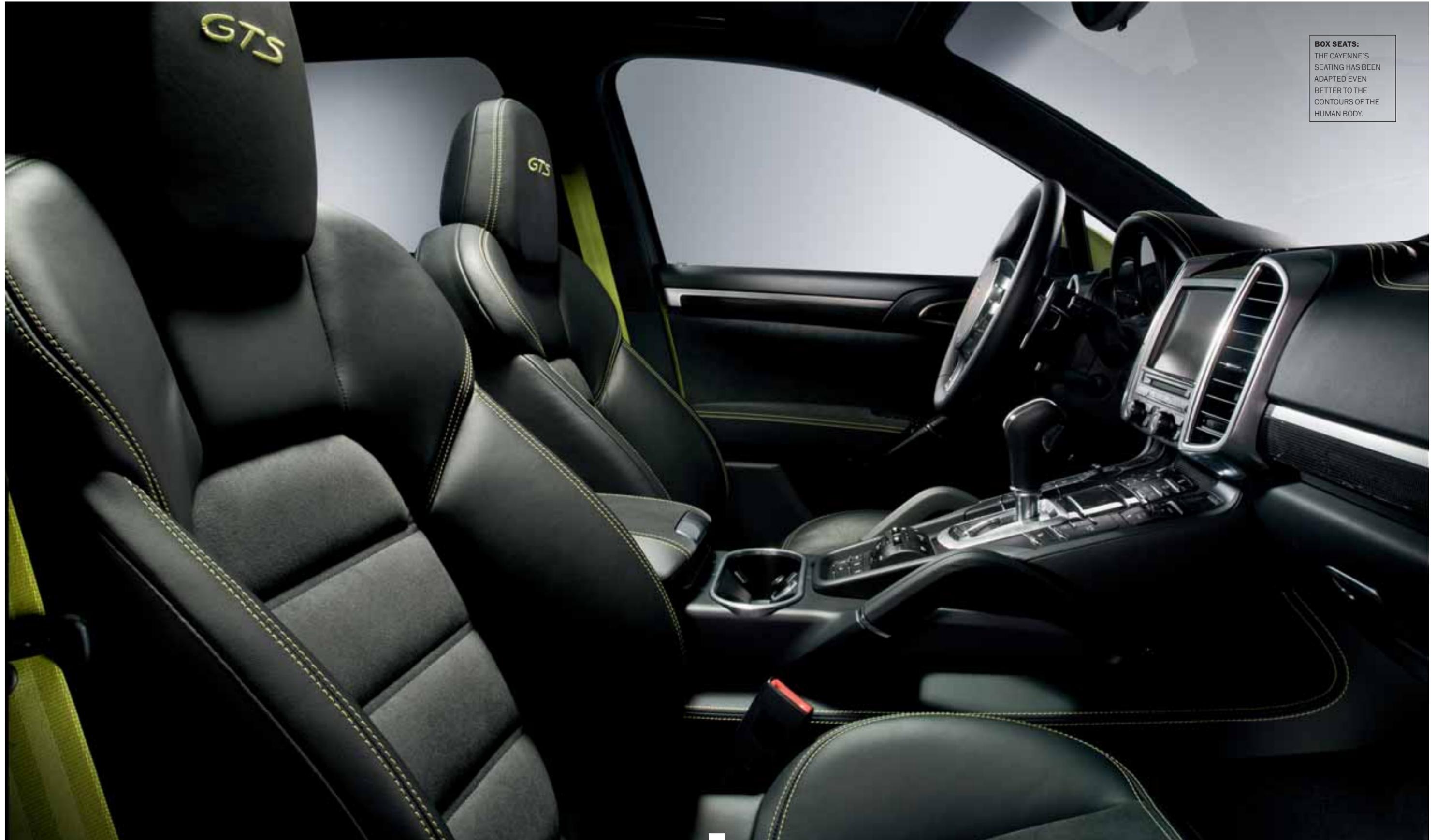




CAYENNE GTS
***GREAT
 GENES***

The Porsche Cayenne already has sportiness in its genes. But that's not everything, because character is based on nurture as much as nature. With the Cayenne GTS, Porsche engineers show how the virtues of an exceptionally good SUV can be honed to an even greater perfection.

By Johannes Winterhagen
Photos by Rafael Krötz



BOX SEATS:
THE CAYENNE'S SEATING HAS BEEN ADAPTED EVEN BETTER TO THE CONTOURS OF THE HUMAN BODY.



THE OPTIMUM:
 MORE POWER,
 LESS WEIGHT—
 THE GENIUS
 OF A GTS IS FOUND
 IN ITS DETAILS.

Only the sportiest road-going cars in each Porsche series may wear this badge of honor. After all, it stands for “Gran Turismo Sport.” The tradition dates back to the Porsche 904, which won the Targa Florio with these initials.



It has a broad-shouldered presence, strong and imposing, capable of withstanding any storm, but sportier and more athletic than the others of its type. It’s unmistakably a Cayenne. And yet there is something different about it this time. One senses it immediately, well before spotting the telltale initials “GTS.”

Only the sportiest members in each Porsche series may wear this badge of honor. After all, it stands for “Gran Turismo Sport,” and signifies a car that can complete grand tours in especially sporty form. But how does it differ from the Cayenne S, which can doubtless accomplish this as well?

“There’s a sense in which the Cayenne GTS is the dot on the ‘i,’” explains SUV series director Dr. Michael Leiters. “It shows how continuous optimization can keep pushing the limits of technology.”

