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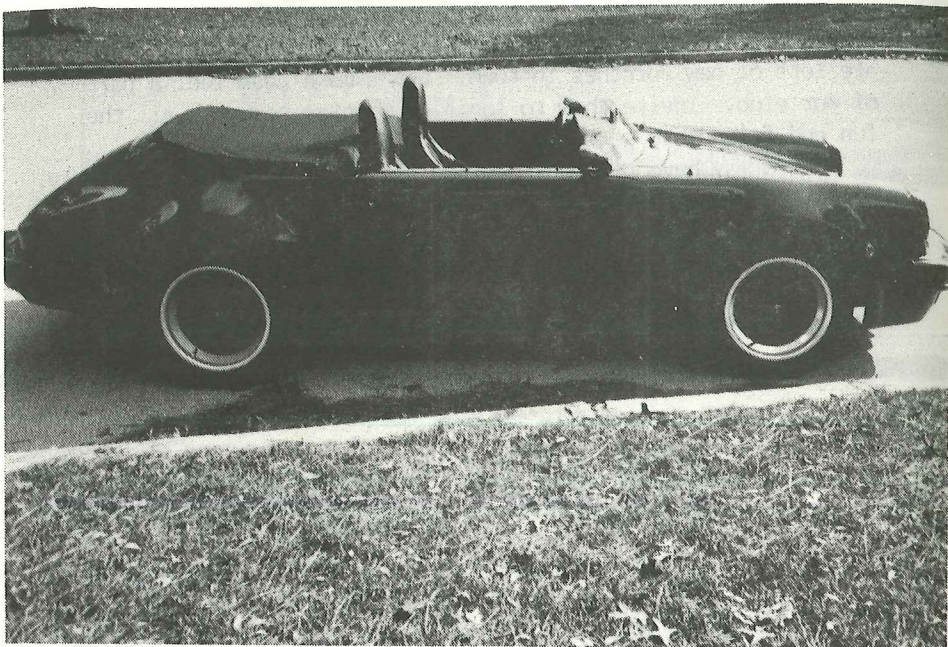
1987



IT'S A 911 TURBO-LOOK COUPE!!

IT'S A 911 TURBO-LOOK CABRIOLET!!!

IT'S A 911 SPEEDSTER!!



A 911 Speedster? How can this be? It's true - yess- another dream has become a reality. A 1985 911 Turbo-look Cabriolet, serial number WPOEBO 915FS170993, came off the assembly line and was taken across the street to Werk 1 in Stuttgart. Nearly a year later, and 650 labor-hours later, the 911 Speedster prototype is complete. Inspired by Porsche President, Peter Schutz, and Research and Development Director, Helmut Bott, the finished Porsche has 5 configurations sporting 2 windshields, 2 tops and 2 tonneaus.

How did this dream car begin? First in importance was the revival of the 911 by Peter Schutz. When he arrived at Porsche in 1981, his predecessor Dr. Fuhman, and all but ceased production of the 911 altogether. Once Schutz had the 911 back on track, changes began to the classic automobile. Along with many technical advancements, and return of the Turbo, the 911 "blew it's top" and had the option of being a cabriolet. Following development lineage of its precursor, the 356, the next logical step was to recreate the speedster concept in a modern 911. A low windshield, tonneau cover for the seldom used rear seats, and the fun begins.

The 911 Speedster we are discussing is a design study, and may or may not reflect accurately what will be available to the public as stock equipment. However, the factory did it once, only time will tell.

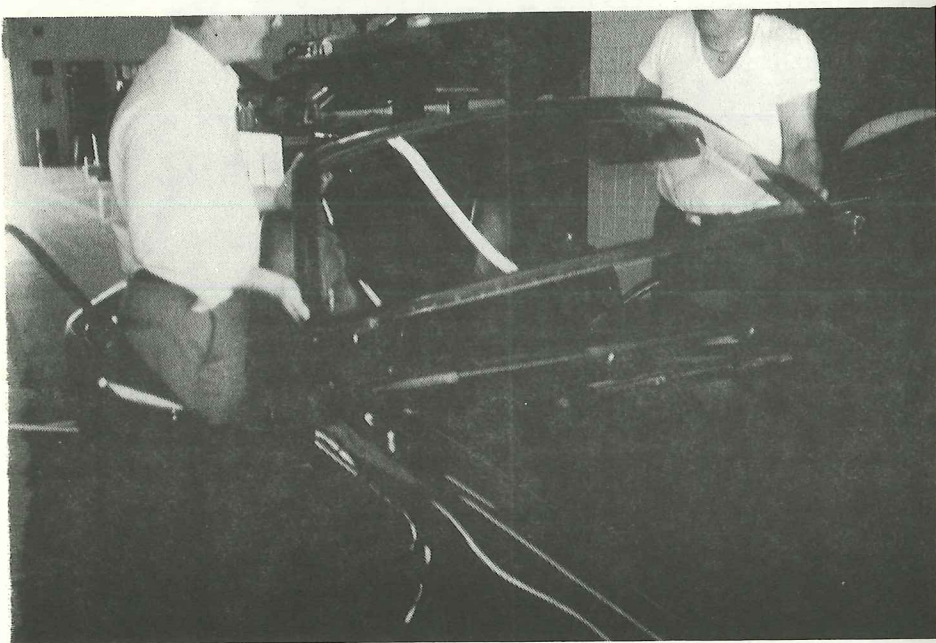
I'd like to take you through the configurations of the Speedster starting as a regular turbo-look hardtop coupe, and as we remove and add pieces, we will end up with the Speedster. The conversions are really quite simple, although some parts are a bit difficult to handle due to weight and structure. Generally, this is a two person operation. The biggest problem is where to store the parts which aren't on the car!!

