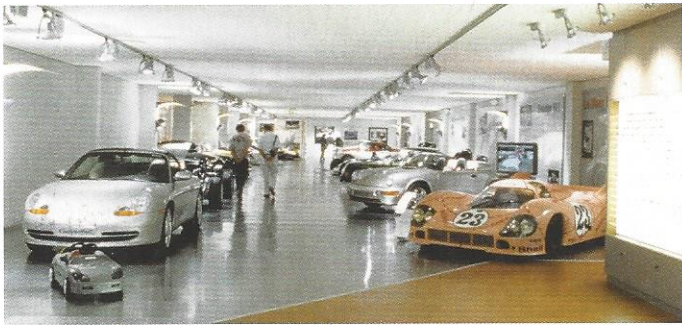




PORSCHE



Porsche Museum



The Porsche Museum

Around twenty production vehicles, prototypes and race cars are on exhibit at all times

The history of Porsche is almost as old as the automobile itself. It began around the turn of the century with an impressive automobile design by Ferdinand Porsche (1875 – 1951).

The name Porsche has been inseparably linked with the automobile ever since, as Porsche has always endeavoured to make people mobile from the very beginning with pioneering spirit, inventiveness, great industriousness and thorough work. Today, Porsche is a company with a history rich in advanced technology and personal involvement. In the Porsche Museum, which has been open to the public since 1976, this history is brought to life again.

Here, the history and stories involving the Porsche brand are close enough to touch. Around twenty production cars, prototypes and race cars are on display in the Porsche Museum at all times and provide an overview of car development at Porsche.

They awaken memories of great races and emphasise that hardly any other technical development has shaped people and the environment like the car. Moreover, a special aim of the exhibition is to awaken the interest of young people in the development and significance of traffic and technology. Further items from the far larger Museum inventory are on loan as alternating exhibits to other automobile museums in Germany and abroad. The colour Museum Catalogue provides an overview of the exhibits and their history.

Porsche Museum

Porscheplatz 1

70435 Stuttgart-Zuffenhausen

Telefon: +49 711 911-56 85

Telefax: +49 711 911-73 00

Admission is free of charge

Opening times:

Monday to Friday

9.00 to 16.00

Weekend/bank holidays

9.00 to 17.00

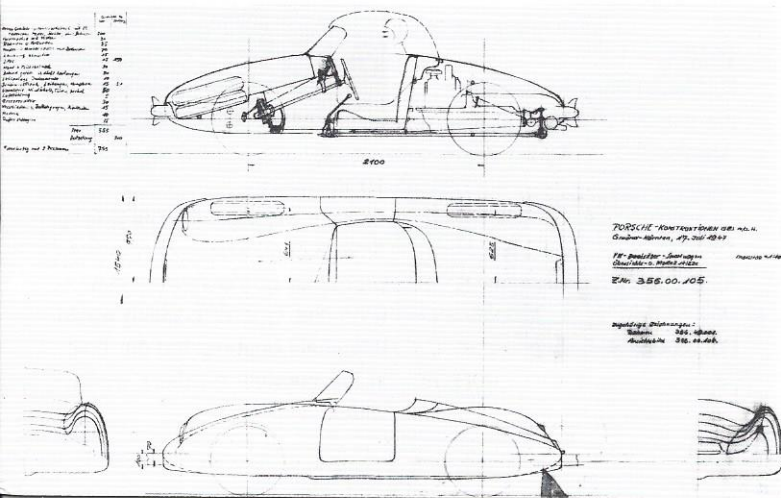
Subject to alterations

Factory tours

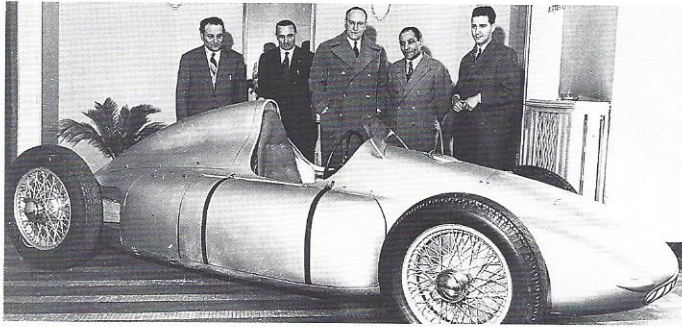
Appointments must be made by telephone for interested parties. Minimum age: 18 years
Phone +49 711 911-53 84

Historical archive

Access on request
Phone: +49 711 911-59 85
Fax: +49 711 911-61 33



*Turin Auto Salon,
1949: Cisitalia
premiere with many
celebrities.*



History

1897

Ferdinand Porsche lays the foundation for numerous inventions with the design of an electric wheel hub motor.

