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PORSCHE

The new 718 Spyder RS

Press kit

Fuel consumption and emissions

718 Spyder RS: WLTP: Fuel consumption combined: 13.0 l/100 km; CO₂ emissions combined: 294 g/km

718 Spyder: WLTP: Fuel consumption combined: 11.1 – 10.7 l/100 km; CO₂ emissions combined: 251 – 242 g/km

718 Spyder (PDK): WLTP: Fuel consumption combined: 10.7 l/100 km; CO₂ emissions combined: 242 g/km

718 Cayman GT4 RS: WLTP: Fuel consumption combined: 13.2 l/100 km; CO₂ emissions combined: 299 g/km

718 Boxster: WLTP: Fuel consumption combined: 9.7 – 8.9 l/100 km; CO₂ emissions combined: 220 – 201 g/km

911 GT3: WLTP: Fuel consumption combined: 13.0 – 12.9 l/100 km; CO₂ emissions combined: 294 – 293 g/km

All data refer to the EU model.

Consumption and emission data determined in accordance with the measurement procedure required by law. All new vehicles offered by Porsche are type-approved according to WLTP. Official NEDC values derived from WLTP values are no longer available for new vehicles as of 1 January 2023 and can therefore not be provided.

Further information on the official fuel consumption and official, specific CO₂ emissions of new passenger cars is available in the publication entitled 'Guidelines on fuel consumption, CO₂ emissions and power consumption of new passenger cars', which is available free of charge from all sales outlets and from DAT.

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Highlights

Designed for maximum driving pleasure

- **Mid-engined roadster with 59 kW (80 PS) more power.**

With the new 718 Spyder RS, the entire 718 mid-engined model line is now available with the same 368 kW (500 PS) naturally aspirated boxer engine found in the 911 GT3 and the 911 GT3 Cup racing car. This makes the new 718 Spyder RS and its sister model, – the 718 Cayman GT4 RS, launched in 2022 – the most powerful offerings in the Porsche mid-engined family. Porsche is now entering the final straight for mid-engined sports cars with naturally aspirated engines, and as such the 718 Spyder RS stands as the crowning achievement of the model line in terms of open-topped driving pleasure.

- **The fastest soft-top 718 of all time.**

With its impressive power output and standard short-ratio seven-speed PDK, the 718 Spyder RS goes from 0 to 100 km/h in just 3.4 seconds. The new 718 Spyder RS accelerates from a standstill to 200 km/h in just 10.9 seconds. The top speed is a blistering 308 km/h – without the roof.

- **Adjustable sports suspension.**

The 718 Spyder RS comes as standard with a PASM sports suspension that can be lowered by 30 millimetres. The ride height, camber, track and anti-roll bars can all be adjusted individually. The tuning set-up is optimised for winding country roads and provides a more comfortable ride than the 718 Cayman GT4 RS. Standard: Porsche Torque Vectoring with mechanical limited-slip differential as well as ball-jointed suspension mounts and 20-inch forged aluminium wheels.

- **Ducktail instead of a rear wing.**

In contrast to the 718 Cayman GT4 RS, the Spyder RS does not have a large rear wing, but rather a ducktail-style rear spoiler reminiscent of the legendary 911 Carrera RS 2.7 of 1972. The front end is largely identical to that of the 718 Cayman GT4 RS: with NACA ducts, side blades ahead of the front wheels, air vents on the wings and a wide air outlet in front of the carbon front luggage compartment cover. Only the front spoiler lip is somewhat less pronounced than in the GT4 RS. The process air intakes for an efficient combustion air

supply to the engine of the Spyder RS are positioned between the roll-over bars and the rear wings on the rear lid.

- **Specially developed manually operated, lightweight roof.**

The stripped-down and exceptionally lightweight soft-top roof of the Spyder RS consists of two individual parts: a canvas hood that protects occupants against the sun and a weather deflector with an integrated rear window. When both parts are installed, the car is rainproof. Leaving the roof at home in its entirety during consistently good weather saves an additional eight kilograms of weight.

