

# CLASSIC DRIVER

## The new Porsche Panamera is more than just a 911 lookalike

### Lead

The Panamera might be one of Porsche's most successful models, but it's also one of the most opinion polarising. This new second-generation model moves closer in design to the 911, while featuring a host of impressive new technological innovations...



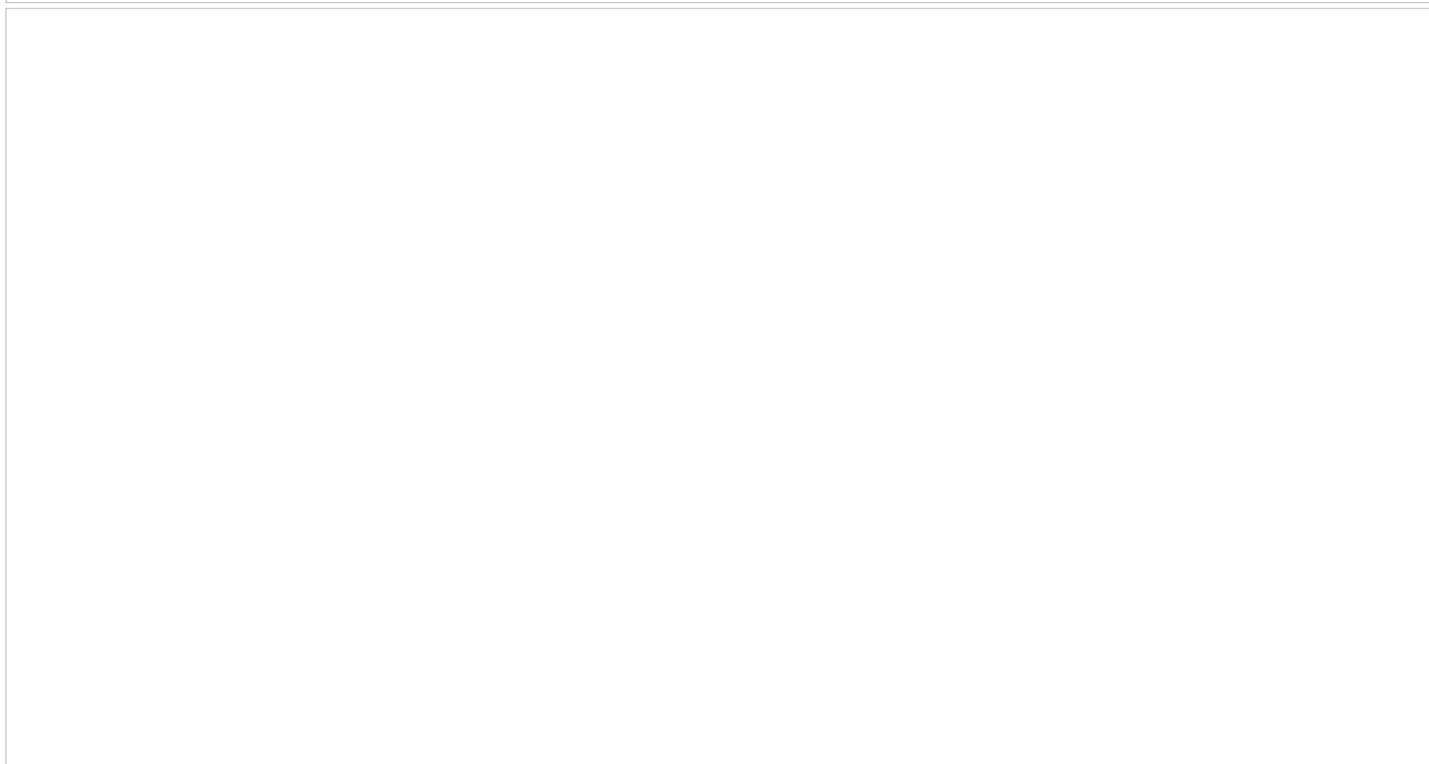
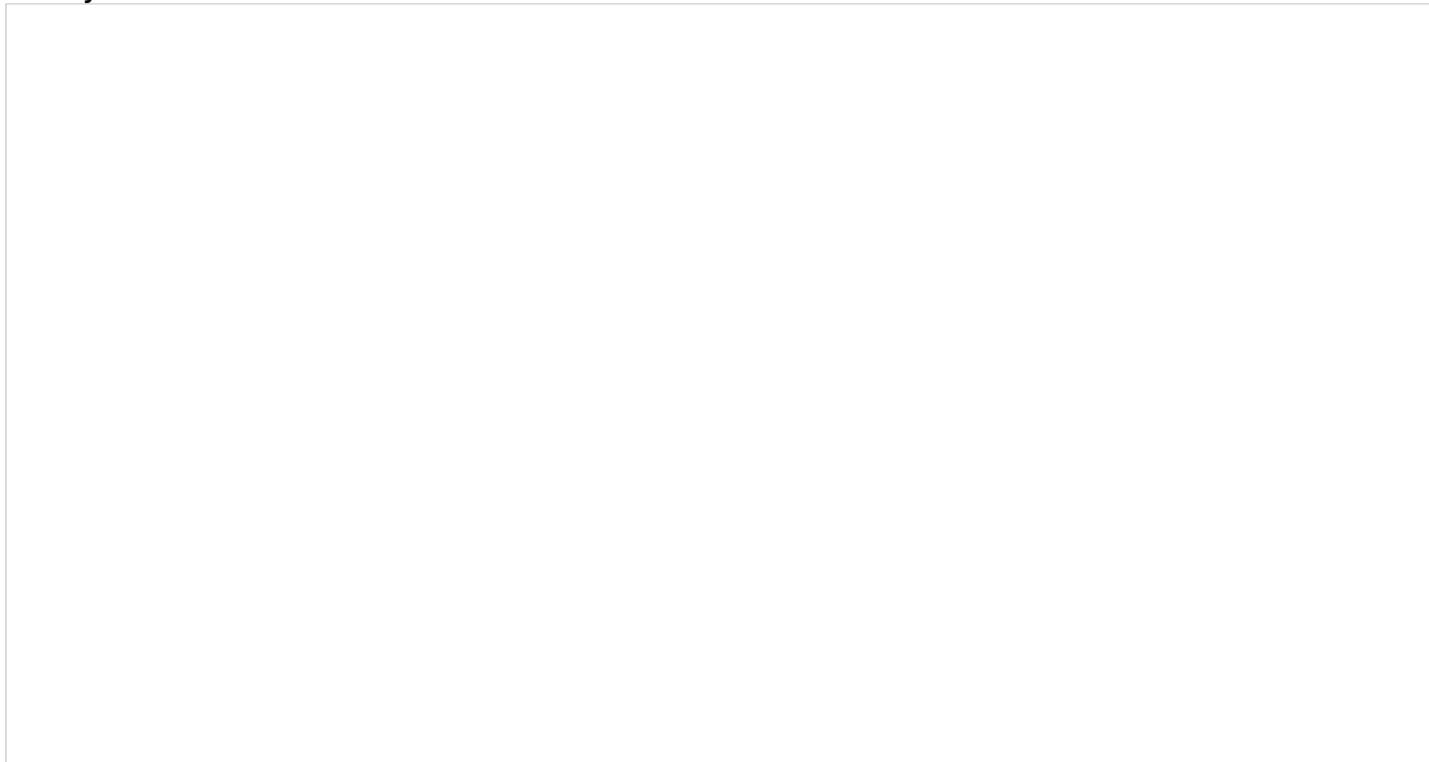
The Porsche Panamera is something of a Jack-of-all-trades, given its remarkable abilities as a sports car, a Gran Turismo and even a track weapon, should you so wish. The first generation of the four-door model was extremely successful, despite its fastback bodywork proving divisive when it was launched. Porsche's design chief Michael Mauer has aimed to change that with this latest model. The more sporty and progressive design has been achieved thanks to a roofline that's been lowered by 20mm, more broad and distinct shoulders *a la* 911, and a light band that spans the width of the pretty rear end, akin to that found on certain 911 models.

