

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.