- **Optional Weissach package.**

The standard interior equipment includes lightweight CFRP full-bucket seats with leather side bolsters and Race-Tex centre sections. The dashboard and trims are upholstered in leather. There is also an optional Weissach package for the 718 Spyder RS, which additional Race-Tex features and numerous visible carbon-weave components. In addition, the optional, even lighter forged magnesium wheels can be ordered with the Weissach Package. The sports exhaust system tailpipes are made of titanium.

Summary

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

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-engine 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) 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 closed 718 Cayman GT4 RS. 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 with PDK 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 front bonnet is made of CFRP as standard. The two NACA air intakes enhance brake cooling without adversely affecting the drag coefficient. 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 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, the 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. 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. In combination with this emphatically sporty equipment package, the particularly light, optional magnesium forged wheel can be ordered, which reduces the unsprung and rotating masses by 10 kilograms. 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.”

Chassis and suspension systems

Optimised for driving pleasure and agility on country roads

The top priority for engineers in the development of the 718 Spyder RS was to deliver maximum driving pleasure on winding roads. The mid-engined roadster uses the same components, with inspiration from the GT racing world, as its closed-roof sister model, the 718 Cayman GT4 RS. The suspension, however, has been retuned. The final tenth of a second on the track took a back seat, as it were. The priority was on exceptional driveability and maximum steering precision that gives the driver a high level of confidence in the car while providing a high degree of feedback.

The front axle of the 718 Spyder RS is largely identical to that of the 911 GT3 RS (generation 991.2). The classic MacPherson strut-type axle is additionally equipped with helper springs that keep the main springs under tension when they are deflected. The main spring maintains its original tension even under maximum load. This benefits the vehicle's controllability during particularly dynamic driving.

Thirty millimetres lower, wider track, more camber

Compared to the 718 Boxster, the body has been lowered by 30 millimetres. In addition, the front track is seven millimetres wider and the rear track is eight mm wider than on the 718 Spyder, which reduces the vehicle's lateral inclination. At the same time, the rear axle camber was increased by a quarter of a degree, which means that the rear tyres transfer greater cornering forces. The result is even better predictability when taking corners at speed.

Ball joints at all connection points of the chassis ensure a particularly tight connection to the body, which results in very precise and direct handling.

Adjustable PASM suspension as standard

Compared to the 718 Cayman GT4 RS, which is designed for the best possible lap times, the damper rates in the new 718 Spyder RS have been reduced to enable the car to adapt even more effectively to different road conditions. This allows the roadster to provide the driver a confidence-inspiring level of grip on winding country roads in particular, with safe and predictable handling at all times. Yet the suspension of the new 718 Spyder RS is also fundamentally track-ready and can also be set up for use on circuits. The ride height, track, camber and anti-roll bars can be individually adjusted to the driver's preferences and the characteristics of the route.

The Spyder RS is equipped with Porsche Active Suspension Management (PASM) and sports tuning as standard. This active damping system unites two chassis characteristics in one. In Normal mode, the dampers operate in a more comfortable state of tune, but they automatically switch to a more athletic mode when the car is being driven dynamically. In Sport mode, on the other hand, firmer damper characteristics are directly activated, supporting an agile driving style. The sports tuning, which can additionally be switched on, results in even more tightly controlled damping and thus even better track performance.

Porsche Torque Vectoring makes for more agile cornering

The heart of the driving assistance systems is the Porsche Stability Management (PSM), which also combines three electronic control systems in the 718 Spyder RS: the anti-lock braking system (ABS), Electronic Stability Control (ESC) and Traction Control (TC). As one would expect from an RS, these control systems intervene very sensitively and only when very close to the limit – drivers should not feel that control has been taken away from them on any surface. Porsche sets up its chassis so that it already combines the best possible performance with safe handling even without the use of electronic control systems. Therefore, if you want to drive without a safety net, you can switch off the systems in two stages (ABS excepted): ESC OFF gives the driver sole responsibility for cornering stability, and the ESC+TC OFF setting additionally overrides traction control as well.

