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Porsche

Fascination

**The Boxster and the Cayman combine performance and passion in what may be their most exquisite form. That is one of the reasons the two mid-engine sports cars have been so successful. Model series project manager Hans-Jürgen Wöhler promises: “We still have a lot of good ideas left.”**

# Inviting Curves

**When being faithful** is a pleasure, that's love. This must be the case with Porsche's two mid-engine sports cars and their large flock of devotees. Porsche enthusiasts fell in love with the Boxster a dozen years ago and the coupe version more recently. The roadster and its sibling set the standard when it comes to driving pleasure. This is proven time and again in comparison tests in auto magazines, in which the sports cars from Zuffenhausen regularly finish ahead of the competition.

The secret to this success lies in Porsche's mid-engine concept, combined with the resolute focus on low vehicle weight. The positioning of the center of gravity between the axles gives both models outstanding handling qualities and allows them to devour curves with abandon. The low overall weight, coupled with Porsche driving dynamics, leads to unparalleled agility that even more powerful competitors cannot match.

Mid-engine sports cars also make up Hans-Jürgen Wöhler's world. He is the project manager for the Boxster and the Cayman, and thus practically the progenitor of the successful model series. He

explains with some pride, “The competition has yet to find a remedy for the Porsche virus.” The danger of infection is especially high with the Boxster and the Cayman. Fascinating design, light weight, and an emotional connection from the unique sound are just the start. In both of these two-seat models, a high-performance mid-mounted engine is a sign of uncompromising sportiness, and two trunks an expression of everyday functionality. It is a concept that never grows old. The mid-engine quartet—including the respective base and S versions—keeps its loyal fan base happy.

The Boxster exudes self-confidence. The side air intakes behind the doors ventilate the engine and count among the car's distinctive design cues, along with the double-tube headlights à la the Carrera GT. The mid-mounted engine endows the car with sublimely balanced handling, whether on narrow roads with undulating surfaces, tight village streets, fast bends, rapid descents, or climbs. Wöhler therefore refers to the “go-kart feeling that anyone can experience.” Among the technical highlights is the optional Porsche PDK seven-speed double-clutch transmission, which enhances performance while reducing fuel consumption. ▶



Moreover, it makes the Boxster “even sportier” (Wöhler). The sharper the curve, the greater the pleasure.

Up to 28,000 units of the Boxster have been sold annually, although at its worldwide launch in 1996 the plans called for a maximum of 15,000 vehicles a year. Wöhler: “Even we didn’t fully realize the potential inherent in this sports car.” That changed quite quickly. The original Boxster was followed three years later by the S version—and the general enthusiasm continued unabated. The idea soon emerged to add a coupe that would be visually attrac-

tive on its own merits and not just a Boxster with a hard roof. The S version of the Cayman was launched in 2005, followed one year later by the standard model. Today, the current generations of both models have been on the market for over a year.

“We wanted to make a good thing even better,” Wöhler said at the time. This undertaking is set to continue for a long time to come. After all, the success story of this mid-engine duo has already enjoyed a long series of installments. “We still have a lot of good ideas left,” Wöhler says. ◀

**One thing is sure for model series project manager Hans-Jürgen Wöhler: The passion of the Boxster and Cayman is highly contagious**



**The secret to success lies in the mid-engine concept, which gives the driver a unique closeness to the road**

