

High tension ahead of the Porsche Mobil 1 Supercup season finale

26/08/2025 The Porsche Mobil 1 Supercup 2025 is entering its decisive stage. Over the final two race weekends at Zandvoort, Netherlands (29-31 August) and Monza, Italy (5-7 September), the battle will determine who follows in the footsteps of last year's Supercup champion Larry ten Voorde. Heading into the Dutch round on the dunes circuit, the title fight is wide open between Porsche Junior Alessandro Ghiretti (FRA/Schumacher CLRT), Robert de Haan (NLD/BWT Lechner Racing), and Ghiretti's teammate Flynt Schuring.

The stage is set for a dramatic Porsche Mobil 1 Supercup season finale: after six of eight rounds, three drivers still have the strongest title chances. French Porsche Junior Alessandro Ghiretti, driving for Schumacher CLRT, leads the standings by just four and six points respectively over Dutch rivals Robert de Haan (BWT Lechner Racing) and Flynt Schuring (Schumacher CLRT). The penultimate race takes place this coming weekend at Zandvoort. The 4.2-kilometre dune circuit just outside Amsterdam is renowned for its fast, partially banked corners. Alongside the demanding layout, drivers also have to contend with shifting winds and sand blowing across the track from the beach.

Although Ghiretti could only manage sixth place last time out in Budapest, losing ground in the points table, the 23-year-old Porsche Junior remains confident ahead of the trip to the Dutch North Sea coast: “My team Schumacher CLRT has always performed strongly at this circuit. I’m confident we can be in the fight for the front positions again in Zandvoort.”

Ghiretti’s pursuers, Robert de Haan and Flynt Schuring, can count on home support at Zandvoort. “Racing in front of Dutch fans is always something special. And Circuit Zandvoort is a true driver’s track that’s incredible fun to race on,” says de Haan, who, like Ghiretti, has already claimed two victories this season. Schuring may not have stood on the top step of the podium yet, but with runner-up finishes at Spa and Budapest he has closed to within six points of Ghiretti and just two points of de Haan. One crown already looks certain for the 19-year-old: in the Rookie classification, Schuring, brother of DTM driver Morris Schuring, has won five of six races so far, giving him a virtually unassailable 48-point lead over Germany’s Janne Stiak (Target Competition).

The team championship of the Porsche Mobil 1 Supercup could also be wrapped up at Zandvoort: Schumacher CLRT holds a 23.5-point advantage over Austrian squad BWT Lechner Racing. With a maximum of 45 points still available, however, that cushion could vanish quickly.

The drivers’ title may well hinge on Zandvoort, but a true championship showdown is more likely one week later at Monza. The 5.8-kilometre temple of speed in the Royal Park just outside Milan is legendary for its slipstream battles, with Porsche 911 GT3 Cup cars reaching top speeds beyond 270 km/h.

Strong partners support the Porsche Mobil 1 Supercup

Nine teams are competing in the 2025 Porsche Mobil 1 Supercup, fielding up to 28 cars across the eight Formula 1 support races. 22 drivers from nine different nations are contesting the full season, among them Porsche Juniors Theo Oeverhaus from Germany and Alessandro Ghiretti. Six Porsche 911 GT3 Cup cars, are entered on a part-time basis. In addition, guest drivers join selected events to strengthen the field. Since its launch in 1993, the one-make series has relied on the backing of prestigious partners.

Mobil 1: official lubricant partner and title sponsor

Mobil 1 is the world’s leading brand of synthetic engine oils and the lubricant of choice for many of the top motorsport teams in the most demanding racing series worldwide. For more than 50 years, motorsport has served as the ultimate testing ground for Mobil 1’s range of oils and lubricants. Every racing kilometre since 1974 has contributed to refining technology and developing innovative products for customers. The high-tech motor oil from ExxonMobil protects critical engine components from wear under extreme conditions, while boosting performance and efficiency.

Michelin: official partner

Michelin has been a long-standing partner of Porsche Motorsport. Headquartered in Clermont-Ferrand, France, the global tyre manufacturer employs 129,800 people worldwide, operates sales organisations in 175 countries, and runs 121 plants across 26 countries on five continents. Michelin is one of the world's top three tyre makers, with R&D centres in Europe, the USA, and Japan. The company also publishes maps, hotel and travel guides, and provides digital mobility solutions.