1907

Ferdinand Porsche performs pioneering work in the field of aircraft engines. At Austro-Daimler, he designs engines for airships and aeroplanes.

1917

Ferdinand Porsche becomes the general manager of Austro-Daimler and designs a large six-cylinder car.

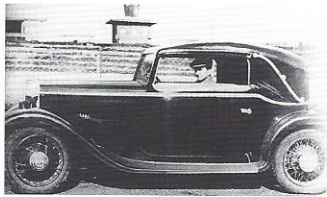
1923

As the technical director at Daimler in Stuttgart, Ferdinand Porsche also develops the

legendary Mercedes Benz SS and SSK compressor sports cars.

1931

The first contract for the newly founded Design Office of Dr. Ing. h.c. F. Porsche GmbH in Stuttgart was a six-cylinder car for Wanderer, Chemnitz (Porsche Type 7).



1936

Start of the legendary first test drive around Stuttgart with the prototype of the Volkswagen (Porsche Type 60), which would ultimately become the car built in the greatest numbers worldwide.

1937

Dr. Ing. h.c. F. Porsche GmbH Stuttgart is entered in the commercial register as a limited partnership on December 31st.

1939

The Volkswagen factory built in Wolfsburg under the direction of Ferdinand Porsche is completed in September, but production of the Volkswagen (Porsche Type 60) can begin only after the war.



1948

The roadster Type 356, No. 1, the first car bearing the Porsche name, is built in Gmünd under the direction of Ferdinand Porsche Jr.. Ferdinand Porsche Sr. died in 1951.

1951

Porsche enters the Le Mans 24-hour race for the first time. A Porsche 356 coupe wins first place in its class.

1958

After ten years, more than 25,000 Porsche 356 cars have been delivered from Zuffenhausen to customers all over the world. Many of these vehicles are still running today. A 1600 coupe costs 12,700 marks.

1963

The Porsche 911, still designated as Type 901, has its debut at the International Car Exhibition in Frankfurt. Its body was designed by Ferdinand Alexander Porsche, the oldest son of Ferdinand Porsche Jr.. The 911 proves to be a design with a great development potential.

1964

The Type 904 designed by F. A. Porsche anticipates many technical design principles which later became standard in race car construction: it is the first Porsche with a plastic body.

1968

Porsche wins the Targa Florio, the 12-hour race at Sebring and the Monte Carlo Rally.





Gmünd, 1948:
Ferdinand Porsche
and his son Ferry
beside the Porsche
No. 1.



