



PORSCHE



The new 911 Speedster

Tribute to a dream

**An eventful history.
Spanning over 70 years.**

The new 911 Speedster embodies our timeless dream of the sports car, which first took shape in 1948 – as the Porsche 356. It visualises what the Porsche brand has represented for over 70 years: a courageous man and his dream. Lightweight, powerful sports cars. Le Mans and over 30,000 race victories. The 911. The horizontally opposed engine in the rear and the ignition lock on the left. Thousands and thousands of bends – and even more drivers. As well as courageous vehicle concepts and new ideas. Whatever the sports car of the future may bring, the 911 Speedster is reminiscent of just how fascinating a big dream can be.



Do you want to watch the 911 Speedster driving at full speed? Scan the code or visit www.porsche.com/911speedster-highlights and start the film.





10	911 Speedster concept
14	Design
30	Heritage Design Package
44	Performance
64	Summary
66	Personalisation
82	Technical data



356 A Speedster, 1958



911 Carrera Speedster (993), 1995



911 Carrera 2 Speedster (964), 1992



911 Carrera Speedster Turbolook (G Series), 1989



911 Speedster (997), 2010



From the 356 to the 911.

The Speedster: a love story.

A tribute to 70 years of Porsche would not be complete without numbers such as 356, 718, 911, 917, 918 and 919. And yet a single word is a microcosm of everything the brand represents: Speedster. Because the concept embodies the original Porsche virtues of purism, lightweight construction, efficiency and unadulterated driving pleasure.

Virtues that made Porsche a trademark in the USA. The 356 Speedster quickly gained great popularity from the mid 1950s. Californian students drove it to Stanford and Berkeley universities during the week – and to Laguna Seca at the weekend, where the 'Pooorsch' delighted in seeing off the established competition at the race track.

And the vehicle concept also forms an elegant bridge from the 356 to the 911. Because many details of the latest 911 Speedster are reminiscent of its famous predecessor: its shortened windscreen, puristic hood and especially its characteristic streamliners, also lovingly known as 'double bubbles'. The motorsport graphic and two-tone interior of the optional Heritage Design Package are particularly eye-catching.

All Speedster models since 1954 have much to tell, as shown by the seven stories from seven decades of Porsche that are recounted throughout this brochure. They also confirm the truthfulness of an advertising slogan from the 1970s: "Nobody needs one, but everyone wants one."

**We simply owed it to our dream.
And yours.**

911 Speedster concept.

You can record an album. Make a film. Or build a car. The new 911 Speedster is our tribute to the 70-year-old dream of Ferry Porsche. Limited to 1,948 units, this special birthday gift pays tribute to an idea that runs through the history of Porsche like a long winding road.

A tribute with no historic features? Inconceivable. In the new 911 Speedster, these are to be found in the shortened windscreen, flatter silhouette and unmistakable streamliners at the rear. This tribute is flawlessly powered by a 4.0-litre naturally aspirated, horizontally opposed engine. A gift from the 911 GT3 RS, with a whopping 375kW (510PS) and maximum engine speed of 9,000rpm.

You can honour the dream of the sports car. Or bring it to life. As we have with the Heritage Design Package that makes its debut with the new 911 Speedster. Committed to the Crest, this optional package has been enhanced with high-quality details from Porsche Exclusive Manufaktur, thereby combining tradition and future into a timeless whole.

The new 911 Speedster is therefore the leading actor in an exciting road movie. The plot: 70 years of Porsche. It's time for the film to begin: action!

For fuel consumption, CO₂ emissions and efficiency class of the 911 Speedster and 911 GT3 RS, please refer to page 85.



Road movie: rated 18.
Here are the highlights.

Highlights.

Performance: 4.0-litre, six-cylinder horizontally opposed engine, 375kW (510PS) output, 470Nm torque, 0–100km/h in 4.0secs, top speed: 310km/h. The unadulterated sound of a thoroughbred high-performance naturally aspirated engine, based on the 911 GT3 RS.

Purism: 6-speed GT sports manual transmission with short gearshifts and dynamic throttle-blip function. Lightweight tonneau cover with electric locking, lightweight door panels with door openers and storage net, with no rear seats.

Driving dynamics: motorsport chassis from the 911 GT3 with rear-axle steering specifically tuned to the 911 Speedster, dynamic engine mounts and performance-oriented vehicle stability system.

Safety: Porsche Ceramic Composite Brake (PCCB), numerous vehicle stability and restraint systems, as well as a roll-over protection system that automatically extends in an emergency.

Lightweight construction: front and rear lids, wings and full bucket seats made of carbon-fibre reinforced plastic (CFRP), front and rear aprons made of lightweight polyurethane, ceramic composite brake discs, lightweight exhaust system with rear silencer and tailpipes made of stainless steel.

Tribute: historical features in both the interior and exterior, a strictly limited edition of just 1,948 units worldwide. Optionally available: the Heritage Design Package with motorsport graphic and two-tone leather interior with elements in Cognac and gold-coloured logos.

For fuel consumption, CO₂ emissions and efficiency class of the 911 Speedster and 911 GT3 RS, please refer to page 85.

Design



**Too good to be true?
Even better.**

Exterior design.

Clearly a 911. And then again not. The Speedster is probably the most individual 911 concept that you will see on the world's roads. And definitely one of the most beautiful.

There is no doubt that its proportions, lines and design language are unmistakable. Its CFRP wings are muscular and its headlights are round – as is typical of the 911. The front apron with its large cooling air intakes and black spoiler lip is also typical – of the 911 GT models. As is the contouring of the front lid made of carbon. No wonder, because the design and wide body are based on the 911 GT3.

But things get even more fascinating. The windscreen is extremely low, making the car even flatter, more compact and more athletic. This is a long tradition with the Speedster. For which there are three very good reasons: proximity to the road, constant flirting with the elements and unadulterated sporty driving.

The 20-inch forged alloy wheels with central locking and Porsche Crest reveal the proximity to the race track. And allow a clear view of the standard Porsche Ceramic Composite Brake (PCCB). The Speedster is essentially a Porsche GT model. With an exceptional design.





