Birth Date and Place: 3 November 1875, Maffersdorf, Czechoslovakia

Work and Political History:

For some time Porsche was technical manager of the Steyr automobile works in Upper Austria, where he designed and developed the Austro-Daimler automobile models. About 1921, according to an interview source, he was appointed co-manager of the Daimler Motorengesellschaft in Stuttgart, which subsequently merged with the Benz automobile manufacturing company under the name of Daimler-Benz AG. Porsche is said to have designed mainly heavy types of cars for racing purposes. He remained director (Manager) and a member of the Management Board (Vorstandsmiitglied) of Daimler-Benz AG until 1928, when, according to interview source, Wilhelm Kassel (q.v.) forced him out of the company, because he considered Porsche's construction uneconomical. Porsche established himself as an consultant engineer in Stuttgart.

Hitler is said to have consulted Porsche frequently on technical problems. At any rate Porsche was entrusted with the execution of one of the favorite Nazi schemes, the designing and construction of the Volkswagen (Peoples Car), a low cost automobile for the German masses. As the scheme did not find any support from private industry, it was sponsored by the German Labor Front. Porsche was made Leiter and Betriebsfuhrer (Head and General Manager) of Volkswagen GmbH, with the main plant at "Volkswagenwerk GmbH," near Fallersleben, Thuringen, and two branch plants at Braunschweig and Ustron. The money and equipment collected for the manufacture of the Volkswagen, however, was diverted toward the manufacture of trucks, tractors, and other military equipment, which...
were produced in increasing quantities at the Fallersleben plant under Porsche's direction.

The experience and skill that Porsche displayed in designing tanks led to his appointment in June 1916 as head of the newly created Panzer Kommission (Tank Commission) in the Reich Ministry of Armament and War Production. Its main function was research and development in the field of tank production. In addition Porsche was appointed Head of the Working Committee for Air Cooled Engines (Arbeitgemeinschaft für luftgekühlte Motoren).

Porsche was Honorarprofessor (part time professor) at the Technische Hochschule (Institute of Technology) in Stuttgart (from 1910 on). He received many honors from the Nazis. He was given the title of Führerwirtschaftsführer, which is granted only to key men in the German war economy who are in excellent standing with the Nazi Party. He was also named Pionier der Arbeit (Pioneer of Labor) by Hitler.

Summary:

By virtue of his positions as Director of Volkswagen GmbH, as well as his positions as Head of the Tank Commission and the Working Committee for Air Cooled Engines in the Reich Ministry of Armament and War Production, Porsche has played an important part in equipping the Nazi war machine, and shares in the responsibility for determining and executing Nazi economic policies.

Sources: OSS, Source D, 5 July 1944
OSS, Br-PU #3807, 17 June 1944
Frankfurter Zeitung, 4 May 1942.
Who is Who in Nazi Germany, 1944.
Würdenträger im Dritten Reich, 1943.
War Leitog, 1941-1942.

17 May 1945

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