

# Bold, Beautiful, & Rare

A MANUAL CAYENNE IS  
TOUGH TO FIND AS IT IS.  
HOW ABOUT ONE IN GTS RED?

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**"IT WAS SUPER CLEAN ... UNIQUE.** I wound up giving it a near-perfect score," said Bob Rassa, a veteran PCA Concours judge and who compiles Street Talk for *Panorama* each month.

Paraphrasing Pat Yanahan, another highly respected national concours judge and a Concours competitor himself, "When we look over the cars competing

in a concours, we can tell almost immediately, even at this national level, which ones will take high honors. They have a remarkable presence, a testament to the level of preparation by the owner. That Cayenne GTS was extremely well prepared. Just think about it. Think about how much bigger it is than a Carrera, how many more square inches it has to clean and





polish. Its brilliant color, GTS Red, and the fact that it had a manual transmission, made it very special.”

There were many pretty Porsches displayed at PCA’s Oklahoma City Parade, but none were more striking than Kevin and Jennifer Kaley’s 2009 Cayenne GTS. Its bold and beautiful GTS Red exterior, complemented by a Savannah Beige Leather/Alcantara interior stopped

attendees and Concours judges in their tracks.

“We came across this car on Bring a Trailer,” Kevin said. “And the funny thing is that about six years ago, Jen and I were talking about buying a car for her. I asked if she would consider an SUV with a stick shift. She replied, ‘Not in Dallas, Texas. I don’t want to drive a stick shift in Dallas traffic.’”









"So when I was looking at this car on Bring a Trailer about three years ago, she looked over my shoulder and said, 'That's a nice car.' I said, yeah, but you don't want a stick shift. She replied, 'I know, but that is a really nice car.'"

A passing glance morphed into serious interest. Kevin began to research this Cayenne variant, knowing that he had seven days to make his decision before the auction ended. He and Jen liked the Cayenne more and more. Concern over congested Dallas traffic melted like an ice cream cone on a state fair midway. They decided to bid on it.

"The car didn't meet reserve; however, I made direct contact with the owner, who lived in Chicago," Kevin said. "I told him I'd defer to the high bidder. I was the second-high bidder, but I really wanted that car. He called me two weeks later and told me the Cayenne was still available and gave me his price. We went back and forth another week or two, finally came to agreement, and here she sits. It is factory stock, no modifications at all. We've driven it about

6,000 miles since our purchase."

"I love the car," Jen added. "It's very comfortable, roomy, and has a great ride. It's a wonderful road trip car."

Has Jennifer reconciled driving the Cayenne in Dallas traffic? She hasn't. "Although I can drive a manual transmission car, I don't drive this one," Jen said. "It's too big. I'm fine on the passenger side of our Cayenne."

Kevin added, "Because the car is heavy, and with its short first gear, I am never the first one away from the stoplight. It can be a little jerky. But on the highway, it is so smooth. Gas mileage isn't wonderful, 13 to 18 mpg. Not Cayenne Diesel territory. Ugh."

Their car won first in class at a Maverick Region Concours, and two of the judges encouraged them to compete at the national event.

**"BECAUSE OKC IS** only three hours from our home in Dallas, we decided we were in," Kevin said. "In anticipation of the OKC Parade, I entered another Mav-

**The degree of preparation of Kevin and Jennifer Kaley's GTS Red Cayenne GTS six-speed is evident from any angle. It is better than factory-new, even with 57,000 miles on the odometer. Three pedals and a stick tell a very special story.**