As well as a flatter silhouette, the rear view also reveals a second unmistakable feature of the Speedster: its dynamic streamliners. They are located on the rear lid which is made of carbon and moulded from a single component, making it extremely rigid.

The streamliners are undoubtedly the distinguishing feature of every 911 Speedster. With their aerodynamic shape, they visually extend the headrests towards the rear of the car. And in the new 911 Speedster, they are even longer and more contoured than ever before, thus removing the slight hunchback that was given to the broadly shaped rear of earlier days.

Sporty features of the new 911 Speedster: the athletic rear, the sports exhaust system with its two central tailpipes and the lightweight rear aprons with additional air outlets.

The new 911 Speedster: our contribution to embellishing the roads. And an anthem to these. A very special 911.



356 Speedster, 1954



356 Speedster, 1955

2

Everything will be fine.

Speedster drivers are optimists.

Anyone who buys an open-top car, especially one with such a lightweight hood as the Speedster, has to be an optimist. Because he – or she – believes that good weather will persist, the rain will stay away and the sun will undoubtedly shine.

In this sense, the Speedster concept is the perfect tribute to open-top driving and the world's coastal roads. To the sun on your skin. And the wind on your face. Always accompanied by the soundtrack of its horizontally opposed engine in the rear. Just like a good film. Every Speedster celebrates life itself. Coming across as a lightly packed beach bag rather than a bulky suitcase. The only thing missing is a surfboard jauntily peeking out from the passenger seat.

This life-affirming philosophy also lies behind the quote issued by Porsche to mark the first 911 Speedster, which still applies today: "A cabriolet is a closed car that you can drive with the roof down. A Speedster is an open-top car that you can drive with the roof up."

**The outlook: excellent.
Even in the rain.**

Hood.

The Speedster has been representing the ease of open-top driving since 1954. A carefree existence that we all wish for in life. But only those with a protective roof can truly enjoy carefree driving, should clouds appear.

For this eventuality, our engineers have sought and found a solution in the form of a lightweight hood that meets both the purist parameters of the 911 Speedster and your need for a certain amount of comfort and protection from the wind and rain.

The hood therefore has a taut, compact design. And can be opened and closed without a great deal of effort, thanks to the electric lock. With a few simple movements, it can quickly be stored under the rear lid. The two rearward-facing cloth fins are visually appealing and emphasise the hood's slender profile. And provide good prospects, even in bad weather.





Tangible sports car history.

Interior design.

Minimalist. Puristic. Black. And with many elements made of leather. The sporty interior of the new 911 Speedster is devoted to driving. Stylish driving, of course.

The sports steering wheel is classic black, the steering wheel rim made of leather and the top centre marking an indication of its motorsport heritage. The instruments are reminiscent of the 1960s Porsche design, when the needle was white and both the numbers and increment markings were green. Elegant: the 'Speedster' logo in silver colour on the passenger trim strips.

The plaque featuring the anniversary logo between the seats reflects the fact that the new 911 Speedster is strictly limited to 1,948 units. It is no coincidence that this number is also reminiscent of the year the first sports car bearing the name Porsche was produced.

Interior features in carbon-weave finish epitomise the bold, sporty character, such as the door sill guards and dashboard trim strips featuring the 'Speedster' logo. The door pull loops are in keeping with the lightweight design. Entirely in the style of a Porsche GT model. The same applies to the shortened gear lever with black leather grip.

- 1 Sports steering wheel with top centre marking
- 2 Limited plaque between the seats, additional storage space
- 3 Full bucket seats in black leather with seat centre in perforated leather, headrests with embroidered 'Speedster' logo in black

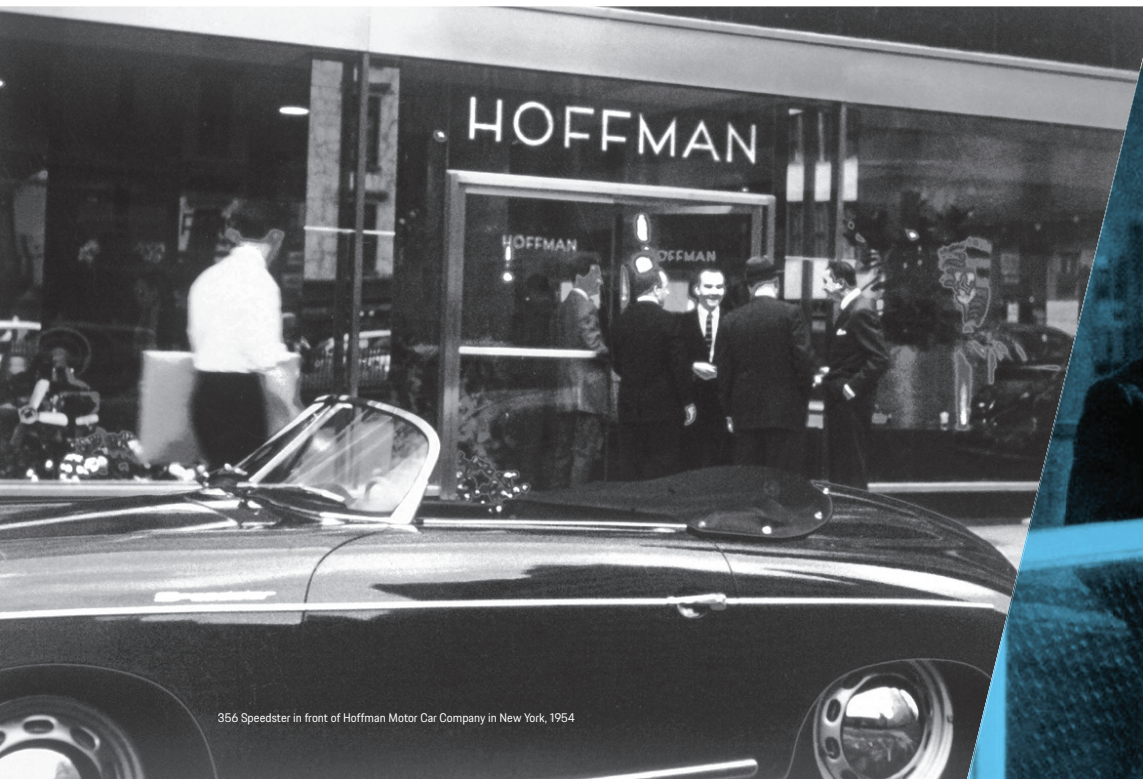
Despite their sporty design, the full bucket seats made of carbon-fibre reinforced plastic (CFRP) have electric seat height adjustment, are pleasantly comfortable and provide maximum lateral support – on winding coastal roads, for example. The seat bolsters, perforated seat centres and headrests with embroidered 'Speedster' logo in black are made of smooth-finish black leather. The characteristic shape of the seats and recesses in the seat centres are inspired by the design of the 918 Spyder.

