

The new 911 Challenge – for professional motorsport without compromise

26/08/2026 Announcing the 911 Challenge, a new model that combines the DNA of the current 911 GT3 road car with that of a race car. By combining series-production technology and motorsport safety equipment, the 911 Challenge provides a more accessible way to go racing while offering competition-ready driving dynamics. The new car is designed specifically to help minimize operating and spare parts costs. Porsche Motorsport North America is now offering the new race car to 2027 Porsche One-Make entrants at a price of $275,000 including import and delivery to the United States.

CARSON, Calif. The latest addition to Porsche's customer motorsport family completes the current model family: every currently-produced Porsche GT race car is based on the 911. The new 911 Challenge expands the range with a new entry-level model. Unlike the Cup race car unveiled in August 2025, the 911 Challenge uses a significant amount of production-based GT3 technology. In addition to the aerodynamics, this includes a seven-speed PDK gearbox, the steering wheel from the GT3 RS with enhanced, racing-specific functions, and air conditioning. Adjustable driver assistance systems such as

ABS, traction control and the Electronic Stability Control (ESC) are designed to help drivers transition into motorsport, as do variable dynamics systems. These also include the multi-stage adjustable Porsche Torque Vectoring Plus (PTV+). From the 2027 season onwards, the 911 Challenge can be entered in numerous one-make series worldwide.

In the United States, the new model is eligible to compete in the Porsche Sprint and Endurance Challenge North America by Yokohama, the Porsche Sprint Trophy Porsche Club of America by Yokohama, and the recently announced Porsche Sprint Trophy Porsche Owners Club, subject to applicable sporting and technical regulations. While full season entrants of the North American Porsche one-make series will enjoy priority on the available allocations, this purpose-built Porsche race car is expected to become available for enthusiasts seeking a new tool for track days, testing, driver development, and private motorsport activities at a later stage in 2027.

“Since their introduction, the roadgoing GT3 models have shaped Porsche’s identity as a sports car manufacturer like almost no other model range,” Thomas Laudenbach, Vice President Porsche Motorsport, said. “They are conceived and developed in close collaboration with motorsport. With the 911 Challenge, this tradition is being expanded to include a model that allows new customer groups to experience the thrill of motorsport in a 911.”

“The 911 Challenge is an outstanding new entry point into Porsche customer racing because it is based so closely on the legendary 911 GT3 road car,” Volker Holzmeyer, CEO of Porsche Motorsport North America, said. “For customers who already enjoy tracking their GT3, the step into a dedicated Porsche race car becomes more natural and familiar. At the same time, it connects them directly to Porsche’s 911-based race car ladder, making the progression through our motorsport portfolio easier and more accessible. It delivers the emotional feel of a true Porsche race car, combined with the performance and technology drivers already know from the GT3 road car. We are excited to see the 911 Challenge competing in North America from the 2027 season onward.”

Powertrain, chassis, standard engine and PDK gearbox from the 911 GT3

The high-revving 4.0-liter six-cylinder boxer engine is largely derived from the production GT3 but delivers a maximum power output of 508 hp (379 kW) at 8,500 rpm before reaching the same 9,000 rpm redline as the roadgoing model. The modified muffler also features a catalytic converter in the racing version but does not require a particulate filter. Power is transmitted via a seven-speed PDK, just as in the production car. Features such as the option of automatic or manual gear changes via paddles on the steering wheel remain. In terms of the chassis, 911 Challenge customers can expect a host of racing components, such as those from the 911 Cup. The shock absorbers operate with a motorsport-specific characteristic curve. The standard anti-roll bar is adjustable in three positions. The racing slicks are fitted to 18-inch wheels and secured via the standard five-bolt mounting pattern. In this respect, the Challenge takes its cue from the recently unveiled 911 GT4 R. The racing brakes with steel brake

discs (380 mm diameter at the front and rear) also correspond to the technology used in the 911 GT4 R and the 911 Cup.

Bodywork and cockpit: motorsport-focused safety features

The dimensions of the 911 Challenge are identical to those of the GT3, as are all the key body components. An integrated air-jack system (three jacks) is included as standard. An FIA-certified rain light has been added to the rear, while the hood can be opened via integrated quick-release fasteners. The rear wing is mechanically adjustable to four different angles. Inside, the difference from the road-going version becomes more apparent: all sound-deadening materials, carpets and trim have been removed. Instead, a welded-in roll cage reinforces the vehicle structure and is designed to enhance crash protection. Other safety-focused features include a 29-gallon (110 liter) FIA FT3 fuel cell, an adjustable racing bucket seat with a six-point harness and a fire-extinguishing system. The 911 Challenge is designed as a competition car, is not street legal, and is uncompromised in its circuit-focused specification.

The new 911-based race car hierarchy at Porsche Motorsport

As an entry-level model, the new 911 Challenge succeeds the original Cayman GT4 Clubsport and the more recent 718 Cayman GT4 RS Clubsport. Porsche's most accessible competition car appeals to both racing novices and seasoned drivers alike. Its main arena for competition is brand-specific one-make racing such as the Porsche Challenge and Trophy series. As the direct successor to the 718 Cayman GT4 RS Clubsport, the 911 GT4 R is intended for the international GT4 category. This is one of the fastest-growing segments in global customer motorsport. The 911 Cup competes in the Porsche Mobil 1 Supercup and in 12 Porsche Carrera Cup series worldwide plus other Porsche championships. This versatile race car is also popular in endurance racing and open-make GT races. The 911 GT3 R is fielded by customer teams in international GT3 racing in accordance with FIA regulations. The top-of-the-range model has already celebrated class victories at Le Mans, won the Endurance Trophy for teams and drivers in the World Endurance Championship, and secured two DTM drivers' titles and one manufacturers' title. In the United States, the newest generation of 911 GT3 R has already secured two IMSA WeatherTech Championship wins this season and remains in contention for the Driver, Team and Manufacturer championships.

If you're interested in the new Porsche 911 Challenge: info@porschemotorsport.com.

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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

*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/newstv.porsche.com_339162_en.mp4

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