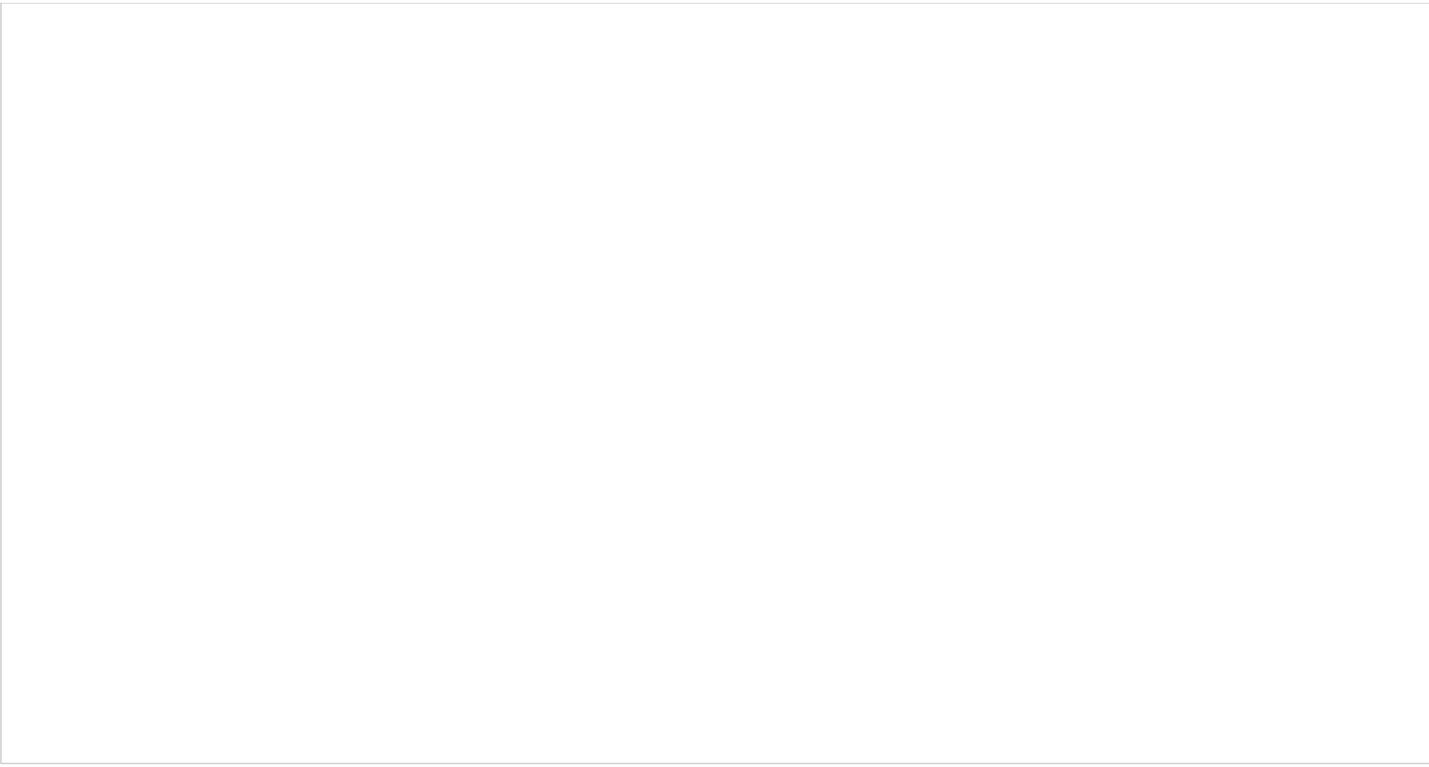


From a technical perspective, the new Panamera boasts countless innovations that have been developed from scratch – rear-wheel steering, active roll compensation and three-chamber air suspension are just a few highlights from the long list of equipment. The Panamera Turbo S will be equipped with a 550HP twin-turbocharged V8, while the Panamera 4S will be offered with either a 440HP petrol V6 or a 422HP diesel V8. Inside, the car utilises interactive displays and simple operating systems to appeal to the ‘smartphone generation’, though the centrally positioned tachometer harks back to the 1955 356A – a nice retro touch for a car so clearly minded towards the future.