We could tell the members of the development team that they are detail-obsessed perfectionists—and they would take that as a compliment. Because that’s what the GTS models from Porsche are all about—perfect products which took basic models that lack nothing and made them even better, much like a world-record holder who seeks to run or swim a tenth of a second faster. Or two tenths of a second in the case of the Cayenne GTS, at least for its sprint from zero to one hundred.



It’s not just the figures that are impressive. The Cayenne GTS has 15 more kilowatts and 15 more newton-meters than its brother in the series, the Cayenne S. But there’s a perceptible difference in how this power develops and what it sounds like. For an endurance test on the Nordschleife of the Nürburgring it lowers lap times, whereas drivers in everyday traffic especially enjoy its sound, which emphasizes more the “sports” than the “utility” character of this SUV.



The dream of space: The Cayenne GTS is an imposing presence in the studio, its appearance accentuated all the more by its brilliant paint job. The proportions of this very sporty all-terrain vehicle convey automotive athleticism.

Sparked by a shorter axle ratio, the engine's eagerness to rev is a crucial condition for this sporty character. It ensures a more spontaneous response to the driver's desire when the accelerator is pushed to the floor. At the same time, the Porsche engineers have succeeded in designing the sound of the air taken in and the exhaust streaming out in such a way that the engine's power is audible inside the car—albeit in powerful rather than menacing form. The induction air is passed along a diaphragm (one might also call it a loud-speaker), while the sound is sent in targeted and amplified form to the A-pillar. For its part, the sports exhaust system features an induction-pipe door in the muffler that alters the resonance volume, depending on the load.

To put this acoustic strategy into action on the Nürburgring, the Cayenne GTS was given a new suspension tuning. The developers are especially proud of this. They lowered the chassis by 20 millimeters (0.78 inches), and attached the car body in a considerably tauter way to the suspension—and yet the GTS shows no loss in comfort on poor roads. While pulling a horse trailer from a sodden meadow may not be something every customer aspires to do, it is part of Porsche's testing program. The fact that Leiters was able to solve the conflicting interests of sportiness, comfort, and everyday roadworthiness in so dynamic a fashion is due to the multitude of optimized details, such as the further development of the bearings on the front and rear axles and the enhanced dynamic suspension control system.



All of the enthusiasm for pushing forward the limits of technology aside, this type of feat is possible only if the preconditions are already present in the basic model. This is the case for the second generation of the Cayenne, introduced in 2010. Among other things, the car has a relatively low weight for its dimensions. Compared to the first Cayenne, the new generation weighs up to 185 kilos (407 lbs.) less and is correspondingly more agile. The engine hood, fenders, and tailgate are made of aluminum, which, incidentally, also makes it easier for drivers to open the hood and tailgate. "In sum, we're lighter than all of our competitors," says Leiters, after listing the results of his team's work from all the departments.



MUSIC
TO THE EARS:
 THE SPORTS EXHAUST
 SYSTEM PROVIDES
 THE RIGHT
 ACCOMPANIMENT.

With its innovative lightweight materials, the Cayenne pursues Porsche's tradition of GTS models, which started with the 904. That car first saw the light of day in 1963 as a homologation vehicle for the GT class—and was the first to have a synthetic body. Weighing only 650 kilos (1,430 lbs.) and rechristened the Porsche Carrera GTS, it not only won the Targa Florio but also achieved a final speed of 250 km/h (155 mph) despite its relatively low output of only 114 kW (155 hp).



You can both hear and feel the unique character of the Cayenne GTS. But you can also see it, and the first impression does not deceive. A design package that matches the paint job and includes additional front air inlets, sill plates, broader wheel houses, and a new roof spoiler ensures a sporty appearance for any and all situations. The 20-inch wheels on the axles—two inches more than their standard counterpart in the Cayenne S—demand respect.

On taking a seat behind the wheel you'll notice that the perfectionists were at work in the interior as well. Celebrating its premiere is a new seat structure, designed to further enhance lateral support in light of the lateral dynamic abilities of the GTS. The engineers have used new cushioning to adapt the seat contours to better fit the human body. The new ensemble comes in high-grade Alcantara, whose rough surface has the welcome side effect of curbing the tendency to slide when racing through curves. Not to be forgotten—because they cannot be overlooked—are the finely embroidered GTS initials, a signature sending a message that says "Challenge me! I'll show you what an SUV can do when Porsche engineers give free rein to their love of perfection."

CAYENNE GTS
 Engine: V8
 Displacement: 4,806 cc
 Power: 420 hp (309 kW)
 Maximum torque:
 515 Nm at 3,500 rpm
 0-100 km/h: 5.7 sec.
 Top track speed:
 261 km/h (162 mph)
 CO₂ emissions: 251 g/km
 Fuel consumption
 City: 14.8 l/100 km
 Highway: 8.5 l/100 km
 Combined: 10.7 l/100 km

CAYENNE S
 Engine: V8
 Displacement: 4,806 cc
 Power: 400 hp (294 kW)
 Maximum torque:
 500 Nm at 3,500 rpm
 0-100 km/h: 5.9 sec.
 Top track speed:
 258 km/h (160 mph)
 CO₂ emissions: 245 g/km
 Fuel consumption
 City: 14.4 l/100 km
 Highway: 8.2 l/100 km
 Combined: 10.5 l/100 km