Automatic climate control? No need for this in a car with so much free spirit – and therefore not fitted as standard, but available as an option at no extra cost. Also available as an option at no extra cost is Porsche Communication Management (PCM) with online navigation, Sound Package Plus and Connect Plus module including Apple® CarPlay. In short: you decide how puristic you want your drive to be.

There is not much to say about the rear seats. Because they are simply not available in this 911. A Speedster, with the DNA of a Porsche GT.

1 Leather interior in black, decorative stitching in red, steering wheel rim with top centre marking in red, seat belts in Guards Red





356 Speedster in front of Hoffman Motor Car Company in New York, 1954



Ferry Porsche (left) and Max Hoffman, New York, 1951

3

Win on Sunday, sell on Monday.

Why America loves the Speedster.

Paris Motor Show, 1950. Ferry Porsche met with Max Hoffman, the European sports car importer living in New York. Porsche was hoping to sell five cars in the USA – per year. Hoffman also mentioned the number five – but per week.

Born in Austria, Hoffman had a keen understanding of the American market and was a sales genius. In his showroom on Park Avenue, he advertised the Porsche 356 as the 'German Automotive Jewel', took the car to the race track and persuaded racing drivers such as Briggs Cunningham to get the Porsche on the circuit. Sales of the 356 rapidly rose from just a few units at the start to 1,514 in 1955.

Hoffman's biggest coup: he requested a spartan version of the 356 for the US market, a Speedster. The low-cost (just USD \$2,995) model made the 356 Speedster a best-seller. Weighing 760kg, the lightweight model with blind gaskets, two seats and a simple hood was extremely sprightly. Hollywood stars such as James Dean and Steve McQueen were soon seen driving the open-top 'Made in Germany' car. The rest? Is automotive legend.

Another notable detail that weighed very little but was symbolic of the brand: over a business dinner, Hoffman encouraged Ferry Porsche to develop a visually appealing quality mark for 'his' Porsche sports cars. Ferry Porsche therefore commissioned his advertising manager, Hermann Lapper, and the talented graphic designer, Franz Xaver Reimspieß, to create some designs. And so the timeless Porsche Crest was born.





**In tune with the times for decades.
And yet completely timeless.**

Porsche Design Chronograph 911 Speedster.

You can recount both contemporary history and Porsche history: with the 911 Speedster and the Chronograph 911 Speedster. Because both have been built according to the principles of a Porsche: with intensive development work, a lengthy testing programme and a great deal of attention to detail. In short: a tribute to every single second of Porsche history.

The watch's 'ignition lock' is a winding rotor painted in black, modelled on the 911 Speedster wheel. In a nutshell: the winding motion is created by the sequentially distributed tungsten alloy. The rotor is authentically fastened by a central shutter featuring the Porsche Crest.

Once the movement is fully wound, you will hear the quiet yet vigorous sound of the motor inside the lightweight titanium case: the Porsche Design Manufaktur calibre, Werk 01.200 with flyback function, load path-optimised movement bridge and official COSC certification. The difference between a chronograph without flyback function? When timing consecutive events, the chronograph buttons have to be pressed three times: to stop, reset and restart the timing. In the Chronograph 911 Speedster, this event timing is automatically activated by a single press.

Shared embossing: the limited edition number on the back of the case is the same as that of your car. As elegant as it is sporty: the carbon dial. The graphics on the dial are of a similar design to the instrument cluster and rev counter of the 911 Speedster. Discreet '911 Speedster' logo is positioned at 9 o'clock. Historic: the '70' on the tachymeter scale – as a tribute to the Porsche anniversary.

The high-quality strap is made of the same leather used in the interior of the 911 Speedster. Likewise the thread and stitching. The leather strap can easily be changed using the self-changing system.

The 911 Speedster and its timepiece counterparts can exclusively be ordered in your Porsche Centre. Just as your car can be manufactured according to your individual wishes, the rotor of your watch can also be modelled on your choice of wheel. The car and watch are delivered together. The Porsche Chronograph 911 Speedster and Porsche Chronograph 911 Speedster in a heritage design are also strictly limited to 1,948 units, just like the 911 Speedster.

More information is available at porsche-design.com/timepieces





356 Speedster, 1964



911 Speedster (997), 2010

Open for performance.

Speedster? Derived from speed.

The name Speedster is a combination of the words 'speed' and 'Roadster'. It made its debut with the 356 Speedster. A sports car that embodied Porsche purism as early as 1954: no heating, shortened windows, harder seats, screw-on windscreen, lightweight hood. But plenty of performance. It originally produced 55PS, which later became up to 115PS in the 356 A Carrera GT Speedster with the legendary Carrera horizontally opposed engine, achieving a top speed of 202km/h thanks to its lightweight construction.

This tradition was continued over 30 years later with the 911 Speedster based on the G Series: lighter than the 911 Carrera Cabriolet, it was also designed for open-top driving pleasure, thanks to its flat, curved windscreen. The engine output of the 911 Carrera Speedster (G Series) was no higher than that of the 911 Carrera, but the puristic, open-top driving experience of the 1950s was no more. The same applied to the 911 Carrera 2 Speedster (964), of which just 930 units rolled off the production line. 15 Turbolook vehicles with wide bodies were available for an additional DM 25,875. Which are now highly sought-after collector's items.

