

# DEPARTURES

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## DRIVEN: 2014 PORSCHE PANAMERA TURBO

The 520 horsepower super sedan Porsche might outrun its competition, but only when driven at measured pace

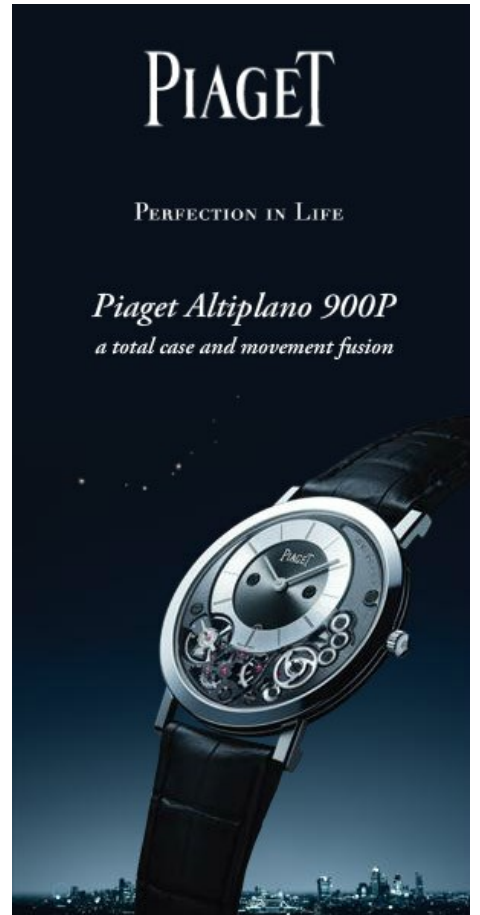
Jan Tegler  
12 October 2014



In a segment that boasts contenders including the Aston Martin Rapide, BMW M6 Gran Coupe, Maserati Quattroporte GTS, Mercedes CLS 63 AMG Coupe and Audi RS7, the Panamera Turbo bests all but one in straight-line acceleration. None of its rivals combine sheer speed and handling with the finesse of this forced-induction four-door.

Accelerate to 100 km/h in 3.9 seconds, dig into the optional Ceramic Composite brakes, turn in, and this five-meter-long, 2175 kilogram sedan sails past the apex with measured grace. Push down harder and the Panamera Turbo will under-steer - but that happens long after it does in its competition.

It really is reminiscent of its 911 Turbo sibling; an everyday-useable machine that can lay waste to vast stretches of road quickly or cruise placidly around town. Inside the Turbo's cockpit-like cabin, front and rear occupants are cocooned in quality. Though the sedan's centre console is peppered with as many buttons as a 1960s airliner, somehow they all make sense and one quickly grasps the logic behind them.



### INSIDER KNOWLEDGE



Only if we understand the past can we move forward to analyse the present and, as the last stage, look into the future.

Alexander Mankowsky - Mercedes-Benz trend scout

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Set a measured pace on the highway or back roads with four aboard and no one complains. All passengers are simultaneously well supported and comfortable with individual temperature control for every seat. Pull away from a stop in anything but Sport-Plus mode and the sedan takes-off serenely in second gear.

So well satisfied are drivers and passengers inside the Panamera Turbo that its controversial styling fades away. However, as solidly built and harmonious the iteration of the Panamera, it lacks a bit of excitement.

But the Porsche sounds good - particularly in Sport-Plus mode - as it shifts crisply up and down its seven-speed dual-clutch sequential manual transmission. And yes, the 700 Nm of torque underfoot pins you back into your seat.

But as we often observe, the Panamera Turbo could do with a bit more feedback for the driver. The weight and turn-in provided by its electrically-assisted steering is good, but the wheel doesn't deliver much information about what the big 50 cm wheels at all four corners are doing, making the driver feel rather isolated.

And though the competition isn't as neutral, poised, or ultimately fast in all circumstances as the measured Panamera Turbo, the slightly mad impression one gets from Audi's RS7, for example, can be more stimulating.

One more flaw surfaced when halting at a stoplight. With the standard Auto Start-Stop function engaged, the car stuttered unnervingly as the engine restarted with a lift off the brake pedal, as though the transmission failed to mesh properly, producing an odd flutter.

Otherwise, it's hard to fault Porsche's Panamera Turbo. By any gauge it measures well against challengers.

See more on the Porsche webpage



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