

Product Highlights: Porsche 911 S/T – Purpose-built for performance

24/07/2024 Porsche is celebrating the 60th anniversary of the 911 with a lightweight special edition built for a purist driving experience: the 386 kW (525 PS*) Porsche 911 S/T.

60 years of the Porsche 911

The new 911 S/T marks the 60th anniversary of the 911 sports car in 2023.

Porsche presented its new dynamic 2+2 sports car, the 901, at the International Motor Show (IAA) in Frankfurt, Germany on 12 September 1963.

The 901, which would later be named 911, was designed to replace the Porsche 356.

The 911 would prove to be the technological, visual and emotional blueprint for one of the longest model lineages in the automotive world.

To this day, 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.

In keeping with the Porsche theme of “driving in its most beautiful form”, Porsche engineers have continuously refined the legendary 911 sports car, but always with the utmost care.

The Porsche 911 is now in its eighth generation. The 911 family tree is summarised below:

- The first-generation Porsche 911 (1963-1973)
- G-Series: The second-generation Porsche 911 (1973-1989)
- 964: The third-generation Porsche 911 (1989-1994)
- 993: The fourth-generation Porsche 911 (1994-1998)
- 996: The fifth-generation Porsche 911 (1998-2005)
- 997: The sixth-generation Porsche 911 (2004-2012)
- 991: The seventh-generation Porsche 911 (2011-2019)
- 992: The eighth generation of the Porsche 911 (from 2019)

Behind the name: The history of the 911 S (ST) (1969 to 1972)

The origins of the 911 ST date back to the 1960s when Porsche developed a race-ready version of the 911.

To avoid the expensive type approval costs involved in creating a new model, Porsche used the knowledge gained from this project to offer racing equipment for the existing 911 S.

This meant the car still needed to retain its regular name (911 S) but, internally at Porsche, it was known as the 911 ST.

To compete under the FIA’s Group 3 regulations, Porsche homologated a combination of the 2.2-litre-powered 911 S with the reduced interior equipment of the 911 T – hence the letters ‘S’ and ‘T’ were paired to create the internal name ‘ST’.

The car scored its first victory in January 1970 and went on the achieve a variety of racing successes.

From October 1970, Porsche offered the 911 S (ST) as a road-legal ‘Sport Standard Version’. Porsche

dealers could order this ST Package using the M471 equipment code. The motorsport version for circuit racing was M491; the rally version was M494.

The 911 S (ST) became characterised by its lightweight construction, simplified equipment levels, and higher engine performance.

Production of the 911 S (ST) ended after about three years. Its place at the performance pinnacle in the Porsche line-up was followed by another motorsport-focused model with the M471 equipment number: the now-legendary 911 Carrera RS 2.7.

Product concept

The new Porsche 911 S/T follows the 1960s original by **uniting the strengths of the 911 GT3 with Touring Package and the motorsport-derived 911 GT3 RS**.

The result is a lightweight 911 with a unique **combination of agility and driving dynamics**.

Global production of the new 911 S/T is **limited to 1,963 examples**.

Australian model series

The specialised single product concept of the limited edition 911 S/T gives it stand-alone status high in the 911 model series.

Model positioning: It is positioned as a unique model variant in the 911 family, like the 911 Dakar.

Lightweight construction and a purist philosophy

The new 911 S/T is **the lightest 992-generation Porsche 911**.

It has a remarkably low total weight of only **1,380 kilograms (DIN empty)**.

Lightweight design was paramount in the development of the new 911 S/T for the simple fact that every gram saved does not need to be accelerated, braked or steered.

The 911 S/T exemplifies **intelligent lightweight design**, a governing principle underpinning all Porsche GT models.

In the engine, attention was given to **reducing the rotating masses around the crankshaft**. In combination with the single-mass flywheel, the components positioned directly on the crankshaft are

now 10.5 kilograms lighter. This has further enhanced engine responsiveness.

The 911 S/T uses a **specially developed lightweight clutch**.

The weight of the unsprung masses in the 911 S/T were carefully addressed by the engineers at Porsche:

- **Lightweight forged magnesium wheels and carbon ceramic brakes (PCCB)** have been fitted as standard equipment
- The **rear anti-roll bar** is made of lightweight Carbon Fibre Reinforced Plastic **(CFRP)**, not steel
- Rear wheel steering is not fitted

The result of these weight-saving measures is **superb agility and precise handling**.