The 911 Speedster of 2010 was much more powerful: its 3.8-litre horizontally opposed engine produced 300kW (408PS), delivering a huge amount of 'speed' to the road. And yet many of its design details were reminiscent of bygone eras, such as the Fuchs alloy wheels. The current 911 Speedster is writing the latest chapter of this exciting vehicle concept. The Performance chapter will tell you just how literally it takes the subject of 'speed'.



Performance

**The Speedster has been gaining speed since 1954.
And disappears in just 4.0 seconds.**

Engine.

The long, chequered history of the Speedster has a clear physical core: its engine deep in the rear. In the new 911 Speedster, this is a high-performance 4.0-litre naturally aspirated, horizontally opposed engine. For a high-revving concept that reaches 9,000rpm. Maximum torque is 470Nm. And output a whopping 375kW (510PS).

The acceleration and speed values are also extraordinary. Because the new 911 Speedster sprints from 0 to 100km/h in just 4.0secs, thanks to its 6-speed GT sports manual transmission. Before reaching a top speed of over 300km/h. Who does it take after? The 911 GT3 – and its even more powerful brother, the 911 GT3 RS.

Extremely robust and high-performing, the RS engine was originally based on that of the 911 GT3 Cup. The oil supply principle also originates from motorsport and uses a dry sump and separate engine oil tank, fully variable oil pressure pump and highly efficient supply of the bearings via the crankshaft.

The four-valve technology with cam followers and rigid valve control has also been fully tested on the race track. The engine block and cylinder heads are made of aluminium, and the titanium piston rods are forged. Thanks to VarioCam, the camshaft adjustment is finely tuned according to engine speed and load. Six individual throttle valves ensure optimum air supply to every cylinder.

A stereo lambda control circuit regulates the exhaust gas composition and monitors pollutant conversion in the catalytic converters. To reduce particulate emissions, the 911 Speedster is fitted with a particulate filter. The necessary regeneration process of the particulate filter runs independently and unnoticed. The extra weight of the sports exhaust system due to the additional particulate filter is more than offset by a newly developed lightweight construction concept.

The result of all these measures: direct responsiveness and motorsport-typical vehicle performance. With the unparalleled soundtrack of a thoroughbred naturally aspirated engine. Absolutely beautiful. And amazingly fast.

For fuel consumption, CO₂ emissions and efficiency class of the 911 Speedster and 911 GT3 RS, please refer to page 85.





911 Carrera 3.2 Speedster (G Series), 1988

5

Radically open. Helmut Bott (1925–1994), Speedster campaigner.

Helmut Bott was the epitome of a Porsche enthusiast. Born in the foothills of the Swabian Alb, the trained mechanic, subsequent test engineer and Weissach pioneer, has left his mark, especially on motorsport. He was also heavily involved in the development of the 911 and his unequivocal verdict on the handling of a 901 prototype following a test drive in 1962 is famous: "Catastrophic!" It clearly made an impact. Not only the 911, but also his professional career gathered momentum. In 1978, he was appointed Head of Research and Development at Porsche AG.

Bott loved the wind on your face that was characteristic of the early years of motorsport. His passion for purism and open-top driving may explain why he championed a very special dream within the company despite some resistance: the revival of the 356 Speedster in the 911.

The idea was already there, but a prototype was needed. So in 1983, the body of a 911 SC Cabriolet was severely trimmed back: windscreen, hood, window lifts, armrests, emergency seats – all were removed. The resulting Speedster with the unmistakable single hump behind the driver's seat was ultimately a one-off without road approval. But with its virtually non-existent, Plexiglas windscreen measuring just a few centimetres high, it was extremely radical and therefore not only a tribute to the 356 Speedster, but also the forerunner of the 911 Speedster. Following a spectacular IAA design study in September 1987, the 911 Speedster was launched at the beginning of 1989.

**Back to its roots.
With 6-speed transmission.**

6-speed GT sports manual transmission.

Every gear shift in the new 911 Speedster increases your adrenaline – and propels you forward. But also takes you back. To a time when you had to use your hands and feet to select every gear.

In this sense, the 6-speed GT sports manual transmission is a tribute to the original sports car experience. Thanks to the short shift throws and movements and extremely precise gear changes. The focus is not on every tenth of a second, but on unconditional driving pleasure and pure emotion.

One thing is certain: with the manual transmission, you will experience driving a Porsche as in times gone by. With the feel of a genuine GT sports car. The selectable throttle-blip function will make it hard for you to suppress a permanent grin. And the sound will fly around your ears. No matter what gear you are in.







**We acknowledge a Porsche legend.
And the road.**

Chassis and Chrono Package.

Close to the road, even closer to motorsport: this is the tuning philosophy of the new 911 Speedster. Its chassis is derived from the 911 GT3. It is designed specifically for motorsport and holds the road as firmly as a GT vehicle. All the suspension management systems have also been tuned to the 911 Speedster.

Rear-axle steering: the standard rear-axle steering combines performance and everyday driveability with sporty tuning. At low speeds, the system steers the rear wheels in the opposite direction to that of the front wheels. This leads to a virtual shortening of the wheelbase. Narrow curves can be rounded more dynamically. And parking is noticeably easier. At high speeds, the system steers the rear wheels in the same direction as that of the front wheels. The virtual extension of the wheelbase improves stability and agility, especially at high speeds.

Dynamic engine mounts: this electronically regulated system minimises perceptible oscillations and the vibration of the entire drivetrain, in particular the engine, so that the benefits of a hard and a soft engine mounting arrangement can be used. The handling is noticeably harder and more stable

during load changes and in fast corners. In addition, the dynamic engine mounts reduce the vertical vibrations of the engine when accelerating under full load. The results are greater and more uniform drive force at the rear axle, increased traction and faster acceleration. Whenever a less assertive driving style is adopted, the dynamic engine mounts soften to provide a heightened level of comfort.

Porsche Active Suspension Management (PASM, approximately 25mm lower than the 911 Carrera): this electronic adjustment of the damping control system actively and continuously adjusts the damping force on each wheel, based on current road conditions and driving style. You can select two sporty programmes at the touch of a button. Normal mode is designed for sporty driving on public roads. Sport mode is specially tuned for maximum lateral acceleration and optimum traction on totally flat surfaces – in case you fancy a lap of the race track.

