

# 9 Magazine

BY ENTHUSIASTS FOR ENTHUSIASTS

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NOVEMBER / DECEMBER 2013

## 2014 **PANAMERA** *Next Gen For The Grand Turismo*



**+PLUS**

**THE LAST ANDIAL**

**EIGHT YEARS OF TRACKING A GT2**

**INTERVIEW: CASS WHITEHEAD**

- PORSCHE NEWS
- HOT PRODUCTS
- LIFESTYLE ITEMS & MORE!







## FROM THE EDITOR



It's hard to believe the Holiday Season is upon us. It's amazing how fast this year went. As you will notice, this issue of 9 Magazine has arrived a little later to your mailbox than usual. There are a number of reasons for this. First, we wanted to include photos of the newly introduced Macan. Porsche has teased us for years about this baby Cayenne and we thought it was important enough to include it in this issue. We believe the Macan will be the biggest selling vehicle of all time for Porsche. Secondly, 9 Magazine had the opportunity to attend the roll-out of the newly launched 2014 Panamera. Contributing Editor Sean Cridland traveled to Oregon to test and photograph the new line of Grand Turismo's from Porsche and the timing dictated a later print schedule. And all of this good stuff has allowed us to put together a great issue for you.

Andial was one of America's most successful and respected independent authorities on Porsche performance tuning. The impressive list of drivers that campaigned Andial-powered Porsches include Al Holbert, Mario and Michael Andretti, Al Unser, Sr. and Jr., A.J. Foyt, Derek Bell, Hurley Haywood, Hans-Joachim Stuck, and Jeff Zwart. 9 Magazine was privileged enough to get our hands on the last Porsche to carry the Andial name and you can read all about it in this issue.

Also in this issue, we have a great article about a 996GT2 that has had an impressive eight years on the race track. And as always, we have Porsche news, the latest hot products for your vehicle, Porsche lifestyle items and more!

We hope you enjoy this issue of 9 Magazine!

Sincerely,

*Vincent Catena*

Vincent Catena

Editor-in-Chief, 9 Magazine

### 9 Magazine

P.O. BOX 110263  
Lakewood Ranch, FL 34211  
877-243-0009  
www.9magazine.com

**Publisher**  
VSC Media Corp.

#### EDITORIAL

**Editor-in-Chief** Vincent Catena  
**Editor** Kate Vertucci  
**Lifestyle Editor** Anthony Pepe  
**Contributing Editor** Sean Cridland  
**Contributing Editor** Robert L. Turner

#### ART AND PRODUCTION

**Creative Director** Robert Ross  
**Production** Hyun-Jung Hwang  
**Circulation** Eileen Rosenzweig

#### ADVISORY BOARD

**Wayne Dempsey** Pelican Parts, Inc.  
**Joe Fabiani** Fabspeed Motorsport  
**Fabryce Kutyba** GMG

#### SUBSCRIPTIONS

Subscriptions@9magazine.com

#### ADVERTISING

Advertising@9Magazine.com

9 MAGAZINE - VOLUME 12, NUMBER 5  
ISSN: 1540-1448

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# Kings of the Road: The New Porsche Panameras

TEXT & PHOTOS BY: SEAN CRIDLAND

Looking over the beautifully sloping hood toward an undulating twisty road, climbing and descending lush green hills lined with vineyards and immense, moss-covered trees, I go up and down through the gears using the wheel-mounted paddle-shifters, left-foot braking to get most advantage at every entry point, diving toward apexes, and accelerating out with a kick into the next, and the next, and the next. By the feedback I'm getting I could think I'm in any modern version of the Porsche 911. Instead, I'm driving the 2014 Porsche Panamera Turbo. Driving this car is so much fun that I occasionally turn around and do some of the twistier sections over again. In my mind there are two types of people, those who bad-mouth the larger Porsches and those who have driven them.

By now I've driven—and driven hard—enough Cayennes and Panameras that I'm not even going to bother with the usual de rigueur disclaimer that a Porsche should be a 911 or whatever the nostalgia-holics require these days to prove they're real automotive enthusiasts. When Porsche stepped up to the plate to create new lines of SUVs and luxury sedans they brought with them their traditions of excellence and performance and their determination to leave compromise out of the equation.

