



Model description

- Hand-assembled metal precision model made from 922 parts
- Authentic reproduction of the entire vehicle
- The hood can be swung open to the rear with a true-to-original replica of the opening kinematics
- Tank filler neck with opening cap and open oil filler neck
- Doors to be opened with movable sliding windows
- Openable front hood with fuel tank and spare wheel underneath
- True to the original rims
- Highly detailed four-cylinder engine ("Fuhrmann engine") with many add-on units and complete cable routing/wiring
- True to the original design of the vehicle interior
- Racing equipment, seats with real velours cover
- Highly detailed windshield wipers with real rubber wiper blades
- True to the original dashboard with all display instruments and controls
- Exact replica of the elaborate chassis and cover including the front and rear wheel suspension, the oil tank, the dry sump lubrication and the gasoline tank, as well as an impressive tailpipe design of the racing exhaust system.

Technical Data of the Original Vehicle

- Two-seater coupé body made of fiberglass over a steel frame
- Four-cylinder boxer engine
- Dry sump lubrication
- Bore x Stroke: 92.0 x 74.0 mm
- Displacement: 1,966 cm³
- Performance: 180 hp at 7,200 rpm
- Maximum speed: approx. 263 km/h (racing version)
- Brakes: Disc brakes on all four wheels
- Wheelbase: 2,400 mm
- Tires front 165-15 or 5.00 M-15, rear 165-15 or 5.00 M-15 (5.50 M-15)
- Track width front / rear: 1,316 / 1,312 mm
- Vehicle length / width / height: 4,090 / 1,540 / 1,065 mm
- Construction time: 1963-65
- number of units: 116, of which 106 with four-cylinder engines



We reserve the right to make changes to the series model.

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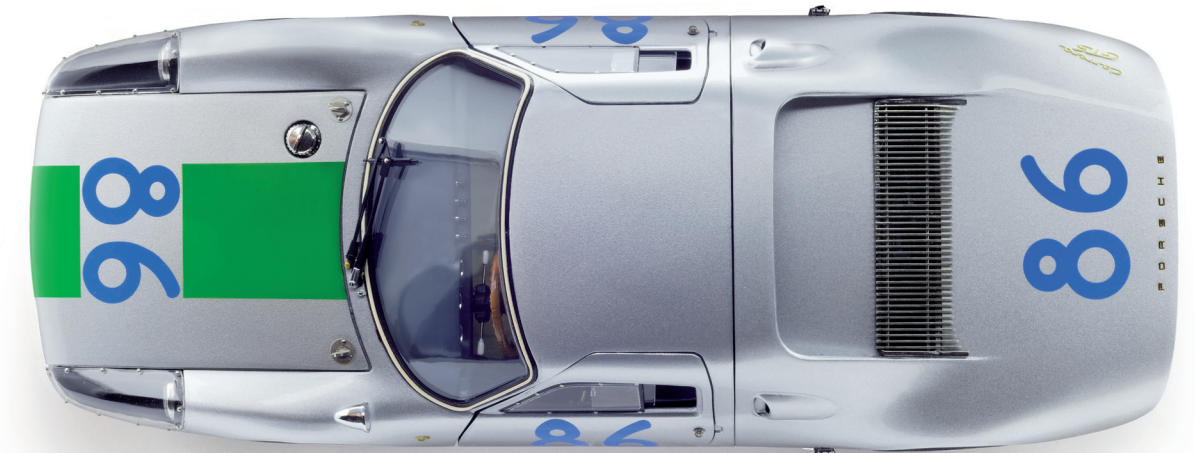
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CMC Porsche 904 Carrera GTS

A classic Racing Car suitable for the Road



EXTRAORDINARY
IN A CLASS OF THE EXQUISITE



The Porsche 904 was presented to the world public in Stuttgart in November 1963.

Initially, the plan was to build the minimum number of 100 vehicles required by the FIA for successful homologation and to offer them not only as racing cars but also as road-legal vehicles in order to achieve this number of units.

Due to Peugeot's naming rights to three-digit numbers with a zero in the centre, the car was

GTS STANDS FOR GRAN TURISMO SPORT AND THE PORSCHE IDEA OF MAKING A CLASSIC RACING CAR SUITABLE FOR THE ROAD.

not allowed to be marketed as the 904, the internal designation, but was officially called the Carrera GTS. This was the first time that a Porsche vehicle bore the abbreviation GTS. The abbreviation GTS was then used to create racing cars with a little more comfort and a road licence.

The 904 was designed by Ferdinand Alexander Porsche, known as Butzi. He considered the 904 to be his best design ever, even better than that of the legendary 911, which was also presented at the IAA in Frankfurt in 1963.

In terms of design, the 904 had some new features to offer: its body was made of glass fibre-reinforced polyester resin and weighed just 145 kg. It was bonded to a steel box frame and also bolted together - a clever alternative to more complex tubular lattice frames in order to keep production costs low and at the same time ensure unprecedented rigidity. The highly innovative body and frame unit was manufactured by hand at Heinkel Flugzeugwerke in Speyer, not far from Stuttgart, which specialises in lightweight construction.

Consistent lightweight construction and design for racing applications meant that rubber seals were not used on the doors, so the interior was correspondingly loud and draughty - a real racing car!

The new 6-cylinder boxer engine from the Porsche 911 was initially intended as the power source. In actual fact, the race-proven and lighter 2-litre four-cylinder boxer engine, the famous Fuhrmann engine from the 356, was used.

