Porsche unveils the new 911 GT4 R for global customer motorsport

25/06/2026 Porsche 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 race car is powered by a 4.0-liter six-cylinder boxer engine delivering up to 520 PS (382 kW). It is scheduled to make its racing debut in the 2027 motorsport season. The price: $375,500, including import and delivery to the United States.

Carson, Calif. With this new model, Porsche Motorsport is taking its GT4 program to a new level and specifically expanding its model range in the upper performance bracket. In North America, the new Porsche 911 GT4 R will race in the highly competitive IMSA Michelin Pilot Challenge and SRO Pirelli GT4 America championships in open racing, among others.

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

racing conditions in particular.

“With the new race car based on the Porsche 911 GT3, we are taking our successful GT4 program 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.”

"In North America, the GT4 category is a strength of customer racing in open competition,” Volker Holzmeyer, Porsche Motorsport North America President and CEO, said. “The expansion of the 911 platform for use in GT4 allows for a simplified transition from Porsche one-make racing in to GT4. Race drivers and teams will benefit from a shared platform with the 911 Cup across our Porsche motorsport one-make system and open competition Series across North America.”

Powertrain and chassis: racing engine and gearbox from the 911 Cup

The high-revving 4.0-litrer six-cylinder boxer engine is based on the unit used in the 911 GT3 and delivers up to 520 PS (382 kW) in the racing version. Maximum torque is up to 346 lb.-ft. 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 from the factory with air flow restrictors (53.7 millimeters), which reduce power to 430 PS (316 kW). Power is transmitted via a sequential six-speed dog-gearbox controlled with paddle shifters and a four-disc racing clutch.

Due to GT4 class requirements, the new 911 GT4 R chassis differs from the 911 Cup: the wheels are one inch narrower than those of the 911 Cup and use a five-bolt mounting pattern rather than the center locking design on the one-make racer it is closely related to. Dual-adjustable dampers and three selectable spring rates offer a range of set-up options.

Bodywork and cockpit: natural fiber 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 optimization. The rear wing is manually adjustable to 11 positions. The car uses natural-fiber-reinforced plastic in combination with epoxy resin extensively. Components including 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 color display. An integrated data logger and a precise GPS system support analysis and performance optimization 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,” Matthias Scholz, Director GT Racing Cars at Porsche Motorsport, said. “The new 911 GT4 R benefits from the detailed work already carried out during the development of the 911 Cup.”

GT4: an extremely successful platform for customer racing

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. Since entering the GT4 category in 2016, Porsche has developed and produced more than 1,500 racing cars based on the Cayman.

North American teams and drivers have earned a robust 12 driver championships in that time frame across IMSA Michelin Pilot Challenge and SRO Pirelli GT4 America. That includes a complete sweep of the 2025 Manufacturer, Driver (Jan Heylan and Luca Mars) and Team (RS1) championships in IMSA’s GT4 championship and 2024 titles in Silver, Pro-Am and Am classes for SRO GT4 America.

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. Drivers on their motorsports journey can now use a variation of the Porsche 911 to participate in Porsche Sprint Trophy PCA, Porsche Sprint Challenge North America, Porsche Carrera Cup North America, IMSA Michelin Pilot Challenge and SRO GT4 America through the IMSA WeatherTech SportsCar Championship and SRO GT America in GT3 competition.

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Consumption data

911 GT3 (WLTP)*: Fuel consumption combined: 13.8 – 13.7 l/100 km; CO_2 emissions combined: 312 – 310 g/km; CO_2 class: G

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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