Porsche Torque Vectoring (PTV) is also available as standard for the Spyder RS as a further driving dynamics system. PTV works with an electronically triggered brake intervention on the rear wheels; in addition to this, the 718 Spyder RS has a mechanical limited-slip differential with RS-specific locking values (traction 30 per cent/overrun 37 per cent). In practice, PTV, which cannot be switched off, works in such a way that, in dynamic driving, the inside rear wheel is braked slightly as soon as the driver turns the steering wheel. This means that additional power is delivered to the rear outside wheel and, in a corner, gives the car a steering impulse in the direction in which the steering wheel is already turned. This extra steering effect leads to an even-more agile and direct driving experience and makes cornering faster and safer at the same time.

Lift system improves day-to-day usability

For the first time in an open-top 718, Porsche is offering an optional front axle lift system for the 718 Spyder RS. At the touch of a button, the ride height is hydraulically raised by approximately 30 mm at the front axle. The ground clearance at the front spoiler lip is therefore increased by around 40 mm, which makes it easier for the driver of the RS to cope with speed bumps, garage entrances or multi-storey car park ramps without touching down. The lift system also reduces the risk of damage caused by kerb edges. The system can be used when the car is stopped or driving at speeds of up to 60 km/h.

Engine and gearbox

Roadster + racing engine = driving pleasure

The heart of a Porsche beats right behind the driver: The naturally aspirated 4.0-litre flat-six engine is mounted between the seats and the rear axle, making the new 718 Cayman GT4 RS the most powerful sports car in the history of the popular mid-engined range – and the final newly developed Porsche 718 with a combustion engine. The car boasts the kind of figures usually only seen with racing cars: 368 kW (500 PS) of power at 8,400 rpm, 450 Nm of torque at 6,750 rpm and a maximum engine speed of 9,000 rpm. And the 4-litre boxer engine is indeed a thoroughbred racing engine: in the Porsche Mobil 1 Supercup, the Porsche 911 GT3 Cup will compete with the same engine with almost identical performance data. And the road-approved 911 GT3 model is also equipped with the same high-revving engine.

The naturally aspirated flat-six responds eagerly to the accelerator pedal and catapults the Porsche 718 Spyder RS to 100 km/h in just 3.4 seconds. This makes the Spyder RS half a second faster than the 718 Spyder with 420 PS (309 kW) and PDK, which was available to order until mid-2023. The 718 Spyder RS hits the 200 km/h barrier after just 10.9 seconds, which puts it a full 2.5 seconds ahead of the 718 Spyder with PDK. And it hits its ultimate top speed at 308 km/h instead of 300 km/h – and with an open roof.

Engine technology derived directly from racing

The high-revving boxer engine in the Spyder RS is a prime example of how motorsport technology brings out the best, even in road-legal series production vehicles. The 24 valves of the six-cylinder engine, for example, are actuated via a rigid valve drive with rocker arms with no hydraulic valve clearance compensation. This ensures the robustness of the valvetrain even in the harshest of conditions – even if the engine is frequently run at high rpm. In addition, the proven VarioCam technology ensures that the camshaft control is adjusted precisely to the engine speed and load conditions.

The individual throttle body set-up is also an idea derived from motorsport. Each of the six cylinders has been provided with its own individual throttle body at the end of the variable-resonance intake system. It is particularly close to the intake valves and improves the air supply as well as the precision of the fuelling and therefore the engine response. The engine responds to throttle input almost without delay because there is hardly any volume of air between the throttle valve and the intake valves – this applies equally to pressing the accelerator pedal as it does to lifting off it. The central throttle valve remains as a backup solution, but is permanently open during normal operation.

Given the high degree of longitudinal and lateral forces produced by the new 718 Spyder RS, the oil supply to the high-revving engine is of particular importance. Like in motorsport, this is carried out by a dry-sump lubrication system with a separate oil tank. With a total of seven suction stages, this system routes the engine oil back into the external reservoir quickly and efficiently, while the heavily loaded connecting-rod bearings are lubricated directly via the oil pump through the crankshaft.

