

Porsche announces GT Type 904

The long awaited Porsche GT 904 was announced by the Factory shortly after Thanksgiving.

Although a 4 cylinder 2000 cc engine is listed in the specs, it is quite possible that any available Porsche engine option can be dropped in. This would include the Formula I powerplants as well as any experimental designs. There are indications that the Type 904 will be seen at Sebring with one of the higher output mills aboard—the possibility exists that the Factory is out to garner an overall win as well as class victories.

Here are some technical facts abstracted from a rambling statement from the Factory.

A light but unusually stiff box-section frame (photo, below) carries the fiberglass body, which acquired its smooth lines from the experience gained in last year's prototype races.

Front and rear suspension consists of A-frame links and coil springs similar to the Porsche Grand

Prix cars. All 4 wheels are equipped with Porsche-ATE dual circuit disc brakes. As in the past, 15 in. wheels are being used since Porsche does not intend to build "airport-racers" but rather cars which can be entered successfully in all sorts of races including a Targa Florio. In addition, the owner of such a car must have a chance to compete as well in a rally on all kinds of roads as well as drive his car to the races he enters.

The reliable 2 liter 4 cylinder engine—with which the Grand Touring World Championship up to 2000 cc was won twice—will be used in the new GT. The engine now develops 180 bhp DIN and lies in front of the rear axle.

The car is equipped with a synchronized five-speed transmission having specially selected ratios.

The concept which has proven to be utmost in the design of the Porsche Grand Prix cars served



Torque max.	20.5 mkg at 5000 rpm
Carburetor	2 Weber dual throat downdraft
Lubrication	dry sump

FRAME

Front suspension	transverse double A-frames
Front springs	coil with coaxial shock absorber
Rear suspension	transverse double A-frames
Rear springs	coil with coaxial shock absorber

DIMENSIONS

Overall length	4090 mm
Width	1540 mm
Height	1065 mm
Wheelbase	2300 mm
Track, front	1314 mm
Track, rear	1312 mm
Ground clearance	120 mm
Fuel tank	29 gal US

as the basis for the construction of the Porsche Type 904. This car, which is 150 kg lighter than the previous GT and has an improved chassis, has an extremely low frontal area with a height of only 106 cm which gives an aerodynamic form.

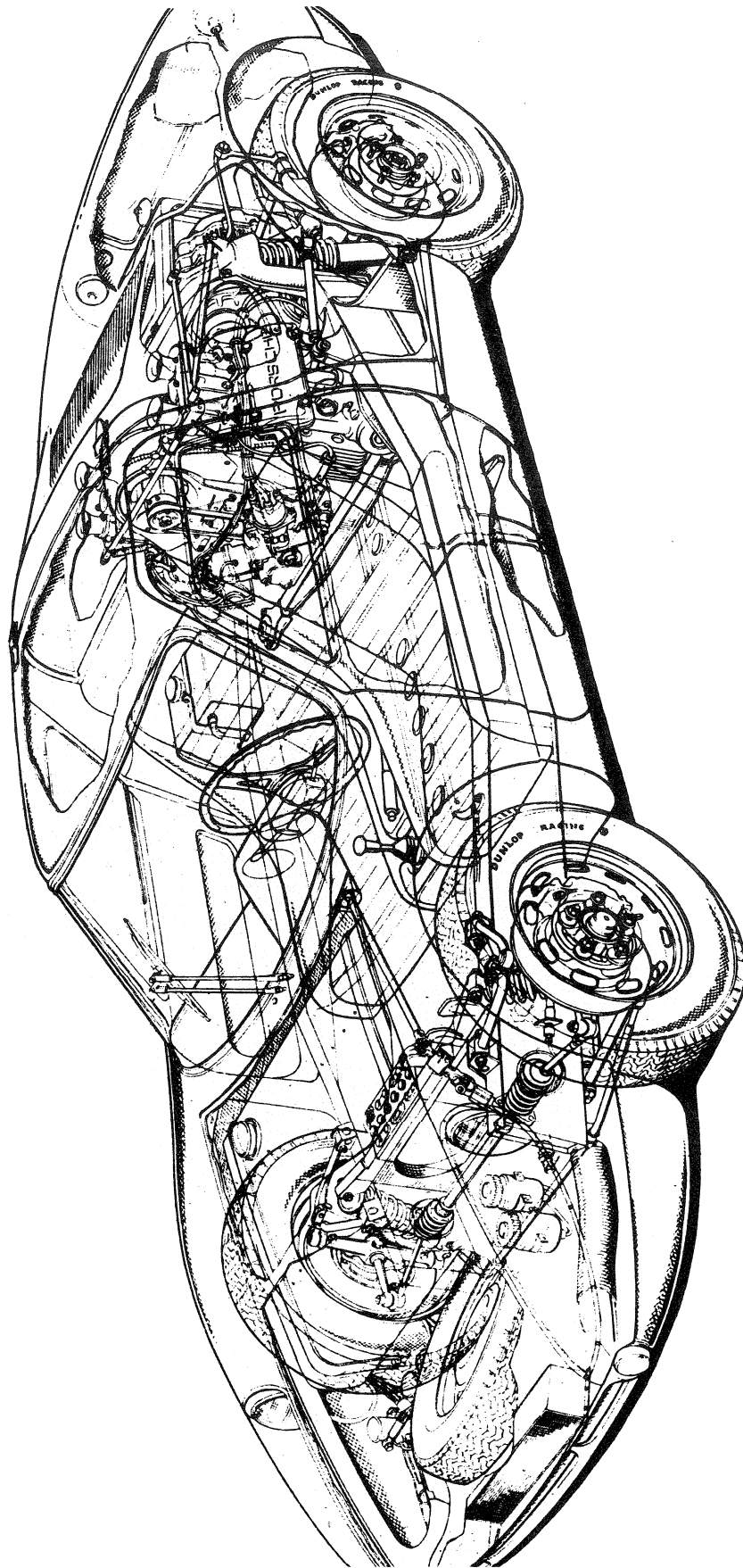
Price was announced at about \$7500 FOB Factory.

