

## LE MANS SERIES – 6 HOURS OF ESTORIL: SAVINGS AT PROSPEED COMPETITION?

**GRÂCE-HOLLOGNE – With the most recent podium clinched during the “Le Mans Series” ProSpeed Competition has now already equalled its 2010 record of achievements. With still one round to go, the Belgian team’s N°1 objective is inevitably to go out and do better. This opportunity comes about next weekend at Estoril, the season’s final rendezvous. Under the banner of CPL Trans-GrafiWrap, Marc Goossens and Marco Holzer are going to go flat out. The performance of both the Belgo-Germanic duo as also the ProSpeed Competition men is with ever more difficulty making up for the frugal appetite of certain rivals. Is this a reason to go out feeling beaten beforehand? The answer is quite clear: in Estoril, the Porsche 911 GT3 RSR #75 won’t be holding back... on its performances.**

Working out a savings plan is a fine art. In competition it is known as....strategy. A field in which ProSpeed Competition is very much at home. The overall ranking in the 6 Hours of Silverstone is proof. However in Estoril, ProSpeed Competition will need to repeat that performance. Or do even better.

The sporting viewpoint: Luc Goris (Technical director)

*"The Estoril track is both winding and abrasive, and that will create a reshuffling of the cards. Will some of our rivals once again be able to carry out a "double relay" with a single set of tyres? And with their lower fuel consumption will they be able to cut out one refuelling? If yes, then such a gap becomes difficult to compensate, both for our drivers as also our team. Today we're fighting for a podium ... not forgetting that ProSpeed Competition performs the shortest "pit-stops" in the GTE Pro class! That's our motivation. An ever growing motivation. In Silverstone we were up there between two Bavarian works competitors."*

The driver's viewpoint: Marc Goossens (Driver)

*-"The 'Le Mans Series' are no longer endurance races, but in fact true 'sprint' events lasting 6 hours. Over the length of a relay, the team that manages to cover one lap more than its rivals takes a pretty determining advantage. As drivers, we need to adapt our style of driving to achieve this objective ... but without affecting the lap times. We have several ideas up our sleeve."*

The driver's viewpoint: Marco Holzer (Driver)

*"The Lusitanian track is particularly demanding. It's difficult to forecast our competitive level but I have no doubts. In Silverstone we were able to fight for a podium up against the world's best. We are a homogenous team. I'll be delighted to reconfirm all that down in Portugal."*

Elected « Best Technical Team » at the recent 24 Hours of Le Mans and « Team of the Year 2010 » by the Royal Automobile Club of Belgium, ProSpeed Competition is in for a busy 2011 programme: the « Le Mans Series », the 24 Hours of Le Mans, The FIA GT3 European Championship, the 24 Hours of Spa and the 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** 6 Hours of Estoril (Portugal)  
**Date** September 24<sup>th</sup> & 25<sup>th</sup> 2011  
**Championship** Le Mans Series – Finale - Round 5 out of 5  
**Car** Porsche 911 RSR #75  
**Crew** Marc Goossens – Marco Holzer (B/D)  
**Partners** CPL Trans – GrafiWrap – Porsche Genuine Parts – Penders Porsche Liège

**Timing** Friday September 23<sup>rd</sup>  
 13:15 – 14:15 Free practice I 60 min.  
 17:30 – 18:30 Free practice II 60 min.  
 Saturday September 24<sup>th</sup>  
 08:55 – 09:55 Free practice III 60 min.  
 12:50 – 13:10 Qualifying LM GTE 20 min.  
 13:20 – 13:40 Qualifying LM P & FLM 20 min.  
 Sunday September 25<sup>th</sup>  
 09:10 – 09:30 Warm-up 20 min.  
 13:00 – 19:00 Race 6 hours + final lap

**Broadcast** Exqi TV : 52 min. reportage from October 4<sup>th</sup> - [www.exqisport.be](http://www.exqisport.be)

**Championships Drivers** : 1. Bruni-Fisichella: 60 pts (2 win); 2. Farnbacher-Simonsen: 32 pts; 3. Lieb-Lietz: 29 pts; 4. Walker-Bell: 28 pts (1 win); 5. Melo-Vilander: 27 pts (1 win); **6. Goossens-Holzer: 25 pts...**  
**Teams** : 1. AF Corse: 61 pts (3 wins); 2. Hankook Farnbacher: 32 pts; 3. Felbermayr-Proton : 29 pts; 4. JMW Motorsport: 28 pts (1 win); **5. ProSpeed Competition: 25 pts...**

**Calendar**

<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.

