

## The Porsche Museum

From the Galleries

## Unveiled

By  
Elmar BrümmerPhotos by  
Matthias Hangst; Porsche

**The shell of the new Porsche Museum is spectacular—and so are its contents. Klaus Bischof, head of the Museum on Wheels, presents twelve special exhibits as an appetizer. Have a taste—and then drop by.**

**The best exhibits?** Even Klaus Bischof, with his profound knowledge of Porsche history, has to scratch his head at this question. The head of the Museum on Wheels needs time to reflect. With more than eighty vehicles in the new museum's halls and about four times that number in storage, that's understandable. But here are his choices.

"Actually, all of them are special," Bischof says at first. Just the fact that all the vehicles displayed at the Porsche Museum are basically roadworthy—that rule is bent only in a few very special cases—makes them unusual. And that's how Professor HG Merz, who designed Stuttgart's newest museum, has placed the cars in the showroom: with no pedestals or barriers, so they can start right up. Finally, however, we are able to persuade Bischof to present us with a list of twelve gems from the museum's treasure trove that tell some particularly unusual—or largely unknown—story.

**Step right up, please: Klaus Bischof presents his favorites—still veiled at this photo op for the new museum**



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## 356 "America Roadster"

**Year built: 1953**  
**Engine: 4-cylinder boxer**  
**Displacement: 1,488 cc**  
**Output: 70 hp (51 kW)**  
**Maximum speed: 177 km/h (110 mph)**

This is how the intimate relationship between Porsche and North America gets started: at the request of importer Max Hoffman, an open car is built exclusively for the United States. Porsche builds a roadster significantly lighter than the 356 series models being produced at that time. The ideal weight of 1,330 lbs. is achieved by using a lightweight aluminum body with low-cut doors. It proves especially popular with American drivers, who like to race the nimble roadster on airfields.

## 908/03 Spyder

**Year built: 1970**  
**Engine: 8-cylinder boxer**  
**Displacement: 2,997 cc**  
**Output: 350 hp (257 kW)**  
**Maximum speed: 275 km/h (171 mph)**

Ask Porsche race drivers about their favorite toys, and many of them will be more than happy to tell you about the 908/3 Spyder. With a weight of 1,200 lbs., the Spyder is an extreme example of lightweight construction—its body of foam-reinforced synthetic material accounts for only 26.4 lbs. of that. For better weight distribution, both the driver and the engine are moved forward in the racer. The factory team enters the 908/3 Spyder in only four races, winning three of them, including the car's premiere at the 1970 Targa Florio with Jo Siffert and Brian Redman.



## 935 Coupé "Baby"

**Year built: 1977**  
**Engine: 6-cylinder boxer**  
**Displacement: 1,425 cc**  
**Output: 380 hp (279 kW)**  
**Maximum speed: 270 km/h (168 mph)**

This car embodies the "David Principle" on the racetrack: derived from the successful Porsche 935, it is designed for use in the two-liter division of the German Racing Championship. The idea is to counter the notion that Porsche can score wins only in the big-displacement classes. The car is developed "after hours" in just three months, its nickname referring to the reduced engine capacity. With Jacky Ickx's win in the six-cylinder turbo at the Hockenheim Ring, Porsche proves its competitiveness in the smaller-displacement classes, too.

## 928 GTS

**Year built: 1995**  
**Engine: V-8**  
**Displacement: 5,397 cc**  
**Output: 350 hp (257 kW)**  
**Maximum speed: 275 km/h (171 mph)**

The Gran Turismo design *par excellence* is what makes the 928 the perfect sports car for traveling. The final evolutionary stage of this production series combines broad fenders, a spoiler, and a strip of rear lighting to create an unmistakable silhouette. Sporty visuals are backed by increased engine capacity. The design of the 928 was a response to a notion that it might become difficult to meet U.S. emissions standards with the 911's air-cooled engine. Moreover, Ernst Fuhrmann, then a member of the executive board, promoted development of a comfortable sports car with a front-mounted engine. ▶



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### 961 Coupé

**Year built: 1986**  
**Engine: 6-cylinder turbo**  
**Displacement: 2,847 cc**  
**Output: 680 hp (500 kW)**  
**Maximum speed: 340 km/h (211 mph)**

There is an unwritten law in the early days at Porsche: anything that goes into production first has to pass a trial by fire in racing. The only all-wheel-drive Porsche that ever goes on the track in Le Mans is a circuit version of the Porsche 959. This bi-turbo race car with water-cooled four-valve cylinder heads is sent into the ring purely for testing purposes. René Metge and Claude Ballot-Léna win the IMSA-GTX class anyway, and take a respectable seventh place overall from their number 26 starting position.

