



Perfectly Formed

Porsche crystallizes the future in the Panamera Sport Turismo concept study. The car's dynamic sweep of form and function is particularly evident in its drive system—this new plug-in hybrid is simply a job well done.

By Eckhard Eybl **Photos by** Rafael Krötz

The evolution of the “form follows function” principle leads to curves that evoke envy not only on the racetracks



The rear of the Sport Turismo corresponds to the taut musculature of a 100-meter sprinter at the starting block



This aerial view shows some of the icing on the cake of the concept study—the proportional perspective with the longer front hood, shorter rear, more forceful wheel housings, and elegant radii.





The light-footed elegance of the flanks arises from slimly shaped surfaces and fine lines

*T*he breathtaking Sport Turismo is clearly over-qualified for a career as an attraction at trade fairs. Even now, in the autumn of 2012, Ferry Porsche's famous credo from 1948 continues to hold: If you can't find your personal dream car anywhere, build it yourself. This principle has led over the course of the following decades to the 356 Number 1, the 356, the 550 Spyder, the 911, the 917, the Boxster, the Cayenne, the Cayman, the Panamera, and soon the 918 Spyder.

The Sport Turismo is the quintessence of characteristics associated with Porsche: driving dynamics, everyday usability, driving pleasure, travel worthiness, and fuel-efficiency—and in this specific case with space for four people in ergonomic bucket seats as well as sufficient room for luggage. The interplay of the exterior dimensions yields a preeminent, overarching quality: shorter, somewhat broader, and yet lower than the Gran Turismo Panamera, but even sportier—which, in other words, categorically means a Sport Turismo.



The Panamera Sport Turismo concept study was born as dynamism on wheels. The designers at Style Porsche start by creating their new concepts and ideas as drawings—beginning with the wheels, which are large and very dynamic. Then there is a movement from the elbow of the person doing the sketching to produce what is known as the

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The Panamera Sport Turismo's front is marked by its headlights—design, graphics, form, and new technology converge in its striking eyes

belt line, low at the front, higher at the rear, a single fluid sweep, with further accents added with extra lines. There is an emphasis above the wheels, elegance and lightness in the flanks, and—of course—short overhangs.

Three of Porsche's design guidelines automatically flowed into the very first drafts, namely, proportions, proportions, and proportions. That is why the Sport Turismo combines the wheelbase of the Gran Turismo Panamera with shorter overhangs, a flat front windshield, an arched low roofline, and a marked rear fastback hood, creating an imposing "broader, lower, faster" sculpture.

The monolithic structure of a never-ending curve from the front headlights to the taillights and back derives from another principle of modern automotive design, formulated fifty years ago by Battista "Pinin" Farina: leave out, leave out, leave out. No concave curvature that disturbs the gaze, no unnecessary edges that can trip up eyes or thoughts.

Substantial leeway is given to design-based details. Deeply front air inlets and higher taillights suggest a wedge-like form and the associated dynamism. The lateral struts in the air inlets show a honeycombed form that structures the openings. The front lighting design—four pronounced points of illumination in stylized dual headlights—finds its echo in the taillights, where the brake lights consist of four red dots.



The design DNA is just as evident to non-biologists. The shoulders above the rear wheel housings have a 911 format, the curve of the front hood covers an extensive landscape across wheel housings and engine compartment, the shape of the taillights is a three-dimensional development from the future 918, and the flanks literally embody the thoughts of the designers. The longitudinal curvature of the doors is quite sexy, as is, incidentally, the foot of the interior rear-



The taillight design refines the graphic lighting of the new 911 Carrera 4

view mirror. The contours of the rear, by contrast, are sober: the roof spoiler and diffuser display their light weight openly in the form of carbon-fiber-reinforced plastic.

In the Sport Turismo the technology of the future is presented in elegant fashion. A smaller additional cap to the left and a veritable glass plate over an ornament in the luggage compartment taking the form of a flywheel accumulator show the latest major step taken by Porsche Intelligent Performance. The second cap next to the fuel tank cap, to its right, covers the socket. The transparency in the sculpting of a KERS (kinetic energy recovery system) battery for electric power speaks to Porsche's trailblazing role in the hybrid sector: yes, this concept study is now the first plug-in hybrid from Porsche since the Lohner-Porsche, which was the world's first hybrid vehicle back in the year 1900.

In order to charge the car directly from an electrical outlet, Porsche has prepared the battery accordingly. A hand-

some lithium-ion unit ensures that the high-torque electric motor can be correspondingly charged. Accessories are in Acid Green, the official signal hue of the revolutionary 918 Spyder, and set marked accents to the Liquid Blue Metallic color. This shimmering shade blends the surface of an elegant danube blue with a metallic undertone to produce a technically advanced skin that invites constantly changing refractions of light to take up a waltz.

The design of the instrument panel sweeps the future in front of the driver's eyes, transforming the five classic dials into an information monitor on which different displays can be called up—in pleasingly rounded form, of course. If you're pursuing a sustainable course on the passing lane, you at least keep an eye on what you've left behind. The job of looking back is assumed by a combination of rearview mirrors and camera to provide a precision display of what is behind the Panamera Sport Turismo—which in this case is no less than the present. ●