it weighed 160 kilograms less than the 356 Coupé and its top speed of 180 km/h from its 70 PS four-cylinder boxer engine was impressive at the time. The exclusive sports car, developed for the US market and built only 16 times, already featured key elements of the Speedster design with slot-in windows for the doors, a folding rain-cover top and lightweight bucket seats.

It was the US importer Max Hoffmann who convinced Porsche there was a market for their cars in America. He requested an inexpensive Porsche with reduced furnishings costing less than 3,000 dollars. In autumn 1954, Porsche produced a significantly less expensive version than the 356 America Roadster, which included 'Speedster' in the model name for the first time and quickly caused a sensation in the world of motor sports. It combined the sheet steel body of the cabriolet with a raked windscreen, reduced interior equipment and a rain top. In the USA, the 356 1500 Speedster cost just 2,995 US dollars and became an instant hit in the sunny coastal states. Hollywood icon James Dean was also an enthusiastic racing driver and chose this purist model, which was dedicated solely to the sheer pleasure of driving. Further generations of the 356 Speedster followed. The model reached its peak in 1957 with the 356 A 1500 GS Carrera GT Speedster: Its 1.5-litre vertical shaft engine produced 110 PS. It was the first production model from Porsche that reached a top speed of 200 km/h.

In 1988, a Speedster variant was introduced in the 911 series, as the crowning highlight of the discontinued G model generation. The most open of all the 911 models was based on the 231 PS 911 Carrera featuring a wide turbo look. It was optionally also available in export markets with a leaner car body. 161 units with lean Carrera body were built. The windscreen was shortened, and a manually operated rain top disappeared under a large plastic bubble painted in the vehicle colour. Unlike the

“911 Speedster Clubsport” concept car previously showcased at the IAA in Frankfurt in 1987, the first production Speedster was launched in 1988. In those days, the prices for the Speedster started at 110,000 marks. A total of 2,103 Speedsters from the G series were produced.

It was exactly the other way around with the successor model: between 1992 and 1993, 930 units of the “lean” 911 Carrera Speedster of the 964 generation rolled off the production line. In addition, 15 vehicles were produced with wide turbo body. The new Speedster models were given a revamped soft top mechanism designed to make the manual opening and closing of the roof easier. The locking mechanism of the large plastic cover at the rear was also optimised. Visual highlights were provided by bucket seats from the 911 Carrera RS painted in the vehicle colour and special leather upholstery. The Speedster cost 131,500 marks when it was launched in February 1993. However, the buyer had to do without air conditioning, electric windows and at first even an airbag.

Even more rare is the 911 Carrera Speedster based on the 993 generation: there are exactly two of them in existence. The first was developed by the Exclusive department in 1995 for Ferdinand Alexander Porsche himself. It was green, came with 17-inch alloy wheels as well as a Tiptronic S transmission and was based on the Carrera body. Later, a second vehicle was built for the U.S American actor, Jerry Seinfeld. This sitcom celebrity, himself an avid fan of the company and owner of an impressive collection of Porsche vehicles, received a silver Speedster with manual transmission and designed as a turbo wide 4S model with 18-inch wheels.

Regular customers did not get their hands on these vehicles again until the debut of the last Speedster version of the 911 so far in 2010 as a variant of the 997 model generation. The 911 Speedster marked the launch of the 25-year anniversary celebrations of the Porsche Exclusive Manufaktur in 2011. In best tradition, the striking profile of the new 911 Speedster was defined by the 60-millimetre lower, more raked windscreen, the flat contour of the sporty-look manual soft top and the characteristic double bubble on the convertible top compartment lid. This made the body of this rear-wheel drive two-seater with its 44-millimetre wider rear end stand out even more. The Porsche 911 Speedster celebrated its world premiere at the Paris Motor Show in early October 2010. The 3.8-litre

six-cylinder boxer engine delivering 300 kW (408 PS) was produced in a limited edition of just 356 units. In Germany, the Speedster was launched on the market in December 2010 at prices starting from 201,682 euros.

The 911 Speedster concept: a sporty and purist vehicle reflecting the brand core

In 2018, Porsche gave itself the best birthday present it could have possibly received: the 911 Speedster concept car - the road-ready study of an open-top and particularly exciting sports car - celebrated its world premiere on the occasion of the "70 years of Porsche Sports Cars" anniversary in Zuffenhausen, Germany. The one-off vehicle shown in the Heritage version forges a link between the early years of the company founded by Professor Ferdinand Porsche in 1948, when the brand recorded its first successes in motor racing with the lightweight Speedster variants of the Porsche 356, through to the present day.

With its purist concept and historically accurate design, the 911 Speedster concept vehicle reflects the brand core of Porsche with precise clarity because it stands for maximum driving pleasure. This two-seater Speedster is the first car in modern times to be based on a GT model and was developed by the brand's motor sports experts. The concept car made public appearances at the Goodwood Festival of Speed, the Rennsport Reunion VI in Laguna Seca, California as well as the Paris Motor Show. The dream has now become reality with the series production version.

