

Porsche Carrera Cup North America Champion Hartog taking on endurance trio

12/06/2025 Now in its fifth season, Porsche Carrera Cup North America is a proven launch pad for aspiring drivers. Past champions Sebastian Priaulx, Parker Thompson and Riley Dickinson have all found success in open competition. For defending 2024 champion Loek Hartog, that success came before, during and after his championship run in North America.

Atlanta. In addition to his 24 Hours of Le Mans debut this June, the 22-year-old Dutch racer will be competing in three consecutive 24-hour races over three weekends. His run begins with his debut Le Mans appearance with Manthey Racing (June 14-15), in the most prestigious endurance race in the world. Hartog will then travel to Germany for the Nürburgring 24 Hours (June 21-22) with Dinamic GT in what might be the largest 24-hour race before taking on the 24 Hours of Spa in Belgium (June 28-29) with Rutronik Racing. Hartog will mark his debut in the earlier two races, and his second appearance at the Spa-Francorchamps classic, piloting a Porsche 911 GT3 R in all three.

The world traveler raced in North America with Kellymoss for the 2024 season, earning seven wins and eight poles during the 16-race season and capturing the championship by more than 100 points in his Porsche 911 GT3 Cup. He also spent the season on two continents, competing in the Fanatec GT World Challenge Europe.

His 2025 season is even busier. Named a Selected Driver by Porsche Motorsport North America, Hartog remains a staple in North America where he competes with ACI Motorsports as a co-driver with Dan Sibille in GT4 America with a 718 Cayman GT4 RS Clubsport.

Speaking with Hartog, though, there doesn't seem to be any pressure building.

“You have to prove yourself in both environments,” he said of racing in both North America and in Europe. “So I might have gotten a notice last year in Carrera Cup North America. But actually I'd been racing a lot in the GT3 R already last year. A lot of endurance races already on top of that, and doing a lot of testing under the radar, a lot of development from the team, a lot of shakedowns.”

That eases his transition from the single-driver, sprint race format that Porsche Carrera Cup North America uses into the team aspect of endurance racing.

“What I think nothing really can prepare you for is doing three big 24-hour races in a row, and the intensity of that,” Hartog said. “But really last year for me the sprint format was to stay on it, but also to explore new boundaries for myself. Explore a new territory. Prove myself to the American market. I think I had the opportunity to do that.”

Hartog's focus remains a balancing act of staying present in the moment while planning and working toward the future – a balancing act that he seems to be handling with a maturity far beyond his years.

“I'm still very keen on making an entry in IMSA in 2026, if the right opportunity arises,” Hartog said “But for that also I first have to have the factory status. So that's always a priority, and to reach that I'd have to prepare myself with the highest level in GT racing, which is in the championships I'm driving now. You can also get this by being for example very attractive to gentleman drivers. So if you're very easy to work with, a very good coach to them and can help them evolve as well within of course the Porsche ladder, this can also be very much to your benefit.”

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