

LE MANS SERIES – 6 HOURS OF ESTORIL: HOW THE RACE MIGHT HAVE RUN

ESTORIL (P) – For ProSpeed Competition the podium in LM GTE during the previous race of the Le Mans Series in Silverstone, had given them hope for the final round on the Portuguese circuit of Estoril. The Belgian team had worked out a brilliant strategy, had fine tuned the pit stops and Marc Goossens took a brilliant start from fourth place on the grid, coming out in top position in the first half lap; Unfortunately a rather over eager competitor caused a premature end to the race, which had all the potential of being a great success for the Belgian team. As such the #75 Porsche 911 GT3 RSR, bearing the colours of CPL Trans-GrafiWrap, disappeared from the 2011 race scene, just in the same way it had started off at Paul Ricard. All too quickly...

All the pieces of the puzzle were there for a strong final round in this top rate championship and still ProSpeed Competition is unable to close the chapter of the Le Mans Series in the way it had hoped for.

The sporting viewpoint: Rudi Penders (Team Manager)

"We had made a strong point of this final round. Having worked with some simulations and a thorough analysis of the available data, we had worked out a strategy of only having four pit stops, which would automatically be to our advantage. On top of that we also made sure that our speed would not suffer through it. So we had a solid basis to work from, as our speed was more than good, as shown by our fourth place during the qualifying sessions, with less than four tenths from the pole position. In addition I was able to ascertain from the times registered during the race that we would undoubtedly have been in a position to fight it out for victory. It's therefore frustrating for the entire team that it merely remains as a theory."

The driver's viewpoint: Marco Holzer

"In qualifying I was able to get everything out of the Porsche and to measure up to the top players. The time I set was only four tenths away from the first place on the grid and this gave us extra confidence."

The driver's viewpoint: Marc Goossens

"I had a perfect start and took the lead. The car felt good and I was able to hold the LM GTE Pro pack behind me for several bends. I then suddenly felt an impact and it was just too hard... Outcome: a broken steering connecting rod and the end of what should have been a brilliant race. Similar to the rest of the team I am extremely disappointed. We need to immediately turn over a new leaf and once again go flat out next Sunday, during the following race of the Belcar Endurance Championship."

ProSpeed Competition was elected Best Technical team of 2011 at the recent 24 Hours of Le Mans and Team of The Year 2010 by the Royal Automobile Club of Belgium. Once again this year the team's programme is impressive with the Le Mans Series, the European FIA GT3 Championship and the Belcar Endurance Championship.

Further information: www.prospeed.be

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

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 th & 25 th 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

Results LM GTE Pro

1.	R. Bell – J. Walker (GB/GB)	Ferrari F458 Italia	209 laps
2.	M. Lieb – R. Lietz (D/A)	Porsche 911 RSR	+ 0.36
3.	P. Pilet – W. Henzler (F/GB)	Porsche 911 RSR	+ 2 laps
4.	J. Melo - T. Vilander (BR/FIN)	Ferrari F458 Italia	+ 3 laps
5.	S. Hancock – S. Dolan (GB/GB)	Aston Martin Vantage	+ 5 laps

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DNF M. Goossens – M. Holzer (B/D) Porsche 911 RSR Accident

Championships Drivers : 1. Bruni-Fisichella: 60 pts (2 wins); 2. Walker-Bell: 44 pts (2 wins); 3. Lieb-Lietz: 42 pts; 4. Melo-Vilander: 36 pts (1 win); 5. Farnbacher-Simonsen: 32 pts... **7. Goossens-Holzer: 25 pts...**
Teams : 1. AF Corse: 61 pts (3 wins); 2. JMW Motorsport: 44 pts (2 wins); 3. Felbermayr-Proton : 42 pts; 4. Hankook Farnbacher: 32 pts; 5. Imsa Performances : 26 pts; **6. ProSpeed Competition: 25 pts...**

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

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