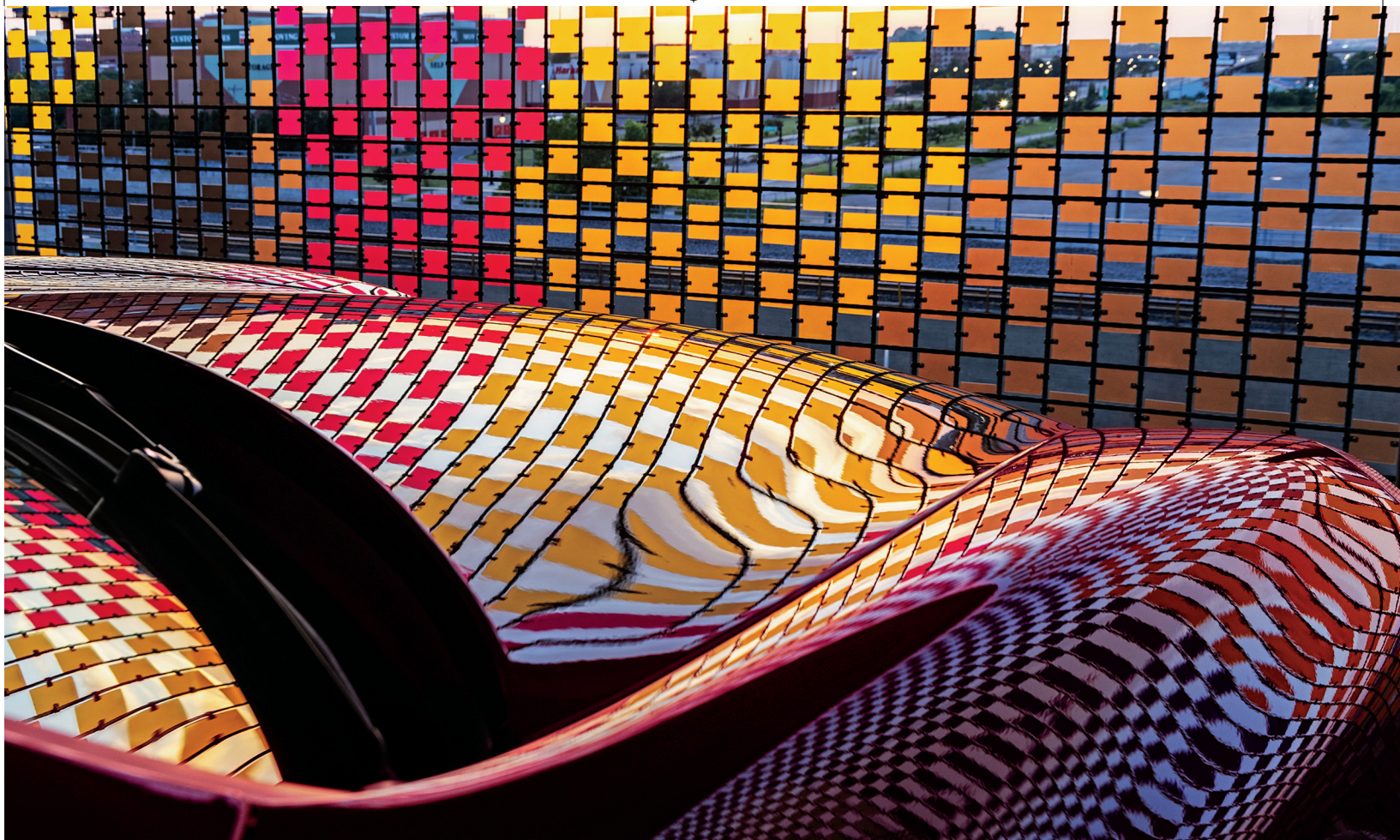


erick Region Concours to get the car ready. We won Best of Show there. That gave me a head of steam to compete at OKC. I was more apprehensive about the judging at OKC, only because I didn't know the judges and they didn't know me.

"At Parade, there was more scrutiny. It was more intense. That being said, contestants were encouraged to get one-on-one coaching sessions with the judges. That was fantastic. During my coaching session, Rich, one of the judges, took me through the car, pointing out specific areas that were crucial and should be taken care of. And you know what? When my car was being judged, those areas were checked. I was thankful for Rich's mentoring."

What was the most difficult section of the car to clean and prepare? After all, Cayennes have plenty





of real estate. “For me, the engine bay is the most challenging,” Kevin said. “Lots of dust gets sucked up into that area and there are plenty of nooks and crannies. Because Jen is Japanese, we shop at Dai-so stores, which are like Japanese Dollar General stores, for cleaning supplies. They sell little brushes, bottle cleaners—perfect for detailing. And they are

so cheap and are disposable after one use. Another thing: We don’t wear blue jeans in the Cayenne, so the bolsters don’t get discolored.

“This was our first Parade. It’s been an absolute blast. It was amazing the number of people who had an interest in my car. Without a doubt, that is a catalyst to return to future Parades.” ●

**Above:** Sun dances Pasha-like.  
**Opposite:** 996-inspired headlights and a Turbo front intake shout, “Outta my way!”

# The Three-Pedal Cayenne GTS

When the first-generation (E1) Cayenne GTS model was introduced in 2008, it provided yet another choice for those who preferred V8 oomph in their SUVs. Slotted between the normally aspirated 385-horsepower, 369 lb-ft torque Cayenne S and the twin-turbocharged, 500-hp, 516 lb-ft torque Cayenne Turbo, the Cayenne GTS, with its normally aspirated 405-hp, 369 lb-ft torque served up a generous helping of deep-throated enthusiasm.

Not only did the Cayenne GTS go like a bat from Hades, but it was also devilishly handsome. With its Turbo front fascia, 996-inspired head-

lights, and lowered suspension, combined with a larger intake manifold and Porsche Sport Exhaust, one could say it definitely had an attitude.

But what set the GTS apart from its Cayenne siblings was its optional six-speed manual transmission. Enthusiasts loved the thought of it. The reality of it was sobering.

First gear was abysmally short. From a standing, stoplight start, one would need to shift to second halfway through the intersection. Driving this 2.5-ton Cayenne in traffic, while constantly shifting between first and second gears, could be exhausting. Once the beast was prod-

ded, however, forward motion was impressive. The manual Cayenne GTS was dropped after the 2012 model year.

Porsche Cars North America (PCNA) remained vague regarding exact production figures of the manual transmission GTS, but the best estimates put the number at no more than a few hundred a year. As it is with most low-production, specialty Porsche models, what was no longer available is now the most sought after. Manual-transmission Cayenne GTS models now command a 100% premium over those with automatic transmissions. —DM



**COLOR:** GTS Red  
**M.Y. OFFERED:** Cayenne: 2008; Cayman: 2012  
**PAINT CODE:** LM3E  
**RARITY RATING:** 4/5

GTS Red is a medium red that is similar overall to the Ferrari color Rosso Chiaro. As the name implies, it is most commonly found on the GTS submodel of a particular Porsche.





