

PORSCHE

The new Porsche 911 S/T

Press kit

Contents

Highlights	3
The new Porsche 911 S/T: Highlights	3
Summary	4
Driving enjoyment embodied: The new Porsche 911 S/T	4
Lightweight construction from the fenders to the clutch	5
60 years of the Porsche 911	7
Six decades of pure passion and driving enjoyment	7
The first-generation Porsche 911 (1963-1973)	7
G-Series: The second-generation Porsche 911 (1973-1989)	8
964: The third-generation Porsche 911 (1989-1994)	8
993: The fourth-generation Porsche 911 (1994-1998)	9
996: The fifth-generation Porsche 911 (1998-2005)	9
997: The sixth-generation Porsche 911 (2004-2012)	10
991: The seventh-generation Porsche 911 (2011-2019)	10
992: The eighth generation of the Porsche 911 (from 2019)	10
History: 911 S (ST) (1969 to 1972)	12
Ready to race	12
Lightweight construction and a purist philosophy	14
The lightest Porsche 911 of the 992 generation	14
Powertrain and performance	16
Naturally aspirated engine, lightweight clutch, manual transmission	16
Chassis and dynamics	18
Exclusive chassis design in the 911 S/T	18
Design and equipment	19
Stripped-down, sporty exterior	19
Interior: Timeless style, exuberant performance	20
Heritage Design Package	21
Exclusive: Heritage Design Package in the 911 S/T	21
Exclusive: The Porsche Design Chronograph 1 - 911 S/T	23
Two design icons inseparably united	23

Highlights

The new Porsche 911 S/T: Highlights

- **Special edition celebrates the 60th anniversary of the 911**

Six decades of the Porsche 911: September 12, 2023, marks the 60th anniversary of the first presentation of this iconic sports car.

- **Limited to 1,963 examples**

In a nod to the debut year of the 911 – 1963 – Porsche has limited production of the 911 S/T to 1,963 examples.

- **Lightest 911 of the 992 generation**

With extensive use of CFRP and many bespoke components, the 911 S/T features a curb weight of just 3,056 lbs.

- **4.0 liter, 518 hp, 9,000 rpm, manual transmission**

The Porsche 911 S/T combines the high-revving flat-six engine of the 911 GT3 RS with an exclusive six-speed manual transmission.

- **Lightweight clutch and single-mass flywheel**

Significant weight reductions in rotating mass makes the 911 S/T exceptionally responsive.

- **Purist chassis design**

The 911 S/T combines a double wishbone front-axle design with a multi-link rear axle, but without rear-wheel steering.

- **Optional: Heritage Design Package**

The Heritage Design Package recreates the traditional character of the model with its bodywork and in its interior.

Summary

Driving enjoyment guaranteed: The new Porsche 911 S/T

Porsche is celebrating the 60th anniversary of the 911 with a special edition built for maximum driving enjoyment: in a limited run of 1,963 examples, the Porsche 911 S/T offers resolutely lightweight design and a purist driving experience. 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-liter flat-six engine from the 911 GT3 RS with a close-ratio manual transmission. This is complemented by resolutely lightweight construction down to the tiniest detail and a running-gear setup optimized for agility and drivability. The 911 S/T weighs just 3,056 lbs., making it the lightest model of the 992 generation. The optional Heritage Design Package underscores a lineage that goes back to the racing version of the 911 S, which posted a string of motorsport triumphs in the late 1960s and early 1970s.

The design of the anniversary model incorporated a high level of 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 reduced inertia of the rotating masses ensures a particularly instantaneous response to all inputs from the driver. Every steering movement, every ounce of pressure on the accelerator or brake is implemented immediately. Unlike the 911 GT3 RS, the focus of the development of the 911 S/T has been not on track use, but rather on driving 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 racing version of the 911 S. Internally, these vehicles were called 911 ST. Modifications to the chassis, wheels, engine and body significantly improved their performance and handling. Large spoilers and other aerodynamic enhancements 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 generation of the Porsche 911. The anniversary model combines elements of the 911 GT3 RS with the body of the 911 GT3 and supplements it with exclusive components. The result is a unique driving experience within the GT portfolio of the 911 range.