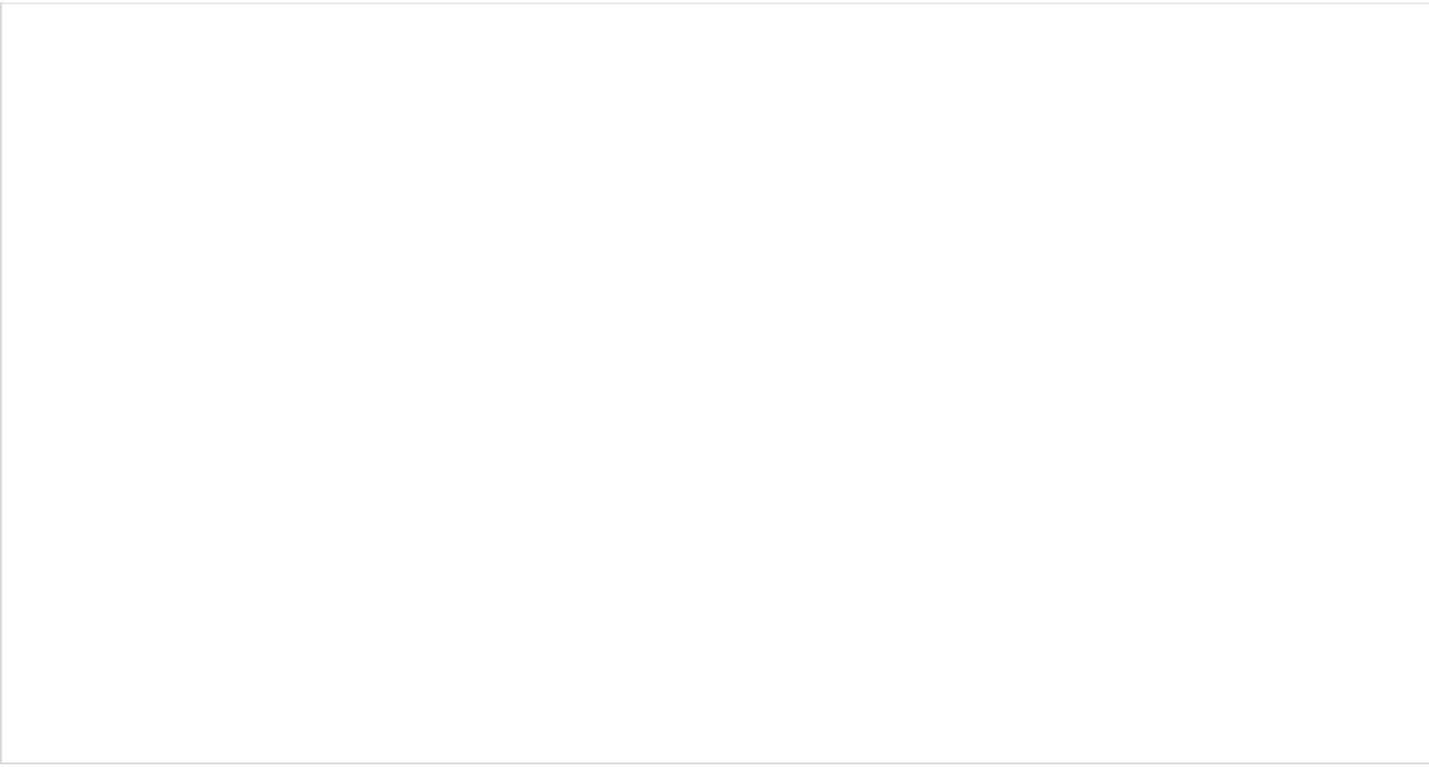
*Photos: Porsche*