1995 Porsche 911 Turbo



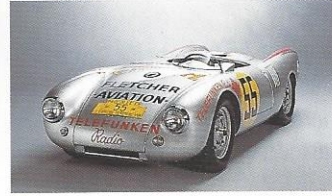
1948 Porsche Nr. 1,
Typ 356 roadster



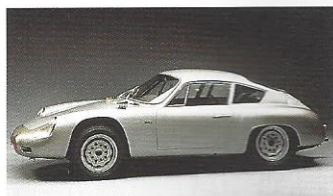
1950 Porsche 356 coupe
„Ferdinand“



1951 Porsche 356 aluminium
coupe



1954 Porsche 550 Spyder



1962 Porsche 356 B Carrera
GTL Abarth



1962 Porsche 356 B
Carrera 2 cabriolet



1963 Porsche 356 B
1600 S coupe



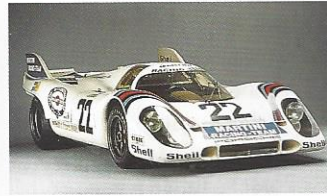
1964 Porsche 911
(2.0) coupe



1969 Porsche 908
long-tail coupe



1970 Porsche 908/03
Spyder



1971 Porsche 917
short-tail coupe



1973 Porsche 911 Carrera
RS 2.7



1978 Porsche 911 SC coupe
„Safari“



1981 Porsche 936/81
Spyder



1982 Porsche 956
coupe



1986 Porsche 959
(Paris-Dakar)



1956 Porsche 356 A 1600
Speedster



1959/60 Porsche Typ 718
RS 60 Spyder



1960 Porsche Typ 718/2
Formula 2 race car



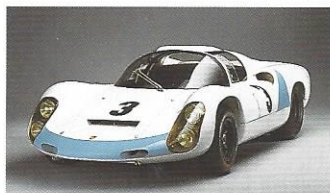
1962 Porsche Typ 804
Formula 1 race car



1964 Porsche 904 Carrera
GTS coupe



1966 Porsche 906 Carrera-6
coupe



1967 Porsche 910/6
coupe



1969 Porsche 914
8-Zylinder



1973 Porsche 917/30
Spyder



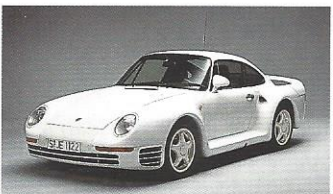
1974 Porsche 911 Carrera
RSR Turbo/2,1



1974 Porsche 911 Turbo



1978 Porsche 935/78 coupe
„Moby Dick“



1986 Porsche 959
coupe



1991 Porsche 968
cabriolet



1991 Porsche 928 GTS
coupe



1992 Porsche 911 Carrera
RS 3.6 coupe

Vehicles in the Porsche Museum

Even a car brand as young as Porsche has its museum pieces.

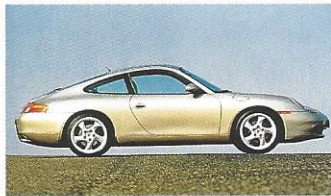
Vehicles such as the Austro-Daimler „Sascha“ or the Volkswagen „Beetle“ document the significance of the car designer Ferdinand Porsche, who has had a decisive influence on the history of the automobile since the beginning of this century.

Almost all vehicles in the museum bear the Porsche name, however. A very special exhibit is the one-of-a-kind roadster 356, No. 1, which was built in Gmünd/Kärnten. Its elegant and functional form is still impressive today.

Largely unaffected by the influences of changing trends, Porsche has managed to preserve a unique and characteristic design right up to the time of today's modern models. The consistent functionality of its race cars contributed to numerous racing victories for Porsche, as is demonstrated by the many winning race cars on display.



1997 Porsche 911 GT1
road version



1997 Porsche 911 Carrera

1969

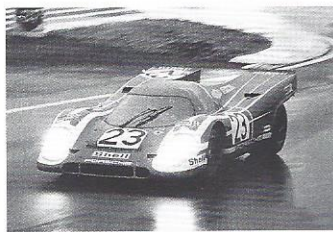
Porsche collaborates with Volkswagen to place the mid-engine sports car VW-Porsche



Type 914 on the world market. This is followed by the Type 914/6 with a 911 engine. Porsche wins the Manufacturer's World Championship for the first time.

1970

Porsche leads the race: First overall win at the 24-hour race of Le Mans, another Cup in the Manufacturer's World Championship, and the third win for a 911 in the Monte Carlo Rally.



1972

Dr. Ing. h.c. F. Porsche KG becomes a full public company. The Weissach Development Centre is ready for occupation.

1973

The epoch-making development of racing engines with turbochargers begins. Apex: the 917/30 CanAm Spyder. The „Long-term automobile“ study of Porsche causes a sensation.

1976

Porsche becomes the first manufacturer to introduce hot-dip galvanised bodies for production cars. The VW Porsche 914 is succeeded by the Porsche 924 with transaxle



running gear. Porsche is once again the Cup winner in the Manufacturer's Championship, for the first time with the turbo-equipped 935 race car, which dominates races until 1981.

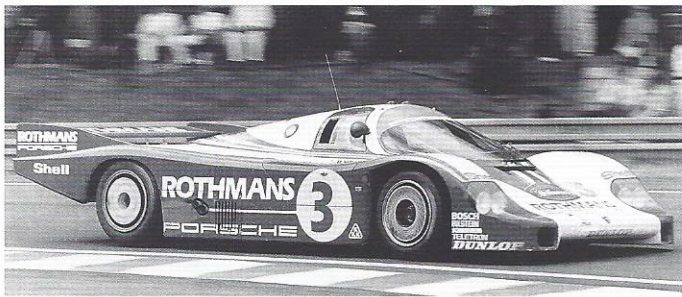
1978

The new Type 928 is the first sports car to be selected as the „Car of the Year“.

