

Hungry for every curve and optimised for the racetrack

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718 Spyder: Fuel consumption combined 10.9 l/100 km; CO2 emissions combined 249 g/km
718 Cayman GT4: Fuel consumption combined 10.9 l/100 km; CO2 emissions combined 249 g/km

The 718 family welcomes new members: with the new 718 Spyder and the 718 Cayman GT4, Porsche is launching two particularly emotive and powerful flagship models to claim top spot in the 718 model line-up. Their purist character will appeal to sports car enthusiasts who delight in unadulterated driving pleasure and appreciate a high level of agility as well as an almost intimate proximity to the centre of power. The perfectly balanced mid-engined layout offers all this. For the first time ever, the 718 Spyder and the 718 Cayman GT4 share a technically identical base. This includes the newly developed four-litre six-cylinder naturally aspirated engine, together with a six-speed manual gearbox. The boxer engine generates 309 kW (420 PS) in both models. While the GT4 represents the entry-level GT road car from Porsche, the Spyder lends itself to all kinds of curves. Both rely on highly efficient aerodynamics, a full GT chassis and powerful brakes.

High-revving and highly emotive naturally aspirated engine

At the heart of both models is the new four-litre six-cylinder boxer engine. The naturally aspirated engine is based on the same engine family as the turbocharged motors in the current 911 Carrera model series. The new high-revving powerplant generates 309 kW (420 PS) – 35 PS more than the previous GT4 had. The third generation of the Spyder has 45 PS more than its predecessor. Peak torque of 420 newton metres arrives between 5,000 and 6,800 rpm. Both sports cars are equipped with manual gearboxes and are capable of breaking the 300 km/h barrier. The 718 Spyder has a top speed of 301 km/h, while the 718 Cayman GT4 can reach 304 km/h, and both accelerate from 0-100 km/h in 4.4 seconds. The combined fuel consumption of the mid-engined sports cars is 10.9 l/100 km according to the New European Driving Cycle (NEDC). The enthralling character of this naturally aspirated engine combines a modern gasoline particulate filter emission control system with the linear power delivery and the immediate response of a GT engine. It has a maximum engine speed of 8,000 rpm and the unparalleled boxer sound remains untouched. New additions include technical highlights such as a start-stop function and adaptive cylinder control. In part-load operation, it temporarily interrupts the injection process in one of the two cylinder banks, thus reducing fuel consumption.

Piezo injectors are used for direct fuel injection for the first time ever in a high-revving engine. They split each injection process into up to five individual injections. This supports a complete, and therefore emissions-friendly, combustion process. A variable intake system with two resonance valves ensures optimum gas exchange in the cylinders.

Aerodynamic efficiency: more downforce, the same drag

Among the striking features of the 718 Cayman GT4 is the comprehensively improved aerodynamics package. It produces up to 50 per cent more downforce, without adversely affecting drag – proof of outstanding efficiency. The aerodynamics of both models benefit enormously from the newly designed single-chamber arch rear silencer: it creates space in the rear section for a functional diffuser, which accounts for a good 30 per cent of the downforce on the rear axle in the 718 Cayman GT4. The fixed rear wing is also marked out by its greater efficiency: it produces around 20 per cent more downforce compared with its predecessor. This corresponds to an additional 12 kg of downforce at 200 km/h. The front section, which is optimised in the GT style, maintains aerodynamic balance with a large front spoiler lip and so-called air curtains. The latter calm the airflow around the front wheels.

Porsche 718 Spyder: an open-top sports car with lightweight convertible roof

The new 718 Spyder is a purist machine for driving pleasure with a lightweight convertible roof that can cope with high speeds. It continues the history of famous roadsters like the Porsche 550 Spyder and the 718 RS 60 Spyder. Open or closed, it thrills with a captivating silhouette. The roof is suitable for

everyday use and can be stowed away under the bootlid in just a few steps. Unlike the GT4, the 718 Spyder has a rear spoiler that comes up automatically at 120 km/h. Thanks to the functional diffuser, it is the first model in the Boxster family to generate aerodynamic downforce on the rear axle.

High-performance GT chassis: optimised for the best dynamics

For the first time ever, the 718 Spyder benefits from the high-performance GT chassis of the 718 Cayman GT4. With its superior cornering dynamics, it provides a thrilling driving experience. Its further refined lightweight spring-strut front and rear axles make use of racing technology. The direct connection to the chassis is partially by means of ball joints. The Porsche Active Suspension Management damping system with 30 mm lower suspension lowers the centre of gravity and improves lateral dynamics. It is specifically designed for use on the racetrack and sharpens the handling characteristics of the 718 Cayman GT4. The 718 Spyder also benefits from this design. The Porsche Stability Management (PSM) operates with even greater sensitivity and precision on these models but there is the option to deactivate it in two steps. Porsche Torque Vectoring (PTV) and a mechanical limited slip differential further enhance longitudinal and lateral dynamics, cornering performance and driving pleasure. The GT4 also comes with the option of a Clubsport package, which includes a rear steel roll bar, a hand-held fire extinguisher and a six-point seatbelt on the driver's side.

Gripping: powerful brakes, ultra-high-performance tyres

The high-performance braking system of the 718 Spyder and 718 Cayman GT4 provides consistent braking that's suitable for track driving thanks to large aluminium monobloc fixed-calliper brakes. The Porsche Ceramic Composite Brake (PCCB) is also available as an optional extra. One new feature is that the 718 Spyder now runs on ultra-high-performance (UHP) tyres, specially adapted by Porsche. They are part of the overall package that makes the 718 Cayman GT4 fly on the Nürburgring Nordschleife, breaking new records: its lap time on the legendary 20.6 km racetrack was 12 seconds faster than its predecessor.

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