Innovative process air routing

Instead of the two rear side windows, like those found on the fixed-roof 718 Cayman GT4 RS, there are additional intake ports that supply the engine with air. As the mid-engined roadster by definition has no fixed rear windows, the engineers had to find an alternative solution for the 718 Spyder RS. The air intakes are now set up as channels that are integrated in the body behind the roll-over bars. These direct the air, as in the 718 Cayman GT4 RS, from both sides of the car directly into a central airbox that's positioned behind the seats and below the rear lid. The result is not only an optimal air supply to the engine even at times of maximum power demand, but also a clear bonus when it comes to sound: both the passenger and the driver can clearly hear and enjoy the intake noises of the six-cylinder engine, whether the top is open or closed. This aural experience also changes, depending on engine revs and the position of the accelerator pedal.

This soundtrack, which varies considerably depending on load conditions and the engine speed, is rounded off by the lightweight stainless steel sports exhaust system, which

shows off the distinctive tones of the car's flat six, especially at high rpm. At the same time, the Spyder RS complies with the current Euro 6 emission standard. Two separate gasoline particulate filters (GPFs) as well as a stereo Lambda control circuit for both catalytic converters, are responsible for carrying out the all-important emission-control functions.

Short-ratio, seven-speed PDK transmission

Like every modern RS model, the new 718 Spyder RS is exclusively available with the Porsche dual-clutch transmission (PDK). PDK allows gear changes to be made in the same way as in racing: within milliseconds and without interrupting the engine's drive. In the Spyder RS, the PDK has seven short-ratio gears. Top speed is reached in seventh gear.

In PDK Sport mode, downshifting when braking is more instantaneous and acoustically prominent; during acceleration, the upshift points occur at higher engine speeds. If you do not want to leave shifting to the electronics, you can also change gears via gearshift paddles on the steering wheel. The right paddle is responsible for upshifting and the left paddle for downshifting. The driver gets precise feedback from the shift action even when they are wearing racing gloves. In addition, a selector lever in the centre console can be used to shift sequentially. The lever was adopted from that of the current 911 GT3 and is visually similar to a gated manual gear lever. As is usual in motorsport, the lever is pulled backwards for upshifting and pushed forward for downshifting.

Body and aerodynamics

A roadster without compromise

Like its 718 Cayman GT4 RS sister model, the new Porsche 718 Spyder RS makes no secret of its high performance. A distinctive rear spoiler in the classic ducktail style, NACA ducts in the front bonnet, air intakes behind the soft top – the Spyder RS is unmistakably the range-topping performer among open-top 718 models.

The striking rear spoiler on the 718 Spyder RS makes an immediate impression. Porsche first used this feature in the 911 Carrera RS 2.7 in 1972. Today, the legendary sports and racing car is a cult icon. The engineers of the Spyder RS deliberately dispensed with the adjustable wings of the Cayman GT4 RS. In a car without a fixed roof, aerodynamic development is less about the maximum downforce and more about achieving optimal driving stability and balance in all driving conditions – with or without the top. With the optional Weissach Package, there is also an additional Gurney flap on the rear spoiler.

Optimal aerodynamic balance

The front lip of the 718 Spyder RS is the perfect complement to the aerodynamically revised rear: it's shorter than on the Cayman GT4 RS for the purpose of balance. That aside, the front end is identical on both RS models. On top of the wings are wheel arch vents with slats. These slats, a motorsport-derived design, were first used in series production in the 991-generation Porsche 911 GT3 RS. Particularly at high speeds, they reduce the excess pressure in the wheel arch caused by the rotation of the wheels. This is effective in preventing lift on the front axle. Two NACA air intakes give the lightweight bonnet its characteristic appearance. The air intakes were originally developed by the National Advisory Committee for Aeronautics (NACA) — the predecessor of the NASA space agency — and combine two properties in the 718 Spyder RS that are normally mutually exclusive: they improve brake cooling but without impairing the drag coefficient of the vehicle, which is why NACA air intakes are also frequently used on racing cars. In the front bumper and ahead of the CFRP front bonnet, there is a central air opening through

which air is channelled out of the car. The front apron features sideblades that guide air effectively around the front wheels.

