

Porsche 718 Spyder RS becomes the pinnacle of the mid-engined family

10/05/2023 Thirty years after the presentation of the Boxster concept car, Porsche is launching the most powerful version yet of the popular mid-engined roadster: the new Porsche 718 Spyder RS. For the first time, the high-revving naturally aspirated engine from the 911 GT3 is being deployed in an open-topped mid-engined sports car.

Porsche crowns the 718 mid-engined model line with a sports car designed for maximum driving pleasure: the new 718 Spyder RS is the open-top counterpart to the 718 Cayman GT4 RS. For the first time, the 368 kW (500 PS; 718 Spyder RS: Fuel consumption* combined (WLTP) 13.0 l/100 km, CO emissions* combined (WLTP) 294 g/km, CO2 class G ,911 GT3: Fuel consumption* combined (WLTP) 13.0 – 12.9 l/100 km, CO emissions* combined (WLTP) 294 – 293 g/km, CO2 class G) naturally aspirated six-cylinder boxer from the 911 GT3 features in an open-topped mid-engined sports car. The same lightweight power unit with its high-revving design also powers the Porsche 911 GT3 Cup racing car. The exceptionally lightweight and purist-pleasing manual soft-top roof of the 718 Spyder RS

makes the highly evocative sound of the engine an even more compelling experience. The effect is further heightened by the standard lightweight stainless steel sports exhaust system and the distinctive process air inlets on the sides behind the headrests.

High-revving naturally aspirated engine and resolutely lightweight construction

The powertrain of the new 718 Spyder RS is identical to that of the 718 Cayman GT4 RS coupe (718 Cayman GT4 RS: Fuel consumption* combined (WLTP) 13.2 l/100 km, CO emissions* combined (WLTP) 299 g/km, CO2 class G). The six-cylinder boxer engine, with its cylinder displacement of 4.0 litres, revs up to 9,000 rpm and generates an output of 368 kW (500 PS) and maximum torque of 450 Newton metres. Combined with a short-ratio seven-speed PDK transmission, the six-cylinder engine catapults the two-seater roadster from 0-100 km/h in 3.4 seconds. The car hits the 200-km/h mark in just 10.9 seconds. Compared to the 718 Spyder without the 'RS' designation (), the new range-topper not only benefits from an additional 59 kW (80 PS), but also accelerates to 100 km/h half a second faster. The top speed is now 308 km/h instead of 300 km/h.

Like every modern RS model, the new 718 Spyder RS is available exclusively with the Porsche dual clutch transmission (PDK). This gearbox shifts through its seven gears at lightning speed and guarantees maximum performance. The gearshift paddles allow drivers to keep their hands on the steering wheel even when shifting gears manually. Alternatively, the driver can use the ergonomically designed selector lever on the centre console. In addition to the more powerful engine, the new model's lower weight also contributes to better performance: at 1,410 kilograms, the Spyder RS weighs 40 kg less than the 718 Spyder with PDK and is actually five kilograms lighter than the closed 718 Cayman GT4 RS. The Spyder RS represents the latest high-water mark of the model line started in 2016.

Balanced aerodynamics

The front end of the new Porsche 718 Spyder RS is almost identical to the front end of the 718 Cayman GT4 RS. The standard front bonnet is made of CFRP and features a wide air outlet above the bumper. The two NACA ducts enhance brake cooling without adversely affecting the Cd value. Sideblades on the outer ends of the bumper increase downforce. The front spoiler lip is slightly shorter than on the 718 Cayman GT4 RS, which in conjunction with its large rear wing produces higher overall downforce on the Cayman and therefore requires a larger spoiler lip to achieve aerodynamic balance. Instead of a wing, the 718 Spyder RS features a striking tear-off edge shaped like a ducktail. All aerodynamic components are intricately coordinated. They maintain the car's aerodynamic balance and ensure maximum driving stability at high speeds.

Purist soft-top design

The new 718 Spyder RS comes with a manually operated single-layer lightweight soft-top. The design is amazingly compact, consisting of two parts: a sun sail and a weather deflector. Both are completely removable and can be stowed together or singly in the vehicle. The sun sail alone can also be used as a 'Bimini top', thereby protecting the driver and front passenger from intense sunlight. In this case, the passenger compartment remains largely open to the side and behind the passengers.

Together with the weather deflector, this creates a complete top that provides effective protection against rain when the side windows are raised. The entire roof, including mechanical parts, weighs just 18.3 kg. That's 7.6 kg less than the 718 Spyder and 16.5 kg less than in the 718 Boxster. Drivers who wish to shave an additional eight kilograms from the weight of the vehicle can leave the top at home entirely, weather allowing.

