

Premiere

Dynamic Young Performer

The Cayenne GTS is a remarkable power package. Muscular, broad-shouldered, and low-slung, as are all Porsches. Only in this SUV all of these attributes are even more pronounced.

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The way this vehicle projects dynamic performance is simply stunning. At the International Motor Show (IAA) in Frankfurt, which certainly isn't lacking in attractions, Hall 5 exerts a magic attraction on visitors. Even on display, the Cayenne GTS looks enormously fast. That promises good things, and encourages even fonder hopes. An IAA visitor from the United States—left wide-eyed after circling the latest model in the off-road and SUV collection—sums it up perfectly: “Amazing!” And so it is. The GTS exerts an outright seductive appeal: this new performance model strikes the viewers as bullish, aggressive, fiery, and, in the end, utterly desirable. Even as the new family member is merely posing for the crowd, its athletic prowess is plain to see.

But when the Cayenne GTS is let loose—look out! “We’ve made the typical Porsche gene that’s so highly prized in our sports cars even more prominent in this Cayenne,” says Jan Becker. The project sales manager and his team have long viewed an even

sportier and more emotionally appealing vehicle as a very good fit in Porsche’s SUV production series. Though the Turbo still has more horses under the hood, the GTS excels when it comes to vehicle dynamics and elasticity.

The new design benefited first of all from simple changes in conventional tuning. To boost the output of the 4.8-liter direct-injection V8 engine by 20 horsepower from the Cayenne S level to 405 hp (298 kW) at 6,500 rpm, the air intake was enlarged. And a lower axle drive ratio—4.1 : 1 in place of 3.55 : 1—noticeably improved the acceleration and flexibility. Accelerating from 80 to 120 km/h (50 to 75 mph) now takes only 6.6 seconds—two seconds less than in the standard Cayenne S.

Of course, IAA visitors could only absorb these impressive figures from display panels. They were more immediately excited by the muscular design of the GTS, with the Turbo front spoiler and the SportDesign tail spoiler package (optional at no extra cost) in the show vehicles, which were displayed in special GTS Red and Nordic Gold Metallic paint schemes. Also eye-catching were the 21-inch wheels with 295/35 tires beneath wheel wells that had been widened by 14 millimeters (0.55 inch) on both sides. And just like in the Cayenne Turbo, the red brake calipers could be glimpsed between the spokes of the alloy wheels.

The dynamic improvements in the Cayenne GTS aren't limited to the longitudinal direction. A noticeable improvement in cornering ability has been provided by a chassis modified specifically for this Cayenne. To begin with, the springs have been shortened. As a result, the GTS body hugs the pavement more ▶

No matter how you look at it—sideways, from the rear, or inside-out: The Cayenne GTS can be rated a total success



closely by 24 millimeters (one inch). Next, the camber was changed on both the front and the rear axles, so that the Cayenne hugs the curves even more tightly. In addition, the stabilizers on the front suspension have been stiffened slightly, while the rear stabilizers have been set to provide somewhat increased elasticity, to further improve cornering agility. Becker is ecstatic about that: “We’ve really outdone ourselves when it comes to lateral acceleration.” As a first in the Cayenne production series, a steel-spring suspension has been combined with Porsche Active Suspension Management (PASM). This combined suspension design was previously limited to sports cars. The driver can actuate a switch on the central console to select three different levels of suspension firmness: a stiff sports-car setting, a normal level, and a more cushiony ride for cruising. The Porsche Dynamic Chassis Control (PDCC) is available as an option in conjunction with the pneumatic suspension and PASM chassis.

At this world debut, the visitors were swarming all over the new model. That’s understandable, for the GTS is also an exceedingly handsome vehicle. The main attraction in this Cayenne’s interior, which is luxuriously finished in soft leather, Alcantara, and aluminum, is the comfortable sports seating system. The driver and front passenger are comfortably supported by twelve-way sports seats with substantially contoured backrests and side bolsters. The seats not only can be power-adjusted vertically and horizontally; the motorized positioning system also can tilt the seats and adjust the lumbar supports. The Cayenne GTS provides seating for five.

Both inside and out, the GTS promises more—and delivers. ◀

Cayenne GTS

Engine:	V8 engine with aluminum cylinder block and heads, 4,806 cc
Engine output:	298 kW (405 hp) at 6,500 rpm
Max. torque:	500 Nm (369 lb.-ft.) at 3,500 rpm
Max. engine speed:	6,700 rpm
Air resistance coefficient:	Cd = 0.36
Weight:	Curb weight: 2,225 (2,245) kg* (4,905 lbs./4,949 lbs.) Gross vehicle weight rating: 3,080 (3,080) kg* (6,790 lbs.)
Maximum speed:	253 (251) km/h* (157 mph/156 mph)
Acceleration:	0 to 100 km/h (62 mph) in 6.1 (6.5) sec.* 0 to 160 km/h (100 mph) in 14.7 (15.2) sec.*

* Values in parentheses refer to vehicles with Tiptronic S.

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