1981

In the year of the company's 50th anniversary, the Type 944





is added to the Porsche line of vehicles.

1982

The great career of the newly designed Porsche 956/962 race car begins with a triple victory in Le Mans.

1983

The „Group B“ technology study displayed at the International Car Exhibition in Frankfurt led to the Type 959, which is built in limited numbers.

1986



Porsche wins the 1st, 2nd and 6th places in the Paris-Dakar Rally with the Type 959. The Porsche turbo engine in the McLaren monoposto was responsible for three Formula 1 world championship victories in a row.

1989

Porsche sets new standards in automatic transmissions with its novel Tiptronic transmission in the 911 Carrera 2.



1991

The new sports car bears the model designation 968. Dr. Ing. h.c. F. Porsche GmbH was entered in the Stuttgart Commercial Register 60 years ago.

1993

The timeless 911 model is the sports car with the longest production run of all time.



An anniversary model „30 years 911“ – a Carrera 4 – is produced.

1994

Professor Dr. Ferry Porsche celebrates his 85th birthday.

1995

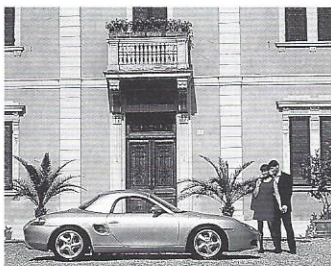
The 13th victory at Le Mans in 25 years: a triumph of reliability for Porsche. Pioneering technology: 25 years 911 Turbo.

1996

There is a special reason for celebration on July 15th, 1996: one million Porsche vehicles. Prof. Dr. Ferry Porsche presents the 911 police car to the motorway police in Stuttgart.



Production of the Boxster, a mid-engine roadster with 6-cylinder horizontally opposed engine, begins.



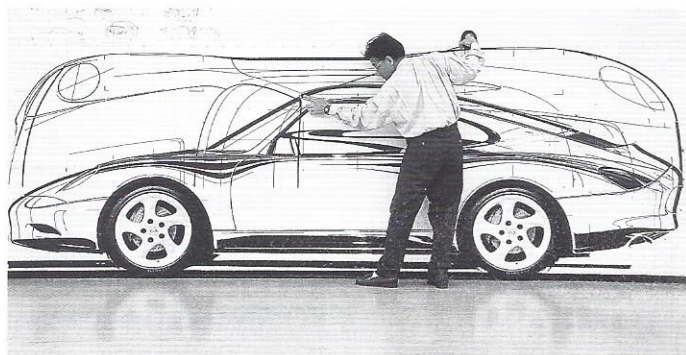
1996

Production of the street version of the 911 GT1 begins.



1997

The new Porsche 911 with water-cooled horizontally opposed engine is introduced on the market.





The Porsche Archive

The historical archive documents the history of the company from its founding in 1931 with collections (photographs, films, videos, books, brochures, posters, and similar), writings and documentation (people, races, types and similar).

Another important purpose of the archive is to document and describe the life of Ferdinand Porsche (1875–1951) in the wealth and scope of his technical and design work, steadily progressing toward the Design Office and ultimately up to the present time.

Use of the archive possible on request.

The Way to the Porsche Museum

From Stuttgart **Airport**:

Take the city train (S-Bahn) line 2 to the main train station (Hauptbahnhof).

From the main train station, take the city train line S6 toward Weil der Stadt and get off at the Neuwirtshaus stop.

After crossing Porscheplatz 1, you will be standing in front of the Porsche factory.

Via **motorway** A81 (Heilbronn–Stuttgart) to the Zuffenhausen exit.

Continue on the B10 toward Stuttgart.

Take the first exit toward Zuffenhausen.

After around 1 kilometre, change to the left lane after passing the railway bridge.

Look for this sign: „Porsche Museum, Werk II“.

If taking a **taxi**: ask the driver to go to Porsche Werk II (Zuffenhausen), Porschestraße 42.