Porsche Stability Management (PSM): PSM is an automatic control system for maintaining stability at the limits of dynamic driving performance. The system can be completely switched off in two stages. For intentionally sporty handling,



Porsche Torque Vectoring (PTV): this system operates in conjunction with a mechanical rear differential lock. For increased traction and improved lateral dynamics, as well as enhanced stability when cornering under load change conditions and when changing lanes.

Wheels and tyres: the car is fitted with forged 20-inch alloy wheels in satin black with central locking. Road-approved sports tyres ensure the necessary grip.*

Chrono Package: in addition to the analogue and digital stopwatch on the dashboard, the optional Chrono Package also allows you to display, save and evaluate times for your favourite routes or commute. Any travelled distances can be recorded and benchmark times defined.

Porsche Communication Management (PCM) is available as an option at no extra cost and features an enhanced performance indicator. This displays the current engine output and torque in the instrument cluster.

- 1 Wheel painted in satin black
 - 2 Wheel painted in silver
 - 3 Wheel painted in satin black with rim border painted in Guards Red
- Porsche Exclusive Manufaktur

*The low tread depth leads to an increased risk of aquaplaning on wet roads.



911 Carrera Speedster (993), 1995



6

Keeping it in the family.

A one-off for F. A. Porsche (1935–2012).

The 911 Carrera Speedster (993). A car that does not actually exist. The production run? Just a single unit. A very special tribute from 1995. To be more precise: a 60th birthday gift from Porsche to Ferdinand Alexander 'Butzi' Porsche, the son of Ferry Porsche, who was responsible for the 911 design in the 1960s.

In the mid-1990s, the Porsche Management Team had decided to remove the Speedster from the programme at the end of the 964 series. In 1995, however, the Zuffenhausen factory produced a final version: a beautiful, air-cooled 911 Speedster in the poetic-sounding colour of Aventurine Green Metallic, with 17-inch alloy wheels and an output of 200kW (272PS), which accelerated to 100km/h in 6.6 seconds. The top speed? 265km/h. The driving experience? Literally unique.

The descendants of F. A. Porsche now own this special car, which is housed in the Porsche Museum. But it is regularly driven and used as part of the 'Museum on Wheels'. On the picturesque Grossglockner High Alpine Road in Austria, for example. Or on one of the world's numerous winding roads where the Speedster is truly at home.

**We have been unstoppable for over 70 years.
With one exception.**

Porsche Ceramic Composite Brake (PCCB).

We have nothing against nostalgia, but when it comes to active safety, we rely on modern, motorsport-tested technology: with the cross-drilled ceramic brake discs of the Porsche Ceramic Composite Brake (PCCB). They have a diameter of 410mm at the front and 390mm at the rear – for even more formidable braking performance. They are standard on the new 911 Speedster.

The use of six-piston yellow (black in the Heritage Design Package) aluminium monobloc fixed calipers on the front and four-piston aluminium monobloc fixed calipers on the rear – provides extremely high and above all consistent braking forces.

PCCB enables shorter braking distances in even the toughest road and race conditions. And improves safety under high-speed braking, thanks to its excellent fade resistance.

The crucial advantage of PCCB is the extremely low weight of the ceramic brake discs, which are approximately 50% lighter than cast-iron discs of a similar design and size. The result of this reduction in unsprung, rotary masses is better roadholding and increased comfort, particularly on uneven roads, as well as greater agility and a further improvement in handling.





It's your turn.

Climb in: the corners are beckoning.

How monotonous would the history of the Porsche brand have been if it had continued straight ahead all these years? There have been many highs and some lows, unexpected twists and, of course, lots of turns. As a tribute to our dream, we would like to finish by presenting two perfect Speedster routes – an applied history lesson, as it were.

In California, rugged coastlines, sandy beaches and agitated seas come together along the Pacific Coast Highway. 'Highway Number 1' covers 655 miles, passing through places such as Los Angeles, Malibu and San Francisco. Legendary surfing beaches and laid-back city life collide here. And Laguna Seca Raceway is also just a stone's throw away. In short: this route will liberate your soul. Provided you indulge in open-top driving, but don't worry, it never rains in Southern California (and when it does, it pours).

'Home is where the heart is,' so the saying goes. On Schwarzwaldhochstrasse – one of Germany's oldest tourist routes – you can hear our heart beating. It starts in Baden-Baden and climbs through thick forests along winding roads to the crest of the northern Black Forest. Ski slopes flank the mountain pass to Mummelsee. Where you can start your relaxing holiday. And if you are seeking additional inspiration, we recommend a 'downhill run' to the Porsche Museum in Stuttgart, where you can experience over 70 years of Porsche at first hand.



**First love?
Your second chance.**

Summary.

The new 911 Speedster is a sports car that looks back on almost 70 years of Porsche, yet still radiates plenty of youthfulness. Every fibre, every screw, every detail tells the story of a fascinating brand. With an ageless ease. This interaction between young and old is what essentially constitutes every Porsche Speedster.

It is in this spirit that the latest version celebrates driving per se. Thanks mainly to its RS engine that imposes virtually no limits when it comes to performance. Making it the perfect sports car for dreamers, especially for those with open minds.

All this makes the new 911 Speedster our tribute to the sports car. And its future. We don't build cars like this every day. It involved a great deal of devotion and automotive romance. We hope our passion is contagious. If so, then you should take it for a spin. Because after all, you are never too old for youthful folly.

The new 911 Speedster.



Personalisation

Exterior colours.

Standard exterior colours.



White



Black



Guards Red



Racing Yellow

Hood colour.



Black

Metallic exterior colours.



Carrara White Metallic



GT Silver Metallic



Agate Grey Metallic



Jet Black Metallic

Special exterior colours.



Carmine Red



Crayon



Miami Blue



Lava Orange



Lizard Green

Interior colours.

Standard interior colour. Dashboard/trim/seats.



Black

Standard interior colour. Leather interior. Dashboard/trim/seats.



Black



Better than any air conditioning:
the wind on your face.

The new 911 Speedster in Crayon.



A configuration example from the Porsche Exclusive Manufaktur.

