

The Andalusian art of curves

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15/12/2017 Porsche brought three derivatives to the latest international press launch in southern Spain: 718 Boxster GTS, 718 Cayman GTS and Panamera Turbo S E-Hybrid Sport Turismo.

Selected journalists had the opportunity to test both the latest GTS models from the 718 series and the Panamera Turbo S E-Hybrid in southern Spain. While the 718 Cayman GTS was tested on the Ascari racetrack, 718 Boxster GTS and the top Panamera were available for the public roads around Malaga.

Panamera Turbo S E-Hybrid crowns the Sport Turismo line

In the new Panamera S E-Hybrid Sport Turismo, Porsche combines a powerful four-litre V8 engine (404 kW/550 hp) with a virtually silent electric motor (100 kW/136 hp), resulting in a system power of 500 kW (680 hp). The maximum torque of 850 Nm is already available once the car reaches just above idle speed. The plug-in hybrid drive accelerates from zero to 100 km/h in 3.4 seconds and reaches a top

speed of 310 km/h. More details can be found here.

Panamera Turbo S E-Hybrid Sport Turismo

GTS times two. Power times two.

The two new GTS models are the sportiest and most emotional designs in the 718 line. The centrepiece is formed by the 2.5-litre, four-cylinder turbo flat engine with a redeveloped intake duct and optimised turbocharger. Compared to the S model, this increases power by 11 kW (15 hp) to 269 kW (365 hp). Compared to the GTS predecessor model with naturally aspirated engine, up to 26 kW (35 hp) and up to 70 Nm more torque is available. Both GTS models are available with a manual six-speed transmission or optional Porsche Doppelkupplung (PDK). More details can be found here.

718 Cayman GTS and 718 Boxster GTS

The Porsche Newsroom presents a selection of press reviews:

The Turbo S E-Hybrid packs more of everything than has been seen in a Porsche before, and as such boasts some frightening numbers: 671bhp is just 20bhp short of the new GT2 RS, its 627lb ft crushes that mental 911 and 94mpg is unheard of in something this fast with a combustion engine.
autocar.co.uk

Finally, the world has a car as outrageously and outlandishly large as its name. The Panamera Turbo S E-Hybrid Sport Turismo is the high-tech four-door flagship for Porsche, with bags of speed, ferocious acceleration and space everywhere inside.
motoring.com

Which partly explains the unique attraction of the Panamera Turbo S E-Hybrid Sport Turismo: not only is this spacious car able to haul plenty of stuff and people while looking elegant, it can do so without using gas. Of course it can also use gas and electricity to travel at mind warping velocity through any mountain pass, summer or winter or whenever there's a need for speed.
driving.ca

(...) there's everything we've praised this Boxster for, in six- and four-cylinder form, just a tad sharper. The electric power steering is as good as it's ever been, the control weights are just so, and it feels fantastically agile. It's fast, too; say what you will about the flat-four turbo but it's never wanted for performance. Throttle response is great, better than any other comparable engine, and it doesn't really feel any slower than the old Boxster Spyder.
pistonheads.com

In almost every respect, the new 718 Boxster GTS is one of the best driver's cars on sale today. It's fantastic fun, and the performance, steering, chassis and brakes are all beautifully matched to one another. With the subtle styling tweaks inside and out, it looks fantastic, too.
autoexpress.co.uk

The 718 Boxster and Cayman GTS represent the pinnacle of the mid-engine Porsche roadster and coupe genre. While they may appear similar on paper, their driving focus is so different that you might well want to consider them as a set. The Boxster for the road and the Cayman for the track would really be a perfect solution.
carbuzz.com

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