

HERR SCHMIDT'S UNUSUAL AUTO

Normally series production cars, other than with regard to nuances in color and fittings, are as alike as peas in a pod, no matter if they are VWs, Mercedes or Porsches. As we already said: normally. But with Herr Schmidt everything is different. His auto-consumption rate is already an astonishing thing: since 1948 he has driven eleven VWs a yearly average of 9,500-12,500 miles and seven Porsches an average of 7,000-37,000 miles. The 2 liter Carrera which he now has is his eighth fast car from Zuffenhausen.

Incidentally there is no lettering on the rear hood to advertise the fact that this is the dream car with the slightly subdued four-camshaft 130 (DIN) bhp engine, which still accelerates rapidly from 105-125 mph and reigns nearly sovereign over anything else to be found on our roads.

But appearances are deceptive—apart from the engine and the Reutter bodywork there is practically nothing series production about the car! Herr Schmidt's Porsche is the nightmare of the people in the construction and production departments. If you ask the people at Reutter's about Reinhard Schmidt's car, those responsible for series production change color, start to fidget, and their foreheads glisten with drops of perspiration.

One thing you should know. To reduce things to a common denominator for the customers: this auto doesn't exist. Don't even attempt to compete with Herr Schmidt's special wishes: if the car wasn't used for certain special tests it wouldn't have been made—in spite of payment in cash.

Herr Schmidt's unusual auto is interesting, because it is unique and will remain unique. A one-time job; as a special favor from one firm to an accessory firm. There is no plural as far as the Schmidt Porsche is concerned.

When Schmidt's Porsche, at that time a Super 90, first appeared in my rear-view mirror, I thought it

was a "white mouse" as coupé, as the fast traffic police patrol cars thus nicknamed are all cabriolets. At first glance one's attention is caught by the two big spring-mounted antennae with the big Lucas rally searchlight on the roof, which is controlled from inside the car and which can be changed over to a flashing light. The drop-shaped Talbot outside mirror, though not series-production, is by far the most unusual, not to say unique, as the red trade number-plate with which the owner has turned up for the past seven years, not only in Germany but in other countries as well! (See, you couldn't do that!)

If, one's suspicions aroused, one takes a closer look at the car, one sees a piece of profile rubber instead of a space between bumper and body, to catch dirt splashes from underneath. The rear number plate is also mounted below the bumper (as is the front one) and it is evenly illuminated at night by means of three lights. Other than this, on the left bumper horn is a large back-up light instead of the series one in the center back. Above the two turn-indicator lights, which can also be warningly operated as "jump lights" to protect the car from the well-known night-time ramming, can be found, after the motto: "Safety before beauty", two big 40 cm square back-up lights from Sweden. The warning red contact lights fitted into the doors are also there to help rear safety.

Since we are on the subject of lights, a few more remarks on this matter. The engine and the baggage space under the front hood are both illuminated from inside. As usual, there are two fog lights in front, below the bumper, plus two extra lights (long-distance ones) on the front bumper horns. A special plan had to be made for the unconventional instrument panel, with its many extra switches and instruments, as Herr Schmidt has a thing about pulling knobs and argued in favor of switches, so that he could

tell immediately when something was on. Consequently everything had to be changed over to switch operation. As, over and above this, everything is controlled by cut-outs, a constructor spent days working on the switch schema alone...

Looking through the windows, one's attention is instantly caught by the radio telephone and car telephone, controls for which are mounted where one usually finds the glove compartment, whereas the call-sender is mounted on the floor behind the driver's seat. Sending and receiving apparatus is mounted in place of the left rear emergency seat, but in such a way that an even surface can be obtained from left to right over both rear emergency seats to provide a level baggage stowage space. On being asked about his experience with the special instruments, Schmidt professed to be satisfied, but they are still too expensive both as regards purchase price and maintenance.