Sports suspension of the highest precision and agility

The chassis of the 718 Spyder RS uses components from the 718 Cayman GT4 RS and the 718 Spyder and is designed for maximum driving pleasure on winding roads. It comes standard with Porsche Active Suspension Management (PASM) with sports tuning and has been lowered by 30 millimetres. It also features Porsche Torque Vectoring (PTV) with mechanical limited-slip differential, ball-jointed suspension bearings and 20-inch forged aluminium wheels. The behaviour of the chassis is characterised by razor-sharp steering precision, as well as agile and extremely neutral handling. The ride height, camber, track and anti-roll bar can all be adjusted individually. Compared to the 718 Cayman GT4 RS, spring and damper rates have been reduced to achieve a more relaxed, characteristically convertible-style set-up.

Performance-focused interior

A sporty character defines the inside of the car too: the interior is reduced to the functional and ergonomic essentials. The grippy RS sports steering wheel is covered with Race-Tex and features a yellow 12-o'clock marking. The standard full bucket seats are made of lightweight CFRP in a carbon-weave finish and offer particularly impressive lateral support. The seat covers are made of black leather, while the perforated Race-Tex seat centre features a contrasting colour with a black background. The contrasting colours are Arctic Grey or Carmine Red.

A 'Spyder RS' logo in the corresponding colour is embroidered on the headrests. The dashboard and trims are covered with leather. Available exterior colours include four plain and three metallic paints, including the new Vanadium Grey Metallic as well as the special colours Arctic Grey, Shark Blue and Ruby Star Neo.

Optional Weissach Package and matching chronograph

A Weissach Package is also available for the Spyder RS as an option. The exceptionally lightweight, optional forged magnesium wheels can be ordered in combination with this particularly performance-focused equipment package. The sports exhaust system tailpipes here are made of titanium. The look is inspired by the limited-edition 935 from 2018. A visual highlight inside the car is the upper part of the dashboard covered with anti-glare Race-Tex. Exclusively available to buyers of the Porsche 718 Spyder RS is a Porsche Design Timepieces handcrafted chronograph – a premium-quality watch from Porsche's in-house watchmaking operation in Solothurn, Switzerland. Designed to match the configuration of the car, the particularly lightweight case is made of titanium, the dial is made of carbon and the strap is made out of vehicle leather. The rotor on the back echoes the respective wheel rim design on the 718 Spyder RS.

"The 718 Spyder RS raises driving pleasure to a new level for open-top cars," says Andreas Preuninger, Head of GT Cars. "The combination of our unmistakable GT3 engine, the close-ratio transmission, compact dimensions, low weight, road-optimised racing suspension and maximum openness offers an extremely compelling and unfiltered driving experience."

The new Porsche 718 Spyder RS celebrates its public premiere in June at the festivities marking 75 years of Porsche Sports Cars in Stuttgart-Zuffenhausen. Shortly afterwards, it will make an appearance at the Goodwood Festival of Speed in England.

MEDIA ENQUIRIES



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Consumption data

718 Cayman GT4 RS
Fuel consumption / Emissions

WLTP*
Fuel consumption* combined (WLTP) 13.2 l/100 km
CO emissions* combined (WLTP) 299 g/km
CO2 class G Class

718 Boxster
Fuel consumption / Emissions

WLTP*
Fuel consumption* combined (WLTP) 9.7 – 8.9 l/100 km
CO emissions* combined (WLTP) 220 – 201 g/km
CO2 class G Class

911 GT3
Fuel consumption / Emissions

WLTP*
Fuel consumption* combined (WLTP) 13.0 – 12.9 l/100 km
CO emissions* combined (WLTP) 294 – 293 g/km
CO2 class G Class

718 Spyder RS
Fuel consumption / Emissions

WLTP*
Fuel consumption* combined (WLTP) 13.0 l/100 km
CO emissions* combined (WLTP) 294 g/km
CO2 class G Class

*Further information on the official fuel consumption and the official specific CO emissions of new passenger cars can be found in the "Leitfaden über den Kraftstoffverbrauch, die CO-Emissionen und den Stromverbrauch neuer Personenkraftwagen" (Fuel Consumption, COEmissions and Electricity Consumption Guide for New Passenger Cars), which is available free of charge at all sales outlets and from DAT (Deutsche Automobil Treuhand GmbH, Helmuth-Hirth-Str. 1, 73760 Ostfildern-Scharnhausen, www.dat.de).

Video

https://newstv.porsche.com/porschevideos/242104_en_3000000.mp4

Link Collection

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