On this occasion, I was in Oregon wine country in early October when Porsche rolled out its 2014 Panamera line with typical style and panache at the Allison Resort and Spa, about an hour southwest of Portland. It was everything you would imagine, with beautiful scenery, great food and wine, perfectly prepared cars and calendar-worthy roads through the beautiful rolling hills of vineyards and produce farms. After the usual presentations by various Porsche executives extolling the virtues of the cars and their new features, the various automotive journalists present were led outside to an entire line-up of the new models, including the Panamera S E-Hybrid, the two-wheel drive S version, the 4S, the GTS normally aspirated hot-rod, and the top of the line Panamera Turbo.





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There was even a Panamera Turbo Executive Edition, whose 5-inch longer wheelbase was entirely accounted for in increased room in the rear seating area. On this occasion, there were none of the basic versions non-turbo V-6s present.

Plenty of cars were on hand so that none of us ever had to wait more than a few minutes between drives. Conditions were variable with intermittent showers punctuated by just enough clear skies to reveal fall harvest colors and the far off visage of Mt. Hood. This part of Oregon is so well suited to agriculture – and driving Porsches – that its beauty can only be described in superlatives. Each car was equipped with a spiral notebook of recommended routes, if you were so inclined to pair up with a navigator. All the routes were also programmed into the on-board navigational system, if you chose to go solo. Not wanting to fumble around getting lost (either on the road or in the nav-sat system!), I chose to take one of the well-versed Porsche

ambassadors with me as I drove each route. Not only did they help me to optimize my route-finding, but they each had driven the cars for several days and knew how all the features worked, helping me to engage with each car fully.

Allow me to describe the appearance of the 2014 Panamera line by comparing it to its predecessors. I was at the 2009 Porsche Parade in Keystone, Colorado when the Panamera made its first U.S. appearance. Like any good Porsche enthusiast, I was excited to see it, yet I thought it was a bit on the homely side. From the various shapes of the rear fast-back, the windows, the headlights and the bumpers, one could tell that the designers were taking as many design cues as they could from the various Porsche lines for the enthusiast to easily identify the car as a Porsche. Though they did their job fairly well, the car did bring to mind that old cliché about a camel being a horse designed by committee.

NOT SO with the 2014 edition. There is not an angle from which the new Panamera doesn't suggest a beautiful, smooth refinement or its relation to the 991, while still maintaining its own dignity as a large sedan. Whether it's the flair of the quarter-panels into the beautifully integrated fast-back rear hatch or the broad side-panels reaching toward the front wheel-arch or the aggressive sloping hood allowing a perfect view of the road, the family resemblance is deliberate, artfully designed and well-crafted. If this is how good the gen-2 edition Panamera line looks, one can only guess at the splendor of future generations. They're obviously after repeat buyers and out to steal as many high-end luxury customers as they can from Mercedes, BMW and Bentley. Among the new features emphasized were the LED headlights paired with the PDLS, or Porsche Dynamic Light System, which help the driver by turning into each corner.



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**“The second-generation Panameras show that Porsche has done its homework and brought improvement, refinement, and beauty to an already successful line of cars.”**





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The interior is typically modern Porsche. The seats are firm and supportive, meaning they'll hold you in place while driving hard or will provide for good posture and fit and comfort over the long haul. The dash and console area are so well designed and finished that even the bridge of the Enterprise in the latest Star Trek films seems quaint and dated by comparison. For the owner of older cars like myself, it took a little getting used to, but after just a little time exploring I found everything logically placed and purposeful.

My first drive of the day was the Panamera S E-Hybrid. Obviously, if you're looking for unmitigated performance, this is not your car. But it's no dog either. If you're spending this kind of money, you're not so worried about economy, so you may wonder why bother to make a high-end hybrid? If you're conscious of world markets, you'll know that many large cities in Europe and Asia now charge significant entry taxes for carbon-emitting vehicles. If you have an electric or plug-in hybrid, you can avoid the charge and the

hassle. The S E-Hybrid satisfies that demand perfectly, giving very good fuel economy on highway while charging up the battery system for the amount of time and miles you might drive in city, without ever sacrificing style and panache or even power. The car's top track-speed is a very respectable 167mph, so while the currently fashionable Teslas and Fiskers promise great performance, Porsche delivers, as it always does. If I were in the market for a luxury level plug-in hybrid, it would have to be a Porsche. Simply put, Porsche has a longer record of service and a deeper commitment to improving the range and potential of the technology.

