



Top Level

*Design briefs from Porsche are full of challenging goals: faster, lighter, more comfortable, more fuel efficient. This ambition has produced a high-carat string of mid-engine jewels—both open-topped and closed.
The latest gem of the closed type is the new Cayman.*

By Eckhard Eybl **Photos by** Patrick Staud



*The new Cayman goes onto the market with two six-cylinder boxer engines:
The baseline version has a 2.7-liter displacement and 275 hp (202 kW) of output,
while the S version has 3.4 liters with 325 hp (239 kW).*



*The new Cayman poses in the warehouse of the Porsche Museum.
Its sparring partner is a Porsche 910 mid-engine racing car that won the Targa Florio
and the 1,000 Kilometer Race on the Nürburgring in 1967.*

The view from above shows well-formed sports-car proportions, with 425 liters of luggage capacity concealed under the front and rear hoods.

Broadening the peak is not a contradiction in terms for Porsche, but rather business as usual. So if the floor plate of a two-door mid-engine coupé like the new Cayman has an expanded wheelbase and track, this not only enhances the visuals but also revs the car up in high-level motorsport disciplines.

With the wheelbase now 60 millimeters (2.36 inches) longer and the front track considerably broader (up 36 millimeters or 1.4 inches for the Cayman and 40 mm or 1.57 in. for the Cayman S), the car puts the properties originating under its roof onto the road. In order to further refine a motorsport concept as successful as that of a centrally placed engine with horizontal cylinder banks, detailed solutions both large and small have to mesh with each other like the gearwheels of a Porsche double-clutch transmission (PDK).

A larger wheelbase and a lower exterior height alter the silhouette. Longer and flatter, with the roof somewhat drawn in between the muscular wheelhouses, this new starting point embodies fundamentally more punch, more speed, and more dynamism. The designers at Style

Porsche have augmented its enhanced proportions with sculptural tension. The front trunk lies flat between the wheelhouses, whose sumptuous curves are accentuated by a subtly flowing edge. The headlights under daring polycarbonate casings with a UV-resistant hard coating transport the sports car look of the 1970s to the modern age and give every assurance of giving fair warning to cars about to be passed in the night on the Hunaudières stretch in Le Mans. A flatter roofline gives the mid-engine coupé the corresponding musculature on its back precisely above where the drive assembly is located, an insight now more evident thanks to the extended rear window.



After all, while the Cayman is a driving machine with a high coefficient of fun, it's also a high-functioning workhorse with the most capacious trunk of all mid-engine athletes (total volume of 425 liters or 15 cubic feet). Its roof features both powerful tension and high technology. A clever material mix in the car body shell lets the Cayman compete in a lower weight class. Its hybrid construction with nearly 44 percent aluminum





Electro-mechanical steering and an optional double-clutch transmission (PDK) ensure optimum performance and fuel efficiency

cuts the weight of the body by 14 percent. The rear trunk lid's lightweight aluminum construction not only simplifies operation but also helps lower the center of gravity.



Thanks to yet further improved framework conditions, the mid-engine six-cylinder boxer engine can in practice transfer its greater levels of output and torque ideally to the road. What the body has lost in weight, it has gained in torsional and flexural strength. Reduced proper motion in the body and chassis enable greater precision in

the suspension tuning, which cuts more than mere seconds off lap times. But that's not all, because the more sensitive springs and dampers in this overall work of art also just happen to enhance its driving comfort.

The solution to the equation "lighter, faster, more comfortable" is pursued well past the decimal point in the Cayman. A new electro-mechanically supported steering system improves spontaneity in guiding the car. Sculpted sport seats and the rising central console with its even more advanced operational philosophy let the driver dive yet deeper into the sensual world of a thoroughbred, hot-blooded, mid-engine champion.

The wheelbase has grown by 60 millimeters, but the exterior length by only 33. The shorter overhangs stretch the proportions, and the broader front track (up 36 millimeters, and up 40 in the Cayman S) improves dynamism, stability, and comfort.

For musically attuned passengers, the Cayman offers two types of acoustic enjoyment. On the one hand, there's its raw, yet law-abiding, tone from a sport exhaust system that will be made available at a later date. At the same time, there's the well-tempered musical world of a high-end Burmester system, also to be made available as an option.

The optional Sport Chrono package sharpens driving dynamics as well as the senses. The dynamic engine bearing influences the driving characteristics, and the double-clutch function when shifting down has been expanded to the six-speed transmission. In the process, an optional Adaptive Cruise Control system (ACC),

including Porsche Active Safe (PAS), constantly maintains a minimum distance to the car in front.

Independent front and rear parts, the sharp rear spoiler, and a new underbody enhance the aerodynamics and lower fuel consumption. The automatic start-stop function, the quasi free-running coasting property in PDK operation, brake energy recovery, and a sophisticated thermo-management system for the engine and transmission reduce CO₂ emissions by an impressive double-digit figure. Ever since the successful mid-engine coupé racing cars from the 1960s, fuel efficiency has been an essential quality at Porsche—which the Cayman now embodies with a combination of dynamism and grace. ●

CAYMAN (TYPE 981)

Engine: Six-cylinder mid-engine boxer

Displacement: 2,706 cc

Power: 275 hp (202 kW)

Maximum torque: 290 Nm at 4,500 rpm

0–100 km/h: 5.7 (5.6*) sec.

Top track speed: 266 (264*) km/h (165/164* mph)

CO₂ emissions: 192 (180*) g/km

Fuel consumption

City: 11.4 (10.6*) l/100 km

Highway: 6.3 (5.9*) l/100 km

Combined: 8.2 (7.7*) l/100 km

* with Porsche double-clutch transmission (PDK)

CAYMAN S (TYPE 981)

Engine: Six-cylinder mid-engine boxer

Displacement: 3,436 cc

Power: 325 hp (239 kW)

Maximum torque: 370 Nm at 4,500 rpm

0–100 km/h: 5.0 (4.9*) sec.

Top track speed: 283 (281*) km/h (176/175* mph)

CO₂ emissions: 206 (188*) g/km

Fuel consumption

City: 12.2 (11.2*) l/100 km

Highway: 6.9 (6.2*) l/100 km

Combined: 8.8 (8.0*) l/100 km

* with Porsche double-clutch transmission (PDK)