



**2006 American Le Mans Series  
GT2 Class Driver and IMSA Cup Championship-Winning  
No. 31 Petersen Motorsports/White Lightning Racing  
2005 Porsche 911 GT3 RSR**



***Championships Won with this Car***

- 2006 American Le Mans Series GT2 Driver Championship (Jörg Bergmeister)
- 2006 American Le Mans Series GT2 IMSA Cup Championship



***Major American Le Mans Series Events Won with this Car***



- 2006 New England Grand Prix GT2 Class Winning Car
- 2006 Road America 500 GT2 Class Winning Car
- 2006 Petit Le Mans GT2 Class Winning Car



***Significant Moments for this Car***



- 2006, earned three ALMS IMSA Cup Titles for Privateer Entrants
- 2006, earned Six Podium Finishes in Seven ALMS Starts
- 2006, earned Two GT2 Pole Positions - Miller Motorsports Park & Road America
- 2006, Finished Second in ALMS GT2 Team Championship
- Competed in Seven Events from Lime Rock Park, 2006 to Laguna Seca 2006
  - Won Three Times
  - Was Running at the Finish in Seven of the Seven Events
  - Average Finish: 2.1, Average Start: 2.2
  - Five drivers have run the car in practice or races
    - Michael Petersen, Jörg Bergmeister (7 races) Patrick Long (7), Tim Bergmeister (Practice, Mosport) and Nic Jönsson (1)
- June 22, 2006 – Car Sold to Dale White, White Lightning Racing by Rusty West, previously raced 25 hours total in POC events. Last/newest RSR imported into the U.S. (No 2006 RSR's were built). Many upgrades done for top level ALMS competition.
- July 1, 2006 New England Grand Prix – Won in its inaugural GT2 event
- September 30, 2006 – Won the Petit Le Mans GT2 class
- October 21, 2006 - Retired from competition following a GT2 second-place in the Monterey Sports Car Championships (Laguna Seca)
- Featured in *Excellence Magazine*, December, 2006
- Porsche VIN Number: WPOZZZ99Z5S693070



# Petersen Motorsports/White Lightning Racing

## 2005 Porsche 911 GT3 RSR Specifications

Raced in 2006 (ALMS Lime Rock-Laguna Seca)



**Vin #** 2005 WPOZZZ99Z5S693070  
**Engine** 3,795 cc (3.8Liter) water-cooled six-cylinder boxer engine in rear, four valves per cylinder  
Stroke: 76.4 mm, bore: 99,99 mm  
HP: 445 hp (327 kW) at 8,250 rpm\*  
Torque: 405 Nm at 7,200 rpm  
Redline: 8,500 rpm  
Intake: plastic intake manifold with two air restrictors, sequential fuel injection (Bosch)  
Fuel: Super-Plus Unleaded, 98 ROZ  
Materials: Titanium valves (ACO) and connecting rods  
Lubrication: dry-sump system with water-oil heat-exchanger  
Electronics: Bosch MS 4.0 electronic engine management system with knock control and lightweight wiring harness

### Power Train

Straight-toothed dog-type constant mesh countershaft sequential gearbox  
Drive: rear-wheel drive  
Clutch type: Carbon racing clutch  
Differential: limited slip differential 40/60 percent  
Cooling: oil-water heat-exchanger

### Suspension

front : McPherson front axle  
Rear: multilink rear suspension  
Anti-roll bars: adjustable anti-roll bars front and rear  
Springs: double coil springs all round, adjustable in four positions  
Shocks: KW, adjustable ride height, compression, rebound  
Adjustments: height, camber and track continuously variable adjustable

### Wheels

BBS central locking (Splint safety lock system)  
Front : 10J x 18 ET 15  
Rear 11H x 18 ET 16

### Tires

Michelin Pilot SX racing slicks  
Front: 24/64-18  
Rear: 27/68-18

### Brakes

AP Brake Upgrade ,Power distribution with brake balance adjustment.  
Front: 380 mm, 32 mm thick, 4 fixed aluminium AP callipers  
Rear: 355 mm, 32mm thick, 4 fixed aluminium AP callipers

### Body

Chassis: weight optimised, widened 911 GT3 RSR chassis  
Composites: All body work has ¼ turn aerospace fasteners. Carbon Kevlar front section and spoiler, rear section, luggage compartment, hood, rear lid with wing, front mudguard, rear mudguard extension, doors with windows and frames, rear window  
Aero: optimized front, rear, side sills, adjustable rear wing  
Air jack system with “quick drop” dump valves

### Safety

Racing bucket seat with six-point seat belt, adapted for HANS use  
Fire extinguishing system  
Welded-in roll cage  
100-litre safety tank, quick refuelling system with probe guide plate receptacle

### Weight

1,115 kilograms/2,458 pounds (ACO version with flat underbody and diffuser)

### Steering

Electric power steering