

## PANAMERA PREDECESSORS Four four-seaters that came before.



**Add Doors** There were a few attempts on the 911. Porsche built two prototypes in the 1960s. And... that's about as far as they went.



**An Alternative** Porsche experimented with a stretched wheelbase 911. This car is now in the Porsche Museum in Stuttgart.



**Prototype 928 GTs** In '91, Porsche built two with an added foot of wheelbase. The extra foot openings were suicide doors.



**989** Current Aston chairman Ulrich Bez drafted a front-engine, four-door concept in '88. Plunging 928 sales killed the concept dead.

## THE BMW M5 defined the modern Q-Ship. Without it the car world would be a much less interesting place.



**E28 1985** The second product from BMW's M division used the M1's racebred engine and set the standard for all to follow.



**E34 1989** Remember the really good chase scene through Paris in "Ronin"? This is the car that Deirdre drove—and drove hard.



**E39 1998** Defensibly, the best of the bunch. Many a car guy (still) goes weak in the knees at the sight of those quad pipes.



**E60 2005** Flawed, but we'll never kick a V-10 out of bed. Illicit videos of 200-plus-mph V-max runs will forever haunt YouTube.



**Most important, the Porsche begins life as a sport sedan.**

like you hate it. You need to turn in aggressively, jab the brake pedal, and get into the throttle hard. You can't just flow from corner to corner in switchbacks. You absolutely have to accelerate hard out of turns. You need to use the brakes to settle the front end—no coasting!" Like all of us, Evans felt the M5 just drove too big. Whereas the GTs "[is] just the opposite, lithe and well-controlled, driving smaller than it is." What strikes me, looking at the notes, is not how many good things we all had to say about the Panamera GTS (aside from price, almost everything was positive), but how many bad things we had to say about the way the M5 drives. Why is that?

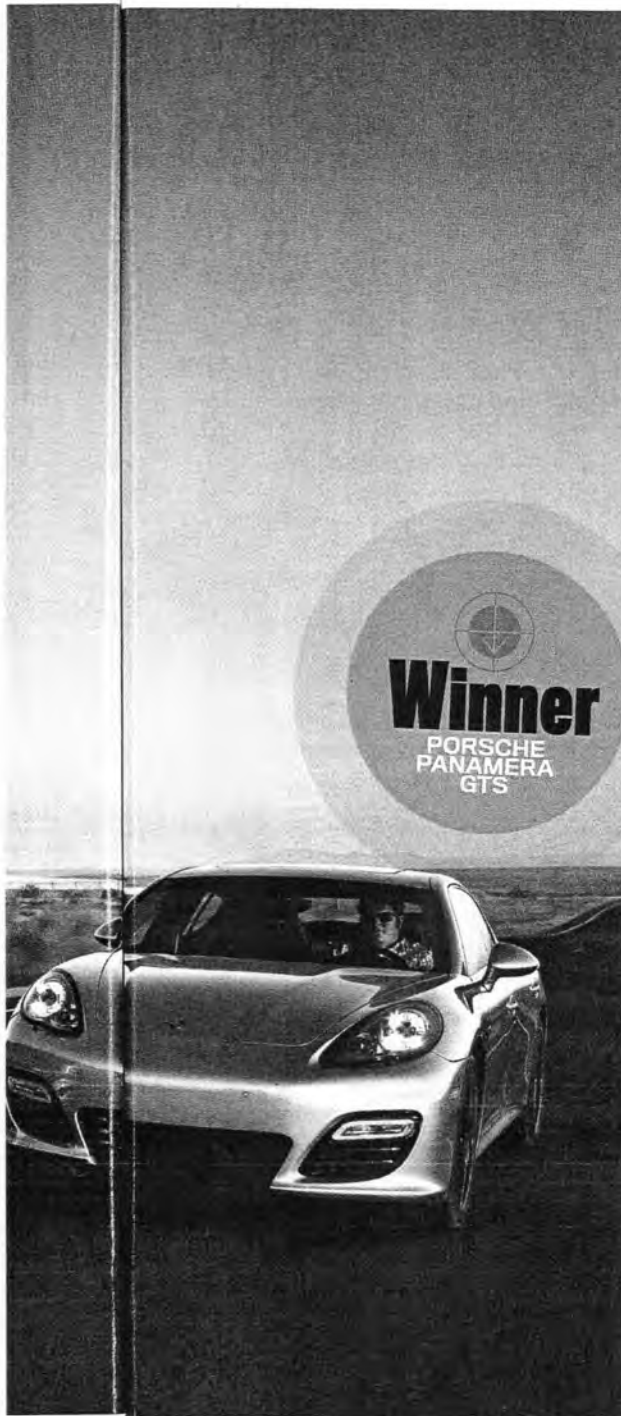
Here's my theory: When BMW made the decision to share F10 components with the larger 7 Series, dumpy 5 Series Gran