Lightweight construction from the fenders to the clutch

Among other measures, the 911 S/T achieves its particularly agile and direct handling through consistent lightweight design. The hood, the roof, the front fenders and the doors with their striking inlets are made of lightweight carbon fiber-reinforced plastic (CFRP), as are the rear anti-roll bar and shear panel. Porsche also fits the anniversary model with magnesium wheels, the Porsche Ceramic Composite Brake (PCCB) system, a lithium-ion starter battery and lightweight glass, all as standard. With reduced insulation, the deletion of rear-wheel steering and weight savings in the powertrain, the 911 S/T achieves a curb weight of just 3,056 lbs. This means it weighs nearly 70 lbs. less than a 911 GT3 Touring with a manual transmission.

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 approximately 23 lbs. (10.5 kg). This noticeably improves the responsiveness of the naturally aspirated flat-six engine, which revs with decisive speed and directness. Coupled with a six-speed manual transmission with shorter gear ratios than the 911 GT3, the high-revving engine in the 911 S/T delivers an even more instantaneous response. It propels the 911 S/T to 60 mph 100 km/h in 3.5 seconds and reaches a top speed of 186 mph (limited). 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 have been tuned accordingly. The standard lightweight Sport Exhaust system enriches the driver experience with a distinctive soundscape.

The aerodynamic features on the 911 S/T also focus on road rather than track use. The 911 S/T is equipped as standard with a Gurney flap on the retractable rear spoiler. In combination with the modifications on the front end and underbody, the new Porsche 911 S/T is optimally balanced aerodynamically. Standard equipment also includes 20-inch (front) and 21-inch (rear) lightweight center-locking magnesium wheels. Ultra-high-performance 255/35 ZR 20 tires ensure a high level of mechanical grip on the front axle. On the rear, the 911 S/T features 315/30 ZR 21 tires. CFRP full bucket seats come as standard. The four-way-adjustable Sport Seat Plus is available at no extra charge. The instrument cluster and clock of the Chrono package are finished in a classic green Porsche color scheme.

The 911 S/T is offered with an optional exclusive Heritage Design Package. The new exterior color Shore Blue Metallic and the wheel rim color Ceramica are exclusively available for this

particularly elegant variant. On the doors, a starting number from 0 to 99 and a decorative foil can be applied on request. The classic-design Porsche crest from the original 911 that adorns the front of the car, the wheel center caps, the steering wheel, headrests and car key underscores the historic roots of the 911 S/T. Two-tone semi-aniline leather trim in Black/Classic Cognac with extensive leather trim, a roof lining in perforated Dinamica, and other elements from the Porsche Exclusive Manufaktur are also part of the package. The Porsche logo and the 911 S/T model designation on the rear of the car are finished in Gold.

As a special extra, Porsche exclusively offers customers of the 911 S/T the Chronograph 1 – 911 S/T. Like the car, the watch is also limited to 1,963 examples. Featuring a titanium case, uncoated and blasted for weight-saving reasons, this exclusive timepiece goes all in on the lightweight design principle of the purist new 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.

60 years of the Porsche 911

Six decades of pure passion and driving enjoyment

The date was September 12, 1963. It was the debut, at the International Motor Show (IAA) in Frankfurt, of a car that would leave a lasting mark on the sports car world: Porsche presented the 901 as the successor to the popular 356. While at its debut the dynamic 2+2-seater had yet to bear the iconic 911 name, it would set the tone for the following 60 years. It would prove to be the technological, visual and emotional blueprint for one of the longest model lineages in the automotive world.

In keeping with Porsche's guiding philosophy "driving in its most beautiful form", Porsche engineers have continuously refined the legendary sports car, but always with the utmost care. They have optimized and improved it over eight vehicle generations (and counting) while always preserving its character and distinctive silhouette. The 911 combines sportiness with day-to-day usability, tradition with innovation, an air of exclusivity with social acceptance, and form with functionality like no other model.

The first-generation Porsche 911 (1963-1973)

The original 911 offered what its predecessor still lacked: the first Porsche 911 featured two fold-down seats in the rear. It also had a large luggage compartment and a powerful boxer engine with six cylinders, all packed into a smooth, sleek and modern body. Porsche retained the proven rear-engine layout and air-cooled engine. Both technical solutions would become trademarks of the model line, and the rear-mounted engine remains today.

The six-cylinder engine in the first 911 initially generated 130 PS from 2.0 liters of displacement and reached a top speed of 130 mph. Later, Porsche added further power levels with 110 PS, 140 PS and 160 PS models. In 1970, engineers increased the displacement from 2.2 to 2.4 liters, and even 2.7 liters in the aptly named top-of-the-range model, the 911 Carrera RS 2.7. In its most powerful incarnation to date, the Porsche 911 developed an impressive 210 PS. The 911 T, E and S variants were the first German vehicles to fulfil the strict emissions standards of the US's Environmental Protection Agency (EPA). From 1967, the semi-automatic four-speed Sportomatic gearbox was offered as an alternative to the manual transmission.