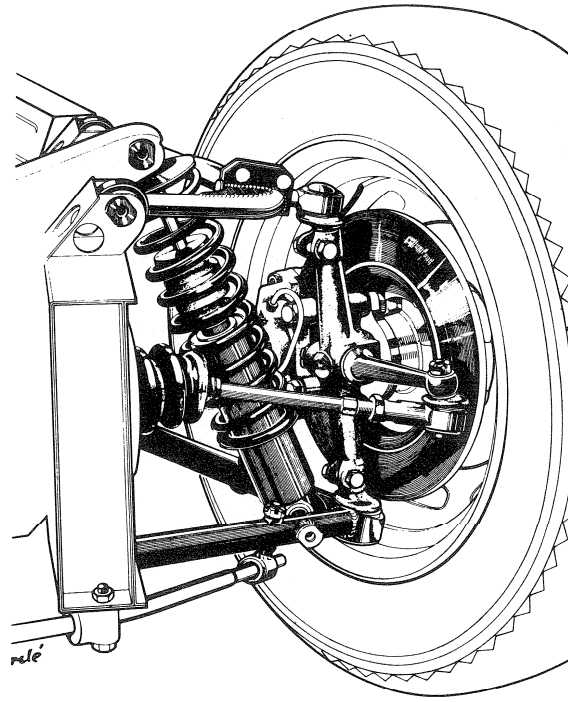
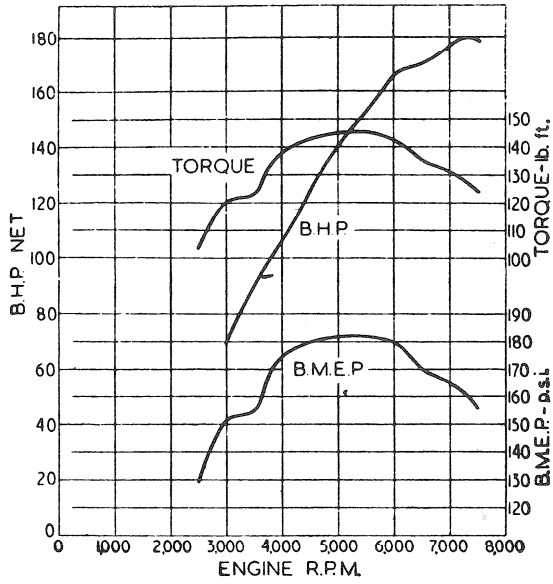
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TECHNICAL DATA

ENGINE

Type	four stroke cycle, horizontally opposed cylinders, overhead cams, air cooling
Bore	92 mm
Stroke	74 mm
Displacement	1966 c.c.
Compression ratio	9.8 : 1
Performance (DIN)	180 bhp at 7000 rpm





Power and acceleration graphs supplied by the manufacturer indicate that despite the peaky power curve, the five-speed gearbox gives impressive acceleration up to a maximum of 162 m.p.h. in about one minute

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PORSCHE

904

Information from "Autocar" (London)

Left rear suspension

