



SCHALTKULISSE



PORSCHE
904 CARRERA GTS









KEY FACTS

- Extensive period racing history including entries to the 12h of Sebring and 24h of Daytona
- Retains original matching 587/3 4cam engine 99047 alongside the car
- Correct type engine fitted, built by renowned specialists Capricorn
- Known history from new and restored by Kevin Jeannette / Gunnar Porsche Racing







HISTORY

In the 1960's, Porsche wasn't the large powerful company we all know today, and building 100 cars just for racing wasn't an easy task. To keep the costs low but still develop a great race car, the body was made of fiberglass, and was tied to a steel ladder chassis, Producing a feather light-weight construction, while making it much simpler, and therefore the costs much lower. Thanks to bonding the body to the chassis, the rigidity was also increased. A race-prepared 904 would weigh at 655kg (roughly 1,440 pounds).

The 904's steering and pedals were adjustable, while the seat was fixed. The 110L fuel tank was mounted at the front, for better weight distribution. One of the FIA homologation rules mandated that the car should have a trunk. And so, Porsche engineered a trunk in the rear clamshell. One of the many funny quirks of the Carrera GTS. The 904 raced in the GT category, thanks to its 1.966cc engine, and was on the track next to cars such as the 250 GTO and Shelby Cobra. It was very successful, and won several races, notably taking first and second at the Targa Florio in 1964. Depending on who you ask, production numbers of the 904 differ, but Porsche say they built around 106 examples.

OUR CARRERA GTS

In 1964, Dr. David C. Lane, a US racing driver who was well known to have driven a host of cars including a 250 GT SWB (#1539), 718 RS , 356B and more often his red 904, took delivery of chassis 051 directly from Brumos, Porsche. Shortly after delivery he would first campaign the car in an SCCA regional Osceola race finishing 3rd overall. It was later in the year, that he transported the Porsche to the 11th Annual International Bahamas Speed Week. In the Nassua Trophy he was able to secure 10th overall against some much faster machines, but in the Preliminary race, he had achieved 3rd, and exceptional result. Next was the Governors Trophy where for example 59 cars started, including big GT cars such as 250 GTO's, 250 TR's, Shelby Cobra's, and some incredibly quick sport GT cars, Lane scored a



great result of 13th overall, another fabulous result for his class. In the Nassua Porsche race, a podium 3rd was achieved. In his final race, he slipped down the grid to 33rd overall but brought the car safely home. In February of 1965, Lane also took the car to Daytona.

Having enjoyed the Porsche, Dr. Lane sold 904-051 to Pete McDowell in Charlotte, North Carolina in 1967. McDowell kept 904-051 over 20 years and used it sparingly and mostly at Porsche Parade events. He would later sell the car to Jeffrey Kein in Orlando, Florida in 1988. 904-051 was in said to still be in original condition at that point and Jeffrey decided to have the car restored by the renowned Kevin Jeanette. Jeanette was the leading restorer of prototype Porsche models at this time and 904-051 was sold immediately after completion to a well-known Porsche collector Frank Gallogly of New Jersey.

In 1991, it was sold by Gallogly, through Werner Schoch, to Yoshiho Matsuda in Japan for \$650,000. The Matsuda Collection was one of the best early Porsche collections in the world! It was later traded to Takahino Ui in 2006. Held in this collection for another 9 years, the 904 was purchased by Peter Iverson from Denmark in 2015. Kept for 4 years, it was inspected in 2019 on behalf of a buyer. The original engine has been set aside and turned into a glass table (can be returned to the car) and the car currently has a powerful 2.0 Capricorn four-cam engine installed (which costs around \$250,000 to build) for usability and to avoid damaging the original numbers matching engine.

Its current custodianship, the 904 joined an incredible collection of vintage Porsches for the last 6 years, including 718 RSK, 911 R, 550 Spyder, 356 Abarth and others. It has been well maintained as can be seen in the accompanying file. It also retains current European FIA HTP papers that allows it to compete in some of the finest events around the world.



RACING HISTORY

- 28th June 1964 SCCA Regional Osceola - Driver(s): Lane - 3rd OA
- Winter 1964 11th Annual International Bahamas Speed Weeks
- 29th November 1964 Nassau Tourist Trophy - Car #47 - Driver(s): Lane - 10th OA / 3rd GT2.0 Class
- 4th December 1964 Governor's Trophy, Bahamas Speed Weeks - Car #47 - Driver(s): Lane - 13th OA
- 5th December 1964 Nassau Porsche Race - Car #47 - Driver(s): Lane - 3rd OA
- 6th December 1964 Nassau Trophy Race - Car #47 - Driver(s): Lane - 33rd OA
- 28th Feb 1965 2000 km Daytona - Car #26 - Driver(s): Lane / Stoddard - 16th OA / 5th GT Class
- 27th March 1965 Sebring 12 Hours - Car #42 - Driver(s): Cassell / Sessler - DNF (Rear Axle Failure)
- 6th Feb 1966 24h Daytona - Car #47 - Driver(s): Lane / Sessler - DNF (overheating)









— CONTACT

SCHALTKULISSE NA CORP.

277 NE 61st Street

Miami, FL 33137 | USA

Phone: +1 (516) 460-2515

miami@schaltkulisse.com

IG. [@schaltkulisse](#)

FB. [@schaltkulisse](#)

YT. [@schaltkulisse](#)

www.schaltkulisse.com