Turismo, and the orca-like Rolls-Royce Ghost, it screwed up. Because of the larger platform siblings, the parts in every 5 Series are heavier—therefore, more dynamically compromised—than they should have been. BMW, instead of toeing its well-worn Ultimate Driving Machine line, erred on the side of luxury. As a result, the fifth-generation

M5 just isn't the supersedan we all expected it to be. Which brings up another point: I really like the new M5. Granted, it's not a very good M vehicle, but it is an outstanding long-haul luxury yacht. Should you ever be faced with a several-hundred-mile journey, you'd be very pleased to be at the helm of the F10 M5. Just stay off the back roads.



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**Winner**  
PORSCHE  
PANAMERA  
GTS

The Panamera GTS is drastically and dramatically different. Here's the plus-size German rocket sled absolutely intended for your favorite canyon. Even with a power disadvantage compared with the M5 (and we didn't run it against the Panamera Turbo or Turbo S because the M5's \$104,295 as-tested price was much closer to what the GTS costs), up one of our favorite roads, the Porsche had no trouble hanging with the BMW. All-wheel-drive traction plus all those fancy Porsche handling doodads really are great equalizers. But, most important, despite its bulk, the Porsche begins life as a sport sedan. BMW's M Division was saddled with the unenviable task of teaching a pig ballet. They did good, but for the purposes of this comparison, not good enough. ■

