

The new 911 Cup – stronger performance for the successful one-make model

08/08/2025 Porsche unveils the new 911 Cup – the latest evolution of its one-make cup racing car for the Porsche Mobil 1 Supercup, the various Carrera Cup championships, and other Porsche-sanctioned series. This new model will line up on the grid from the start of the 2026 season. Based on the 992.2 generation of the 911, the latest edition of the acclaimed predecessor features numerous detailed refinements.

Development efforts focused on enhancing performance, maintaining reasonable operating costs, and simplifying handling for both drivers and teams. The naturally aspirated 4.0-litre six-cylinder boxer engine now delivers an increased output of 382 kW (520 PS), a ten PS increase.

The new racing car based on the 911 for Porsche's one-make cups and series is now officially called the 911 Cup. With this, the Stuttgart-based sports car manufacturer is streamlining and standardising the naming of its customer racing vehicles. From now on, only cars intended for open-brand racing series or

specific segments will carry the 'GT' suffix combined with a number in their designation, as is the case with the new evolution of the 911 GT3 R, which also makes its debut today. The 911 Cup is largely derived from the road-approved 911 GT models and is produced alongside the series-production cars at Porsche's main plant in Zuffenhausen. This has proven highly successful: since production began at the end of 2020, Porsche Motorsport has built 1,130 units of the current 911 GT3 Cup. To date, a total of 5,381 Porsche 911 vehicles has been produced as one-make racing cars.

"Like its successful predecessors, the new 911 Cup pushes boundaries. It combines series components from our GT sports cars with pure racing technology to create a coherent and performance-based overall concept," emphasises Thomas Laudenbach, Vice President Porsche Motorsport. "Driving the 911 Cup has always been regarded as a challenge. And we want to keep it that way because it also serves as the training platform for our Porsche Juniors. The success of this concept is evident in its countless race and championship victories."

Michael Dreiser, Director Sales Porsche Motorsport: "The Cup race car based on the 911 is one of the best-selling racing cars in the world. Alongside the 718 GT4 RS Clubsport, it forms the demanding basis of our motorsport pyramid and is used globally in our one-make cup series. But its success extends far beyond that: the secret lies in its versatility. Cup cars regularly achieve strong overall results in endurance races, open GT competitions, and a myriad of other racing events."

Bodywork: adapted design, improved aerodynamics

The 911 Cup already sets itself apart visually from its predecessor, most notably with a front end that now reflects the design of the 992.2-generation 911 GT3. The front spoiler lip is now made up of three separate parts, allowing only the damaged sections to be replaced after contact, which also helps lower packaging and shipping costs for spare parts. The removal of the daytime running lights serves a similar purpose: in the event of a collision, they can no longer damage the radiators behind them, nor do they require replacement afterwards.

The fenders feature integrated louvre vents, which aid airflow through the wheel arches and enhance aerodynamic downforce on the front axle. The same effect is achieved by the aerodynamically optimised underbody, which – like in the standard model – positively influences the car's driving dynamics. So-called turning vanes, located behind the front wheel arches, further improve airflow along the front end. The interaction of these elements results in a more responsive front axle, particularly at high speeds, allowing the driver to position the race car with greater precision ahead of each corner.

The more aggressively styled rear end of the new 911 Cup has undergone a complete redesign. The swan-neck rear wing features a revised connection to the wing supports, making position adjustment and handling easier. The engine compartment cover has also been thoroughly reworked. Like almost all body components – including the doors – it is made from recycled carbon fibre fleece combined with bio-based epoxy resin. For example, off-cuts from other manufacturing processes are repurposed to produce the fleece, a measure that contributes, among other benefits, to stabilising spare parts pricing.

Engine: racing engine even closer to the series

The water-cooled, high-revving six-cylinder engine continues to rely on natural aspiration. The visceral-sounding 4.0-litre boxer engine remains based on the unit used in the Porsche 911 GT3 (**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). In its latest racing version, now delivering 382 kW (520 PS), it incorporates additional components from the series production engine, including flow-optimised individual throttle valves and camshafts with extended valve opening times. This design eliminates the need for a centrally positioned throttle valve, which in turn allows for the installation of an air restrictor – a requirement for competing in other motor racing championships. Despite the ten PS increase, the engine's service life remains unchanged: it only requires an overhaul after 100 hours of track time. To comply with varying noise regulations depending on the racing series, circuit, and local regulations, three different exhaust systems are available.