PUMA: official apparel partner

Global sports company PUMA has been Porsche Motorsport's exclusive partner for fireproof racing gear, footwear, and luggage for several years. Porsche works drivers' race suits and pit crew overalls meet the latest fire-safety standards while delivering top-level motorsport protection. From this season onwards, the collaboration with PUMA has been expanded: the entire team now wears specially developed team apparel. The new collection combines innovative materials with functional design, both on and off the track - values shared by both brands.

Veltins: official beverage partner

Private brewery C. & A. VELTINS from Meschede-Grevenstein brews one of Germany's leading premium pilsner brands. In 2024, the company reported a turnover of €459 million with a production volume of 3.36 million hectolitres. The product portfolio includes Veltins Pilsener, Radler, Alcohol-Free Radler, Veltins Fassbrause, Veltins Helles Lager, and the specialty brand Grevensteiner, as well as the beer-mix range V+ and Pülleken. The returnable-bottle ratio stands at an impressive 92.7 percent.

HIF: official series partner

The eFuel blend used in the 2025 Porsche Mobil 1 Supercup (PMSC) technically meets the new Fédération Internationale de l'Automobile (FIA) Appendix J requirements for renewable ("Advanced Sustainable") fuel and, with all combined CO2 reduction measures*, corresponds to a total CO2 equivalent reduction of 66% compared to a fossil fuel equivalent. The proportion of renewable components in this performance-specialised racing fuel blend is 79.7% by volume. The largest proportion of the components is renewable synthetic raw petrol, known as MtG (methanol-to-gasoline). Other blending components include renewable, waste-based or residual-based ethanol, which is used to increase the oxygen content in the fuel and the octane rating, among other things. The octane rating is 100.5 RON. The racing fuel blend was developed specifically for the boxer engines used in motor racing and combines high performance with the highest possible proportion of renewable blending components.

TV and internet coverage of the Porsche Mobil 1 Supercup

Round 7 of 2025 will be contested over 17 laps on Sunday (31.8.) from 11:45 CEST. TV channels Eurosport und Sky Sport as well as streaming service f1tv.formula1.com broadcast live. On the Porsche Motorsport Hub, also a live timing is available.

Schedule Porsche Mobil 1 Supercup Zandvoort (all times CEST)

Friday, August 29
14:00 – 14:45: Practice
Saturday, August 30
13:00 – 13:30: Qualifying
Sunday, August 31
11:45: Race (17 laps)

List of competitors and all information on the Porsche Motorsport Hub.

2025 Porsche Mobil 1 Supercup calendar

16. – 18. May GP Emilia-Romagna, Imola (Italy)
22. – 25. May GP Monaco, Monte-Carlo
30. May – 1. June GP Spain, Barcelona
27. – 29. June GP Austria, Spielberg
25. – 27. July GP Belgium, Spa-Francorchamps
1. – 3. August GP Hungary, Budapest
29. – 31. August GP Netherlands, Zandvoort
5. – 7. September GP Italy, Monza

** HIF, the manufacturer of the raw fuel used for the racing fuel blend, is taking several measures at its Haru Oni pilot plant in Chile to keep CO2 emissions from production as low as possible. Among other things, the electricity required for grid connection and control room stabilisation is sourced exclusively from renewable wind energy. At the same time, CO2 emissions from transport are offset by CO2 certificates from South American renewable energy plants for the provision of biogenic CO2 for eFuel synthesis. This means that, as far as possible, all elements in the supply chain can demonstrate a reduction in CO2 emissions. HIF has set itself the goal of obtaining the CO2 required for the synthesis process from a direct air capturing (DAC) plant in the future. Development is being driven forward in collaboration with partners. To minimise the need for grid stabilisation, HIF is also integrating a dynamic battery storage system to act as an energy buffer. This will enable HIF to transfer important findings from the pilot plant to potential series production plants.*

MEDIA ENQUIRIES



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