POWERTRAIN/CHASSIS	2013 BMW M5	2013 Porsche Panamera GTS
<b>DRIVETRAIN LAYOUT</b>	Front engine, RWD	Front engine, AWD
<b>ENGINE TYPE</b>	Twin-turbo 90-deg V-8, aluminum block/heads	90-deg V-8, aluminum block/heads
<b>VALVETRAIN</b>	DOHC, 4 valves/cyl	DOHC, 4 valves/cyl
<b>DISPLACEMENT</b>	268.2 cu in/4395 cc	293.3 cu in/4806 cc
<b>COMPRESSION RATIO</b>	10.0:1	12.5:1
<b>POWER (SAE NET)</b>	560 hp @ 6000 rpm	430 hp @ 6700 rpm
<b>TORQUE (SAE NET)</b>	500 lb-ft @ 1500 rpm	384 lb-ft @ 3500 rpm
<b>REDLINE</b>	7100 rpm	7100 rpm
<b>WEIGHT TO POWER</b>	79 lb/hp	10.2 lb/hp
<b>TRANSMISSION</b>	7-speed twin-cl auto	7-speed twin-cl auto
<b>AXLE/FINAL-DRIVE RATIO</b>	3.15:1/2.12:1	3.90:1/2.30:1
<b>SUSPENSION, FRONT; REAR</b>	Multilink, coil springs, adj shocks, anti-roll bar; multilink, coil springs, adj shocks, anti-roll bar	Control arms, air springs, adj shocks, adj anti-roll bar; multilink, air springs, adj shocks, anti-roll bar
<b>STEERING RATIO</b>	13.1:1	9.2-14.4:1
<b>TURNS LOCK-TO-LOCK</b>	2.5	2.5
<b>BRAKES, F;R</b>	15.7-in vented, drilled disc; 15.6-in vented, drilled disc, ABS	15.4-in vented, drilled, ceramic disc; 13.8-in vented, drilled, ceramic disc, ABS
<b>WHEELS, F;R</b>	9.0 x 20 in; 10.0 x 20-in, cast aluminum	9.5 x 20 in; 11.5 x 20 in, cast aluminum
<b>TIRES, F;R</b>	265/35R20 99Y; 295/30R20 101Y Michelin Pilot Super Sport	255/40R20 101Y; 295/35R20 105Y Michelin Pilot Sport PS2
<b>DIMENSIONS</b>		
<b>WHEELBASE</b>	116.7 in	115.0 in
<b>TRACK, F/R</b>	64.1/62.3 in	65.2/65.2 in
<b>LENGTH X WIDTH X HEIGHT</b>	193.5 x 74.4 x 57.3 in	195.7 x 76.0 x 55.4 in
<b>TURNING CIRCLE</b>	41.3 ft	39.3 ft
<b>CURB WEIGHT</b>	4406 lb	4367 lb
<b>WEIGHT DIST, F/R</b>	52/48%	53/47%
<b>SEATING CAPACITY</b>	5	4
<b>HEADROOM, F/R</b>	40.5/38.3 in	38.0/38.2 in
<b>LEGROOM, F/R</b>	41.4/36.1 in	41.9/33.3 in
<b>SHOULDER ROOM, F/R</b>	58.3/56.2 in	51.9/51.7 in
<b>CARGO VOLUME</b>	14.0 cu ft	15.7 cu ft
<b>TEST DATA</b>		
<b>ACCELERATION TO MPH</b>		
0-30	1.6 sec	1.3 sec
0-40	2.3	2.1
0-50	3.1	3.0
0-60	4.0	4.1
0-70	5.1	5.5
0-80	6.5	6.9
0-90	7.9	8.9
0-100	9.5	11.1
<b>PASSING, 45-65 MPH</b>	1.8	2.3
<b>QUARTER MILE</b>	12.4 sec @ 114.2 mph	12.7 sec @ 107.2 mph
<b>BRAKING, 60-0 MPH</b>	106 ft	106 ft
<b>LATERAL ACCELERATION</b>	0.94 g (avg)	0.99 g (avg)
<b>MT FIGURE EIGHT</b>	25.2 sec @ 0.78 g (avg)	25.0 sec @ 0.80 g (avg)
<b>TOP-GEAR REVS @ 60 MPH</b>	2000 rpm	1600 rpm
<b>CONSUMER INFO</b>		
<b>BASE PRICE</b>	\$92,095	\$111,975
<b>PRICE AS TESTED</b>	\$104,295	\$146,250
<b>STABILITY/TRACTION CONTROL</b>	Yes/yes	Yes/yes
<b>AIRBAGS</b>	Dual front, front side, f/r curtain, front knee	Dual front, f/r side, f/r curtain, front knee
<b>BASIC WARRANTY</b>	4 yrs/50,000 mi	4 yrs/50,000 mi
<b>POWERTRAIN WARRANTY</b>	4 yrs/50,000 mi	4 yrs/50,000 mi
<b>ROADSIDE ASSISTANCE</b>	4 yrs/unlimited	4 yrs/50,000 mi
<b>FUEL CAPACITY</b>	21.1 gal	26.4 gal
<b>EPA CITY/HWY ECON</b>	14/20 mpg	16/23 mpg
<b>ENERGY CONS, CITY/HWY</b>	241/169 kW-hrs/100 mi	211/147 kW-hrs/100 mi
<b>CO2 EMISSIONS</b>	1.20 lb/mi	1.05 lb/mi
<b>RECOMMENDED FUEL</b>	Unleaded premium	Unleaded premium