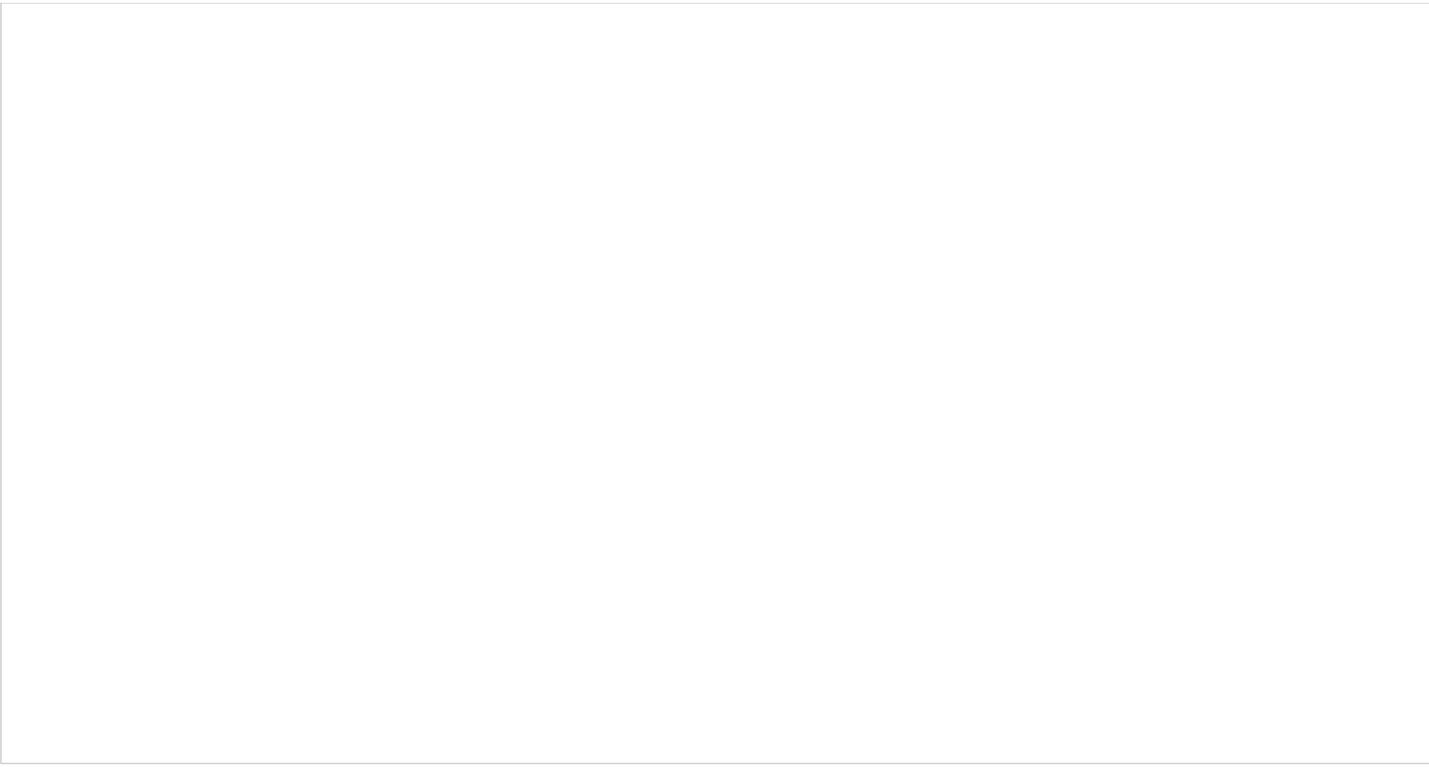
## **Gallery**

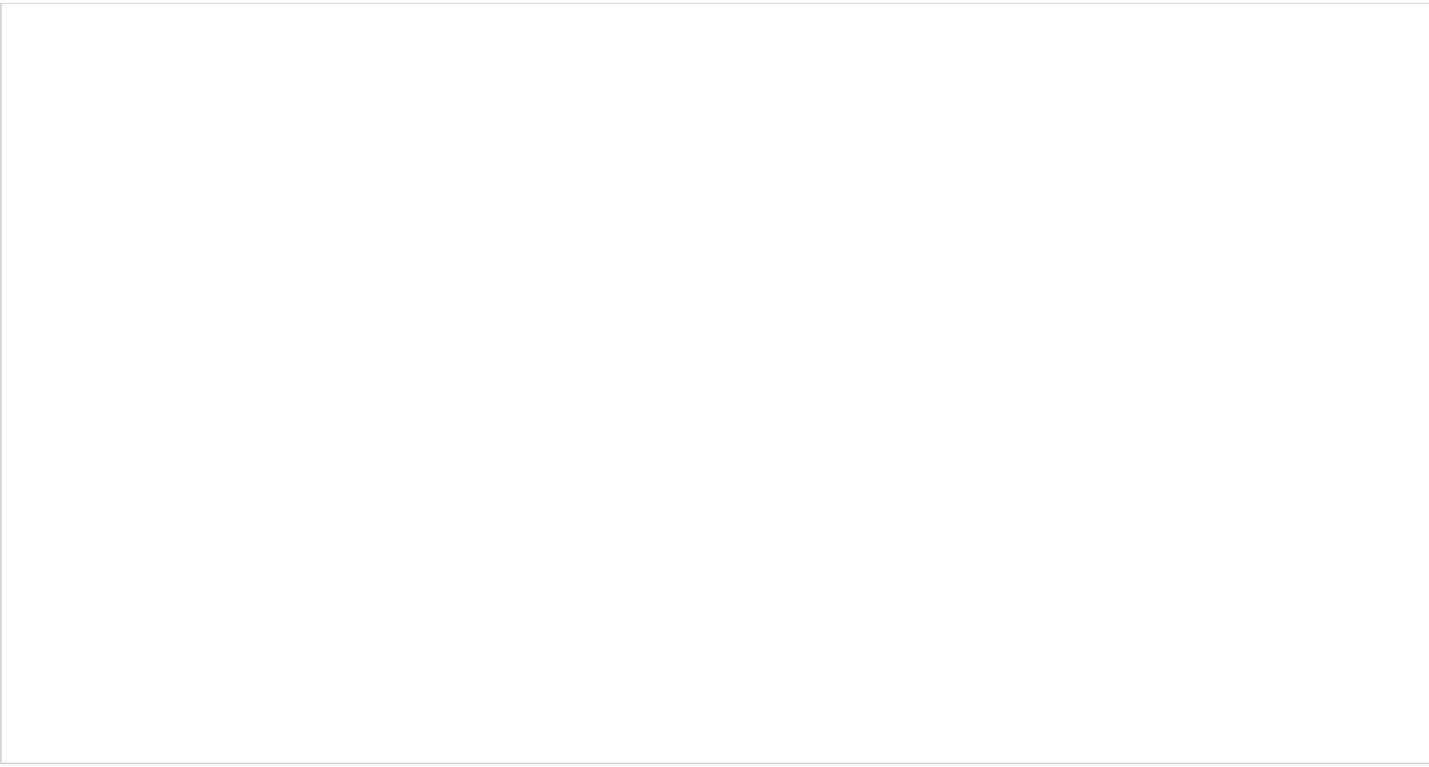














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