Porsche initially offered the original 911 only as a coupé. This was followed in 1967 by the 911 Targa, a 'safety-conscious' cabriolet with a wide roll-over bar. In the course of its 10-year production period, the first 911 was equipped with a three-part safety steering system, internally vented disc brakes, and mechanical fuel injection. It was also the first production passenger vehicle to come with a rear spoiler to reduce lift.

G-Series: The second-generation Porsche 911 (1973-1989)

Porsche revised the 911 in 1973 but retained the silhouette and design. Production of the model referred to internally as the 'G-Series' began after the 1973 summer break, and the 911 became slightly longer and more comfortable. Its new plastic bumpers protected the body against parking damage, while automatic seat belts and integral seats protected the occupants. Porsche introduced a body with a wider rear in 1977, and a 911 Cabriolet without a roll-over bar in 1983. The 911 Targa remained part of the line-up. From 1988, the 911 Speedster rounded off the portfolio of body types.

Flat-six engines with 2.7 liters of displacement came standard in the G-Series from the base model up. The base model's powertrain generated 150 PS. The technological highlight of the second 911 generation was the 911 Turbo, known internally as the 930. The first Porsche with an exhaust turbocharger initially developed 260 PS, with a further jump to 300 PS in 1977. The model line also featured innovations such as hot-dip galvanized sheet metal (from 1975) and digital engine electronics (1984).

964: The third-generation Porsche 911 (1989-1994)

Porsche fundamentally revamped the 911 in 1989. Almost 85 per cent of the model internally designated the 964 was newly developed, from the bullish-looking front end to the aerodynamically optimized rain gutters and the striking design of the car's rear. Power steering, ABS, a more efficient heater, a central locking system and height-adjustable seats were now part of the equipment. A newly developed 3.6-liter flat-six developed 250 PS. The top-of-the-line 911 Turbo S made 381 PS. The available body styles remained the Coupé, Cabriolet, Targa and Speedster.

For the first time, the 911 also featured all-wheel drive. In the 911 Carrera 4, Porsche used a revised all-wheel-drive system adapted from the 959 super sports car. Porsche also introduced an automatically retractable rear spoiler as well as dual ignition and knock

control. The 911 was offered for the first time with the fully automatic Tiptronic in 1989, followed by standard driver and passenger airbags in 1991. The 964 was the first series production vehicle with a metal catalytic converter as standard.

993: The fourth-generation Porsche 911 (1994-1998)

Porsche invested some 400 million Deutschmarks in the development of the new 911. Only the roof line was carried over directly from its predecessor, with designers meticulously adapting every other line on the car. The new model also stood out from its predecessor in terms of driving: a multi-link rear axle improved driving dynamics and comfort. The output of the flat-six engines ranged from 272 PS in the entry-level model to 450 PS in the 911 Turbo with the 'works power kit 2' option. For the first time, the lightweight and purist-focused Turbo-based 911 GT2 was included in the model range.

In the 993 generation, Porsche brought the OBD II exhaust control system, hollow-spoked aluminum wheels (in the 911 Turbo), twin turbos and the Varioram intake system with adjustable intake pipe length (from 1996) to series production. For the first time, the 911 Targa featured an electrically retractable glass roof. And for the last time, the engines in a Porsche 911 were air-cooled.

996: The fifth-generation Porsche 911 (1998-2005)

The reinvention of the 911. The 996 was longer, wider and lighter, and featured non-round headlights for the first time in a 911. The most important new feature, however, was the water-cooled engine. Stricter emission standards in connection with the introduction of the new four-valve cylinder heads required the temperature balance in the flat-six engines of the 911 to be regulated with water. This measure boosted the power in the entry-level model to 300 PS. The power spectrum ranged up to 462 PS in the top-of-the-line 911 GT2.

A special brake system made its debut in the fastest 911 of the 996 generation: the Porsche Ceramic Composite Brake (PCCB) came standard in the 911 GT2. The brake discs were extremely heat-resistant, significantly lighter than a steel brake disc.

