



PORSCHE



PORSCHE

GT3 Cup

Prod.Nr.: 144 0812 EV

WPO ZZZ 99 Z4S 698 046

PMNA 23 - Farnbacher USA / USA

PORSCHE

Dr. Ing. h.c. F. Porsche
Aktiengesellschaft
Sales Special and Racing Vehicles
D - 71287 Weissach

26.01.2004

Subject: Safety roll bar certificate

Dear Motorsport Customer,

We herewith would like to send you the respective safety roll bar certificate and the self-adhesive roll bar sticker for your new 911 GT3 Cup racing vehicle.

In the attachment you can see instructions and the respective location (center (B) pillar, driver side) where the self-adhesive roll bar sticker has to be stucked on.

Best regards,

Dr. Ing. h.c. F. Porsche
Aktiengesellschaft

VIN#: WPO ZZZ 99 Z4S 698 046
Prod. Nr.: 144 0812
Name: PMNA 23 / Farnbacher USA

Board: Dr.-Ing. Wendelin Wiedeking, Chairman
Wolfgang Dürheimer, Holger P. Härter, Harro Harmel,
Michael Macht, Hans Riedel



Datenblatt/data sheet 911 GT3 Cup, MY2004

Kunde/customer	PMNA 23 / Farnbacher USA
Termin/date	
Produktions-Nr./Prod.#	144 0812
Fahrgestell-Nr./VIN #	WPO ZZZ 99 Z4S 698 046

Fahrzeugaufbau/vehicle body	
Karosserie/body	
Rohkarosse/Body	GT3 Cup, MY04
Farbe/colour	Carraraweiss
Anbauteile/add-on parts	GT3 Cup, MY04
Heckflügel/rear wing	GT3 Cup, MY04
Aggregate/units	
Motor-Typ/engine type	M 96/74
Getr.-Typ/gearbox type	G 96/97
Zusatzpakete/optional package	
Beleuchtung	n/a
Frontscheibe beheizt	n/a
Übersetzung/gear ratio	Standard GT3 Cup

Reifen-Typ/tire type	Regen/rain

Kenn-Nummern/identification numbers	
Fahrzeug-Nummern/vehicle numbers	
Käfig-Nr./roll cage #	6366
Motor-Nr./engine #	63 321 550
Getriebe-Nr./gearbox #	200 2235
Tank-Nr./fuel cell #	n/a
Serien-Nummern/serial numbers	
M.-Steuergerät/ECU #	1067
Display	n/a
Laptrigger Sender	n/a
Laptrigger Empfänger	n/a
Beschleunigungs-Sensor	n/a
Maße/dimensions	
Leergewicht/weight	1152 Kg
Gesamtlänge/length	4437 mm (+/- 1%)
Ü.-hang VA/front overh.	1030 mm (+/- 1%)
Ü.-hang HA/rear overh.	1050 mm (+/- 1%)
max. Breite/max. width	n/a
Radstand/wheel base	2357 mm (+/- 1%)

