

PANAMERA TURBO S

STORMING TO THE SUMMIT

Linthal in eastern Switzerland lies blanketed in fog. The presence of the Alps can only be sensed, not seen. Winding sinuously like a diva, a single road leads upward, taking the Panamera Turbo S to the top.

By Till Daun
Photos by Steffen Jahn



The Porsche Panamera Turbo S. Radiating power, the Gran Turismo prowls toward the Alps on the last few kilometers of open autobahn. The three-lane freeway stretches like a bright band through vibrant green surroundings while snow-white peaks shine on the horizon. There is hardly any traffic in this season at this time of day. Under these conditions, and with its nearly absurd output and overwhelmingly tight drive right up to the 300 km/h mark (186 miles per hour), this top-performance model leaves the uncanny impression of an extended explosion through the horizontal valley.

The car has 550 horsepower (405 kW)—or a good ten percent more power than the already commanding Panamera Turbo has to offer. Up to 800 Nm (590 lb.-ft.) of torque in overboost mode, standard Launch Control, from zero to 100 km/h (62 miles per hour) in 3.8 seconds. It has a 4.8-liter V8 bi-turbo engine with direct fuel injection, an automatic start-stop function, and a seven-speed Porsche double-clutch transmission (PDK). One can race through the parameters of the new Porsche Panamera Turbo S like a rap song and score all manner of points in the process. This is the royal class of automotive production, and with its new top model Porsche has gained a spot at the very top.

But it would be strange for this traditional manufacturer of first-class sports cars if the latest member of the portfolio distinguished itself solely by top-notch values on the spec sheets. So this luxury liner also

has the inimitable Porsche spirit in spades. Not even the Turbo's V8 engine brings the Panamera chassis to its limits.

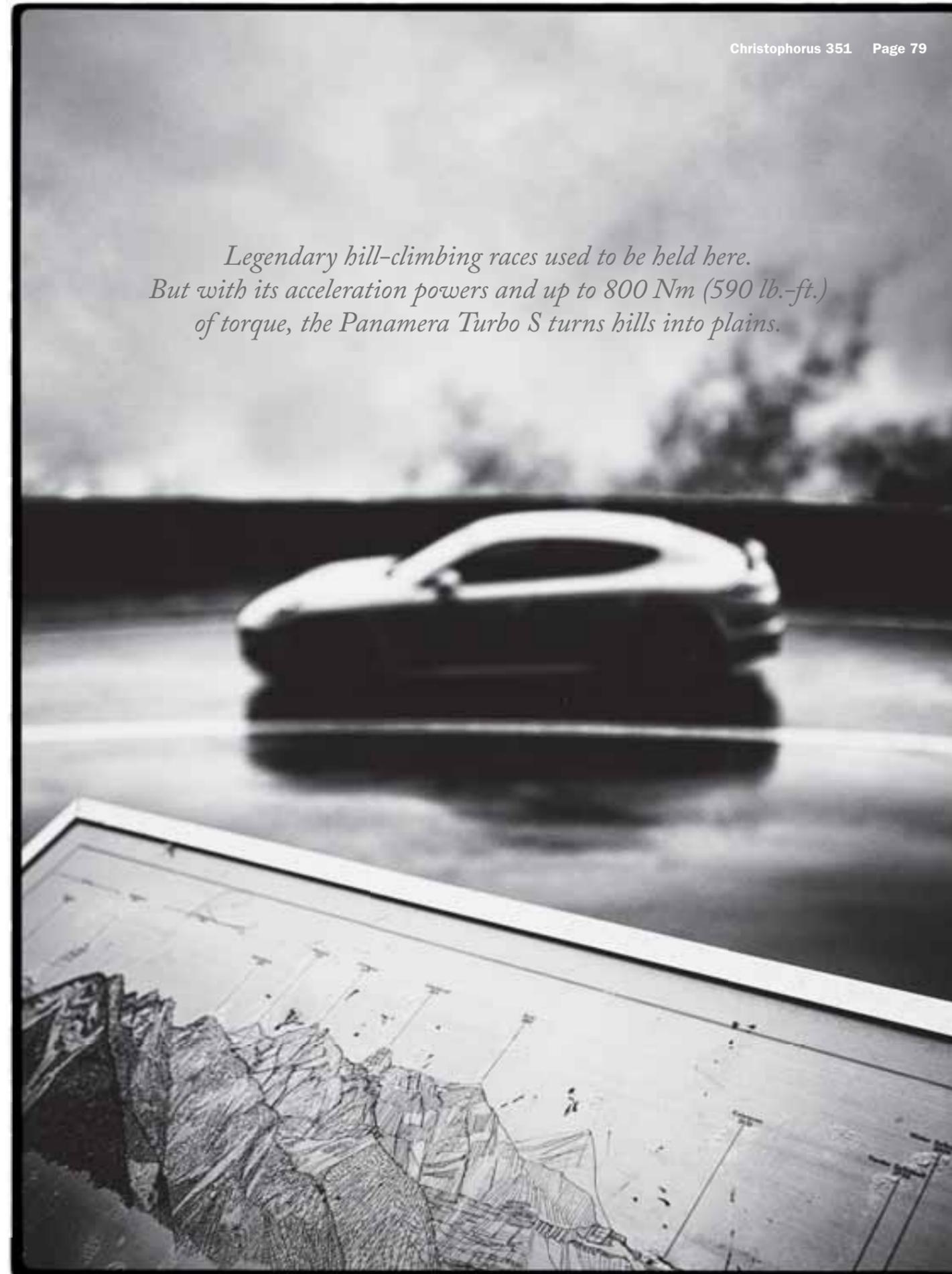
In order to exploit even part of its phenomenal reserves of traction and balance, the engineers decided to give the Panamera Turbo an additional hefty injection of power—and thus the Turbo S was born. In fact, given the car's profound changes over the standard Turbo, the simple letter "S" is a misleading addendum. Sophisticated high-tech solutions have been put into place for the power augmentation alone. The two superchargers, for example, now come in an innovative titanium-aluminum alloy, whose high-strength and extremely lightweight material blend reduces the weight of the turbines and compressor impeller, leading to a lower mass moment of inertia and thus to enhanced and more agile engine handling. This ensures a vicious, spontaneous response to every impulse from the accelerator throughout the entire range of engine speeds. These sharper characteristics are also supported by corresponding adjustments in the engine control.