997: The sixth-generation Porsche 911 (2004-2012)

In the 997, Porsche returned to the classic round headlights. This 911 went back to its roots for a look that set it further apart from the Porsche Boxster. All engines were more powerful. They ranged from 325 PS in the 911 Carrera to 620 PS in the just-launched 911 GT2 RS. The new 911 GTS closed the gap between the 911 Carrera S and the 911 GT3. For the first time, a fast-shifting dual-clutch transmission was available in the Porsche 911.

Porsche also introduced Porsche Active Suspension Management (PASM) in the 997, developed a rack-and-pinion steering system with a variable steering ratio, and installed turbochargers with variable turbine geometry (VTG) in the 911 Turbo. It was the first series-production gasoline engine to feature this technology. In addition, the 997 marked the debut of a valve-controlled exhaust system and a Sport mode that could be activated at the touch of a button.

991: The seventh-generation Porsche 911 (2011-2019)

Significantly longer wheelbase, a wider track and sophisticated technology: the 991 represented a major development step for Porsche. Thanks to its aluminum-steel construction, its longer and wider body weighed 100 lbs. less than that of its predecessor. And although the 911 was now noticeably sportier, it also offered more comfort and space than ever before. At the start of production, a 3.4-liter flat-six engine in the 911 Carrera developed 350 PS. From 2017, the top-of-the-line 911 GT2 RS delivered twice that power.

With the 2015 model improvements, Porsche switched the powertrains in the Carrera and GTS models from naturally aspirated to turbocharged engines. The new power units offered more power with lower emission values. Porsche also introduced the PDCC anti-roll stabilization, rear-axle steering, active aerodynamics and a water-injection system for the intercoolers in the 991. In 2013, the company celebrated a major model anniversary with the special edition Porsche 911 '50th Anniversary Edition'.

992: The eighth generation of the Porsche 911 (from 2019)

With the model change to the 992 generation, Porsche readied the 911 for a partially electric future: a newly designed eight-speed dual-clutch transmission left room for an electric motor in the bell housing. Meanwhile, improvements within the engine reduced emissions from the

flat-six powertrains. Their power figures, as of summer 2023, were 385 PS in the 911 Carrera and up to 650 PS in the 911 Turbo S.

Wet-road detection, Night Vision Assist and a drag reduction system are just a few of the innovations that made their debuts in the new 911. While the engines of the sports car have been continually modernized and improved, Porsche has never lost sight of its rear-view mirror: for the first time since 1984, there is an off-road-capable 911 in the ranks with the 911 Dakar. The 911 Sport Classic, meanwhile, tips its hat to the iconic rear spoiler of the 911 Carrera RS 2.7 of 1972. And with the 911 S/T, Porsche marks the 60th anniversary of the 911.

History: 911 S (ST) (1969 to 1972)

Ready to race

In the second half of the 1960s, Porsche developed a race-ready version of the 911. With extensive weight-saving measures, the 911 R boasted a curb weight of just 1,764 lbs. While the time was not yet ripe for series production of such a stripped-down 911, the experience gained in the process of building it went to good use in a new project: from 1960, Porsche offered racing equipment for the 911 S. To avoid costly type approval for a new model, the car officially still bore its regular model designation. Internally, Porsche called it the 911 ST.

Lightweight design was a key point. Porsche homologated a combination of the 911 S with a 2.2-liter engine and the reduced interior equipment of the 911 T for FIA Group 3 regulations. Weight-reduction measures included Plexiglas windows and body components made of aluminum and glass-fiber-reinforced plastic (GFRP). The car scored its first victories in January 1970: at the Monte Carlo Rally, three Porsche 911 S 2.2 (ST) cars took 1st, 2nd and 4th. Over its production period, the 911 S (ST) in various versions would race in the Acropolis Rally (1969), on the Nürburgring (1970), in the East African Safari Rally (1971) and in the endurance races at Le Mans (1972) and Daytona (1973).

From October 1970, Porsche offered the 911 S (ST) as a road-legal 'Sport Standard Version' with the 'Mehr-Minder' (More-Less) M471 equipment number. With this number, the ST Package could be ordered from dealers as a regular component of the 911 equipment list. The motorsport version for circuit racing was M491; the rally version M494.

Porsche continued to refine the concept over time. The FIA rules allowed a displacement increase of 0.1 liters over the series-production engine. The race versions were therefore equipped with engines with 2.3-liter engines (January 1971), rising to 2.4 liters (March 1971) and finally 2.5 liters of displacement (September 1971). From January 1970, wider plastic wings made space for wider seven-inch and nine-inch tires. Since the FIA banned the replacement of bodywork with plastic equivalents for the 1972 season, Porsche began producing widened steel body panels in September 1971.