### 917/30 Spyder

**Year built: 1973**  
**Engine: 12-cylinder**  
**Displacement: 5,374 cc**  
**Output: 1,200 hp (882 kW)**  
**Maximum speed: 385 km/h (239 mph)**

A race car like a thunderbolt—and not only the horsepower is impressive: with a tank of 400 liters, this Spyder is often called the most powerful road racing car of all time. The accolades come for good reason: the Spyder's twelve-cylinder turbocharged engine enables it to dominate the tracks and set an unofficial world record with an average speed of 221.13 mph. With Mark Donohue at the wheel, Porsche twice wins the Can-Am series hands down. But this dominance is too much for the Americans: they change the regulations to exclude the 917.



### 911 Carrera "Police" Coupé

**Year built: 1996**  
**Engine: 6-cylinder boxer**  
**Displacement: 3,600 cc**  
**Output: 285 hp (210 kW)**  
**Maximum speed: 275 km/h (171 mph)**

Porsche and the police enjoy a special bond. Early on, the 356 was used to speed up the wheels of the law. And on July 15, 1996, a very special 911 rolls off the line in Zuffenhausen: the one-millionth sports car produced by Porsche since 1948. The special car is donated to the state of Baden-Württemberg by Professor Ferry Porsche and Dr. Wendelin Wiedeking. This 911 from the 993 series goes to work in the fast lane, providing reliable service until finally retired by the highway patrol.

### 917 KH Coupé

**Year built: 1971**  
**Engine: 12-cylinder**  
**Displacement: 4,907 cc**  
**Output: 600 hp (441 kW)**  
**Maximum speed: 360 km/h (224 mph)**

In this short-tail version of the 917 with "shark fins," Gijs van Lennep and Helmut Marko set a new track record in 1971. With an average speed of 138.14 mph, they cover 3,315.27 miles at the 24 Hours of Le Mans. Among the six Porsche cars at the starting line, the winning car is actually an outsider—an experimental vehicle with an extremely lightweight design. The magnesium tubular space frame and the perforated brake discs are just two of the weight-saving measures introduced by the resourceful Porsche designers. Van Lennep and Marko cross the finish line with a two-lap lead.



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### 924 GTP Le Mans

**Year built: 1981**  
**Engine: 4-cylinder turbo**  
**Displacement: 2,479 cc**  
**Output: 410 hp (301 kW)**  
**Maximum speed: 300 km/h (186 mph)**

Made by hand in Weissach, this car is supposed to test the four-cylinder design on the racetrack. The code name 924 GTP disguises the prototype of the future Porsche 944. In 1981, engineers send this car, equipped with a turbo engine, to Le Mans, with no expectation of winning. Nevertheless, test-drivers Walter Röhrl and Jürgen Barth manage to win a class victory and come in seventh overall after 2,735 miles, with an average speed of 115 mph and the shortest pit-stop times.

### "Panamericana" Study

**Year built: 1989**  
**Engine: 6-cylinder boxer**  
**Displacement: 3,557 cc**  
**Output: 250 hp (184 kW)**  
**Maximum speed: 210 km/h (130 mph)**

A birthday present with a follow-up: for his 80th birthday, Ferry Porsche receives a drivable study based on the 911 Carrera 4. Only a few months later, the model that emerges is presented at the 1989 International Motor Show in Frankfurt under the name "Panamericana." With a horizontal roof structure and a hardtop under a cloth canopy, this design strongly influences further development of the 911 Targa. It provides another important contribution too: the design is the impetus for producing a roadster, which later becomes the Porsche Boxster.



### 909 Bergspyder

**Year built: 1968**  
**Engine: 8-cylinder boxer**  
**Displacement: 1,981 cc**  
**Output: 275 hp (202 kW)**  
**Maximum speed: 250 km/h (155 mph)**

The specifications for the Bergspyder were short and sweet: everything as light as possible! The result is the 909, with a thin plastic skin, an aluminum frame, beryllium brake discs, and a pressure-ball tank—a test car for the glory days of European hill-climbing championships. The vehicle's weight of just 847 lbs. is optimally distributed for this popular type of race. Both the central engine and the driver are shifted forward. This elegant test car later gives rise to the light and speedy 908/3.

### 924 Stage 1

**Year built: 1974**  
**Engine: 4-cylinder series**  
**Displacement: 1,984 cc**  
**Output: 125 hp (92 kW)**  
**Maximum speed: 200 km/h (124 mph)**

Originally the 924 is developed for Volkswagen as a successor to the 914. VW discontinues the project, however, during the energy crisis of the mid-1970s. Porsche then builds this sports car on its own to attract first-time buyers, entering completely new territory as a result. The 924 gets a water-cooled front-mounted four-cylinder engine, with a rear-mounted transaxle. Even the first version has the large glass tailgate as a prominent feature. With production starting at the Audi plant in Neckarsulm in 1976, more than 150,000 of these cars will be sold.