To further underscore the sporty character of the Turbo S, Porsche's imposing new top-performance model also features standard technologies that are still exciting options for the more civil variants. Pushing the "Sport Plus" button, for example, commands the Sport Chrono Package Turbo to shift the suspension



Water games:
Inclement weather
does not faze the top
Panamera model

*Legendary hill-climbing races used to be held here.
But with its acceleration powers and up to 800 Nm (590 lb.-ft.)
of torque, the Panamera Turbo S turns hills into plains.*





Shadow games:
The Panamera passes dark corners as well on its journey to the top

tuning and drive into the resolutely sporty range, while the sports emission system packs yet more emotion into the engine sound.

While the warm rumble of the voluminous bi-turbo V8 has been lagging behind the shooting luxury liner like the tail of a comet for the last few kilometers on the autobahn, it suddenly catches up as the car glides onto the off-ramp. There is a compressed smoky thundering and two ultraquick gearshifts as the Panamera Turbo S dives into the serpentine curves of the mountain roads. Casually developing power, the big sports car sprints up the steep inclines between curves, its enormous engine torque turning the mountainsides into plains. The V8 pushes vehemently right up to the curves before submitting to a downshift, a brief touch on the brakes, and a concentrated steering maneuver.

In keeping with its sporty concept, the Panamera Turbo S has the agreeable Porsche Dynamic Chassis Control (PDCC) as a standard feature. By controlling the vehicle's tendency to lean when cornering, this active roll stabilization system increases the car's high-spirited agility. As a welcome side effect, it keeps

the comfort level of the big four-seater's suspension system in tune with polite society, which means that sporty handling need not be purchased at the cost of inopportune hardness, even at blazing speeds.

With an elegant flourish, the imposing four-seater surfs the curves, some of which have fearsome drop-offs. Right where the curves break, the bi-turbo V8 is already growling with pleasure and catapulting the Panamera into the incipient straight stretches with a hearty thrust. Despite the slippery asphalt and loose chippings, the Turbo S shows hardly any trace of uncertainty as the Porsche Torque Vectoring Plus (PTV Plus) makes a grand appearance. This system applies a variable torque split to the rear wheels combined with an electronically controlled rear differential lock. Its targeted braking interventions on the curve's inside rear wheel enable the steering wheel to be turned in more directly and dynamically, thus ensuring enhanced traction as well—and the sensation of driving on rails. Speed-dependent Servotronic steering provides precise control even under extreme conditions, letting drivers feel the road without suffering under its influence.

The Panamera throws itself along the softly undulating road toward the pass, consuming the final meters of altitude. Gigantic isolated boulders rise from soft cushions of moss and grass, marking the vehicle's race to the ridge. On reaching the high point, the V8 falls silent. All is still.

The warm afternoon sun flows over the muscles of the Panamera Turbo S, bringing its paint to a veritable glow. It is time to take a look at the other features of this top model as well: big 20-inch wheels with wider track on the rear axle fill the wheel wells, while sill coverings from the Porsche Exclusive range and the adaptive extendable four-way rear spoiler in the exterior color are also standard features. With the passenger door open, the rays of a bright orange sun stroke the standard two-color black/cream leather interior, a stunning combination reserved for the Panamera Turbo S.

A sudden gust of wind blows over the pass to the south. What an invitation! Seconds later the dull boom of the V8 sends the Turbo S accelerating toward desire. As far as this car is concerned, that simply means following its nose.

PANAMERA TURBO S

Engine: V8 bi-turbo
Displacement: 4,806 cc
Power: 550 hp (405 kW) at 6,000 rpm
Maximum torque:
750 Nm at 2,250–4,500 rpm;
with overboost 800 Nm at
2,500–4,000 rpm
0–100 km/h: 3.8 sec.
Top track speed: 306 km/h (190 mph)
CO₂ emissions: 270 g/km
Fuel consumption
– City: 17.0 l/100 km
– Highway: 8.4 l/100 km
– Combined: 11.5 l/100 km