A more robust four-disc sintered metal racing clutch now handles power transmission to the sequential six-speed dog gearbox. This upgrade allows the engine speed, previously limited to 6,500 rpm during a standing start, to be increased, further enhancing the acoustic theatrics at the beginning of a race. An automatic engine restart function has also been introduced. This activates as soon as the driver depresses the clutch pedal after an accidental stall. Additionally, a new stroboscope function on the brake lights now alerts following drivers, particularly during the start phase. This replaces the previous use of the hazard warning lights for this safety application.

Brakes: improved performance, extended lifespan

The braking system has undergone a comprehensive upgrade. The front axle now features 380-millimetre discs, with their cross-section increased from 32 to 35 millimetres. This change allows for larger cooling channels for self-ventilation, improving heat dissipation. The background to this development: By relocating the central water cooler to the rear of the boot, cooling air can now be directed to the brakes through the central front section. Additionally, the outer diameter of the brake disc hat has been reduced, increasing the friction surface between the disc and brake pad. This results in more efficient deceleration thanks to wider brake pads, improved durability during long-distance races, and a significantly extended service life for the individual components.

The Bosch M5 racing ABS will now be fitted ex-works in all 911 Cup cars. It features enhanced data processing capabilities to interpret input from the new acceleration sensor, which offers additional signal detection. The advanced software can also alert the driver in the event of a leak in either of the two brake circuits. Additionally, the brake fluid reservoir has been enlarged, making it suitable for long-distance racing.

Adjusted steering stops enable the electronically assisted power steering to achieve a tighter turning radius, making manoeuvring through narrow city streets easier. The increased steering lock also allows

drivers to counteract oversteer in the 911 more effectively.

Cockpit: simplified operation during racing and in the pits

On the subject of steering, the redesigned, now higher-quality multifunction steering wheel combines a more attractive design with practical advantages. For example, central rotary controls are used to adjust ABS intervention and traction control. The newly designed colour-illuminated control buttons improve the readability of the respective labels.

The central control panel next to the seat remains easily accessible and operable for the driver, even during a race. It now features eight physical switches instead of ten. The button at the bottom right opens an additional menu page on the display, enabling a wide range of detailed settings to be adjusted from inside the car, including pit lane speed, exhaust mapping, and steering angle reset. This removes the need to connect a laptop and simplifies operations for the teams. Additional foam padding on the inside of the door crossbar offers extra protection for the driver's arms, legs, and feet.

Matthias Scholz, Director GT Racing Cars, explains: "The new 911 Cup stands out thanks to the extensive attention to detail that has gone into its development. It is stronger, faster, yet also more practical. Component service life remains unchanged – in some cases even extended – despite the increase in performance. Where appropriate, materials have been replaced with components containing a high proportion of recycled materials. Cockpit operations have been optimised, and a range of additional electronic features allows for broader application across different racing formats."

Electronics: practical additional functions

The upgraded electronics in the new 911 Cup also contribute to improved drivability. The TPMS (Tyre Pressure Monitoring System) now displays tyre air temperatures on the central dashboard display. A significantly more powerful GPS antenna replaces the previous infrared system, taking over lap time and position tracking. Proven features from its big brother, the 911 GT3 R, have also been integrated, including lap time measurement for pit lane passages and the "pre-kill" function, which automatically switches off the engine once the car comes to a standstill during pit stops. Additionally, a new electronic monitoring system for the fire extinguisher release unit now checks the charge level of the self-contained nine-volt battery.

In developing the 911 Cup, Porsche Motorsport once again partnered with Michelin to create a new generation of tyres for the one-make cup car. Real-world testing was conducted at Italy's Grand Prix circuit in Monza, the Lausitzring in Brandenburg, and Porsche's in-house track at the Weissach Development Centre. Behind the wheel were three former Porsche Juniors: Bastian Buus, Laurin Heinrich, and Klaus Bachler, joined by seasoned racing driver Marco Seefried.

MEDIA ENQUIRIES



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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

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