In contrast, the next car I drove was the Panamera GTS. To use those words Americans so love to put in French mouths, "Vive la difference!" If the E-Hybrid was the car that nice upper middle class people would use as a town-car, then the GTS is the car the nouveau riche would use to scare the neighbors. With its low, aggressive stance and its deep growl, this is a car meant for

driving, or at least presenting the image that you do. The muscular, normally-aspirated 4.8 Liter V-8 is tuned to 440hp at 6700rpm and 385 ft/lbs of torque at 3500rpm, providing a significant wallop off the line and through the corners. Though my experience of the new car on the sleepy public roads of rural wine-country Oregon was tempered by the ever-presence of the local sheriff's department, I had just enough opportunity to know that this is a car that delivers. Note to self: do whatever you can to find a willing student with a new Panamera GTS at the next PCA track-day event....

Next, I took what I thought would be a step back to drive the stately Panamera 4S. After the GTS the 4S and its 2S sibling seem deceptively plain. But after only a few minutes in the car, you realize the 4 seater sedan with a 3.0 liter twin turbo putting out 420hp with a broader torque-band and with a track-speed of only 2mph lower than the GTS (at 177mph) is anything but "plain."





That said, it is understated compared to its rumbling sister. I imagine this as the car a doctor or lawyer might drive if they want to treat themselves to a reward of their success without shouting on the rooftop. You can drive it to the opera or symphony benefit without the fuss of all that rumbling and aggro attitude advertised by the GTS and still cruise on the highway at breakneck speed.

The last car I drove was the top-of-the-line, Panamera Turbo. If I'm going to imagine myself winning the Powerball or selling my

book to Steven Spielberg for a major motion picture starring Brad and Angie, this will be the car I'll buy. Though it's not gauche by any means, it makes no pretenses toward modesty. It's larger cooling openings, wide stance and powerful countenance lets you know it means business in a variety of milieus, whether on track or inhabiting an executive parking spot. For the Turbo, Porsche spares no expense on the detail, the luxury amenities, the power output or the handling. It's a top of the line road-car to be driven by very successful business people

and well-paid athletes. I don't actually know if wealth is wasted on the rich, but I do know that while I had my hands on this car I loved every minute of it and drove it like a race-car. While other people loved the rumble of the GTS, consider that the Turbo hushes some of that roar while generating an extra 80hp. So what if it doesn't all come on in the first half-second. The next several seconds of power and boost are the gifts which give and keep on giving, till you've reached close to 200mph, assuming you have the room to do it and the legal team to keep you free.

Which leads me to my final test ride of the day. I can't ever see myself riding in the back seat of a performance vehicle by choice. But put me in a car that is capable of all that speed so easily and imperceptibly and I have to imagine myself getting in ample amounts of trouble eventually. A line from Joe Walsh's song "Life's Been Good" intones "My Maserati goes 185, I lost my license, now I don't drive." That's when I'll enjoy the fit and finish of the extra 5 inches of rear-seat legroom, again assuming either Powerball or movie success. For my turn in the car, I enlisted

one of the youngish Porsche staff to drive me around one of the shorter routes. Being that I'm a solid 6'5" tall and of large build, the back-seat fit is not theoretical for me as it is for most of my fellow journalists. While the "normal" Panamera has "adequate" room, the Executive version has "ample," even "superior" room for me and my large frame to ride in comfort. And that's without getting into the details of rear-seat climate control, adjustment of seat angle, all of which make the back-seats of the Executive editions all the more enjoyable.

Overall, my impressions of the 2014 Panameras are highly favorable of the models that were presented. Each car fits its market perfectly. The second-generation Panameras show that Porsche has done its homework and brought improvement, refinement, and beauty to an already successful line of cars. I loved driving them all for a day and now I want to continue driving them on a regular basis. I'll continue to buy my Powerball tickets and now I'll be getting to work on that Spielberg-worthy novel. How's this for an opening line: "It was a dark and stormy night..." 