For the body, carbon fibre reinforced plastic (CFRP) is used extensively:

- **The front wings and bonnet** (adopted from the 911 GT3 Touring) are made from CFRP
- The **CFRP doors** are the same as those fitted to the 911 GT3 RS
- Specific **structural components** are made from CFRP and include the anti-roll bar and the shear panel (which adds stiffness between the axle pivot points and the floorpan) and the optional roll cage.

Insulation material has been reduced to further minimise weight and maximise the connected driving experience.

Thin-section glass is used for the windows.

The **interior door handles have been simplified to loops**, a feature first used on the 911 Carrera RS 2.7 in 1972.

A **lightweight starter battery** is fitted (a concept used on the 911 Carrera RS of the 993 series.) The 40 Ah battery unit is a lithium-ion 'track' unit. It weighs only 9.5 kilograms, three kilograms lighter than the lithium-ion battery used in the 911 GT3 Touring.

Engine:

The emotive and technological highlight of the 911 S/T is its powertrain.

The 3,996 cc six-cylinder boxer engine is naturally aspirated (not turbocharged).

It is a motorsport development and has been minimally modified for road use.

Maximum power output is **386 kW** (525 PS*) at 8,500 rpm.

Peak torque is **465 Nm** at 6,300 rpm.

The engine has a 9,000 rpm rev limit.

Air flow into the engine is rapid and precise at all engine speeds thanks to its motorsport-tuned intake system. It features **six individual throttle valves** (one for each engine cylinder) at the end of a **variable intake manifold**.

Motorsport-derived **dry sump oil lubrication** (using a separate oil tank) provides accurate oil control during high-speed cornering, braking and acceleration. It uses a fully variable pressure pump, seven suction stages and an additional oil supply via the crankshaft.

The 911 S/T dispenses with hydraulic valve clearance compensation. Its engine is fitted with **rigid rocker arms** and adjusts the valve clearance once during production of the unit with interchangeable shims. Later valve clearance correction is not necessary. This design allows the four-valve cylinder heads to withstand high engine speeds.

Lightweight and strong **forged pistons and Titanium connecting rods** are used.

Plasma-coated cylinder linings and **large-diameter bearings** for the crankshaft and rods help minimise internal friction.

The **lightweight stainless steel exhaust system** helps create a rich and powerful sound.

Transmission: 6-speed manual

The new 911 S/T is fitted with a **6-speed GT sports manual transmission**. It is the same unit used in the 911 GT3 with Touring Package.

The **manual shifter lever is about one centimetre shorter** and has a precise short-travel shift action.

Managing drive torque to the rear wheels are two systems:

- **Porsche Torque Vectoring (PTV)**, which intelligently brakes the inside rear wheel when cornering, thereby sending extra drive torque to the outside rear wheel, effectively tightening the cornering

abilities of the 911 S/T

- A **mechanical rear differential lock** with asymmetrical lock factor, which ensures correct distribution of drive torque and excessive drive torque is not sent to a rear wheel with less available grip

With the weight-saving measures applied to the engine's rotating masses, the new **lightweight clutch** and single-mass flywheel, the engine can rev more freely and with even greater responsiveness.

The 911 S/T has **switchable throttle-blip function** (AUTO BLIP) to provide heel-and-toe rev matching when downshifting. This avoids over-braking the rear wheels, stabilises handling and reduces wear.

Porsche has **reduced the final drive ratio by eight per cent**. Combined with the reduced drivetrain inertia thanks for the various weight-saving measures, the 911 S/T accelerates more quickly and with noticeably enhanced dynamics.

The Porsche PDK automatic transmission is not available for the 911 S/T.

The 911 S/T uses a **rear-wheel drive format**.

Chassis and dynamics

The new 911 S/T is equipped with **double-wishbone front suspension** for optimal cornering performance and ideal braking precision. This is partnered to a **multi-link suspension system at the rear** .

- **Front suspension:**

This is the same motorsport-derived front suspension design **used in the 911 GT3 Touring and 911 GT3 RS models**. It is characterised by **high camber stability** during compression.

The resulting benefits of this design include **optimal tyre contact with the road** as the suspension moves through its travel, **more support for the outside wheel** in a high-speed bend, and **reduced pitching movements of the body** during sharp braking manoeuvres.

Uniball bearings have been fitted throughout the front suspension. This **increases the driving precision** of the 911 S/T.

- **Rear suspension:**

At the rear, a **multi-link rear axle** is used. Rear wheel steering is not fitted, the first time for this generation of the 911.

The rear suspension uses **integrated helper springs**. These helper springs extend the spring travel to help ensure the tyres remain in contact with the road when the car gets elevated over, for example, a crest in the road. The same system is used in Porsche Motorsport racing cars.

