

Porsche customer teams can rely on optimized 911 GT3 R from 2026

08/08/2025 Porsche is set to launch a further refined version of the successful 911 GT3 R for the 2026 season. The new GT3 race car incorporates a range of detailed optimisations, including reworked aerodynamics.

Since its debut at the start of 2023, the current Porsche 911 GT3 R has built an impressive track record, with numerous victories and titles from more than 500 race starts worldwide. In the past season alone, customer teams secured the unofficial GT3 World Championship for manufacturers in the Intercontinental GT Challenge and claimed first place in all three GTD Pro classifications of the IMSA WeatherTech SportsCar Championship.

In the Nürburgring Langstrecken-Serie (NLS), the current GT3 R – of which Porsche Motorsport has delivered 106 units to customer teams to date – took the chequered flag first in six of the eight races on the legendary Nordschleife. The car also won the inaugural Endurance Trophy for LMGT3 teams and drivers in the FIA World Endurance Championship (WEC), including a class victory at the 24 Hours of Le Mans, triumphing over eight rival sports car manufacturers. This season, the up to 416 kW (565 PS)

Porsche 911 GT3 R remained unbeaten at the French classic again. In the DTM, 2023 champion Thomas Preining reignited his 2025 title challenge with a recent victory at the Norisring.

The newly evolved race car, refined by Porsche Motorsport in numerous key areas, now follows in the footsteps of its highly successful predecessor. The primary focus of the evolution was on optimising suspension and aerodynamics, with the goal of achieving an even more balanced handling and improved drivability – particularly for non-professional drivers – even under variable conditions.

“Our focus for this update was on optimisation. Small changes can make a big difference when built on a solid, proven foundation,” says Sebastian Golz, Project Manager Porsche 911 GT3 R. “Driver feedback after the first race outing during the development phase in April confirmed our direction. We’re confident this evolution will allow our customer teams to continue competing successfully across the globe.”

Michael Dreiser, Director Sales Porsche Motorsport, adds: “The Porsche 911 GT3 R’s record of more than 420 podium finishes says it all. It crowns our range of GT customer racing cars. Together with the 718 GT4 RS Clubsport, which represents the ideal entry point into international GT racing, this new evolution offers a strong overall package for the 2026 season. The option to upgrade existing 911 GT3 R models via an update kit also represents an attractive solution for our customer teams.”

Chassis and aerodynamics optimisations for improved braking stability

The most striking visual feature of the new 911 GT3 R is the addition of ventiducts on the upper side of the front wheel arches. These so-called “louvres” significantly contribute to improved aerodynamics. Coupled with the optimised kinematics of the double wishbone front suspension, which provides an anti-dive effect by enhancing force resistance, the louvres help to counteract front-end compression during deceleration, thereby maintaining aerodynamic balance. This reduces the tendency of the car to tilt forward during braking, also known as pitch sensitivity. As a result, the new 911 GT3 R offers more precise and predictable braking behaviour, improving overall control.

At the rear, the swan-neck rear wing is equipped with a four-millimetre Gurney flap. This generates additional aerodynamic downforce and broadens the scope for aerodynamic balance adjustments. The underbody is fully enclosed and reinforced at the rear. Simultaneously, modified kinematics of the multi-link rear axle increase the anti-squat effect, reducing rear-end compression under hard acceleration. This improves dynamic load distribution between the axles. In combination with an adapted fifth-generation racing ABS from Bosch, these enhancements result in more balanced handling.

Further detailed improvements are based on the extensive feedback from Porsche Motorsport’s customer teams across a wide range of racing events worldwide. For instance, the electrohydraulic

power steering system now features additional fluid cooling, optimising its thermal performance and ensuring consistent steering forces, even on demanding circuits such as the Nürburgring Nordschleife. New ceramic wheel bearings enhance robustness and durability, while modified centring pins simplify the installation of drive shafts. These are now cooled directly via their own air supply through NACA ducts in the side skirts, independent of the brake cooling. This improves their stability on high-speed tracks such as Monza or Le Castellet, where low ride height is critical. At the same time, the rear brake cooling system can be adjusted more precisely – an important feature for circuits like Daytona.

A modified driver air vent ensures consistent air circulation within the cockpit, even during long-distance races. The RLU USB stick now offers practical advantages: this Remote Logger Unit stores the driving data of the new 911 GT3 R directly on a USB stick, which can be quickly swapped out – even during a short pit stop. This eliminates the time-consuming need to connect a laptop via cable.

Numerous option packages are now included as standard equipment

Porsche Motorsport offers several former non-standard optional packages for the new 911 GT3 R ex-works: the sensor package, endurance package, pit lane link package, and camera package. These kits include four laser ride-height sensors, two master brake cylinder potentiometers, a track temperature sensor, a rear-view camera, and mountings for the water bottle system. A refuelling detection sensor registers when the fuel nozzle is inserted. Together with an additional refuelling LED, this plays a key role in series such as IMSA and the FIA World Endurance Championship, as well as in the 24 Hours of Spa-Francorchamps, to ensure compliance with minimum refuelling times and energy quantities.

Customer teams can still choose from a range of special equipment options that are tailored to the demands of specific GT3 series. For the FIA LMGT3 class and IMSA, for example, these include special driveshafts and, in the NLS, a modified pre-silencer similar to the LMGT3, as well as wing supports with a modified adjustment range.

Successful first test outing under competitive conditions

The 4.2-litre flat-six engine, which delivers up to 416 kW (565 PS) depending on its Balance of Performance (BoP) classification, and the drivetrain of the current 911 GT3 R remain largely unchanged.

Development of the new 911 GT3 R began in August 2024. Porsche Motorsport conducted testing both at its in-house facility in Weissach and on permanent race circuits such as Sebring, Paul Ricard, Spa-Francorchamps, and the Nürburgring Nordschleife. A key test took place in mid-April under competitive conditions, when a test vehicle entered by Herberth Motorsport competed in the Michelin 12H Spa-Francorchamps on the Belgian Grand Prix circuit. Former Porsche Junior and reigning IMSA GTD Pro champion Laurin Heinrich, along with his German compatriots Ralf Bohn and Alfred Renauer, secured second place overall in the two-part race.

Video

https://newstv.porsche.com/porschevideos/newstv.porsche.com_322821_en.mp4

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