

Porsche unveils the new 911 GT4 R for global customer motorsport

25/06/2026 The Dr. Ing. h.c. F. Porsche AG is expanding its customer motorsport portfolio with the new 911 GT4 R. For the first time, a car designed for global GT4 racing is based on the 911 platform. The racing car is powered by a 4.0-litre six-cylinder boxer engine delivering up to 382 kW (520 PS). It will make its racing debut in the 2027 motorsport season.

With this new model, Porsche Motorsport is taking its GT4 programme to a new level and specifically expanding its model range in the upper performance bracket. The international GT4 category is one of the fastest-growing segments in global customer motorsport. At the same time, series such as the ADAC GT4 Germany and international equivalents like the GT4 European Series are regarded as a crucial element of the talent pyramid on the path to top-level GT3 racing.

The new 911 GT4 R builds on the technical foundation of the current Cup version, which is based on the road-legal 911 GT3 of the 992.2 generation. Compared with the previous Clubsport models based on the 718 Cayman, it offers a more powerful engine, wider track widths and further-developed motorsport electronics. These factors improve lap times, drivability and stability in racing conditions in

particular.

“With the new racing car based on the Porsche 911 GT3, we are taking our successful GT4 programme to a new level. The combination of iconic 911 DNA and the tried-and-tested GT4 concept creates a unique offering in the market,” says Thomas Laudenbach, Vice President Porsche Motorsport. “Our decision to bring the 911 platform into the GT4 category underlines the growing importance of this class in international motorsport. GT4 has evolved from an entry-level segment into a highly competitive, globally relevant racing platform.”

“Our customers benefit from a significantly wider range of options in the GT4 segment. The new 911 GT4 R complements the existing Cayman range and offers ambitious teams another high-performance option,” says Michael Dreiser, Director Sales Porsche Motorsport. “We are seeing strong global demand for high-performance yet accessible customer racing cars.”

Racing engine and gearbox from the 911 Cup

The high-revving 4.0-litre six-cylinder boxer engine is based on the unit used in the 911 GT3 and delivers up to 382 kW (520 PS) in the racing version. Maximum torque is up to 470 Newton metres (Nm). As is standard under GT4 regulations, these performance figures vary depending on the Balance of Performance (BoP) classification. For example, the 911 GT4 R is delivered ex-works with air flow restrictors (53.7 millimetres), which reduce power to 316 kW (430 PS). Power is transmitted via a sequential six-speed dog-gearbox with steering-wheel paddle shifters and a four-disc racing clutch.

In terms of the chassis, the new customer racing car takes a different approach to the 911 Cup due to regulations: the wheels, each one inch narrower, are mounted using a five-hole pattern, as is standard in production models. The dual-adjustable dampers and three selectable spring rates offer additional set-up options.

Natural fibre composites on exterior and in cockpit

The 911 GT4 R adopts key body structures from the 911 Cup and makes targeted use of its aerodynamic optimisations. The rear wing is manually adjustable to eleven positions. A distinctive feature is the extensive use of natural-fibre-reinforced plastic in combination with epoxy resin. Components such as the doors, engine cover and aerodynamic parts, as well as parts of the cockpit, are made from this material.

Inside the cockpit, the driver receives all relevant information via a 10.3-inch colour display. An integrated data logger and a precise GPS system support analysis and performance optimisation during racing. Additional ballast components allow the car to be adapted to the respective weight classification specified by the BoP.

"The 911 embodies Porsche's motorsport DNA like no other car. Transferring this to a GT4 car opens up new possibilities in terms of performance and driving experience," says Matthias Scholz, Director GT Racing Cars at Porsche Motorsport. "The new 911 GT4 R benefits from the detailed work already carried out during the development of the 911 Cup."

GT4: a global growth segment in customer motorsport

The GT4 category was introduced in the mid-2000s and has since developed into a well-established competitive format worldwide. It combines production-based technology with comparatively moderate running costs, making it an important entry-level class below GT3 racing. For manufacturers, the category offers the opportunity to be represented by customer teams in numerous national and international series. Porsche is one of the most successful brands in the global GT4 scene. In the SRO organisation's international 'Manufacturer Ranking', Porsche currently occupies third place (as of 19 June 2026).

A successful history in customer motorsport within the GT4 sector

Since entering the GT4 category in 2016, Porsche has developed and produced more than 1,500 racing cars based on the Cayman. The models are characterised by a combination of robust production technology and race-specific components, and have established themselves worldwide as economically attractive customer racing solutions. The new 911 GT4 R continues this success story and, for the first time, expands the range to include a car based on the iconic 911 series.

MEDIA ENQUIRIES



Sandro Kälin

Head of Communications Porsche Schweiz AG
+41 41 487 91 16
sandro.kaelin@porsche.ch



Siraya Schäfer

Press and Public Relations Specialist, Porsche Schweiz AG
+41 41 487 91 47
siraya.schaefer@porsche.ch

Consumption data

911 GT3 (WLTP)*: Consommation combinée (gamme): 13.8 – 13.7 l/100 km; Emissions de CO_2 combinée (gamme): 312 – 310 g/km; Statut [StandHeute]

718 Cayman (WLTP)*: Fuel consumption combined: 9.7 – 8.9 l/100 km; CO_2 emissions combined: 220 – 201 g/km; CO_2 class: G

*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

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Title: Michael Dreiser, Director Sales Porsche Motorsport, Nürburgring, 2026, Porsche AG
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Dr. Ing. h.c. F. Porsche Aktiengesellschaft
Porscheplatz 1
70435 Stuttgart