The rear LSA five-link suspension uses **uniball bearings** on both the inside and outside of the lower wishbones, again resulting in **greater driving precision** thanks to the direct connection they deliver via their play-free design.

- **Suspension dampers:**

The 911 S/T uses a **specific damper and steering tune set-up**, giving the 911 S/T a unique and **very precise driving character**.

Brakes

The new 911 S/T is equipped with **lightweight high-performance Porsche Ceramic Composite Brake (PCCB)** as standard.

Front brakes:

- Six-piston Aluminium brake calipers with ventilated Porsche Ceramic Composite Brake (PCCB) discs (410 mm diameter, 36 mm thick)

Rear brakes:

- Four-piston Aluminium brake calipers with ventilated Porsche Ceramic Composite Brake (PCCB) discs (390 mm diameter, 32 mm thick)

The brake calipers on the new 911 S/T are Black in colour.

Wheels and tyres

The new 911 S/T is equipped with **weight-optimised forged Magnesium wheels** with central locking (a single large centre wheel nut, not five separate wheel nuts).

The wheels are a one-piece design and are finished in Silver.

The **rear-milled spokes** help reduce the weight of each wheel.

The **centre-lock wheel nut** has a Black satin finish. The wheel hub cover has S/T lettering and anti-theft protection.

Front wheels and tyres: 9.5J x 20 ET 46 wheels with 255/35 ZR 20 tyres

Rear wheels and tyres: 12J x 21 ET 45 wheels with 315/30 ZR 21 tyres

Tyre Pressure Monitoring (TPM) with Track mode is fitted. It notifies the driver of gradual or sudden loss of tyre pressure and takes into account pressure and temperature during racetrack use.

Design and equipment

The designers at Porsche have taken a **pared down and purist approach in the styling** of the 911 S/T.

The focus of its exterior design is on its **dynamic and aerodynamic capabilities**.

A standout feature of the 911 S/T is the combination of its high-revving engine with the omission of external design features fitted to other more track-focused 911 GT models.

The 911 S/T has a **dark grey painted front grille**. A **Silver Porsche logo down each side** provides a sporty accent.

At the rear, Porsche complements the retractable rear spoiler with an air intake grille in the colour of the front grille and a **60 years of 911 badge**.

The 911 S/T has been deliberately equipped with subtle measures that ensure **perfectly balanced aerodynamics**. In contrast to the 911 GT3 RS, Porsche designed the car without wing-top wheel arch ventilation louvres, opting to ventilate the wheel arches with side blades instead.

A tear-off edge **(Gurney flap) complements the retractable rear spoiler**. Porsche regularly uses Gurney flaps to improve the aerodynamics of GT sports cars. This aerodynamic technology, taken from American IndyCar racing, refers to a tear-off edge or lip that is attached at an angle to the end of the spoiler wing.

The **Gurney flap is mounted on the upper side of the spoiler**. It increases downforce and therefore the traction and grip of the vehicle by increasing the pressure on the top side of the edge and lowering it on the underside. In the 911 S/T, this tear-off edge is so efficient that the spoiler only extends at 120 km/h and is not as steeply configured as in its sibling models. The spoiler retracts at a speed of 105 km/h.

Porsche has assembled **an exclusive colour selection** for the 911 S/T. There are **two standard colours** (Black and White) and **six Special colours** which includes **Shore Blue Metallic**, the colour of the Heritage

Design Package (see separate section titled 'Heritage Design Package').

In the Porsche **Paint to Sample program**, Porsche Exclusive Manufaktur offers a palette of **more than 110 pre-approved exterior colours**.

Interior

The interior of the 911 S/T **combines purist equipment with sporty elegance**.

Traditional stylistic devices are blended with the lightweight concept of the 911 S/T. For example, the textile door opener loop mixes with the standard interior door handle made of CFRP (carbon-weave finish), which is normally only available in the 911 GT3 RS fitted with the optional Weissach Package.

Carbon fibre reinforced plastic (CFRP) is also used for the door sill guards (which are embossed with the 'S/T' logo) and the trim strips, in which a gold badge displays the build number of each 911 S/T.

The **optionally available interior roll cage** is also made from **CFRP**.

Lightweight full buckets seats made from CFRP are fitted as standard. They are upholstered in Black leather with the seat centres in Black pinstriped fabric (the pinstripes are in contrasting GT Silver). The head rests are embossed with the Porsche crest.

Four-way electric Sports Seats Plus are available as a no-cost option.

