

## Editorial

60th year, February/March 2011

# Fireworks Display of Intelligent Drives

**Wolfgang Dürheimer**, board member in charge of research and development who is now entering retirement, is leaving a development center and staff highly charged in every sense of the word. Their ideas about alternative drive technology, which are flowing out into the world, are triggering an ongoing display of fireworks. In the year 2010, Porsche changed the present and the future of intelligent drive systems with the Cayenne S Hybrid series model, the 918 Spyder plug-in hybrid, and the 911 GT3 R Hybrid racing car with a flywheel battery.

These sparks, which were first generated back in 1900 in the “Semper Vivus” Lohner Porsche of hybrid pioneer Ferdinand Porsche, are continuing to generate high-voltage excitement. The 918 RSR “race lab” with a flywheel battery, the Panamera S

Hybrid available as of mid-year with a parallel full hybrid design, and the three Boxster research cars with electric motor drive clearly demonstrate the degree of innovative power that resides in Porsche Intelligent Performance.

*Christophorus* is also moving at a Porsche pace. The previous editor-in-chief, Karen Schulze, rendered outstanding services in expanding and internationalizing the Porsche magazine. The successor of brilliant journalists such as Richard von Frankenberg, Reinhard Seiffert, and Jürgen Pippig, she is taking a new career step and moving into publishing management.

As the new editor-in-chief, I very much look forward to accompanying you and all of our readers worldwide into a future that will certainly continue to be charged—with voltage generated by the engineers in Weissach.

Wishing you much reading pleasure,  
Eckhard Eybl

