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On Board for Takeoff – Into the Year 2010

At Stuttgart Airport, the pilot's eyes are shining. "What a great cockpit," he says as he settles behind the wheel of the Panamera with even a bit of awe. But experts aren't the only ones to marvel. Customers, too, find their pleasure in the Gran Turismo from Porsche. What other way is there to interpret the news that reached and pleased us shortly before Christmas—the 10,000th Panamera had been built at the plant in Leipzig! If that isn't a good sign for the new decade...

Porsche is revving up!

And this edition of *Christophorus* provides you with a foretaste. At the International Motor Show (IAA) in Frankfurt last fall, Porsche designated 2010 the "Year of the Cayenne," and we've now driven the next generation of this sporty all-terrain vehicle—in Dubai. The project was launched at the Development Center in Weissach 48 months ago, and in late 2009 the Cayenne passed Porsche's version of the vaunted German Technical Inspection, or TÜV, on a tour through both the desert and urban traffic. Our reporter was there when the vehicle, with no insignia on the hood or rims and with its center console covered, attracted admiration

from all sides. Even the camels turned their heads in amazement. The technical results: the new Cayenne defied the extreme climatic conditions of the desert, and effortlessly maintained its stride in stop-and-go traffic in the hot metropolis of the United Arab Emirates. This sport-utility vehicle, which is 45 millimeters (1.8 inches) longer but 200 kilograms (440 pounds) lighter than its predecessor, passed all the tests—and is a true Porsche.

Yet another true "Made in Germany" Porsche has caused worldwide sensation—the Boxster Spyder in the United States. "This is genius," said U.S. comedian Jerry Seinfeld when Porsche engineers showed him its new sun shield. This vehicle, which is based on the Boxster S, is designed even more so as a roadster for top-down driving. As with the original Boxster, the Stuttgart sports-car maker introduced the new Boxster Spyder to media in the United States. On Highway 1, perhaps the world's most famous road, journalists had a chance to take test-drives—and all praised its fun factor. At 80 kilos (176 pounds) lighter than the Boxster S, the new Spyder generates an even more visceral driving sensation, leading Seinfeld to promptly order one—without air-conditioning, of course, on account of the weight...

For the Spyder, too, Porsche has remained true to the basic idea of resolute lightweight construction born back in 1958, when the RSK launched its career as a racing car in the United States. Let's see what will happen with the Panamera in 50 years. Today, at any rate, drivers cause a sensation wherever they go with this fourth Porsche model. Also at Stuttgart Airport, where the Panamera stands among all the cutting-edge aircraft and our tester, pilot Sandro Wittrin, leaves the cockpit with its new operational design only reluctantly to climb back into his own machine. "Suddenly, it seems quite modest to me," he says before flying off to Saarbrücken.



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