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Press Information

GTS Experience

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The GTS principle

Boosted performance, sonorous sound and a striking design

At Porsche, the keyword “Gran Turismo Sport” signifies purebred sports cars: sporty, passionate and exclusive driving machines – built in equal measure for the circuit racetrack or for a sporty tour on a mountain pass road full of bends. The GTS models impress with excellent performance, a very sonorous engine sound and the functional aesthetics of their equipment features. They combine exceptional acceleration and sprint qualities with high transverse dynamics.

Back in 1963, Porsche already understood how to make this claim a reality in its 904 GTS – a street-legal racing sports car. It brought car racing technology to the road so that it could be experienced in everyday driving. The family of GTS models is currently more varied than ever before in the history of Porsche: a total of nine model versions – ranging from the sports car to the four-door Gran Turismo and the universal SUV – in five Porsche model series. The GTS models will appeal to drivers with motorsport ambitions. Thanks to their high features content, the GTS models have high value stability – which is very much in the tradition of exclusive Porsche sports cars.

Artist in bends – the “GTS goal”

Compared to the S models of each model series, the GTS versions have more power. Engine tuning and other engine modifications, depending on the specific model provide for an even more spontaneous release of power. The GTS engines offer even more torque reserves, which guarantee even better elasticity. The Sport Chrono Package enables even shorter acceleration times depending on the model and type of transmission. The driver can also use the Sport Plus button to influence the accelerator pedal characteristic and the gear shifting strategy of the transmission. The transmission downshifts sooner and runs out the gears longer, and throttle blips are automatically executed during downshifts.

But pure longitudinal acceleration is only half of the equation. Even more impressive than their sprint times are the high cornering speeds of the GTS models in bends. During development of the GTS model series the developers in Weissach focused in particular on achieving even sportier tuning of the various chassis components, which provide for greater cornering stability and traction. The goal was always clearly in focus: to build the best actively performing and most agile vehicle in the competitive field. Extensive chassis modifications have enabled gains in transverse dynamics. The adaptive Porsche Active Suspension Management System (PASM), which comes as standard, lowers the ride height by 10 to 20 mm for even better traction and more precise turn-in characteristics while cornering. At the same time, its lower ride height lowers the vehicle's centre of gravity further, which makes the vehicle react extremely neutrally to load alterations. In addition, the rear differential lock of the Porsche Torque Vectoring (PTV) system, which is standard in some models, improves turn-in characteristics, steering precision and vehicle agility by making specific brake interventions at the rear wheel on the inside of a bend. Active roll compensation by the Porsche Dynamic Chassis Control (PDCC), which is optionally available in some GTS models, minimises movements of the body structure. The GTS chassis sparkles with excellent track stability, precise steering feedback and neutral turn-in characteristics. The larger sized brakes of the GTS models, which are model dependent, provide first-class deceleration values, even when subjected to high thermal loads over long periods of time on the circuit racetrack. As a result, all GTS models combine high engine power with the precise handling that is typical of sports cars.

- Increased longitudinal dynamics and best transverse dynamics in the competitive field
- Perceptibly more power than in the S models
- Standard PASM chassis

Passions made audible and visible

The GTS models also appeal with their passionate character. Both the exterior and interior exude sports car flair – not to mention the standard sport exhaust system. The exteriors of all GTS models are distinguished by an independent front apron with a sporty design and their sport exhaust system with black tailpipes. The passionate character of the GTS models is also accentuated by side sills that are more flared, GTS side badges and black painted wheels.

The sport exhaust system in particular conveys a unique sports car feeling with its broad range of sound, and this full sound makes an unmistakably unique impression. Typical GTS sound is generated with throaty snarls during accelerations towards the rev limiter and short bursts of the automatic throttle blip function as the vehicle is braked before bends.

But emotions are not just elicited by the sinewy and sporty lines of body designs or by incomparable engine sound – the sporty layout and outfitting of the interior also contributes to the intensive sports car flair. The standard sport seats – with their more pronounced lateral supports – wrap around the driver securely and yet extremely comfortably during the driving action. The analogue timer of the Sport Chrono Package on the instrument panel and the Alcantara-trimmed SportDesign steering wheels hint at driving pleasure even before the engine is started.

- Sporty exterior design
- Powerful sound of the sport exhaust system
- Sporty interior options already included as standard

Sporty-functional aesthetics

Black trim strips serve as an identifying characteristic and underscore the sporty attributes of the GTS models. They are the dominant design element of the GTS line and contrast with the GTS signal colours “carmine red” and “rhodium silver”. The headlight surrounds of the Porsche Dynamic Light System (PDLS) have black borders and further accentuate the clean design language of all Porsche GTS models. Smoked tail lights at the rear of the vehicle add another very special note; they identify them as top sports cars from Zuffenhausen at first glance. The eye-catching features of a GTS are rounded out by the black model badge at the rear.

