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Porsche Panamera GTS



Timed neatly for a launch at this week's Los Angeles Auto Show, Porsche has announced a new petrol version of its sometimes controversial Panamera: the GTS.

The newest four-seater, 4wd coupé from the Stuttgart manufacturer resurrects the 'GTS' name used previously in an another unlikely five-door contender for the title of track-day special: [the previous-model Cayenne](#).

Like its high-riding forebear, the Panamera GTS has a tuned non-turbo V8 (430bhp from its 4.8-litre engine – 30bhp over standard) and more sporting suspension. The ride is lower, too (by 10mm when the air system is in normal mode), and a sports exhaust comes as standard.

The effect of this is not only to release more power but also to give the owner a more dynamic sound. In addition, the Sound Symposer picks up intake roar between the throttle valve and air filter and – at the flick of the Sport button – transmits these as engine sound into the A-pillar.



Standard-fit Porsche Active Suspension Management (PASM), Sport Chrono Plus Package and Porsche Dynamic Chassis Control (PDCC) with PTV Plus ensure that skilled drivers (who can understand the handbook) will get the very best out of the car... which will retail from £90,409, by the way, when it goes on sale in the UK in February 2012.





It runs on 19in Panamera Turbo alloy wheels, with 5mm rear wheel spacers and has the larger brake discs from the Turbo – recognisable by their red brake calipers – as standard.

Visually, other tell-tales are some styling and aerodynamic devices from the Turbo, as well as unique-to-the-GTS features such as much shiny black trim and Bi-Xenon headlights with black inner bezels. The special Carmine Red colour is an option exclusive to the GTS.



On the inside, there's plenty of leather and Alcantara with the GTS logo embroidered, stamped and embossed in good measure.

Text: [Steve Wakefield](#)

Photos: Porsche

Gallery

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