The appearance of the 911 S (ST) changed during its manufacturing period. But it always retained a few characteristic features: the Sport Standard Version dispensed with bumper overriders, mounts for auxiliary headlights, trims and protective moldings on the doors, and rubber and trim strips on the bumpers. Rubber straps replaced the hood and engine cover

latches. The interior made do without chrome decoration, the passenger sun visor, mounts for seat belt attachments, sound-deadening materials, rubber floor mats, an ashtray, a heater and a glove compartment. At the same time, Porsche installed a tachometer that read to 10,000 rpm, a smaller steering wheel, Scheel or Recaro bucket seats with harness belts, reduced door panel trims, a thin needle felt carpet and a footrest for the driver. On request, there was also a combination stopwatch and clock, Twin-Master counter with a reading lamp, a horn button for the passenger and an intercom system for both occupants.

In addition to the bigger displacement, Porsche also undertook other measures on the engine of the 911 S (ST): a carburetor with bespoke intake manifolds, high-lift camshafts and a dual-ignition system boosted the power. For the racing variants, the engineers developed a counter-pressure-optimized exhaust system and modified cylinder heads with associated cylinders. In its final evolutionary stage, the 2.5-liter flat-six engine mustered 270 PS. An additional radiator regulated the temperature of the engine oil circuit. Shock absorbers from Koni or Bilstein and a stiffened shell improved handling.

Production of the 911 S (ST) ended after about three years. It was followed by another motorsport-focused model with the M471 equipment number: from then on, the 911 Carrera RS 2.7, with its sophisticated aerodynamics, further lightweight design measures and even more power, represented the performance pinnacle of the Porsche line-up.

Lightweight construction and a purist philosophy

The lightest Porsche 911 of the 992 generation

On-road performance might be the focus of the new 911 S/T, but its origins are in motorsport. Like all other GT vehicles from Porsche, it exemplifies the maxim of intelligent lightweight design. The car's weight has a significant influence on the driving experience: every gram saved does not need to be accelerated, braked or steered. Lightweight design was therefore paramount in the development of the 911 S/T. The engineers responsible for the project achieved a sensationally low total weight for the car of just 3,058 lbs.

"With consistent weight reduction, we achieve an enormous gain in dynamism that you notice in every bend," says Andreas Preuninger, Director of Porsche GT Cars. "The 911 S/T is noticeably the lightest model from the current 911 series."

In the 911 S/T, particular attention was given to reducing the rotating masses around the crankshaft drive in the boxer engine. This allowed engineers to enhance the responsiveness. They developed a lightweight clutch based on the double-disc principle specifically for the 911 S/T. In combination with the standard single-mass flywheel, the weight of the components positioned directly on the crankshaft was reduced by approximately 23 lbs. This, in turn, made the powertrain more responsive. Coupled with the six-speed manual transmission, the result is an incomparably active, thrilling driving experience.

For a sports car, unsprung mass is also of fundamental importance. A reduction of this mass has a direct and immediately noticeable effect on driving behavior. Porsche has therefore equipped the 911 S/T with magnesium wheels and Porsche Ceramic Composite Brakes (PCCB) as standard. In addition, the rear anti-roll bar is made of lightweight CFRP rather than steel. Rear-wheel steering has also been dispensed with in the 911 S/T. Overall, weight is significantly reduced in all the areas relevant to vehicle responsiveness. The result is particularly agile and precise handling.

As is common in the racing world, the body of the 911 S/T saves weight through the use of CFRP components. The front fenders are made of this lightweight material, as is the hood – which has been adopted from the 911 GT3 Touring. The CFRP doors from the 911 GT3 RS are weight even less than the lightweight aluminum doors on other 911 models. The use of CFRP in structural components further reduces the overall weight of the car. The material

is used for the anti-roll bar and the shear panel (used in the rear to add stiffness between the axle pivot points and the floorpan).

Many of the weight-reduction measures used in the special-edition 911 S/T have a long history in the 911. As is customary for GT and RS models, the engineers of the 911 S/T have reduced the amount of insulation in order to shave off weight and intensify the connection to the road. Its windows are made of thin glass, similar to the windscreen in the 1967 911 R. The door handles in the interior are pared down to distinctive loops, a measure that Porsche introduced in the 1973 911 Carrera RS 2.7. As with the Type-993 911 Carrera RS, a lightweight starter battery is fitted. In the 911 S/T, the lithium-ion 'track' battery has a capacity of 40 Ah and weighs only 21 lbs. This makes it 6.6 lbs. lighter than the lithium-ion battery in the 911 GT3 Touring.