Black leather is used extensively inside the 911 S/T:

- The upper and lower sections of the dashboard (including the instrument cluster cover and glove compartment cover) are finished in Black leather with contrast stitching in GT Silver
- The door panel armrest, door centre panels and upper section are upholstered in Black leather with contrast stitching in GT Silver
- The centre console storage compartment lid is upholstered in Black leather with contrast stitching in GT Silver

The **green numerals on the instrument cluster and chrono timer**, as well as the white hands with silver caps, correspond to **the design used in the original 911 from 1963**.

The **multi-function GT3 sports steering wheel** (360 mm diameter) is upholstered in Black leather. It has a 12 o'clock marker for the driver to sight steering inputs and high-grip perforations at the 3 o'clock and 9 o'clock positions.

There are **no rear seats fitted** in the 911 S/T. This is in keeping with its **lightweight philosophy**. An upholstered cover similar to that used in the 911 GT3 RS is used in place of the rear seats.

The **optional Chrono Package** comes with a dashboard-mounted analogue stopwatch, a digital stopwatch in the instrument cluster, and a performance display in the Porsche Communication Management (PCM) system. It is controlled via the Chrono buttons on the steering wheel.

Heritage Design Package

Porsche Exclusive Manufaktur has developed an exclusive Heritage Design Package for the 911 S/T.

The **Heritage Design Package combines classic and particularly luxurious details and equipment** to create a harmonious and stylish look.

Classic design, exquisite materials and the highest level of craftsmanship are the focus of the work of Porsche Exclusive Manufaktur, which has been responsible for previous limited editions for the 911 model series.

Exterior:

The Heritage Design Package mixes various performance-focussed and styling elements:

Shore Blue metallic paint (only available as part of the Heritage Design Package; other colours can be chosen).

Side decals, which feature the famous Porsche lollipop motif and PORSCHE wordmark. A racing starting-number roundel is included in this decal package and owners can choose their preferred starting number (from 0 – 99). If owners wish they can choose to have the decal package deleted from the Heritage Design Package.

The **wheels are painted in Ceramica**. Brilliant Silver is optionally available.

The **historic Porsche crest from 1963** is fitted to the front bonnet and wheel centre caps.

The grille inserts in the centre of the front section and front bonnet as well as the rear grille are finished in a **discreet silver colour**.

The model designation '911 S/T' and 'PORSCHE' logo are finished in a **Gold colour**.

Interior:

The Heritage Design Package gives the interior of the 911 S/T **a classic and high-quality ambience**.

The interior's leather trim treatments makes extensive use of a **two-tone colour mix: Black leather and Classic Cognac in semi-aniline leather**:

- The **seats** are upholstered in Black leather and Classic Cognac in semi-aniline leather. The seat centres are trimmed in Classic Cognac with Black pinstripes, a special nod to Porshe history. The decorative stitching is tone-on-tone.
- **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 **GT leather steering wheel**'s 12 o'clock marking is in Classic Cognac.
- The leather-covered **centre console** is embossed with the words 'Porsche Exclusive Manufaktur'.
- The **illuminated door sill guards** made of brushed and black anodised aluminium bear the '911 S/T' logo.
- The **historic Porsche crest from 1963** is embossed 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 ground next to the doors when they are opened. The slogan is a nod to the zeitgeist of the period from the 1950s to the 1980s as part of Porsche's Heritage Design strategy.
- Heritage Design **floor mats** are fitted.
- The **key**, painted in the same colour 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.
- An **indoor car cover** custom-made for the Porsche 911 S/T is also included.

Driving performance

The 911 S/T ensures outstanding sports car abilities thanks to its combination of precise driving dynamics, high performance powertrain and lightweight construction.

Its key figures are:

0 – 100 km/h takes 3.7 seconds

Top speed is electronically limited to 300 km/h (on a suitable closed racing circuit)

systems

The standard-equipment Porsche Communication Management (PCM) system includes online navigation, mobile phone preparation, audio interfaces and voice control.

The **Porsche Connect**~function incorporates Apple® CarPlay (wireless) and Android Auto (wireless) and includes music streaming and online radio.

Voice recognition lets drivers use apps conveniently while driving.

The **Porsche Track Precision app** provides detailed recording, display and analysis of driving data on a smartphone or mobile device. Lap times are gathered automatically via a precise GPS signal from the PCM system and can be compared on a smartphone.

There is an LTE telephone module with embedded SIM card and internet access.

The 150-Watt Sound Package Plus in-car audio system comprises eight loudspeakers, an integrated amplifier and digital sound processing.

DAB+ digital radio is also fitted.