The fact that racing mechanics all over the world were already familiar with this engine was certainly no disadvantage. Easily accessible, it was concealed as a

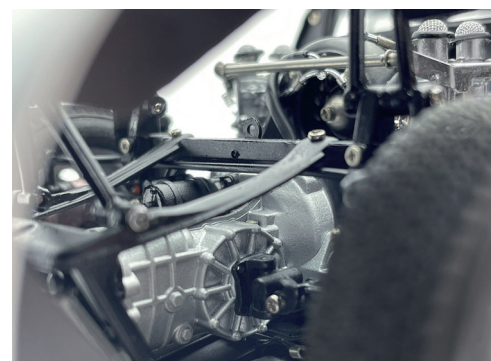
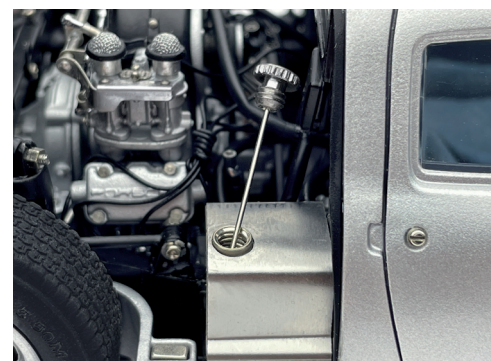
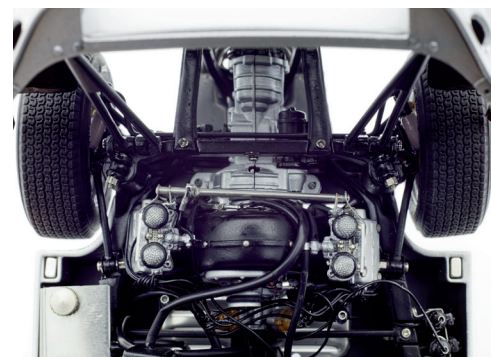
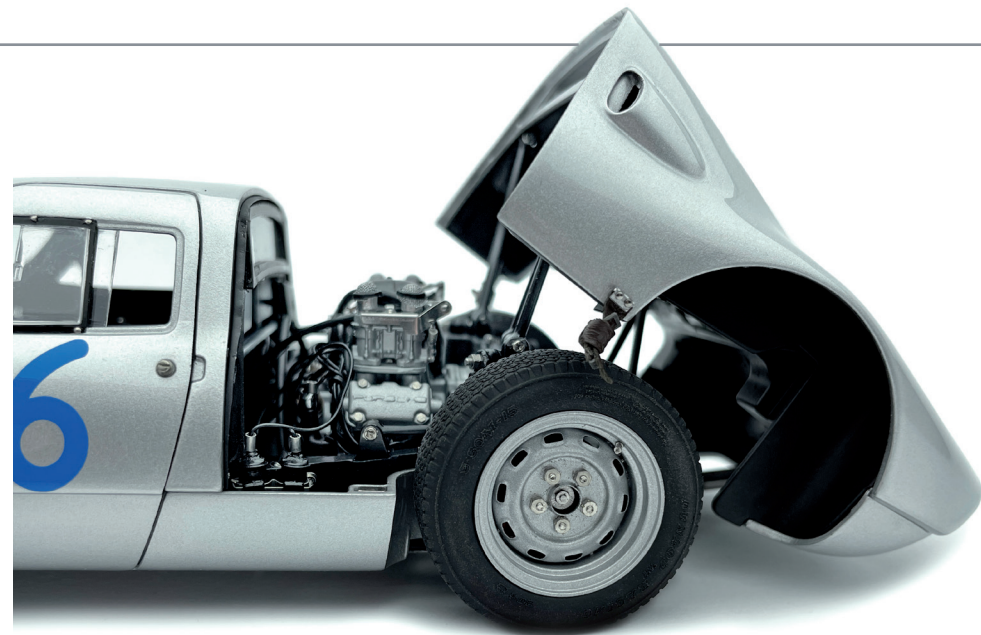
mid-engine under the large hinged rear cover, under which there was even a boot in accordance with the FIA regulations for GT cars.

Due to strong demand from private drivers, a total of 116 vehicles were assembled in the end, most of which were delivered to the USA.

After the 901, it was time for CMC to pay tribute to another Porsche - here is the CMC Porsche 904 Carrera GTS.

For the first time, we are offering three different and interchangeable exhaust systems for a model car - just like the original. Depending on the application or race track, the car was driven with the Street Exhaust, the Sebring Exhaust or with the megaphones, whereby the name says it all, especially with the latter.

Very few people realise that the 904 was predominantly delivered with hubcaps at the time - so you can also get these from us in a small toolbox together with a tiny screwdriver to loosen the wheel bolts and thus remove the wheels.



M-230 CMC Porsche 904, #86
The most notable victory came at the 1964 Targa Florio, where Antonio Pucci/Colin Davis took overall victory in car 904-005, followed by Gianni Balzarini/Herbert Linge in 2nd place in car 904-006, beating all the more powerful Ferrari GTOs and Shelby Cobra roadsters driven by world-class drivers such as Phil Hill, Dan Gurney and Bob Bondurant.



The car won many class victories in the years 1964 to 1966 and achieved good placings in international road and hill climb races.



M-236 CMC Porsche 904, Racing Team Holland
This fascinating Porsche 904 with chassis number 904-055 and its rare and eye-catching orange livery is closely associated with a Dutch team that took part in European endurance races in 1964/65 under the Racing Team Holland flag. In May 1964, 904-055 was delivered to its owner Bernardus (Ben) Pon, who competed in the 1962 Dutch Grand Prix. After that, however, he concentrated on sports cars.



Three different exhaust systems optionally available (Street/Sebring/Megaphone)

M-231 CMC Porsche 904, #150
This fantastic Porsche 904-006 is a rare factory racing model of the 904 Carrera GTS, designed and built for racing and rallying in the 1964 season. Nine of the first ten Porsche 904s were used in the works racing team, one of these cars was 904-006.