Powertrain and performance

Naturally aspirated engine, lightweight clutch, manual transmission

The emotional and technological highlight of the 911 S/T is its powertrain. The naturally aspirated, 4.0-liter, 518-hp flat-six engine is based on a motorsport development only minimally modified for use on the road. The familiar six-cylinder engine from the 911 GT3 RS has six individual throttle valves, a dry-sump lubrication system, a 9,000 rpm redline and an incredibly intense character. For the first time – and exclusively in the 911 S/T – this engine is mated to a six-speed manual transmission. In doing so, they have heightened the connection between the driver and the vehicle and created a particularly direct driving experience. They also equipped it with a lightweight clutch and a single-mass flywheel.

Porsche developed the clutch and flywheel exclusively for the 911 S/T. Compared to the corresponding standard components, they save 23 lbs. This allows for increased rotational speed of the powertrain by reducing the overall inertia in the drivetrain. It allows the flat-six engine to rev more freely and easily. The 911 S/T also takes its six-speed manual transmission from the 911 GT3 Touring. For the new, road-focused GT sports car, Porsche has shortened the final drive ratio by eight percent. With the modified gear ratio and the reduced rotating masses, the result is greater responsiveness in every gear. The car accelerates more quickly and with noticeably enhanced dynamics.

“The 911 S/T moves forward with tremendous power and verve. It feels even faster than it already is,” says motorsport legend Walter Röhrl. The 911 S/T reaches 60 mph in just 3.5 seconds. The top speed is electronically limited to 186 mph.

The iconic naturally aspirated engine reaches its maximum torque of 343 lb.-ft. at 6,300 rpm and its maximum power output of 518 hp at 8,500 rpm. High engine speeds of up to 9,000 rpm mean high demands on the valvetrain. Unlike most series production engines, the motorsport-inspired engine in the 911 S/T therefore dispenses with hydraulic valve clearance compensation. Porsche uses rigid rocker arms and adjusts the valve clearance once during production of the unit with interchangeable shims. This allows the four-valve cylinder heads to withstand the high engine speeds. Furthermore, forged pistons, titanium connecting rods and dry-sump lubrication with a fully variable pressure pump, seven suction stages and an additional oil supply via the crankshaft ensure stability at high piston and cornering speeds. A plasma coating on the cylinder walls reduces internal engine friction.

The lightweight stainless steel exhaust system contributes a rich and powerful sound. The auto start/stop function is also omitted in the 911 S/T.

Chassis and dynamics

Exclusive chassis design in the 911 S/T

Porsche equipped the 911 S/T with double-wishbone front suspension for optimal cornering performance and ideal braking precision. The design, familiar from the 911 GT3 and 911 GT3 RS models, originated in motorsport and is characterized by high camber stability during compression. In addition, it reduces the pitching movements of the body during sharp braking maneuvers and therefore noticeably improves the car's handling characteristics, especially in the upper limits of the car's performance envelope. In the 911 S/T, the double-wishbone front suspension is combined with a multi-link rear axle without rear-wheel steering for the first time.

“The aim of the 911 S/T was to establish as direct a connection to the road as possible and to implement a unique driving experience,” says Frank Moser, head of the 718 and 911 model lines. “That’s why the car takes a lot of elements from motorsport while at the same time having a stripped-down equipment level.” In addition to saving weight, engineers targeted traditional, purist handling by dispensing with rear-axle steering. With the use of uniball bearings on the front suspension (complete) and on the LSA five-link rear suspension (inside and outside on the lower wishbone), they also achieved increased driving precision. With all this in mind, the 911 S/T received a specific damper and steering setup that took all the individual parameters into account and gave the 911 S/T its unique character.

Porsche has equipped the 911 S/T with the lightweight and resilient Porsche Ceramic Composite Brake (PCCB) as standard. It includes brake discs with a diameter of 410 millimeters on the front and 390 mm at the rear. As in the 911 GT3 Touring, the range of driver assistance systems is adapted to the purist character of the 911 S/T. The agility-tuned Porsche Stability Management (PSM), for example, can be deactivated completely or with the exception of Traction Control (TC).