- 1 Painted sideskirts, window triangle trims in carbon
- 2 Wheels painted in satin black with wheel rim painted in Guards Red
- 3 LED main headlights in black, including Porsche Dynamic Light System (PDLS), headlight cleaning system cover painted in satin black
- 4 Extended door trim package in leather, air vents in leather
- 5 Seat belts in Guards Red, leather interior package, interior trim package with decorative stitching and embroidery in contrasting colour (Crayon)



Wheel painted in satin aluminium



Wheel painted in satin platinum *Porsche Exclusive Manufaktur*



Wheel painted in satin black with wheel rim painted in Guards Red *Porsche Exclusive Manufaktur*

Option	911 Speedster I no.
Engine.	
90-litre fuel tank	<input type="radio"/> 082
Fuel filler cap in aluminium look	<input checked="" type="radio"/> Standard
Chassis.	
Front-axle lift system	<input type="radio"/> 474
Wheels.	
Wheels painted in satin black, wheel centres with Porsche Crest	<input checked="" type="radio"/> Standard
Wheels painted in satin aluminium, wheel centres with Porsche Crest	<input type="radio"/> 341
Wheels painted in silver colour, wheel centres with Porsche Crest	<input type="radio"/> 346
Wheels painted in satin platinum, wheel centres with Porsche Crest <i>Porsche Exclusive Manufaktur</i>	<input type="radio"/> XDH
Wheels painted in satin black with wheel rim painted in Guards Red, wheel centres with Porsche Crest <i>Porsche Exclusive Manufaktur</i>	<input type="radio"/> XGT

Option	911 Speedster I no.
Exterior.	
Heritage Design Package	
– Exterior: motorsport graphic in heritage design in white, headlight cleaning system covers painted in white, 'Speedster' logos at the rear and gold-coloured streamliners, historic Porsche Crest on the front lid and wheel centres, PCCB brake calipers painted in black with 'PORSCHE' logo in white, wheels painted in satin platinum, indoor car cover in vehicle-specific design	
NB: only available in conjunction with GT Silver Metallic exterior colour.	
– Interior: two-tone leather interior in black and Cognac (full bucket seats, lower section of the dashboard, armrests, centre console main storage compartment lid and door pulls in natural Cognac leather), GT sports steering wheel trimmed entirely in black with top centre marking in Cognac leather and historic Porsche Crest, storage compartment lid embossed with 'Porsche Exclusive Manufaktur', seat backrests painted in GT Silver Metallic, perforations in seat backrests painted in GT Silver Metallic, interior package painted in GT Silver Metallic, historic Porsche Crest on headrests, raised, gold-coloured 'Speedster' logo on dashboard trim strips, gear lever with shift pattern in Cognac, limited edition plaque with gold-coloured anniversary logo, door sill guards in black anodised stainless steel with 'Speedster' logo, vehicle key painted in GT Silver Metallic with historic Porsche Crest and key pouch in Cognac leather embossed with 'Speedster', air vents in leather, personalised floor mats with leather edging in black, sun visors in leather, centre console trim in black leather	
<i>Porsche Exclusive Manufaktur</i>	
Deletion of Heritage Design Package trim	<input type="radio"/> XWV
Exterior: deletion of motorsport graphic in heritage design in white. NB: the headlight cleaning system covers are painted in GT Silver Metallic. All other Heritage Design Package features are retained <i>Porsche Exclusive Manufaktur</i>	
Personal start number for Heritage Design Package <i>Porsche Exclusive Manufaktur</i>	<input type="radio"/> CHW



PCCB brake caliper painted in black, historic Porsche Crest on wheel centre *Porsche Exclusive Manufaktur*



Storage compartment lid embossed with 'Porsche Exclusive Manufaktur' *Porsche Exclusive Manufaktur*



Door sill guard in black anodised stainless steel with 'Speedster' logo *Porsche Exclusive Manufaktur*



SportDesign exterior mirror upper trim in carbon
Porsche Exclusive Manufaktur



SportDesign exterior mirror lower trim painted in black (high-gloss)
Porsche Exclusive Manufaktur



Stone guard film, transparent

Option	911 Speedster I no.
Exterior.	
SportDesign exterior mirror upper trims in carbon <i>Porsche Exclusive Manufaktur</i>	<input type="radio"/> XJW
SportDesign exterior mirror lower trims painted in black (high-gloss) <i>Porsche Exclusive Manufaktur</i>	<input type="radio"/> XCS
Window triangle trims in carbon <i>Porsche Exclusive Manufaktur</i>	<input type="radio"/> CSX
Headlight cleaning system covers, painted <i>Porsche Exclusive Manufaktur</i> – in exterior colour – in contrasting exterior colour	<input type="radio"/> XUB <input type="radio"/> CGU
Door handles painted in black (high-gloss) <i>Porsche Exclusive Manufaktur</i>	<input type="radio"/> XJA
Sideskirts, painted <i>Porsche Exclusive Manufaktur</i>	<input type="radio"/> XAJ
Stone guard film, transparent	<input type="checkbox"/> 526

Option	911 Speedster I no.
Lights and vision.	
Tinted taillights	<input checked="" type="radio"/> Standard
Bi-Xenon main headlights	<input checked="" type="radio"/> Standard
LED main headlights in black, including Porsche Dynamic Light System (PDLS) <i>Porsche Exclusive Manufaktur</i>	<input type="radio"/> XEY
Automatically dimming interior and exterior mirrors with integrated rain sensor	<input type="radio"/> P13
Light design package	<input type="radio"/> 630
Air conditioning and glazing.	
Two-zone automatic climate control	<input type="checkbox"/> 573
Windscreen with grey top-tint	<input type="checkbox"/> 567
Seats and seating.	
Full bucket seats	<input checked="" type="radio"/> Standard
Adaptive Sport seats Plus (18-way, electric)	<input type="radio"/> P07
Seat heating	<input type="radio"/> 342
Safety and security.	
Fire extinguisher	<input type="radio"/> 509
Porsche Vehicle Tracking System Plus (PVTs Plus)	<input type="radio"/> 712
Comfort and assistance systems.	
Cruise control	<input type="radio"/> 454
Reversing camera	<input type="radio"/> 7X9
HomeLink® (fully programmable garage door opener)	<input type="radio"/> 608