Porsche Design presents: “911 Speedster chronograph”

Tribute to a dream: Porsche Intelligent Performance for the wrist

Porsche Design has created two special timepieces for the new 911 Speedster: the “911 Speedster” chronograph as well as the “911 Speedster Heritage Design” chronograph. The classic wristwatches combined the design features, materials and performance qualities of the sports car, extending the unique identity of Porsche to its future owner’s wrist. The chronograph was developed together with engineers from vehicle construction and motor sports as well as specialist watchmakers from Porsche Design Timepieces. It was therefore possible to transfer the vehicle concept to exactly the matching watch model. With reference to the year of type approval of the Porsche 356 “No. 1” Roadster, the watch edition is limited to 1,948 pieces.

“911 Speedster Chronograph” by Porsche Design – the movement

Inspired by the intelligent performance of the 911 Speedster, the chronograph is impressive because of its unique technological feature. The timepiece is powered by the first proprietary Porsche Design calibre, the Werk 01.200. The development of the calibre took three years. It features a flyback mechanism which uses a single process for stopping, resetting and starting successive time intervals. It combines excellent in-house competence in engineering and watchmaking with expertise from vehicle construction. In addition to being the first in-house movement developed by Porsche, Werk 01.200 also bears a chronometer certificate of the Swiss C.O.S.C. institution, verifying the accuracy of its performance. The movement's barrel bridge is load path optimised – not only to show the flyback function and the gear trains but also to implement Porsche lightweight design in a consistent manner. Its energy-optimised rotor, which replicates the design of the vehicle's wheel rims, is partially crafted from tungsten. This material provides the necessary weight to guarantee a powerful wind, despite the filigree design of the rotor. Like the Speedster wheel, the rotor is painted in satin gloss black and is secured on the movement with a central lock with Porsche crest.

The body

As is typical for Porsche Design since 1980, the case – measuring 42.0 x 15.3 millimetres and water-resistant down to 5 bar – is made from titanium. This high-tech material, successfully used at Porsche for decades in the drive area, for example, is 40 percent lighter than stainless steel and besides optimal skin tolerance and durability it is also extremely comfortable to wear. The black titanium carbide coating underlines the sporty design of the timepiece.

The dashboard

The Porsche principle is also reflected in the dial: manufactured from lightweight carbon, it offers excellent readability from any angle. Similar to the instrument clusters in the 911 Speedster, all dials are designed in matt-black to avoid reflections. In homage to the first 356, the numbers and scales are in green to match the rev counter in the vehicle cockpit. Down to the last detail, the "Chronograph 911 Speedster" demonstrates its relationship with the first Porsche sports car through further features: for example the "70" on the tachymeter scale is highlighted in colour, and the function dial has the "911 Speedster" logo at 9 o'clock.

The design

Every "911 Speedster chronograph" is delivered with one black and one red leather wrist strap in two different sizes (sizes M and L). Both straps are made from exactly the same leather used for the interior of the 911 Speedster. The stitching also corresponds to the original yarn used in the interior. Thanks to the self-change mechanism, the leather straps can be replaced without tools and adjusted to fit the wrist.

Porsche Design 911 Speedster chronograph in Heritage Design – timeless tradition

Just like its vehicle counterpart, the Porsche Design "911 Speedster chronograph in Heritage Design" features details with the look and feel of the 356 Speedster from 1954. The case is made from lightweight titanium and reflects the sports car's colours in the Heritage Design, which evokes the classic colour tones of early Porsche racing cars. Like the instruments in the 911 Speedster, the matt-black dial features green and silver-coloured Arabic numbers. A "70" highlighted in green adorns the

tachymeter scale and makes reference to the seven decades of the Porsche sports car. The Porsche design logo positioned at 3 o'clock as well as the "Speedster" lettering on the function dial at 9 o'clock are finished in a gold colour.

Just like the "911 Speedster chronograph", the timepiece is powered by the Porsche Design Manufaktur calibre, Werk 01.200. This calibre guarantees maximum performance courtesy of exclusive technology. The wind-up rotor is painted in satin-gloss Platinum to match the wheel rim design of the Heritage Design package. It is mounted on the movement by the central lock with Porsche crest, which pays homage to its historic design. Like the vehicle's interior, the leather wrist straps are made from Cognac-coloured vehicle leather with colour-coordinated stitching. One unique feature which clearly links both chronographs to the sports cars is the limited-edition number engraved on the underside of the case.

Personalised down to the very last detail

Just like the 911 Speedster is customised in the Porsche Exclusive Manufaktur according to the wishes of the future owners, the chronographs can also be personalised. On the exterior, the design of the wind-up rotor can be designed according to the wheel rims chosen. "Porsche Design for Porsche" is aimed at enthusiasts and collectors who know exactly what they want: unique and very individual luxury, uncompromising form and function, combined with perfect technical and visual realisation.

The Porsche Design "911 Speedster chronograph" and the "911 Speedster chronograph in Heritage Design" will be available for order from May 2019 exclusively for future owners of the Porsche 911 Speedster or Porsche 911 Speedster in Heritage Design package from Porsche Centres worldwide.