

Premiere

No other Porsche is so lean. Weighing in at just 1,275 kilograms (2,811 pounds), the new Boxster Spyder will make its debut in December at the Los Angeles Auto Show. This third version joins the standard Boxster and Boxster S and will be available in February 2010.



Along Came a Spyder

Lightweight, powerful, quintessentially open, and highly efficient to boot—that's the formula behind Porsche's most successful road and racing sports cars. It started with the legendary 550 Spyder and continues in the RS Spyder, which is extremely successful in Le Mans and American Le Mans Series racing. The latest Porsche Spyder, a new addition to the Boxster line, will surely please a host of Porsche customers when it makes its worldwide debut in December at the Los Angeles Auto Show. Available in February 2010, this new version of the Porsche mid-engine roadster very visibly embodies the essential form of the Porsche sports car. At 1,275 kilograms (2,811 pounds), it is also the lightest model in the entire Porsche model range.

Even at first glance, the new Boxster Spyder differs distinctly from the other models of the Boxster family. It's designed primarily for open-top driving: the low and lightweight fabric top, which extends far to the rear, merely serves as a shield against sun and weather. When closed—and in combination with the low side windows and the two protruding scoops on the fast-

back tail—this top lends the Boxster Spyder some semblance to the Carrera GT. A lower center of gravity, substantially less weight than a Boxster S, and a brand-new sport suspension ensure that the Boxster Spyder delivers the vehicle dynamics its design suggests.

The 3.4-liter six-cylinder direct-injection engine delivers 320 horsepower, ten more than in the Boxster S. With the Porsche double-clutch transmission (PDK) and the Sport Chrono Package, the new Spyder can accelerate—thanks to the Launch Control—from zero to 100 km/h (62 mph) in 4.8 seconds. Top track speed is 267 km/h (166 mph)—with the top down, of course. Fuel efficiency with the optional PDK is 9.3 liters per 100 kilometers (25.29 mpg) in the New European Driving Cycle (NEDC).

In its basic concept, the entire Boxster family ranks as successor to the legendary 550 Spyder of 1953: all share a mid-engine and roadster design, low weight, faithfulness to the Porsche lineage, superb agility, and, of course, the resulting driving pleasure. ▶

The original two-seater was the first sports car from Stuttgart-Zuffenhausen designed specifically for racing. It was also street-legal. In the ensuing years, the 550 Spyder, which weighed 550 kilograms (1,213 pounds), earned many victories both on racing circuits and in the road races that were popular at the time. The Type 550 was the forebear of other, extremely successful Porsche Spyders, such as the 718 RS 60 of 1960. In honor of this legendary racing car, Porsche built limited Boxster special editions with the Spyder name, in both 2004 and 2008.

The newest Porsche to wear the Spyder name is destined to carry on the Spyder legend as well. ◀

Welcome: The newest member of the Boxster family was developed mainly for top-down driving