Bi-Xenon main headlight



LED main headlights in black, including Porsche Dynamic Light System (PDLS)
Porsche Exclusive Manufaktur



Adaptive Sports seat Plus

– not available I number/extra-cost option standard available at no extra cost



Interior package painted Porsche Exclusive Manufaktur



Steering wheel rim with top centre marking in red



Vehicle key painted with key pouch in leather Porsche Exclusive Manufaktur

Option	911 Speedster	I no.
Interior.		
Floor mats	<input type="radio"/>	810
Smoking package	<input type="radio"/>	583
Storage net in passenger footwell	<input type="radio"/>	581
Seat belts coloured <i>Porsche Exclusive Manufaktur</i>		
– Silver Grey	<input type="radio"/>	XSH
– Guards Red	<input type="radio"/>	XSX
– Racing Yellow	<input type="radio"/>	XHN
– Miami Blue	<input type="radio"/>	XHY
Interior package painted <i>Porsche Exclusive Manufaktur</i>	<input type="radio"/>	EKA/EKB
Air vents painted <i>Porsche Exclusive Manufaktur</i>	<input type="radio"/>	CTR
Air vent slats painted <i>Porsche Exclusive Manufaktur</i>	<input type="radio"/>	CDN
Air conditioning control panel painted <i>Porsche Exclusive Manufaktur</i>	<input type="radio"/>	CHL
Vehicle key painted with key pouch in leather <i>Porsche Exclusive Manufaktur</i>	<input type="radio"/>	DFS
Interior: leather.		
Leather interior in black	<input type="radio"/>	Code
Leather interior with decorative stitching in red	<input type="radio"/>	749
Steering wheel rim with top centre marking in red	<input type="radio"/>	886

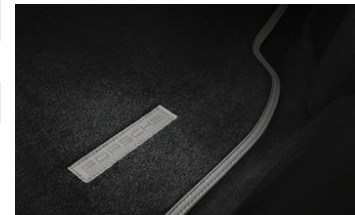
Option	911 Speedster	I no.
Interior: leather.		
Leather interior package <i>Porsche Exclusive Manufaktur</i>	<input type="radio"/>	EKC/EKD
Dashboard trim package in leather <i>Porsche Exclusive Manufaktur</i>	<input type="radio"/>	CZW
Door trim package in leather <i>Porsche Exclusive Manufaktur</i>	<input type="radio"/>	CXM
Interior trim package with decorative stitching and embroidery in contrasting colour <i>Porsche Exclusive Manufaktur</i>	<input type="radio"/>	XVX
Steering column casing in leather <i>Porsche Exclusive Manufaktur</i>	<input type="radio"/>	XNS
Steering column casing in leather with decorative stitching in contrasting colour <i>Porsche Exclusive Manufaktur</i>	<input type="radio"/>	XVA
Inner door sill guards in leather <i>Porsche Exclusive Manufaktur</i>	<input type="radio"/>	XTG
Inner door sill guards in leather with decorative stitching in contrasting colour <i>Porsche Exclusive Manufaktur</i>	<input type="radio"/>	XVB
Transmission tunnel in front in leather <i>Porsche Exclusive Manufaktur</i>	<input type="radio"/>	XZM
Air vents in leather <i>Porsche Exclusive Manufaktur</i>	<input type="radio"/>	CTK
Storage compartment lid in leather with Porsche Crest <i>Porsche Exclusive Manufaktur</i>	<input type="radio"/>	XPT



Air vents in leather Porsche Exclusive Manufaktur



Storage compartment lid in leather with Porsche Crest Porsche Exclusive Manufaktur



Personalised floor mat with leather edging Porsche Exclusive Manufaktur

– not available I number/extra-cost option ● standard available at no extra cost



Door sill guard in carbon, illuminated *Porsche Exclusive Manufaktur*



Floor mat in carbon with leather edging *Porsche Exclusive Manufaktur*



Pedals and footrest in aluminium *Porsche Exclusive Manufaktur*

Option	911 Speedster	I no.
Interior: leather.		
Sun visors in leather <i>Porsche Exclusive Manufaktur</i>	<input type="radio"/>	XMP
Personalised floor mats with leather edging <i>Porsche Exclusive Manufaktur</i>	<input type="radio"/>	CFX
Sports seat Plus backrests in leather <i>Porsche Exclusive Manufaktur</i>	<input type="radio"/>	XWK
Sports seat Plus backrests in leather with decorative stitching in contrasting colour <i>Porsche Exclusive Manufaktur</i>	<input type="radio"/>	XVC
Interior: carbon.		
Carbon interior package	<input checked="" type="radio"/>	Standard
Door sill guards in carbon	<input checked="" type="radio"/>	Standard
Door sill guards in carbon, illuminated <i>Porsche Exclusive Manufaktur</i>	<input type="radio"/>	XXD
Personalised door sill guards in carbon, illuminated <i>Porsche Exclusive Manufaktur</i>	<input type="radio"/>	CXE
Floor mats in carbon with leather edging <i>Porsche Exclusive Manufaktur</i>	<input type="radio"/>	CHM
Personalised floor mats in carbon with leather edging <i>Porsche Exclusive Manufaktur</i>	<input type="radio"/>	CHN
Interior: aluminium.		
Pedals and footrest in aluminium <i>Porsche Exclusive Manufaktur</i>	<input type="radio"/>	EFA

1) Internet access can be established using the integrated Porsche SIM card or your own data-enabled SIM card. To access the WiFi hotspot using the integrated SIM card, you will need a WiFi data package which is available for purchase in the Porsche Connect Store. To access the WiFi hotspot using your own SIM card, you will need to take out a contract with a mobile phone provider of your choice.
2) Detailed information about Porsche Connect is available at: www.porsche.com/connect
3) Only in conjunction with Porsche Communication Management (PCM), 1 no. 9BL.



