

# The Revolutionary's Car

The end of the RAF was lurking in Gustav-Freytag-Straße. Andreas Baader drove past the almost new yellow Porsche 911 S Targa with the black anodized chrome parts, numerous times before he decided this would be his next getaway vehicle and prestige object. The Frankfurt-based photographer Rainer Schlegelmilch acquired his third 911 in June 1971 after his last 911 was rammed by a lorry in 1969 at a set of lights in Bellinzona, Switzerland, close to the Italian border, and subsequently scrapped. Schlegelmilch's girlfriend received a shock and retired to the hotel. The photographer flew to Frankfurt where he leased a Porsche 912, the "ladies" Porsche as he called it, from the car rental company Hertz. The same day he drove back to Bellinzona, picked up the girlfriend, and arrived into Monte Carlo a day later to photograph the Grand Prix. The insurance company received notification of a total write-off, together with a car rental bill for over 5,000 deutsche marks, which back then was a horrendous sum; however, it was paid immediately.

Back in Frankfurt Schlegelmilch ordered a new 911 S Targa without delay—in the same special yellow and with the ample motorization that made this 911 the most powerful in the program. The "S" was considered a car for aficionados and real men. "Jjjumm" was the onomatopoeic title of the *Spiegel* article from 1966 introducing the sports car, which back then sported 160 hp, had a top speed of around 230 km/h (143 mph), and cost just under 25,000 deutsche marks (five times the price of a Beetle). According to Porsche's chief press officer and race director, Huschke von

Hanstein, this car wasn't about speed maximization but greater acceleration "when danger threatened." The car accelerated from 0–100 km/h (62 mph) in less than 7 seconds. A jurist in Munich warned at the time that such a road performance was criminal. Maybe Baader had read this. Not suitable for learner drivers, was the comment in the owner's manual. When Baader discovered the "S" in Gustav-Freytag-Straße, the car had 190 hp under the hood and a top speed of over 230 km/h (143 mph). It wasn't the first 911 that Baader had stolen, but it would be his last. At the beginning of the 1970s a 911 was a very special car—and the highly motorized "S" was a real eye catcher, and not just for experts. Baader had the Targa re-sprayed violet—quite appalling, as the original owner was forced to admit on identifying it in the garage of the Federal Office of Criminal Investigation (BKA) in Wiesbaden. Initially the BKA took a very close look at the photographer. With his long hair and artistic, unconventional lifestyle, he could have easily been a member of the sympathizer scene. "Me, happily casual in jeans and braces and with pistols on the wall that I had bought in Portugal," recalls Schlegelmilch. That the old pistols required a gun license was of not interest to the high-ranking BKA officials. They wanted to know everything about the Porsche and the photographer's lifestyle.

He realized how serious the situation was shortly after the arrest of Andreas Baader. At the time he was on his way to the Belgian Grand Prix when, just after Aachen, he was first followed by a police car and then stopped on the road by three officers who aimed their machine guns at the photographer and his girlfriend. "Just don't call me Andreas," joked Schlegelmilch to his girlfriend, who he had often called "Ulrike" in fun. That was the

⇒ Photographer Rainer Schlegelmilch and his 911 Targa, which was returned to him after it had been stolen by the Baader-Meinhof gang and repainted purple.