Aerodynamically optimised underbody

The air flowing under the Spyder RS is greatly accelerated via new deflectors on the fully clad underbody, creating a vacuum at the rear. This reduces lift on the rear axle.

There are also two further NACA air intakes in the underbody of the Spyder RS. They are also used for cooling — the main beneficiary being the gasoline particulate filter — without a negative impact on the car's overall drag coefficient. Finally, the air flowing under the car exits through a rear diffuser. This component has been taken from the 718 Spyder and improved using aerodynamic fins on the sides. They provide additional stabilisation of the airflow at the rear and improve grip.

Lightweight design for enhanced agility

One classic roadster virtue was particularly important to the engineers as they developed the 718 Spyder RS: lightweight design throughout. Measured according to DIN standards — a 90 per cent full tank but without a driver — the 718 Spyder RS weighs in at 1,410 kg. Thus, each one of the engine's 500 PS is responsible for accelerating just 2.82 kg (3.83 kg/kW). To achieve this goal, both the front wings and the bonnet are made of carbon fibre-reinforced plastic (CFRP), and bi-xenon lightweight headlights — without a headlight cleaning system — save further weight. Insulation material was dispensed with in some places and the interior is fitted with lightweight carpets. And naturally, no RS model is complete without lightweight door panel trim with textile opener loops and nets for storage compartments.

The uniquely designed lightweight top in the new 718 Spyder RS also offers weight advantages. Covered in a single-layer fabric, the manually operated hood is amazingly compact and consists of two parts: a 'sunshield' and a weather guard. Both are entirely removable and can be stowed either 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.

40 kilograms lighter than the 718 Spyder

In bad weather, an additional weather guard with a glass rear window can be fitted to provide effective protection against rain when the side windows are closed. 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. The bottom line: in its lightest configuration, the Porsche 718 Spyder RS weighs 40 kilograms less than the 718 Spyder with PDK.

With the optional Weissach Package, there are significant weight savings in the car's unsprung mass. The optional 20-inch forged magnesium wheels are 10 kg lighter than the standard forged aluminium wheels. On the exterior, various elements feature a visible carbon-weave finish, setting the Weissach Package apart visually. This lightweight material is most noticeable on the front luggage compartment lid but can also be found on the process air intakes, the cooling air intakes and the upper shells of the exterior mirrors, as well as the central brake light in the rear engine cover, on the rollover bars and on the Gurney flap. In addition, the stainless steel sports exhaust system in the 718 Spyder RS with the Weissach Package features tailpipes made of titanium.

New paint colour Vanadium Grey Metallic

Nine standard colours are available for the body of the new 718 Spyder RS: White, Black, Guards Red and Racing Yellow as solid colours, as well as Gentian Blue Metallic and GT Silver Metallic, plus the new Vanadium Grey Metallic – a colour developed specifically for the 718 Spyder RS. The special colours Arctic Grey, Shark Blue and Ruby Star Neo complete the palette.

Interior and equipment

Sporty-yet-functional feel

Functional, ergonomic and reduced to the essentials, the Porsche 718 Spyder RS is a driving machine for the purist – even on the inside. In true RS fashion, full bucket seats are fitted as standard. These were first installed in the 918 Spyder super sports car. They are made of carbon fibre-reinforced plastic (CFRP) with a carbon-weave finish and offer optimum lateral support with minimal weight. The thorax airbag is integrated, height adjustment is electric and longitudinal adjustment is manual.

Grippy sports steering wheel with a top centre marking

The sports steering wheel is especially wieldy, with a diameter of just 360 millimetres, and is trimmed in black Race-Tex with a yellow top centre marking — so the driver always knows in which direction and how far the front wheels are turned. The marking can provide valuable additional information when control is what is needed, particularly during performance-oriented driving and in situations with correspondingly fast steering movements.