The cockpits of the GTS models also attract attention with a clean design language and tone-on-tone colour selection. In their interiors, the GTS models build a bridge between unadorned sportiness and wide-ranging comfort. The tachometer dial glistens in one of the colour selections “carmine red” or “rhodium silver”. In addition, numerous GTS badges on the door sills, the info display of the instrument cluster and the PCM monitor call attention to the exclusive model version.

The material mix also plays a decisive role in the sporty driving feeling of the Gran Turismo sports cars. For instance, the middle panels of the sport seats are trimmed in Alcantara, as are the SportDesign steering wheel and gear lever. The decorative stitching on the sport seats and the instrument panel, as well as the centre armrests and door trim panels, which may be ordered in contrasting colours as an option, particularly emphasize the black Alcantara surfaces of the seats, door trim panels, and instrument panel. Trim strips in anodised aluminium, or optionally in carbon, bring a motorsport ambience into the GTS cockpit.

Since they offer an extensive range of standard features, sports cars with the GTS logo not only evoke pure emotion. They also offer plenty of comfort, convenience and everyday practicality. Thus, every GTS is exemplary in further extending the qualities that are so characteristic of Porsche – the spread between top driving performance and undiminished ride comfort. Whether it is a Boxster or Cayenne, 911 or Panamera. All GTS version Porsche sports cars combine best-in-class driving dynamics with exclusive equipment features that can be appreciated both on the circuit racetrack and during everyday drives.

- Contrasting black exterior elements
- Functional-sporty interior design
- Sporty and exclusive material mix in the interior with black Alcantara and colour-contrasting elements

The GTS models

An unmistakable character in five vehicle segments

The various GTS athletes share their typical sports car DNA across all model series. In 2015, the range of GTS models for the first time covers five different model series and nine different versions – as two-door or four-door vehicle, with a rigid roof or as a convertible, with a manual transmission or the PDK transmission. And yet, one common denominator unifies all of the GTS variants: they are the sportiest, most dynamic and passionate vehicles in their respective segments.

Boxster GTS

GTS specifications are an ideal match for this lightweight mid-engine sports car. In its model series, they make the two-door roadster an even more precise and sharper sports car. The sporty tuning of its adaptive PASM suspension harmonises excellently with the perfectly balanced chassis. The powerful-sounding boxer engine not only delivers impressive driving performance figures; it also appeals with its unique sound stage.

- 3.4-litre flat-six engine with 330 hp (243 kW) and 370 Nm of torque
- Independent front end with black spoiler lip and black surround of the LED daytime running lights
- Porsche Dynamic Light System (PDLS) as standard
- 20-inch wheels in Carrera S design
- Sport exhaust system with black chrome tailpipes
- PASM chassis with 10 mm lower ride height
- Sport Chrono package with dynamic transmission mounts

- Alcantara on middle panel of sport seat plus, sport steering wheel rim and armrests
- Acceleration, 0 – 100 km/h (with PDK and Sport Chrono Package): 4.7 s
- Fuel consumption: 9.0 – 8.2 l/100 km

Cayman GTS

This mid-engine sport coupé has ten hp more than the Boxster GTS. Its other typical GTS features are identical with those of the Boxster GTS.

- 3.4-litre flat-six engine with 340 hp (250 kW) and 380 Nm of torque
- Unique front end with black spoiler lip and black surrounds for LED daytime running lights
- Porsche Dynamic Light System (PDLS) as standard
- 20-inch wheels in Carrera S design
- Sport exhaust system with black chrome tailpipes
- PASM with 10 mm lower ride height
- Sport Chrono package with dynamic transmission mounts
- Alcantara on middle panel of sport seat plus, sport steering wheel rim and armrests
- Acceleration, 0 – 100 km/h (with PDK and Sport Chrono Package): 4.6 s
- Fuel consumption: 9.0 – 8.2 l/100 km

911 Carrera GTS

The GTS models of the 911 model series – as Coupé, Cabriolet and Targa versions – fill the gap between the S models and the 911 GT3 race sports car in terms of power and driving dynamics. The customer can choose from three body versions. With the exception of the Targa 4 GTS, they are all available with either rear-wheel or all-wheel drive. Customers can also choose between a seven-speed manual transmission and the PDK dual clutch transmission. As a GTS version, the 911 epitomises the same versatility that its fans have loved for decades: sporty driving performance and a passionate driving experience; efficiency and everyday practicality.