In coupe configuration the only tell-tale signs are a black gasket along the rear cabriolet roof lines and the outside rear view mirrors are attached directly to the wind wing glass, more on this later.



Removing the hard top is not complicated, but the availability of two strong friends would be very beneficial. Inside above the sun visors are release clips similar to those found on a production targa. Along the base of the rear coupe window are three sets of 2 bolts, when these bolts are removed, the hard top can be lifted off the car. One last detail, the wire for the rear window defroster must be unplugged. For a prototype, the attention to detail is amazing.

The side window glass, including the side mirrors are removed by unscrewing the inner interior sill and unbolting the glass and frame from the stock position. This is done with the power windows in the lowered position. Upon removal of the driver-side window glass, a dead-man switch deactivates the power windows so they will not interfere with the body trim used to completely cover the window channel opening. This trim piece is snapped in place of the black exterior window squeegee, is body color and is complete with snaps for the tonneau cover. It is held in place by the stock body clips used to hold the side window squeegee in place.

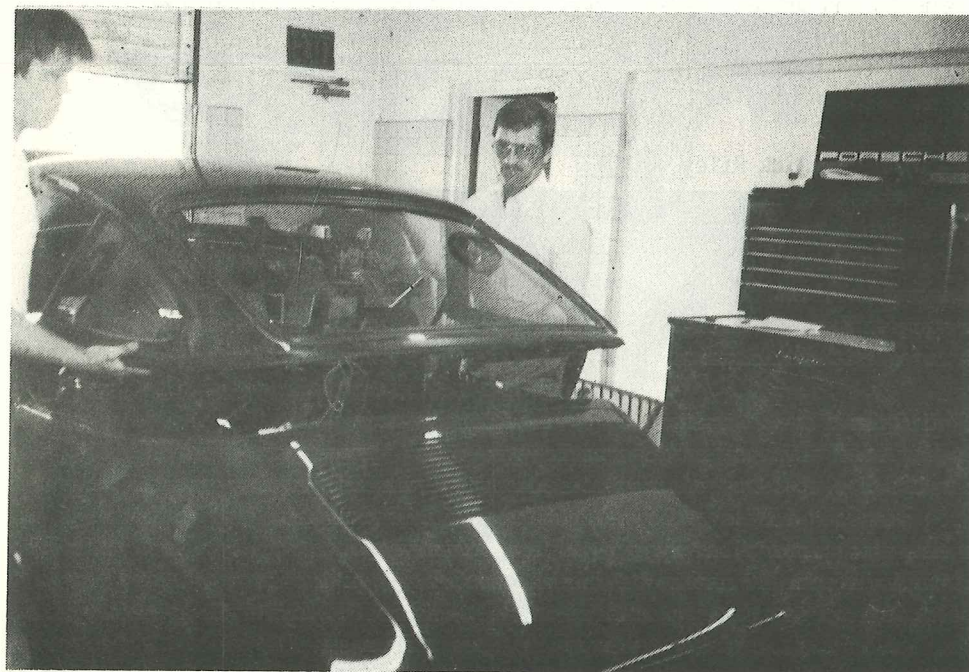


A four-inch plexiglass windscreen complete with 3 mirrors replaces the stock piece and fits into the same channel in the cowl and is held in place by the same two 10 mm allen-headed bolts used to hold the stock windshield in place. With a side mirror at each end and one center rear view mirror—very adequate rear vision for street driving is provided. In spite of the low windscreen, the ride is not uncomfortably breezy, and the noise level is no more than one would experience in a regular cabriolet.

Along the rear cabriolet roof line, a leather bolster is bolted on using the same fastener locations that hold the hard top in place. This bolster has snaps and cam-lock fasteners along the top edge which are used to attach the alternate tops and tonneaus.

The soft cabriolet top attaches much the same the original cab top fit the first 911 convertibles. The rear window is cloth, not transparent, and is reminiscent of the original 356 speedster soft tops. The targa clips by the sun visors fasten the forward edge.

In each door jam on the underside upper panel, in the same location as the original speedster windshield pegs, are two 10 mm allen-headed bolts. When removed, the windshield in its entirety includes sun visors, rear view mirror, and courtesy light. In the cowl are two spring loaded electrical contacts which provide power for the courtesy light located behind and above the center rear view mirror.



P O R S C H E

In the "Speedster" configuration there are two tonneau covers. One tonneau is black canvas and functions as a normal sports car tonneau, covering none, one or both front seats. Because of the modern high back bucket seats, the seat backs must be completely reclined in order to snap the tonneau in place. The second tonneau called "slalom special" by some, is all fiberglass and converts the two seat speedster into a one-seater reminiscent of the racing spyders, including the bullet headrest behind the driver's seat.

Porsche President, Peter Schutz, drove the car to work for 4226 miles in the fall of 1986. The car was built on a US legal chassis including all safety DOT and EPA equipment. In December of 1986, the "Speedster" and all of its pieces-parts were imported to Brumos Porsche Audi in Jacksonville, Florida which is operated by Bob Snodgrass. After appearing in the Jacksonville International Auto Show in March 1987, the car was transported to Grand Rapids, Michigan to it's current owners. The Speedster was on display at this summer's Mid-Ohio SVRA Summer Event June 27-29th.

Uniquely "Porsche" in every sense, this prototype combines all of the modern luxury features of the late 911 such as air conditioning, electric seats, 3.2 power plant and superior suspension and brakes. As a "Speedster", the excitement of an open car, and nostalgia of the original 356. Both a look foward of things to come and a look back to one of Porsche's best creations is represented in this one of a kind 911.

by Lori and Rick Riley

