

Prime starting position for Porsche Junior Alessandro Ghiretti

26/07/2025 Alessandro Ghiretti will line up on pole for round five of the 2025 Porsche Mobil 1 Supercup at Spa Francorchamps. The Porsche Junior is joined on the front row by his Schumacher CLRT teammate, Flynt Schuring. Championship leader Robert de Haan (NLD/BWT Lechner Racing) starts just behind them in third. Meanwhile, fellow Porsche Junior Theo Oeverhaus was less fortunate – a track limits violation means he must start Sunday's race from P19.

The Schumacher CLRT drivers lived up to their reputation as pre-race favourites in qualifying on the 7.004 kilometre ☒Ardennes rollercoaster." Porsche Junior Alessandro Ghiretti lapped the circuit in 2:19.249 minutes, shaving almost a second off the previous qualifying record at the Belgian Grand Prix circuit. Beaten by just 0.041 seconds, Dutchman Flynt Schuring planted his Porsche 911 GT3 Cup alongside his teammate on the front row.

☒What a great qualifying," said Ghiretti with a smile. The 23 year old Frenchman appeared at the top of the timesheets from the start of the session, and stayed there to the very end. ☒There's a lot of work behind this pole position. Together with my teammate and the entire Schumacher CLRT squad, we

prepared perfectly for the race at Spa. Having Flynt alongside me on the front row makes it even better. There's no reason why he shouldn't overtake me if he can, but of course, we'll try to work together to get the best result for the team."

Once again, Flynt Schuring was the highest placed rookie in the 26-strong field of Porsche 911 GT3 Cup cars. "It was very close between Alessandro and me as always, but I'm happy with a front row start," said the Dutchman, who came into the Spa weekend feeling under the weather. "The car was great, and I managed a clean lap. The plan for tomorrow? Get off the line well and go for it..."

Championship leader Robert de Haan was also satisfied with third on the grid: "We managed to shrink the gap to the two black cars to less than a tenth of a second. That's a good sign for tomorrow's race. The main goal, of course, is to score points. But if a gap opens up, I won't hesitate to take it."

Benjamin Paque made an impression on his guest outing for the French team Martinet by Alméras, setting the fourth fastest time. "It feels good to be back in the Supercup after two years," said the Belgian. "Naturally, I'll try to finish on the podium tomorrow. But at the same time, I'm well aware the guys around me are all fighting for the title."

The second Porsche Junior, Theo Oeverhaus, was far less pleased. Initially classified eighth, the 20 year old German was stripped of his best lap due to a track limits violation. "P19 is obviously far from ideal," said the frustrated Imola season opener winner. "In the pack, you have to deal with dirty air and understeer. On the other hand, Spa has plenty of places where you can slipstream and overtake. I think there's still a lot possible in the race."

Bad luck also struck Jaap van Lagen. The 48 year old Dutchman – the most experienced driver in the field with more than 100 Supercup starts under his belt – had reached fourth on his first tyre set, only to have a brake system leak relegate him back to 15th. "A shame, because I think a top five finish was on the cards. At least I know I've got a fast car. Tomorrow I'll go all out."

Round five of the Porsche Mobil 1 Supercup season gets underway on Sunday at 11:45 am. Drivers will complete 12 laps, covering a total distance of 84.048 kilometres or a maximum race time of 30 minutes plus one lap.

Porsche Mobil 1 Supercup bets on eFuel blend

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 online coverage of the Porsche Mobil 1 Supercup

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.

Porsche provides comprehensive information about the Porsche Mobil 1 Supercup on the social networks @porschesupercup (Instagram), @porschesupercup (Facebook) and @PorscheSupercup (X, formerly Twitter) as well as the new WhatsApp channel Porsche Motorsport.

Qualifying result, round 5, Spa-Francorchamps (Belgium)

1. Alessandro Ghiretti (FRA/Schumacher CLRT), 2:19.249 minutes.
2. Flynt Schuring (NLD/Schumacher CLRT), 0.041 seconds behind.
3. Robert de Haan (NLD/BWT Lechner Racing), 0.088 seconds behind.
4. Benjamin Paque (BEL/Martinet by Alméras), 0.216 seconds behind.
5. Ariel Levi (ISR/Team GP Elite), 0.299 seconds behind.
6. Mathys Jaubert (FRA/Martinet by Alméras), 0.301 seconds behind.

Full qualifying result on the Porsche Motorsport Hub.

** 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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Subline: Alessandro Ghiretti

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