

## **LE MANS SERIES – 1000 km OF SPA-FRANCORCHAMPS :** **PROSPEED COMPETITION SAVES THE DAY**

**SPA (B) – This weekend ProSpeed Competition was competing at Spa-Francorchamps in the 1000 km of Spa-Francorchamps, the second round of the Le Mans Series. On Thursday and Friday the Belgian team experienced a difficult start, however following first class analysis of the various problems by both the drivers and the team a solution was found, allowing the Porsche 911 GT3 RSR to perform well on race day. Just some two hours into the race an incident temporarily slowed their progress, but after a perfect climb up through the field the CPL Trans-GrafiWrap drivers, Marc Goossens Marco Holzer, finished sixth and came out as best Porsche representative.**

The free practice sessions and qualifying were less than expected, however once again in Spa ProSpeed Competition proved that they can perform well under difficult conditions and pressure. The collaboration between the drivers and the technical crew meant that the Porsche 911 RSR was able to progress strongly and set a third best time during the warm-up on Saturday morning, a few hours prior to the actual race, proved the expertise and know-how of the Belgian team. The speed for the race was definitely to hand.

The sporting viewpoint : Rudi Penders (Team Manager)

*"We did indeed need to work really hard to come up with that third time during the warm-up. We worked long and hard on Friday evening and the outcome was the fact that we not only had a good car in the race but we were also the fastest Porsche. Notwithstanding that race incident during the first half of the race, whereby we lost some three laps in the pit lane, we still finished in sixth place and best Porsche representative. As neither of the official M3 GT's are registered in the Le Mans Series, we actually score the points of the fourth place, and in the eyes of the championship this is important. These points are the foundation for the rest of the season and I believe that we have come out of this weekend strongly, both as a team as also drivers. "*

The technical viewpoint : Marco Holzer (Driver)

*"Pity about the accident; but with almost sixty cars on a seven kilometre track something like that is not to be excluded. Had we not experienced the accident we would definitely have finished higher up, and perhaps even a podium place."*

The driver's viewpoint : Marc Goossens (Driver)

*"The progress we made this weekend proves that we are there as a strong team. Not everything always runs smoothly or easily and solidarity in a top sport is a key element. I reckon that with the experience we have just gained we can travel on down to Le Mans with great ambitions."*

Reigning double champion of Europe, the Liege based ProSpeed Competition team was elected « Team of the Year » by the Royal Automobile Club of Belgium. ProSpeed Competition boasts a well filled 2011 programme: Le Mans Series, 24 Hours of Le Mans, European Championship FIA GT3, 24 Hours of Spa and Belcar Endurance Championship.

For additional information: [www.prospeed.be](http://www.prospeed.be)

<b>PORSCHE</b>			
<b>911 GT3 RSR</b> <b>911 GT3 R</b>	OFFICIAL TEAM <b>PROSPEED</b> COMPETITION	OFFICIAL PARTNER <i>Penders</i> PORSCHE-CENTRE LIÈGE	

2009 European FIA GT2 Champion – 2010 European FIA GT3 Champion – 2010 Best Belgian Motorsport Team

## INFORMATION

**Name** 1000 km of Spa-Francorchamps (Belgium)  
**Date** May 6<sup>th</sup> – 7<sup>th</sup>  
**Championship** Le Mans Series - Round 2 out of 5  
**Car** Porsche 911 RSR #75  
**Crew** Marc Goossens – Marco Holzer (B/D)  
**Partners** CPL Trans - GrafiWrap

### Results LM GTE Pro

1.	G. Fisichella – G. Bruni (I/I)	Ferrari F458 Italia	144 laps
2.	D. Farnbacher – A. Simonsen (D/DK)	Ferrari F430 GT	+ 0.11"
3.	A. Priaulx – U. Alzen (GB/D)	BMW M3 GT	+ 0.13"
4.	A. Farfus – J. Müller (BR/D)	BMW M3 GT	+ 1 lap
5.	S. Hancock – S. Dolan (GB/GB)	Aston Martin Vantage	+ 3 laps
<b>6.</b>	<b>M. Goossens – M. Holzer (B/D)</b>	<b>Porsche 911 RSR</b>	<b>+ 3 laps</b>

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### Championship

1.	G. Fisichella – G. Bruni (I/I)	29 pts (1 win)	(2 results)
2.	D. Farnbacher – A. Simonsen (D/DK)	24 pts	(2 results)
3.	R. Bell – J. Walker (GB/GB)	23 pts (1 win)	(2 results)
4.	S. Hancock – S. Dolan (GB/GB)	11 pts	(1 result)
<b>5.</b>	<b>M. Goossens – M. Holzer (B/D)</b>	<b>9 pts</b>	<b>(1 result)</b>

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<b>Calendar</b>	<i>Round 1</i>	<i>April 2<sup>nd</sup>-3<sup>rd</sup></i>	<i>6 Hours of Castellet (F)</i>
	<i>Round 2</i>	<i>May 6<sup>th</sup>-7<sup>th</sup></i>	<i>1000 km of Spa (B)</i>
	<i>Round 3</i>	<i>July 2<sup>nd</sup>-3<sup>rd</sup></i>	<i>6 Hours of Imola (I)</i>
	<i>Round 4</i>	<i>Sept. 10<sup>th</sup>-11<sup>th</sup></i>	<i>6 Hours Silverstone (UK)</i>
	<i>Round 5</i>	<i>Sept. 24<sup>th</sup>-25<sup>th</sup></i>	<i>6 Hours of Estoril (P)</i>

**Regulations** The Le Mans Series (LMS) is open for sports prototypes and GT vehicles, with regulations based on those of the Le Mans 24 hour race. Races have a six-hour format.

**GTE Pro class** : This most popular class amongst car manufacturers (previously known as the GT2 class) is traditionally the best supported: Modified standard sports cars with up to 460 hp and a minimum weight of 1.245 kilograms.

**GTE Am class** : Like the GTE Pro, but 2010 race cars specification. Furthermore the regulations dictate that each vehicle must have one professional driver at the most.

**LMP1 class** : Sports prototypes with up to 550 hp and a minimum weight of 900 kilograms (petrol engines) or 930 kilograms (diesel engines).

**LMP2 class** : Sports prototypes with ca. 440 hp strong engines which have been homologated in the GT class, and an 825 kg minimum weight.

**FLM class** : Prototype brand trophy series for the FLM 09.

