

The all-new Porsche Cayenne is here

 By [Naresh Maharaj](#) 13 Sep 2018

It was an absolute pleasure to be given the opportunity to test drive the all-new and revamped Porsche Cayenne, and I'll tell you just why.

The Cayenne presence is unmistakable with its forward sloping 'mane' or C pillar and the front design. But the adaptive roof tailgate is a first I have seen in this country.

It acts exactly like the Drag Reduction System (DRS) of a Formula 1 car. It's there to reduce drag, increase speed and to keep the car firmly on the road. The Cayenne Sports goes one better. Depending on the speed you drive the SUV, the adaptive roof tailgate will open in relation to that speed. There are five settings and when you reach a speed of about 250kmph, the tailgate is fully opened, helping with stability, traction and control.

The weather conditions in the Mother City were ideal for an approximately 220km drive from Cape Town CBD to Gansbaai, a fishing town and popular tourist destination in the Overberg District Municipality of the Western Cape.

Before my eagerness to get onto the road got the better of me, I had to step into the driver's seat of the Cayenne Turbo and orientate myself with all its controls, which I can say, are designed around the driver. I very driver-centric.

That done, I started the engine and the twin tailpipes, unique to the Turbo model, roared to life with a growl that says, 'Go on, put your foot down and drive me!'. And that's exactly what I did, but of course all within the designated speed limits.



Music to my ears

It was a rainy day, but there was no need to turn on the windscreen wipers, which starts and stops automatically. The ride is ultra-smooth and all the time I heard that growl from the twin exhausts, it was music to my ears.

The four-litre V8 bi-turbo engine delivers 550hp (404Kw). The improved driving dynamics are based on a combination of innovative technologies, such as active aerodynamics, including an adaptive roof spoiler, self-levelling three-chamber air suspension, wider rear tyres as well as the new high-performance brakes. I had to bring the SUV to a complete halt on an emergency and I had the vehicle stopped to a standstill from 120kmph, much to the gratefulness of my co-driver.



With additional options, such as rear-axle steering or electric roll stabilisation with a 48-volt system, the SUV can achieve the driving characteristics of a true sports car. The new Cayenne Turbo accelerates from zero to 100 km/h in 4.1 seconds (3.9 seconds with the Sport Chrono Package) and reaches a top speed of 281 km/h.

With a unique front-end and the LED headlights from the Porsche Dynamic Light System (PDLS), the Cayenne Turbo has an appearance that is both dominant and independent. The new Turbo sets itself apart from other Cayenne models with its double-row front-light modules. The side profile is characterised by 21-inch Turbo wheels as standard, specially reserved for this top model, set in flared wheel arches with painted wheel-arch trims.

Sparkling interior and sound system

The completely new interior reflects the enhancement of sportiness and comfort at the same time. Virtually all of the vehicle functions in this fully networked SUV can be viewed and operated, using the high-resolution display and touchscreen of the Porsche Advanced Cockpit.

Among them, for example, is the Bose Surround Sound System with 710W fitted as standard. Being a music and sound fundi, I cranked up the volume and the speakers delivered with even a hint of distortion a

full sound. Drivers and passengers get to experience this top-of-the-range model in sports seats with an 1 way adjustment.



But the adaptive roof spoiler took my breath away. Check this out: Depending on the position of the spoiler this optimises efficiency, increases downforce on the rear axle and, in the airbrake position, reduces the braking distance needed from higher speeds. As a result, at full braking from 250km/h, the SUV comes to stop up to two metres earlier. The aerodynamic system therefore complements the new Porsche Surface Coated Brakes (PSCB), which are standard.

The drive was faultless, with the gearbox and engine in complete sync with one another. The vehicle responded at ease when I 'double-kicked down', just to test the engine/gearbox readiness. Passing slower vehicles on uphill was undertaken with the greatest of eases.

My verdict

The new Porsche Cayenne Turbo is the new flagship of the model line-up. The completely new top-of-the-range model from the third generation of the Cayenne is once again raising the bar for sporty performance in its segment.

The price?

Prices include a 3-year/100,000 km drive plan:

- The new Cayenne: R1,142,000
- The new Cayenne S: R1,296,000
- The new Cayenne E-Hybrid: R1,690,000
- The new Cayenne Turbo: R2,158,000

All I can say is **wow!**...Can I have one? Well, not just yet!

ABOUT NARESH MAHARAJ

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