The standard steering wheel can be adjusted for reach and rake. Anyone who needs maximum flexibility from their seats can alternatively select the optional Adaptive Sports Seats Plus with 18-way power adjustment. All functions for both the driver and passenger seats can be adjusted electrically: backrest angle, seat height, fore and aft position, tilt angle and depth of the seat surface. There is also an electrically adjustable lumbar support in both seats, and even the side bolsters on the seat cushion and backrest can be individually adjusted at the touch of a button. The seats are upholstered in black leather, with seat centres made of black Race-Tex. A black Spyder RS logo is embroidered into the headrests.

Classic GT gear lever

As in the Porsche 911 GT3 and 718 Cayman GT4 RS before it, the PDK gear selector in the centre console resembles a manual gear lever. It can be used in manual guise to sequentially shift between gears in the seven-speed dual-clutch gearbox. Pulling back triggers upshifts, while pushing forward triggers downshifts; a common setup with motorsport gearboxes. At the same time, drivers have shift paddles on the steering wheel at their disposal, with colour-coded +/- symbols to indicate the shift direction: right to upshift, left to downshift.

Those who choose the optional Weissach Package get significantly more Race-Tex features in the interior. The visual highlight is the upper side of the dashboard, which is completely covered in anti-glare Race-Tex. The Weissach Package logo also features on the cupholder trim and is embroidered into the headrests.

Connectivity, navigation and silent alarm

Among the standard equipment on the 718 Spyder RS is Porsche Communication Management (PCM) and a navigation system that includes Porsche Connect. Car Connect Services with Remote Services, Safety Services, Security Services and Apple CarPlay® are also fitted as standard. The navigation system is capable of dynamic route calculation, can be operated by voice command and receives automatic map updates. The integrated LTE module helps with operation of the standard online functions. The vehicle can be ordered without the infotainment system, which reduces the vehicle weight by a further six kilograms.

Other optional equipment is available, such as a smartphone compartment and Porsche Vehicle Tracking System Plus (PVTs Plus). The latter system uses a driver card to monitor whether the authorised driver is at the wheel. If the 718 Spyder RS is on the road without a Driver Card, PVTs Plus automatically triggers a silent alert to the alarm centre commissioned by Porsche, as well as sending a notification to the rightful owner's Porsche Connect App.

Exclusive Chronograph only for buyers of the Spyder RS

There is a matching chronograph for the 718 Spyder RS that bears the name of the new mid-engined sports car and which is exclusively offered to buyers of the Spyder RS and the Spyder RS with the Weissach Package. With its titanium case, the exclusive timepiece has the characteristic lightness of its namesake. The chronograph also takes after its automotive cousin in its high level of configurability: the customer can choose between natural titanium and black titanium for the case's appearance, while there's a matching bezel that features either a minute or tachymeter scale as desired. The band is available either in a smooth black vehicle leather with a Race-Tex accent or in titanium, and the dial is available in carbon or black. The hands are available in white, black or yellow. On the back, the Chronograph 718 Spyder RS features a rotor whose design echoes that of the wheels installed on the respective car. The rotors themselves can be ordered in six different colours, while the individual colour ring around the dial can be in any of the colours available for the Porsche 718 Spyder RS – whether standard, metallic or special colours. As if that weren't enough: the 114 colours of the Porsche Paint to Sample programme, which features a number of classic hues, are also available for the watch. This alone means it's entirely possible that you can create a truly one-off timepiece. And the buyer can remove all doubt by having up to 12 characters engraved into the back of the watch, such as the VIN number of their own roadster.

The Chronograph 718 Spyder RS is an exquisite piece of craftsmanship and is made to exacting standards of precision in Porsche's in-house watchmaking operation in Solothurn, Switzerland. The 01.200 movement with COSC certification is the beating heart of the timepiece. One special technical feature is the flyback function: with just one button, the triggered stopwatch can be stopped, reset and restarted. Exclusively for customers of the new Porsche 718 Spyder RS, the Chronograph 718 Spyder RS can be ordered in Porsche Centres and online at porsche-design.com for a price of € 9,500.