Sonstiges/others

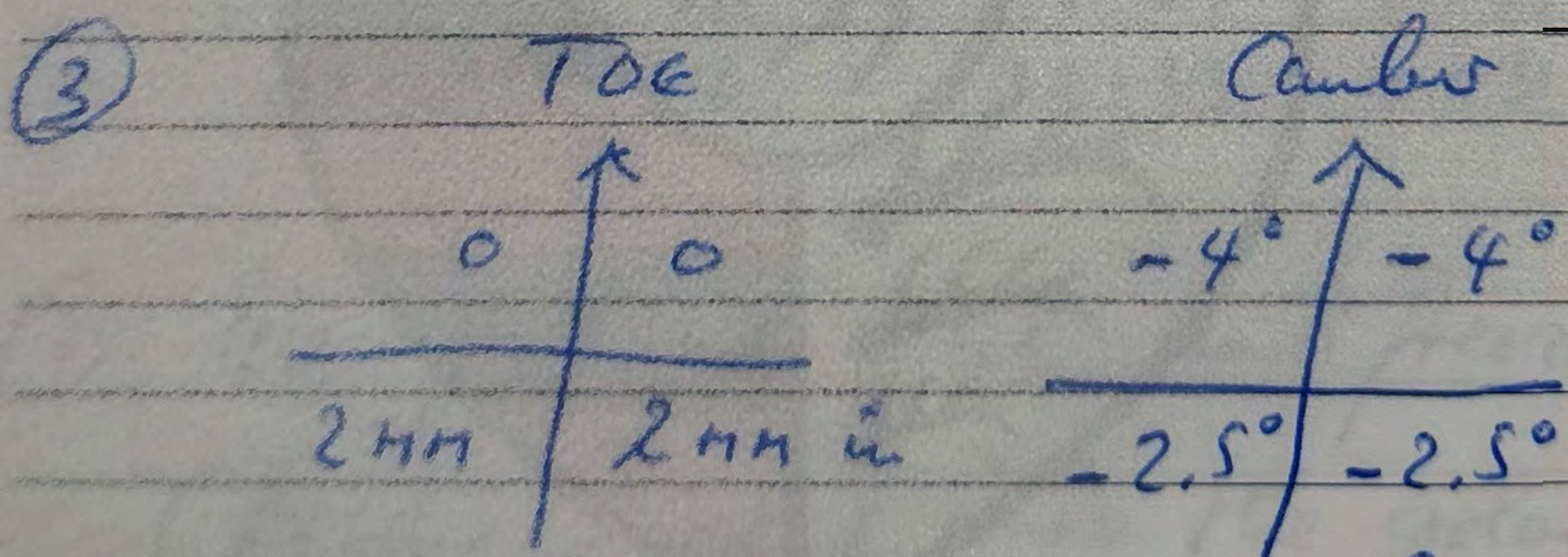
SONNEN PORSCHE

WHOLESALE DIRECT: 415-381-7898
FAX: 415-380-0544

Terry

Since this will not be used under Racing conditions.

- ① Suggest he uses MAP3
~ 420 HP
- ② RPM limit is set at 8000. (SCCA Rule)
Engine is build to run at 9000.



you obviously can play with this depending on what tires he uses.



Dr. Ing. h.c. F. Porsche
Aktiengesellschaft
Sales Special and Racing Vehicles
D - 71287 Weissach

2004-01-12

Subject: Safety roll bar certificate

Dear Motorsport customer,

The respective safety roll bar certificate for your new 911 GT3 Cup racing vehicle will be send on as soon as it is available.

We apologize for any inconvenience that may cause.

Best regards,

Dr.Ing.h.c. F. Porsche
Aktiengesellschaft

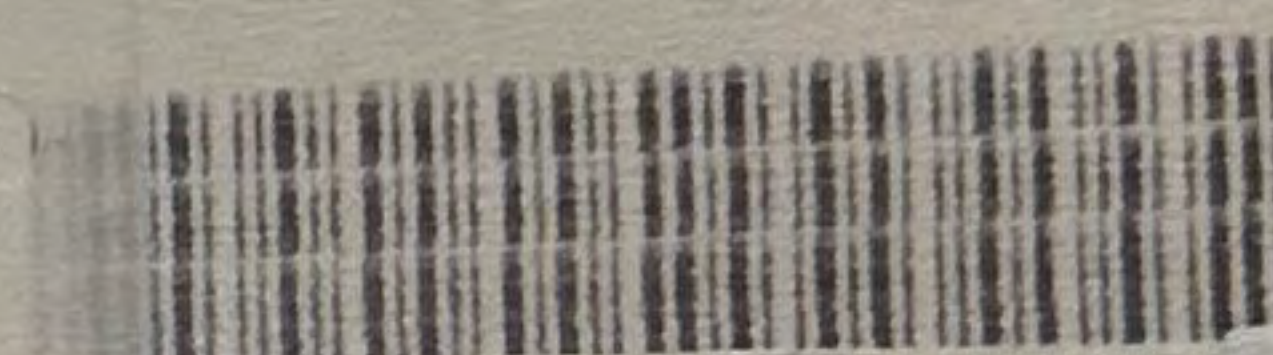
FAHRZG.-IDENT-NR. 144-0812 901 901
VEHICLE-IDENT-NO.

