

Premiere

# Light on the Horizon

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Photos by  
Porsche

A finely tuned quartet is upping the tempo. And it's not just subtle changes in appearance that make the new generation of Cayman and Boxster models so compelling. It's also new technology promising more power with lower fuel consumption that casts the mid-engine sports cars in a new light.



**That look alone** is a promise, a seductive invitation to unbridled driving pleasure. These eyes don't lie. The dual tubular look of the headlights and integrated directional signals is reminiscent of the Carrera GT. Then there are the enlarged air intakes, which provide the lungs behind the new power and the space for the LED position lights and fog lamps.

The Boxster and the Cayman have had a makeover. No effort was spared to give the improved (light) technology an attractive face. And that has given Porsche's mid-engine sports cars, those renowned sprinters and cornering connoisseurs, even more swagger. By day they exude pure authority, by night they light up the road as they chase the horizon. And the reason for the pursuit? Behind the wheel, the journey is its own reward. And that means—see above—pure driving pleasure.

Conditions have never been better. The new technology is designed for thrills. The Boxster and the Cayman have more power than ever. Uncompromising sports cars, but with admirable

restraint at the gas pump. The revised engines—close relatives of the new 911 engines—see to that. The S version engine, thanks to its direct fuel injection technology, is especially efficient, which means that the quartet meets even the stringent ULEV and EU5 emissions standards in the United States and Europe, respectively. And that's not all the new Porsche generation shares with the 911: for those who prefer not to use the six-speed manual transmission, the highly efficient Porsche-Doppelkupplungsgetriebe (PDK), Porsche's double-clutch transmission, will now be available in place of Tiptronic S.

The extraordinary driving dynamics also flow from the retuned suspension and the newly developed tires. Made from PAH-free (polycyclic aromatic hydrocarbons) rubber blends, these new tires contain fewer pollutants and meet toxicity standards that will come into effect in 2010. The innovative tires make it possible to lower the tire pressure on the rear axle for a smoother ride, while at the same time reducing rolling resistance to improve fuel economy.

**Illuminating: LED technology lends the taillights of the new Boxster models an alluring appearance**



**In the passing lane: The optimized suspension and new tires make driving even more fun**

For the driver, that translates into pure enjoyment. The Boxster's basic powertrain, with a displacement of 2.9 liters, puts out 188 kW/255 hp (previously 245 hp) at 6,400 rpm. With a power-to-weight ratio of 5.2 kg/hp (11.5 lbs./hp), the Boxster provides maximum performance. The numbers speak for themselves: with PDK, the Boxster can do 0–100 km/h (0–60 mph) in a paltry 5.8 seconds (5.5 seconds), and can reach a top track speed of 263 km/h (162 mph). Yet the Boxster outperforms the EU4 standard with a consumption of 8.9 liters/100 km (with PDK).

The Boxster S, with its 3.4-liter boxer engine, is even more dynamic. Its 228 kW/310 hp at 6,400 rpm (previously 295 hp) yield a power-to-weight ratio of 4.4 kg (9.6 lbs.) per horsepower. With PDK, the Boxster S sprints from 0–100 km/h (0–60 mph) in just 5.2 seconds (4.9 seconds), and tops out at 274 km/h (169 mph). The Boxster S also meets the EU4 standard with consumption of 9.2 liters/100 km (with PDK).

The new generation of Porsche mid-engine coupes is equally generous with power and performance. Powered by a 2.9-liter six-cylinder boxer engine, the Cayman puts 195 kW/265 hp (previously 245 hp) on the tarmac. With PDK, it goes from 0–100 km/h (0–60 mph) in 5.7 seconds (5.4 seconds) and hits a top track speed of 265 km/h (163 mph). Its consumption, too, was reduced to 8.9 liters/100 km to comply with the EU4 standard (with PDK).



With its new 3.4-liter boxer engine, the Cayman S boasts an impressive 25 hp more than its predecessor. And its 320 hp in conjunction with PDK generates formidable acceleration: 0–100 km/h (0–60 mph) in 5.1 seconds (4.8 seconds). Its track speed tops out at 277 km/h with PDK (171 mph), its consumption nevertheless outperforms the EU4 standard at just 9.2 liters/100 km (with PDK).

Four models and an infinite array of thrills—these mid-engine sports cars attack curves and straightaways with equal vigor. With headlights that evoke the aura of the Carrera GT and new taillights sporting LED technology in the rear, the lights on the horizon look inviting indeed. ◀

## Technical Specifications\*

### Boxster

Displacement:	2,893 cc
Output:	188 kW/255 hp at 6,400 rpm
Max. torque:	290 Nm at 4,400 to 6,000 rpm
Acceleration (0–100 km/h):	5.9 (5.8) sec. **
Top speed:	263 (261) km/h
Total consumption as per EU4/EU5:	9.2/9.4 (8.9/9.1) liter/100 km

### Cayman

Displacement:	2893 cc
Output:	195 kW/265 hp at 7,200 rpm
Max. torque:	300 Nm at 4,400 to 6,000 rpm
Acceleration (0–100 km/h):	5.8 (5.7) sec. **
Top speed:	265 (263) km/h
Total consumption as per EU4/EU5:	9.2/9.4 (8.9/9.1) liter/100 km

### Boxster S

Displacement:	3,436 cc
Output:	228 kW/310 hp at 6,400 rpm
Max. torque:	360 Nm at 4,400 to 5,500 rpm
Acceleration 0–60 mph:	5.3 (5.2) sec. **
Top speed:	274 (272) km/h
Total consumption as per EU4/EU5:	9.6/9.8 (9.2/9.4) liter/100 km

### Cayman S

Displacement:	3,436 cc
Output:	235 kW/320 hp at 7,200 rpm
Max. torque:	370 Nm at 4,750 rpm
Acceleration (0–100 km/h):	5.2 (5.1) sec. **
Top speed:	277 (275) km/h
Total consumption as per EU4/EU5:	9.6/9.8 (9.2/9.4) liter/100 km

\* Technical specifications can vary by country.

\*\* Values in brackets apply to vehicles equipped with PDK.

**Athletic and ascetic: The new engines combine greater power with lower consumption, particularly in conjunction with the PDK transmission**

