

The new Porsche 911 S/T: purist special edition model marks 60th anniversary of the brand's iconic sports car

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To mark the special anniversary of the iconic 911 sports car, the engineers in Weissach have designed a highly purist sports car dedicated to sheer driving enjoyment: the 911 S/T. The exclusive anniversary model unites the strengths of the 911 GT3 with Touring Package and the 911 GT3 RS and delivers a unique combination of agility and driving dynamics. It combines the naturally aspirated, 518 HP 4.0-litre boxer engine from the 911 GT3 RS with a short-ratio six-speed manual transmission. This is

complemented by a resolutely lightweight construction and a running-gear setup optimized for agility and drivability. The 911 S/T weighs just 1,380 kilograms (DIN kerb weight, incl. all fluids), making it the lightest model of the 992 generation. The optional Heritage Design Package draws inspiration from the racing version of the 911 S from the late 1960s and early 1970s.

The design of the anniversary model incorporated GT and motorsport expertise from Porsche. This is reflected in its particularly nimble and agile handling, which is designed for maximum driving enjoyment on winding country roads. The reduction of rotating mass in both the engine as well as the wheels and brakes ensures particularly dynamic responsiveness. The S/T responds to driver commands instantaneously. Every steering movement, every ounce of pressure on the accelerator or brake is implemented immediately and with pinpoint precision. Unlike the 911 GT3 RS, the focus of the development of the 911 S/T has been not on track use, but rather for journeys on public roads.

The name marks out the new 911 S/T as the descendant of a particularly performance-focused version of the first 911 generation. From 1969, Porsche offered a special race version of the 911 S. Internally, these vehicles were called 911 ST. Modifications to the chassis, wheels, engine and body significantly improved acceleration, braking, traction, and cornering grip. Large spoilers and other aerodynamic aids were not yet used in these models. The new 911 S/T takes up the spirit of the original 911 S (ST) and transfers it to the current model generation of the Porsche 911. The anniversary model combines elements of the 911 GT3 RS with the body of the 911 GT3 with Touring Package and supplements it with lightweight components specially developed for the 911 S/T. The result is a unique driving experience within the 911 GT portfolio.

Lightweight construction from the wings to the clutch

Among other measures, the 911 S/T achieves its particularly agile and direct handling through consistent lightweight design. The front hood, roof, front wings, and the doors with their striking inlets are made of lightweight carbon-fibre-reinforced plastic (CFRP). The same applies to the rear axle anti-roll bar and shear panel (stiffening element on the rear axle). Porsche also fits the anniversary model with magnesium wheels, the PCCB system, a lithium-ion starter battery and lightweight glass, all as standard. With reduced insulation, the omission of rear-axle steering and weight savings in the powertrain, the 911 S/T achieves a DIN kerb weight of just 1,380 kg. This makes the car, optimized for a fast-road setup, a further 40 kg lighter than a manual 911 GT3 Touring.

Porsche engineers developed a new lightweight clutch exclusively for the 911 S/T. In conjunction with a single-mass flywheel, it reduces the weight of the rotating mass by 10.5 kg. This noticeably improves the responsiveness of the naturally aspirated boxer engine, which now builds revs with especially bracing speed and directness. Coupled with a six-speed manual transmission with a shorter gear ratio than on the 911 GT3, the high-revving engine in the 911 S/T delivers even more immediacy in its dynamics. It propels the 911 S/T to 100 km/h in just 3.7 seconds. It achieves a top speed of 300 km/h. The exhilarating driving experience is heightened by the compelling soundscape of the standard lightweight sports exhaust system. The 911 S/T is the only 911 of the current generation to combine a double-wishbone front-axle design with a multi-link rear axle without rear-axle steering. The dampers and control systems were tuned accordingly.

The aerodynamics of the 911 S/T are also optimized for the public road rather than the racing track. The anniversary model is equipped as standard with a Gurney flap on the extending rear spoiler. Standard equipment also includes 20-inch (front) and 21-inch (rear) lightweight centre-locking magnesium wheels. Ultra-high-performance 255/35 ZR 20 tires, meanwhile, ensure a high level of mechanical grip at the front of the car. On the rear, the 911 S/T features 315/30 ZR 21 tires. CFRP full bucket seats come as standard. The four-way-adjustable Sports Seat Plus is available at no extra charge. The instrument cluster and the clock of the Sport Chrono package are finished in a classic green Porsche colour scheme.

The 911 S/T is offered with an optional exclusive Heritage Design Package. The new Shoreblue Metallic exterior colour and the Ceramica wheel rim colour are exclusively available for this particularly elegant variant. On the doors, a starting number from 0 to 99 as well as a decorative foil can be applied on request. The classic-design Porsche crest from the original 911 that adorns the front, the hubcaps, the steering wheel, the headrests, and the car key underscores the historic roots of the 911 S/T. The interior also features cloth seat centres in Classic Cognac with black pinstripes, which are another homage to heritage. Two-tone semi-aniline leather trim in Black/Classic Cognac leather with extensive leather surrounds, a roof lining in perforated Dinamica, and other elements from Porsche Exclusive Manufaktur round out the package. The Porsche logo and the 911 S/T model designation on the rear of the car are in Gold.

Porsche Design is exclusively offering customers of the 911 S/T the Chronograph 1 – 911 S/T. Featuring a titanium case, uncoated and blasted for weight-saving reasons, this exclusive timepiece goes all in on the lightweight design principle of the new purist 911 special edition. The heart of the chronograph is the Porsche Design WERK 01.240 with its COSC certification and flyback function. It is operated with a rotor in the design of the magnesium wheel of the 911 S/T. In Canada, the Chronograph 1 – 911 S/T is included with the purchase of this special model.

Canadian pricing for the 2024 Porsche 911 S/T starts at $343,900, including the Chronograph 1 – 911 S/T. The Heritage Design Package can be specified for an additional $23,220. The first vehicles are set to arrive in the second quarter of 2024.

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At the core of this success is Porsche's proud racing heritage that boasts some 30,000-plus motorsport wins to date.

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