TYP/TYPER

WFOZZZ

99Z45698046

006 8.30



P8-Termin

2.11.2003

Produktionsnummer

44.0812



Land: CO

90

Dec

----- Original Message -----

From: Farnbacherusa@aol.com

To: davemaynard@europeanlocators.com

Sent: Friday, February 10, 2006 10:58 PM

Subject: 04 Cup car...

Just a progress report.

We are getting the suspension parts put on. Most of these parts are like new, since we took off the RSR suspension Also just received all new plastic fender liners and underbody from Porsche....over \$1000.

History of car.

2004 no races except 2 World Challenge with a cup motor given to us by Porsche.

Wolf Henzler driving.....Infineon and Laguna Seca.....2 poles ...2 victories with 2 new lap records.....This established us in the US.

2005 24 Hours of Daytona.... New best GT qualifying time. pole..... 1st GT and 10th overall.

2005 season World Challenge.... 9 races.....6 poles.....3 first....6 podiums....

Engine in car presently has only 5 races on it....Tranny was rebuild before last race at Laguna Seca in October....

Pictures.....

You can find pictures in the grand Am site for 2005 24 Hour race.\

World Challenge has plenty of pictures...

I have attached several with the two liveries the car has known.

1. Copper and Black.... until after the Road Atlanta World Challenge race.\

2. Applied Materials Blue as is now....

Peter



Essex River Cruise

ESCAPE

To the

Finger Lakes

PorscheFest 2006

First Great Garage Tour

THE NOR'EASTER

SEPTEMBER 2006 SEPTEMBER 2006 SEPTEMBER 2006 SEPTEMBER 2006 SEPTEMBER 2006 SEPTEMBER 2006 SEPTEMBER 2006

Northeast Region Porsche Club of America Northeast Region Porsche Club of America Northeast Region Porsche Club of America Northeast Region Porsche Club of America

There Are Only Three Sports

Copy By Ramon Blanco, Photos By Janis Reuters & Bruce Hauben

Who said: "There are only three sports: motor racing, motor racing and motor racing; all the rest are merely games"? Answer: well, nobody. Ernest Hemingway reportedly said something similar, but not exactly the same; he reportedly quoted bullfighting, motor racing and mountain climbing (you can read all the variations of this famous quote at The Knese at <http://www.theknese.com/pages/Hemingway.php>).

Somehow, motor racing or car driving seems more substantial to me, now that I have eight full days of DE (driver education) under my belt.

The following is short summary of my most recent DE events:

Mount Tremblant, Quebec, Canada (July 10-12, 2006). The Track (Le Circuit Mont Tremblant or LCMT for short) is in the village of the same name. It is an awesome track with really interesting turns and sweeps and incredibly smooth surface.

For an account of this magnificent track see Laurie Jitts' report in the web http://www.porschenet.com/DE_PDF_WordFiles/LCMT_0405_byLaurieJitts.pdf.

Laurie's enthusiasm for DEing and LCMT is contagious. As it has been previously said, Mont Tremblant is a magnificent track. For me, these were my fourth, fifth and sixth track days during which time I learned a great deal about high performance driving. I also learned a lesson: If your instructor does not click



Goodloe Suttler preps his car

for you, switch to another one that works for you. As novices we are told to inform PCA/NER powers that be about an instructor that may not be suitable for us. This is actually easier said than done. When the time comes, some of us (at least a few drivers that I know and I) may be inclined to just stick with the assigned instructor. This is not right, because it will rob you of the most important thing that you should have on track: Fun. If you lose your enthusiasm and gusto for driving you will not drive well and you will not learn either. These are powerful reasons for being as proactive as possible and looking into switching



Paula Reuters at Mont Tremblant



Peter Bassetts newly purchased 993 Cup Car

Watkins Glen, New York (July 26 and 27, 2006). I went to the Glen thinking that this venerable and historic track could not be better than the fabulous LCMT. Wrong again. The Glen is a fast track that enhanced my perception of driving. It has a rhythm that is nothing short of amazing. When one is driving WG one feels that one is dancing, and dancing well! It is as flowing with the wind! It is that amazing! This track and this event have consolidated my commitment to driving and growing as a driver! I was very fortunate to have Bob N. Cohen as my instructor again (I was instructed by Bob at an earlier event at NHIS). Bob is very likeable and extremely patient.



