

Summary

08/11/2026 Driving enjoyment guaranteed: The new Porsche 911 S/T

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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 (**911 GT3 RS (WLTP)*:** Fuel consumption combined: 13.2 l/100 km; CO_2 emissions combined: 299 g/km; CO_2 class: G) and delivers a unique combination of agility and driving dynamics. It combines the naturally aspirated, 386 kW (525 PS) 4.0-litre flat-six engine from the 911 GT3 RS with a short-ratio manual transmission. This is complemented by resolutely lightweight construction down to the tiniest detail and a running-gear setup optimised for agility and drivability. The 911 S/T weighs just 1,380 kg (DIN kerb weight), 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 wings to the clutch

Among other measures, the 911 S/T achieves its particularly agile and direct handling through consistent lightweight design. The front bonnet, the roof, the front wings and the doors with their striking inlets are made of lightweight carbon fibre-reinforced plastic (CFRP), as are the roll cage, rear anti-roll bar and shear panel. 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 deletion of rear-wheel steering and weight savings in the powertrain, the 911 S/T achieves a DIN kerb weight of just 1,380 kg. This means it weighs nearly 40 kg 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 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 100 km/h in 3.7 seconds and reaches a top speed of 300 km/h (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, but without rear-axle steering. The dampers and control systems have been tuned accordingly. The standard lightweight sports 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

centre-locking magnesium wheels. Ultra-high-performance 255/35 ZR 20 tyres ensure a high level of mechanical grip on the front axle. On the rear, the 911 S/T features 315/30 ZR 21 tyres. CFRP full bucket seats come as standard. The four-way-adjustable Sports Seat Plus is available at no extra charge. The instrument cluster and 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 exterior colour Shore Blue Metallic and the wheel rim colour 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 centre 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.

MEDIA ENQUIRIES



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Consumption data

911 GT3 RS (WLTP)*: Fuel consumption combined: 13.2 l/100 km; CO_2 emissions combined: 299 g/km; CO_2 class: G

911 GT3 (Predecessor model)

911 GT3 with Touring Package (Predecessor model)

*Further information on the official fuel consumption and the official specific CO_2 emissions of new passenger cars can be found in the "Leitfaden über den Kraftstoffverbrauch, die CO_2-Emissionen und den Stromverbrauch neuer Personenkraftwagen" (Fuel Consumption, CO_2Emissions and Electricity Consumption Guide for New Passenger Cars), which is available free of charge at all sales outlets and from DAT (Deutsche Automobil Treuhand GmbH, Helmuth-Hirth-Str. 1, 73760 Ostfildern-Scharnhausen, www.dat.de).

Video

https://newstv.porsche.com/porschevideos/252317_en_3000000.mp4

Link Collection

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