Rear ParkAssist with reversing camera provide audible and visual signals to the driver when maneuvering at parking speeds.

Cruise control makes highway driving simpler.

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

Porsche Design has released an anniversary edition of the **Chronograph 1: the Chronograph 1 – 911 S/T**. This is to mark the 60th anniversary of the Porsche 911.

Like the new Porsche 911 S/T, this anniversary chronograph **is limited to exactly 1,963 pieces**. It is also **exclusively reserved for owners of the 911 S/T.**

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, who was inspired by this premise in 1972: "For me, it was about creating a watch to match the car."

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**. The number '60' in red references the anniversary of the 911.

The numbers and the day and date indicators are in **luminous Phosphorus Green**, while the stopwatch second hand uses the colour of the rev counter.

A **printed shift pattern** refers to the manual 911 S/T. This feature 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 colours Brilliant Silver, Dark Silver or Black, depending on the vehicle variant selected. Ceramica or Brilliant Silver is available as a coordinated colour scheme for cars equipped 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 **build number of the car is laser-engraved** on the back of the case.

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.

By the numbers

3,996 cc flat 6-cylinder naturally aspirated petrol engine

386 kW / 525 PS* at 8,500 rpm

465 Nm at 6,300 rpm

9,000 rpm maximum engine speed

6-speed GT sports manual transmission; rear-wheel drive

1,380 kilograms (DIN empty)

20 mm lower (compared to the 911 Carrera)

Top speed 300 km/h (electronically limited; on a suitable closed racing circuit)

0 – 100 km/h 3.7 seconds

In summary

The special edition 911 S/T celebrates the 60th anniversary of the 911 and offers maximum driving pleasure by uniting the strengths of the 911 GT3 with Touring Package and the motorsport-derived 911 GT3 RS.

Driving dynamics

- Porsche Torque Vectoring (PTV) including mechanically locking rear differential
- Porsche Active Suspension Management (PASM) variable damper system with sports setup and ride height lowered by 20 mm compared to the 911 Carrera
- Porsche Stability Management (PSM) including ABS anti-lock braking with two switchable stages (ESC OFF and ESC+TC OFF)

Audio and Communication

- Porsche Communication Management (PCM) including navigation, mobile phone preparation, audio interface and voice control
- Smartphone integration
- Porsche Connect~ with Apple® CarPlay (wireless) and Android Auto (wireless)
- Porsche Track Precision App

Australian standard specifications

- Tyre fit set
- LED main headlights including Porsche Dynamic Light System (PDLS)
- Automatically dimming interior and exterior mirrors with rain sensor
- Front-axle lift system
- ParkAssist system in the rear with reversing camera
- Digital radio (DAB+)

Warranty and Service Pricing

- 3-year / unlimited kilometre warranty
- 1-year / 20,000-kilometre service intervals
- Service pricing varies from state to state due to different workshop labour rates at Official Porsche Centres. For an indication of service pricing please visit the website of your nearest Porsche Centre.

Info:

More information for consumers: here

More information for media: here or contact press@porsche.com.au

*PS (Pferdestärke, German for horsepower) is the standard unit used in the European Union to measure the power output of a motor in 'metric horsepower'.

** The published consumption (l/100km and Wh/km), emissions (g/km) and kilometre (km) range figures are determined by Porsche AG testing in accordance with ADR 81/02 on test vehicles. Actual figures will vary as they are dependent on many factors, including without limitation: individual driving style, road and traffic conditions, environmental conditions, fuel quality, a vehicle's or battery's condition, load and use. Extra features and accessories (eg: equipment, wheels or tyres used etc.) can change relevant vehicle parameters such as weight, rolling resistance and aerodynamics and can also affect the consumption, emission, range and performance values of a vehicle. CO2 emissions can also be generated at the power source when vehicles are being recharged, unless 100% renewable energy is used. Generally, consumption, emissions, kilometre range and charging times will vary from the published figures in real world Australian driving and charging conditions.

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~The availability of Porsche Connect services is dependent on the availability of wireless network coverage which may not be available in all areas, and may be subject to eventual technology sunset or deactivation, thus nullifying services. The vehicle equipment necessary to use Porsche Connect is only available factory-installed, and cannot be retrofitted. Some functions may require separate subscriptions, or data charges may apply. Porsche Connect includes a free subscription period of 36 months. An integrated LTE-enabled SIM card with data allowance for use of selected Porsche Connect services will be included. For further information on free subscription periods, follow-on costs and availability of individual services in your country, please visit www.porsche.com/connect or consult your Official Porsche Centre.

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