

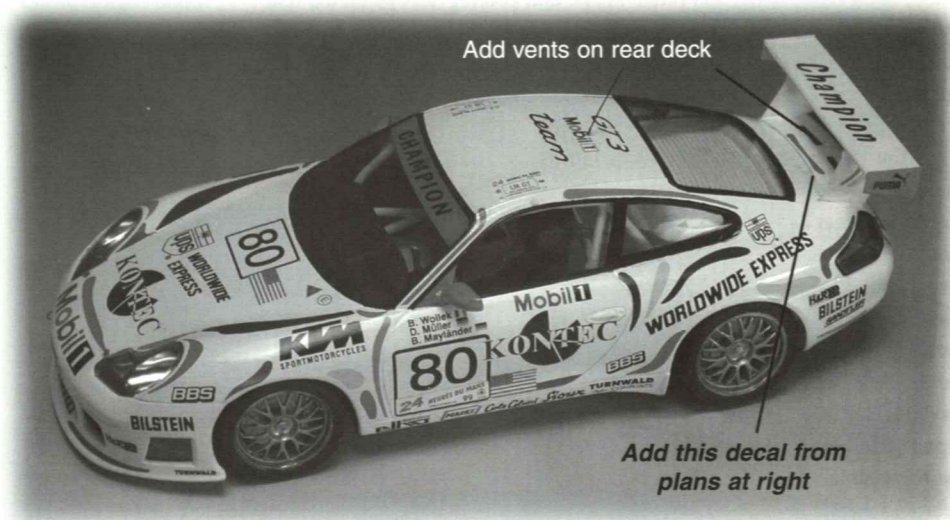
SHAKEDOWN

Porsche 996/GT3 1999 Le Mans Class Winner

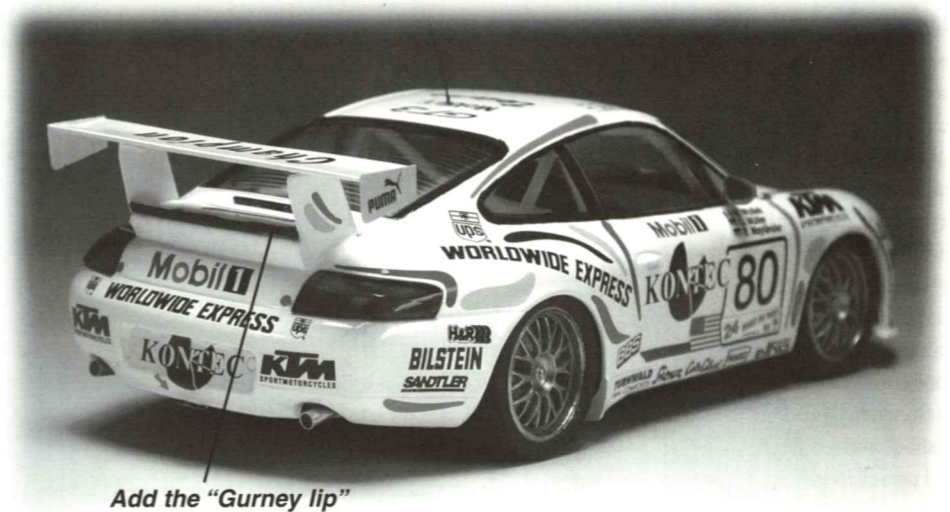
The Porsche entries at LeMans in 1999 were discrete, effective and victorious. This sonata has been played many times in the history of Porsche Motorsport. However, many of the enthusiasts and fanatics (are they all fanatics?) who devour the achievements of Porsche, considered this a second-rate feat. Of course they won their class, but what about the relentless pursuit of an overall victory. Alas, was this a requiem performance for the Stuttgart legend? Or is it a beginning of something new? Of course this 911 (type 996) is an all new car. The GT-3R derivatives entered by Porsche, via two Private Teams, were the latest evolutions of a great road car into a great race car. Perhaps history holds the answer.

In 1976 Porsche came to the FIA race season with a two pronged attack. These were times of change in motorsport and the Governing body could not choose between the two general forms of sports cars: prototype spyders or production based coupes. So they chose both. Porsche did too. The 936 prototype and the 935 coupe were teammates that Porsche used in FIA races and of course LeMans to great success. After two LeMans victories with the 936, a new agenda took shape within the halls of Zuffenhausen. What is this type 936? After all, it is 935's that represent the road cars, mostly in spirit, a little in form. The pursuit of a 935 that could beat Porsche's own prototype resulted in the most advanced production based racer yet, the type 935/78 or Moby Dick as it was called. Unfortunately victory just missed this exotic car. None were made available for customers. It did show the light forward though. Afterwards, it was the customers, especially Kremer, who continued to develop the basic 911 package into a car that would win LeMans in 1979.

Sounds familiar. After two LeMans victories with a prototype in 1996 and 1997, a third attempt was made with the ultimate evolution of a production based car. Victory did not slip away this time. The 911 form racer won on Porsche's 50th anniversary. So in the wake of this maybe the private customers will go on to greater victories with their versions of



Add this decal from plans at right



Add the "Gurney lip"



Add these decals from plans at right

the 996. Is the 996 GT-3R the acorn of mighty oaks to come?

Model

Scale Productions of Germany has produced a nice transit kit for the Tamiya street

version of the 996, kit number 24196. It is very straightforward, including front air dam, rear wing and supports, new rear deck lid, seat, dash, roll cage, and wheels with tires. Also included are decals to do whichever car you choose, in our case the number 80 "Champion" variation. We chose this to go along with the GT1 and GT2 Porsches run by Champion that we have already built.

The transit fits very well, but is short in a couple of areas. Below and at right you see the comparison of the model and the actual car and



notice that the outlet on the air dam is pretty shallow on the model. This should be corrected on the model before painting. Notice also that there is a missing decal, not the only one, I must add. There are three of the colored "jellybeans" missing on the decal sheet, art is provided below to hand cut these. Two are on the airdam and one is on the rear deck cover.

Missing also are the vents on the rear deck and the "Gurney lip". You should cut the vents in and add the lip with some small plastruct angle.

The roll cage is white metal, and is usable if you like to mess with this stuff. I found that the GT2 kit from Tamiya is exactly the same, and thus easier to deal with. The interior is all white with black seat and dash, with red seatbelts.

The wheels and tires, along with the provided brakes are very good, but to get the proper stance to the car some surgery is necessary to lower the car. My crude method is to just mount the wheels with epoxy, set it on blocks to get the ride height looking good, and letting it harden. This does not look good from below, so if this concerns you, you will have to do much more work. The GT2 chassis setup might work?

Overall this is a nice transkit. Scale Productions has also announced the newer GT3 version to come, with the wider rear flares in the Dick Barbour LM/ALMS 2000 markings along with the Audi LeMans winner from 2000. These are both due in October.

For more information go to the web site
www.scaleproduction.de