Design and equipment

Stripped-down, sporty exterior

Numerous references to 911 history and motorsport characterize the Porsche 911 S/T. The focus of its exterior design is on its dynamic and aerodynamic capabilities, which Porsche achieves here with a pared-down, purist approach. This emphasizes the model's character as a sports car designed for spirited driving on the roads. The omission of external design features of other, more track-focused, 911 GT models, in combination with the high-revving engine, is the standout feature of the 911 S/T. Porsche has also put together an exclusive color selection: Black or White paint are available as standard, while customers have a choice of five optional colors – Ruby Star Neo, Gentian Blue Metallic, Shade Green Metallic, GT Silver Metallic and Ice Grey Metallic. There is also the Paint to Sample option as well as the Shore Blue Metallic color of the Heritage Design Package.

The lightweight magnesium forged wheels were designed by Porsche with a central lock and wheel hub cover, which bears the 'S/T' logo. The wheels are 20 inches in diameter at the front and 21 inches at the rear. They are available in Satin Black, Brilliant Silver and Satin Dark Silver.

The 911 S/T has a dark grey painted grille on the front, while a Silver Porsche logo down each side provides a sporty accent. At the rear of the 911 S/T, Porsche complements the retractable rear spoiler with an air intake grille in the color of the front grille and a 60 years of 911 badge.

Compared to other sports cars in its performance class, the 911 S/T has been deliberately outfitted with subtle measures that ensure perfectly balanced aerodynamics. In contrast to the 911 GT3 RS, Porsche designed the car without louvers on the front fenders, opting to ventilate the wheel arches with side blades instead.

A Gurney flap complements the retractable rear spoiler. Porsche regularly uses Gurney flaps to improve the aerodynamics of GT sports cars. This aerodynamic technology comes from IndyCar racing and refers to a tear-off edge or lip that is attached at an angle to the end of the spoiler wing. While Gurney flaps increase lift in aircraft at the bottom of the spoiler, they perform the opposite function in motorsport and on performance-focused road vehicles: mounted on the upper side of the spoiler, they increase the pressure on the top side of the edge and lower it on the underside. In the 911 S/T, the tear-off edge works so efficiently that

the spoiler doesn't extend until the vehicle reaches approximately 74 mph and is not as steeply configured as in the sibling models. The spoiler retracts at a speed of approximately 65 mph.

Interior: Timeless style, exuberant performance

The interior of the 911 S/T provides the setting for the direct and exhilarating driving experience in the 911 S/T by stylishly combining purist equipment with sporty elegance. The standard interior door handle made of CFRP is normally only available in the 911 GT3 RS with the Weissach Package. Together with the textile door opener loop, it exemplifies the design principles of this special edition: both features are as much a traditional stylistic device as they are part of the lightweight concept of the vehicle. CFRP is also used for the door sill guards and the trim strips, in which a gold badge displays the build number of each 911 S/T.

The 911 S/T features leather interior trim elements as standard. The quilted stitching provides a contrast in GT Silver. The green numerals on the instrument cluster and chrono timer as well as white hands with silver caps correspond to the design in the original 911 from 1963. The black leather cover of the steering wheel rim has a 12 o'clock marker as well as a particularly grippy perforation in the 3 o'clock and 9 o'clock positions. A shift lever shortened by about 0.4 inches (10 mm) and full bucket seats made of CFRP upholstered partially in leather guarantee a sporty driving experience. As an alternative to full bucket seats, four-way-adjustable Sports Seats Plus are available at no extra charge. A Porsche crest embossed in the leather upholstery is featured on the headrests of both seat variants. In keeping with the consistent lightweight design concept, there are no rear seats in this model. In their place is a cover similar to the one in the interior of the 911 GT3 RS.

Heritage Design Package

Exclusive: Heritage Design Package in the 911 S/T

As with previous limited editions of the 911, Porsche Exclusive Manufaktur is responsible for the exclusive Heritage Design Package for the 911 S/T. It combines classic and particularly luxurious details and equipment to create a harmonious and stylish appearance. Classic design, exquisite materials and the highest level of craftsmanship are the focus of the work of Porsche Exclusive Manufaktur.

The optional Heritage Design Package brings numerous exclusive and performance-focused features and style elements to the 911 S/T. These are evident from the exterior: Porsche offers the Shore Blue metallic paint color for the 911 S/T only as part of the Heritage Design Package. The same applies to the decal wrapping, which brings the famous motorsport lollipop motif to the side of the vehicle. In racing, the start numbers are placed in the round field. Porsche Exclusive Manufaktur likewise applies a start number (0 – 99) to the lollipop on the 911 S/T. It is also possible to dispense with some or all of the decals.

