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The son of a boatyard builder, Petermax Müller was born on January 21, 1912 in Potsdam. After graduating from high school, he was completing an apprenticeship as an automobile business administrator at the "Brennabor-Werk" in Brandenburg an der Havel.

In 1937 he started working in the distribution of the Auto Union-brands. This included the DKW, Wanderer, and Horch brands of automobiles. In 1938 he joined the Auto Union factory team and won the Monte-Carlo Rallye aboard a 1000cc DKW. In 1939 he would finish second in the Monte-Carlo Rallye, and he would enter the Liège-Rome-Liège, where he would finish third driving a 2 liter Wanderer. His racing career soon came to a temporary end though with the outbreak of the World War II. Shortly after the war ended, he fled from the Soviet occupation zone to Velpke (Helmstedt), near Wolfsburg. Here he was able to focus on his one passion in life again, motor racing.

Petermax Müller won around 60 races during his racing career, and he was the German champion in the 1100cc sports car class.

Furthermore, he won the "Maschseerennen", the only car racing which ever took place in Hannover.

In late 1946 and early 1947, Müller set up his own workshop in a deserted barn.

Between 1946 and 1949 he built six racing cars in total. He would go on to drive these cars to the German championship in 1948 and 1949.

In that time, the "Weltrekordwagen" was created with the help of a bodywork man, who knew him from his time in Berlin. The first streamlined open aluminum sports car was built on a Kübelwagen chassis with a front suspension from a Schwimmwagen. The car was equipped with a 4-cylinder "Vogelsang"-engine on a VW-chassis with four single carburetors and measured out at 1.095ccm.

The vehicle could achieve a maximum speed of 215 km/h because of its lightweight of only 550 kgs.

Only one Weltrekordwagen was ever built, and it is on display at the Museum Prototyp in Hamburg.

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