Porsche Communication Management (PCM)



BOSE® Surround Sound System



Chrono Package stopwatch

Option	911 Speedster	I no.
Audio and communication.		
Deletion of audio and communication system	<input checked="" type="radio"/>	Standard
Porsche Communication Management (PCM) with – online navigation, voice control system and mobile phone preparation – Connect Plus with Apple® CarPlay, LTE communication module with SIM card reader, smartphone storage compartment, wireless Internet access ¹⁾ , Porsche Car Connect and comprehensive Porsche Connect services ²⁾ – Sound Package Plus	<input type="checkbox"/>	9BL
BOSE® Surround Sound System ³⁾	<input type="radio"/>	9VL
Digital radio ³⁾	<input type="radio"/>	QV3
Chrono Package ³⁾	<input type="radio"/>	QR5
Factory Collection.		
Factory Collection in Zuffenhausen	<input type="radio"/>	9D0
Factory Collection in Leipzig	<input type="radio"/>	S9Y

– not available I number/extra-cost option standard available at no extra cost

Technical data.



	911 Speedster
Engine	
Design	Aluminium, naturally aspirated, horizontally opposed
Number of cylinders	6
Displacement	3,996cm ³
Max. power (DIN) at rpm	375kW (510PS) 8,400
Maximum torque at rpm	470Nm 6,250
Compression ratio	13.3:1
Transmission	
Drive	Rear-wheel drive
GT sports manual transmission	6-speed
Chassis	
Front axle	McPherson spring-strut suspension, selected suspension mountings ball-jointed
Rear axle	Multi-link rear axle, selected suspension mountings ball-jointed, rear-axle steering
Steering	Electromechanical power-assisted steering with variable steering ratio
Brakes	Porsche Ceramic Composite Brake (PCCB) with six-piston aluminium monobloc fixed brake calipers at front, four-piston aluminium monobloc fixed brake calipers at rear, ceramic composite brake discs cross-drilled and internally vented, fixed calipers made of aluminium
Brake disc diameter	410mm front and 390mm rear
Wheels	Front: 9 J × 20 ET 55 Rear: 12 J × 20 ET 47
Tyres	Front: 245/35 ZR 20 Rear: 305/30 ZR 20




1) Weight is calculated in accordance with the relevant EC Directives and is valid for vehicles with standard specification only. Optional equipment increases this figure. The figure given includes 75kg for the driver.

	911 Speedster
Performance	
Top speed	310km/h
Acceleration 0–100km/h	4.0secs
Acceleration 0–160km/h	8.0secs
Acceleration 0–200km/h	12.2secs
Flexibility (100–200km/h), 5th gear	13.2secs
Unladen weight	
DIN	1,465kg
EC ¹⁾	1,540kg
Permissible total weight	1,793kg
Dimensions/aerodynamics	
Length	4,562mm
Width (including exterior mirrors)	1,852mm (1,978mm)
Height	1,250mm
Wheelbase	2,457mm
Luggage compartment volume	125 litres
Tank capacity (refill volume)	64 litres (optional 90 litres)
Drag coefficient	0.35

	911 Speedster
Fuel consumption/emissions²⁾	
Urban in l/100km	20.6
Extra urban in l/100km	9.9
Combined in l/100km	13.8
CO ₂ emissions combined in g/km	317
Particulate filter	Yes
Emissions standard	Euro 6d-TEMP-EVAP-ISC
Energy efficiency specifications Germany³⁾	
Efficiency class	G

	911 Speedster
Energy efficiency specifications Switzerland³⁾	
CO ₂ emissions from fuel production and distribution in g/km	73
Efficiency class	G
The average CO ₂ emissions value of all new vehicles sold in Switzerland is 137g/km.	

Tyre type	Dimensions	Fuel efficiency class/ rolling resistance	Wet grip class	External rolling noise* (class)	External rolling noise (dB)
Sports tyres (S)	245/35 ZR 20	E	E		70
Sports tyres (S)	305/30 ZR 20	E	E		73

For logistical and technical reasons relating to the production process, we are unable to accept orders for a particular make of tyre.
*  Quiet rolling noise,  Moderate rolling noise,  Loud rolling noise.

2) Data determined in accordance with the measurement method required by law. Since 01 September 2017 certain new cars have been type approved in accordance with the Worldwide Harmonized Light Vehicles Test Procedure (WLTP), a more realistic test procedure to measure fuel consumption and CO₂ emissions. From 01 September 2018, the WLTP replaced the New European Driving Cycle (NEDC). Due to the more realistic test conditions, the fuel consumption and CO₂ emission values determined in accordance with the WLTP will, in many cases, be higher than those determined in accordance with the NEDC. This may lead to corresponding changes in vehicle taxation from 01 September 2018. You can find more information on the difference between WLTP and NEDC at www.porsche.com/wltp. Currently, we are still obliged to provide the NEDC values, irrespective of the testing method used. The additional reporting of the WLTP values is voluntary until their obligatory use. As far as new cars, (which are type approved in accordance with the WLTP) are concerned, the NEDC values will therefore be derived from the WLTP values during the transition period. To the extent that NEDC values are given as ranges, these do not relate to a single, individual car and do not constitute part of the offer. They are intended solely as a means of comparing different types of vehicle. Extra features and accessories (attachments, tyre formats etc.) can change relevant vehicle parameters such as weight, rolling resistance and aerodynamics. Additionally, weather and traffic conditions, as well as individual handling, can affect the fuel consumption, electricity consumption, CO₂ emissions and performance values of a car.
3) Valid in the countries listed only.

© Dr. Ing. h.c. F. Porsche AG, 2019. All text, images and other information in this catalogue are subject to the copyright of Dr. Ing. h.c. F. Porsche AG.

Any reproduction, duplication or other use is prohibited without the prior written consent of Dr. Ing. h.c. F. Porsche AG.

Dr. Ing. h.c. F. Porsche AG supports the use of paper from sustainable forests. The paper for this sales brochure is certified in accordance with the strict regulations of the FSC® (Forest Stewardship Council®).

Porsche, the Porsche Crest, 911, Carrera, PCCB, PCM, PSM, Tequipment and other marks are registered trademarks of Dr. Ing. h.c. F. Porsche AG.

Dr. Ing. h.c. F. Porsche AG
Porscheplatz 1
70435 Stuttgart
Germany
www.porsche.com

Effective from: 05/2019
Printed in Germany
WSLC19101000320 EN/WW



