

996 2004-2005 Project

This is a 1999 996 that was converted to 2005 fly-by-wire technologies. This is an ongoing development for a personal and professional friend of ours. We'll call this "Stage 1".

In late 2004 it was determined that the 3.4 ltr engine had a non-catastrophic failure. Arising from subsequent meetings, a plan was borne to convert the car to a newer, more efficient, and more effective DME system. (PICS 1, 2, &3 show the engine and removal). Collectively it was determined that a DME 7.8 system with Vario-Cam and Vario-Lift would be installed. This allowed us to use the more powerful 3.6 ltr. engine. A factory engine was supplied by KC from our non-local dealer. (PICS 9&10 show the new engine ready for installation.)

During this period the entire car was inspected and evaluated. Typically, people convert to race cars vehicles that would be termed "rags," "dogs," "beaters," or "SBs." This one would be completely different. This Porsche was a very pampered car; not a single scratch or dent. Everything mechanical and electrical was in operating condition. Leather interior with carpeting, multi-disc cd changer, etc. Less than 30K on the car.

A decision was made at that time to replace the stock shocks with a set of Bilstein PSS9s and GT3 sway bars with adjustable links. PSS9s are ride height adjustable as well as having nine paired adjustments for compression/rebound. (PICS 4&5 show the bottom of the car and one suspension corner and PIC 8 shows the front nose prior to installation of the 3rd radiator.) This would give us a car that could be lowered to Grand Am specs. Driver Hugh Plumb drove a similarly prepared 996 at Homestead in early 2004; set an unofficial track record during practice followed it up the next session by breaking his own record. The car with Hugh was the fastest in the field the following day during practice and posted the 2nd fastest time during the race.

Prior to disassembly the car was weighed and spring rate calculations were made. The data was entered into our proprietary software with an excel file being produced. This file was sent with the new PSS9s to Bilstein's Technical Service Department. A very short time later, Bilstein returned the re-valved shocks to us for installation.

(PICS 11-13 show the car after completion. PIC 14 is the car on the hot pit lane at Buttonwillow Raceway Park.) I had the opportunity to drive with Craig Stanton on the track that day. He was all smiles about the car and I was all smiles about his driving. Being in the Porsche with a professional driver like Craig and absorbing his philosophy and perspective about racing is a treat & complete eye opener.

Beginning in August of 2005, the Porsche was disassembled for "Stage II." (PICS 15-48 show the general disassembly steps.) Here's what's to come. The car is being prepared to Grand Am Cup specifications. Full roll cage with NASCAR door tubes, FIA seat, 6 point harness, window net, Porsche quick coupled steering, full radio and intercom system, fire system, dry break fuel system, ABS retro, limited slip differential, etc. Last but not least, for the driver a HANS! More to follow. 15.09.05

Note. The white rear bumper you see is part of a new product line you can find with us. GT SERIES I. This particular part is designed for the Porsche GT3 Cup cars. All the cars arrive in a factory color called Carrera White. This Carbon Fiber part is delivered the color of the car! This means no sanding or painting at a savings of \$300-400 each time! The fit you see is OUT OF THE BOX. It is not even bolted into place! Something new and innovative.