The tech crew at Mont Tremblant



Bruce Hauben's 996 GT3

your instructor to one that will foster for you optimal driving and learning.

I was very fortunate to find Peter Larsen, a wonderful instructor and a delightful individual with a great sense of humor. A good sense of humor, it occurred to me, is essential for a good instructor. How else would otherwise a perfectly normal individual get into an unknown car with a perfect stranger with proclaimed car inexperience and let that stranger drive him or her at high speed? When one realizes this, one has even more respect and appreciation for what instructors do. Really the heroes of DEing!

Mont Tremblant is also a nice place for a family vacation with lots of restaurants and activities (MT National Park, white water rafting, etc.). This year as in past years, NER's DE event coincided with the resorts annual Blues Festival, which enhanced the venue even further. Both the village (where the track is) and the resort (where all the hotels are) are built in a human or European scale (everything is within a walking distance; for example, one can walk from one's hotel to the lifts that take you up to the top of Mont Tremblant).



The Firefly Restaurant catering truck made the trip to the Glen

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Steve Ullis, owner of FireFly Restaurant cooking up a great track dinner



Joyce Brinton tends the grill

When I met him I instantly trusted him. In this event, as customary, we went through the usual two parade laps and then it was time for me to drive. I started driving and pretty soon I felt very good about this track. Despite the many mistakes, I was improving little by little. Speed was magically coming as I became more confident with myself and the car on the track.

The afternoon of day two came and Bob informed me that he had to go (He was going to be a grandfather for the fourth time: Congratulations, Bob!). Bob also told me that if my next instructor agreed, he would recommend me to move to the yellow group. As my newly assigned instructor informed me that he would not go out in the rain (it was raining very substantially) I realized that I was grounded without an instructor to go out with. I went to the Paddock control and asked the powers to be for another instructor. To my surprise, Laurie Jitts was instantly available and willing to go with me in the rain! He's my hero! As we prudently pitted out we found out that



DE participants line up for a feast provided by Firefly Restaurant

the previous yellow/blue group had dried out the track. One complete lap and we could not see any wetness. Progressively, I gained more confidence and my speed increased. Laurie is a superb instructor, witty, reassuring, and empowering! I had an awesome run. To my surprise, Laurie declared that he had fun too, and then he added: "And I don't say this to everybody!" I was obviously satisfied with my performance, even though I realized that Laurie was right to say that I braked too hard and that if I were to enter the turns slower I would come out faster and my lap time would actually be better. This is the perfect instruction. He makes me feel good about what I have done, but at the same time he lets me know that I could be doing it much better. At the end he agreed with Bob that I should be moved to the yellow group. I could not feel better.

I have now completed eight days on track (NHIS, LCMT and WG) and I am totally hooked. I have to agree with Hemingway that motor racing (or in our case DEing) is a real sport as much as a bullfighting or mountain climbing because it brings us to face our fear and conquer it. Risk is part of the experience. But, I would point out that it is a calculated risk, as one learns to control the car at greater and greater speed. Motor sport is also a



Laurie Jitts sends Peter Donohoe on his way

fantastic sport because besides its technical side, it represents a constant challenge to improve further and always learn something new. I know that what I am saying sounds somewhat used and unoriginal, but nevertheless it is true.

Some people believe that: "Auto racing is boring except when a car is going at least 172 miles per hour upside down" (crani-alcavity.net/fullthrottle/wp/index.php/famous-racing-quotes). Definitely not true, at least in the case of DEing. Motor sport is at its best when the driver and machine connect in a single unit and move smoothly, fast and uneventfully! After all, if you double-fault in the tennis court, you loose a point; if your golf ball lands in a water hazard you're penalized a couple of strokes; but miscalculate your entry speed into a turn and your beloved car will not turn and will careen into a retention wall. These are the laws of physics that apply to any moving object. It is this element of risk that makes motor sport as exiting as mountain climbing or bullfighting. As they say, you cannot eliminate risk entirely from adventure, nor would you want to, either. ☐

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508-651-1316



Goodloe Suttlers very fast GT3 Cup Car