- 3.8-litre flat-six engine with 430 hp (316 kW) and 440 Nm of torque
- Optimised seven-speed manual transmission (optional seven-speed PDK)
- PASM with 10 mm lower ride height and PTV/PTV Plus with mechanical/electronic rear differential lock (with PDK)
- Available in three body versions: with rear-wheel or all-wheel drive, as a Coupé or Cabriolet and as the all-wheel drive Targa
- Wide body of the all-wheel drive models also used for rear-wheel drive versions
- Front apron from the Aerokit and SportDesign exterior mirrors
- Smoked bi-xenon headlights and daytime running lights
- Silky matt black 20-inch Turbo S design wheels with central locks
- Black ventilation screen on the rear lid
- Sport exhaust system with black chrome tailpipes
- Alcantara on middle seat panels, steering wheel rim, door storage bins
- Acceleration, 0 – 100 km/h (model dependent) 4.7 – 4.0 s
- Fuel consumption: 10.0 – 8.7 l/100 km

Panamera GTS

Gran Turismo Sport – no vehicle satisfies the requirements of a sporty Gran Turismo better than the Panamera. As a GTS, the Panamera takes on the form of a perfect luxury sports car. It combines the best transverse dynamics in its class with the extensive comfort and convenience features of a premium saloon. The naturally aspirated eight-cylinder engine impresses with its acoustic presence and ample torque. Visually as well, the Panamera fulfils the claim of the GTS letters with its sporty elegance.

- 4.8-litre V8 engine with 440 hp (324 kW) and 520 Nm of torque
- All-wheel drive with Porsche Traction Management (PTM):
- Adaptive air suspension with PASM and 10 mm lower ride height
- 19-inch Turbo II wheels and Panamera Turbo brake system
- SportDesign front end of the Panamera Turbo with two rows of LED daytime running lights
- Sport exhaust system with dark surround constituted by black diffuser
- 18-way sport seat with Alcantara middle panels
- Alcantara on rim of SportDesign steering wheel, on door trim and centre armrest
- Carbon interior package
- Acceleration, 0 – 100 km/h (with Sport Chrono Package): 4.4 s
- Fuel consumption: 10.5 l/100 km

Cayenne GTS

The new downsizing engine in the Cayenne delivers greater power and better driving performance than the one in the previous model. At the same time, its fuel economy has been improved significantly. The Cayenne GTS rounds bends at a high rate of speed like no other SUV. The sporty interior outfit is also a perfect match for the driving dynamics master among SUVs. The Cayenne GTS delivers everyday practicality and unalloyed ride comfort as well as maximum transverse dynamics – thanks to the sporty tuning of its PASM chassis – all with the same virtuosity.

- 3.6-litre V6 biturbo with 440 hp (324 kW) and 600 Nm of torque
- PASM sport chassis with 20 mm lower ride height
- 20-inch RS Spyder design wheels in silky gloss black and Cayenne Turbo brake system
- SportDesign front end of Cayenne Turbo with LED daytime running lights
- Bi-xenon headlights, smoked, with PDLS and smoked LED rear lights
- Sport exhaust system with black dual tailpipes
- GTS sport seats with 8-way adjustment and Alcantara middle panels
- Aluminium interior package
- Acceleration, 0 – 100 km/h (with Sport Chrono Package): 5.1 s
- Fuel consumption: 10.0 – 9.8 l/ 100 km

GTS history

From the 904 GTS to the 928 GTS and the 911 GTS

At Porsche the development history of every production sports car begins directly on the circuit racetrack. This underscores the Porsche claim to transfer the maximum degree of motorsport technology into the production of its street-legal sports cars. The letters GTS, in particular, have embodied this claim for over 50 years.

From race car to production sports car – then back onto the racetrack with the production sports car

All GTS models have their origins in the Porsche 904 Carrera GTS – a mid-engine sports car introduced in 1963 – which was developed for the racetrack. It impressively demonstrated its technical competence with two victories in the manufacturer's world championship in 1964 and 1965. The street-legal race car performed equally impressively on public roads with its easy handling, and it was a prime example of the Porsche claim to transfer motorsport technology to the road. In the 1980s and 1990s, the 924 GTS and 928 GTS – the most powerful and best actively performing cars of their respective model series – continued the GTS tradition of combining exceptionally sporty vehicle tuning with exclusive equipment features. Just like the first GTS four-door car – the Cayenne GTS of 2007 – these front engine coupés had modified body parts, more powerful engines as well as modified chassis components and brake systems.