The package adds further exquisite details to the appearance of the Porsche 911 S/T as well: the historic Porsche crest from 1963 adorns the front bonnet and the wheel center caps. The grille inserts in the center of the front section and in the hood as well as the rear grille feature a discreet silver color. The rear of the car features the '911 S/T' model designation as well as a Gold PORSCHE logo in the reflector strip. Also specially reserved for the 911 S/T with the Heritage Design Package is the Ceramica wheel color, while Brilliant Silver is an additional option for the wheels.

Inside, the Heritage Design Package provides a particularly classic and high-quality ambience. The elegant interior with extensive two-tone leather trim elements combines black leather with semi-aniline leather in the color Classic Cognac. The decorative stitching is tone-on-tone. The seat centers – in Classic Cognac fabric with black pinstripes – are also color-coordinated and represent a special nod to Porsche history. The design package includes numerous other leather trim elements. Porsche Exclusive Manufaktur covers the trim strips, the door opener loop, the interior door handle, the air vents, the inner door sill guard and the cup holder trim in leather. The package includes leather trim on the steering column as well as on the dashboard and door panels. The two-tone design can also be seen on the GT leather steering wheel with the 12 o'clock marking in Classic Cognac. The leather-covered center console is embossed with the words 'Porsche Exclusive Manufaktur'.

Additional tradition-focused details further enhance the interior: the illuminated door sill guards made of brushed and black anodized aluminum bear the '911 S/T' logo. Porsche Exclusive Manufaktur embosses the historic Porsche crest from 1963 on the leather cover of the headrests, and on the cover of the airbag. LED door projectors shine the 'Icons of Cool' logo on the asphalt next to the doors. The slogan is a nod to the zeitgeist of the 1950s, 60s, 70s and 80s as part of Porsche's Heritage Design strategy.

In addition to the design of the vehicle, the overall experience of the Porsche Heritage Design Package in the 911 S/T is completed by matching, high-quality vehicle accessories. The key, painted in the same color as the car, also bears the historic Porsche crest and is presented in an exclusive leather pouch. An exclusive leather cover for the vehicle document case is also included. Customers will also receive an indoor car cover custom-made for the Porsche 911 S/T.

Exclusive: The Porsche Design Chronograph 1 - 911 S/T

Two design icons inseparably united

To mark the 60th anniversary of the iconic Porsche 911, Porsche Design is launching an anniversary edition of the Chronograph 1: the Chronograph 1 – 911 S/T. Like the new Porsche 911 S/T, the anniversary chronograph is limited to exactly 1,963 pieces, because it is exclusively reserved for owners of the car. The Porsche 911 and the Porsche Design Chronograph 1 are two icons of the same origin: both were designed by Ferdinand Alexander Porsche. The founder of Porsche Design was inspired by this premise in 1972: “For me, it was about creating a watch to match the car.” This is as true today as it was then, because the Chronograph 1 – 911 S/T reprises the design of the eponymous special edition in numerous details.

The case of the Chronograph 1 – 911 S/T is made of an uncoated and blasted titanium reminiscent of the lightweight design concept of the Porsche 911 S/T. The dial and rehaut of the watch are inspired by the historic style of the instruments in the Porsche 911 S/T, with the number ‘60’ in red referencing the anniversary of the 911. The numbers and the day and date indicators are in luminous Phosphorus Green, while the stopwatch second hand adopts the color of the rev counter. Another reference to the manual 911 S/T is a printed shift pattern. This element is in Silver in the Chronograph 1 – 911 S/T, while the same element is in Gold in the Chronograph 1 – 911 S/T Heritage.

A sapphire crystal with sevenfold anti-glare properties protects the high-precision movement with COSC certification and flyback function. The rotor revisits the design of the magnesium wheel of the 911 S/T, in the colors Brilliant Silver, Dark Silver or Black, depending on the vehicle variant selected. Ceramica or Brilliant Silver is available as a coordinated color scheme for cars with the Heritage Design Package. The rotor cap bears the historic Porsche crest in the Heritage version and a printed ‘S/T’ graphic in other versions. The back of the case features the build number of the car as a laser engraving. Like all watches from Porsche Design, the Chronograph 1 – 911 S/T is manufactured by hand at Porsche’s in-house watchmaking operation in Solothurn, Switzerland.