The no-draft window has a built-in swivel-window burglar protection, and besides this, both hoods can be locked. A reserve grip for both front and rear hood locks is kept under the fenders in case of emergency. Under the engine hood is another box for two small cans of Molykote; incidentally, when the car is washed the engine is covered up with plastic sheeting. In place of the series seats this Carrera has Spyder bucket seats, each provided with Swedish safety belts. Both door sockets are covered with Duracour, an especially friction and tear-resistant material, while Girloons velours mats have been laid on top of the rubber floor mats. Very beautifully made tool boxes are fitted under both tip-up seats, so that one can see at a glance what one is looking for, and also if anything is missing. Here is really everything one could possibly need, especially as many repair shops do not have everything which is required—even the small no. 6 and the shorter box spanners are ready

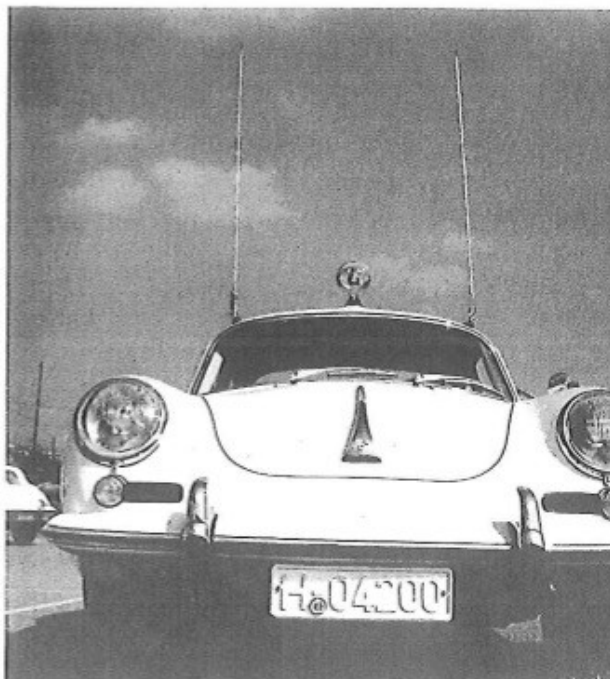
DER HERR SCHMIDT...



...und sein Porsche mit dem schwenkbaren Rallye-Suchscheinwerfer und den beiden federnden Antennen auf dem Dach

...and his Porsche with swivel-mounted rally searchlights and two spring-mounted antenna on the roof

...et sa Porsche pourvue d'un projecteur orientable de Rallye et de deux antennes sur le toit



to hand! Between the two seats is a fire extinguisher, whereas an emergency lamp and a thermos for hot coffee are fitted in a box in front of the gear-shift, parallel to the length of the car. The car's owner uses it so much, both by day and by night, that he is almost "at home" in it.

There is no safety grip on the instrument panel of this unusually outfitted car in which everything has been thought out down to the smallest detail. Instead, practical safety grab cords have been installed left and right over the doors. The inside mirror can naturally be adjusted to anti-dazzle position, the windshield washing apparatus is electrically operated. A transistor instrument has been fitted in place of the series rev counter. This makes for smoother readings without any fluttering of the indicator needle and does not cause any shaft noise. Besides the clock, there are also an ampere meter and a Blaupunkt radio on the instrument panel; the loudspeakers, incidentally, are in the doors. At critical temperatures around freezing point the inside-outside thermometer with its "feeler" in the right bumper horn has proved very useful. This feature can be purchased as a series accessory.

The owner of this car never drives without having a supply of flares on board, to mark the scene in the event of an accident. A simple toothbrush holder contains red and yellow oil chalk, so that in the event of a collision the positions of both cars are ineradicably marked on the asphalt even when it is raining. A special camera case holds the good old Rolleiflex ready to hand to provide unadulterated documentation by day or night. Summa summarum, this car, as the travelling home of a test engineer, represents quite a large sum of money. But don't try any monkey business with him, for, ready to hand, beside the hand brake, there sticks in a sheath a very well-sharpened knife, which cuts better than many a pair of poultry shears! Dr. E. Seifert



Links: Auch am Armaturenbrett ist einiges verändert oder besser gesagt dazugebaut worden. Der Drehzahlmesser in der Mitte ist eine Spezialanfertigung, rechts vom Tachometer dann Innen/Außen-Thermometer und Ampèremeter. Die Schalter sind alles Kippschalter (keine Zugknöpfe). Vor dem Schalthebel eine fest eingebaute Thermosflasche für Tee

Left: There have also been some changes, or rather additions, to the instrument panel. The revcounter in the middle is specially made, then on the right of the speedometer are an inside/outside thermometer and an ampere meter. There are no knobs to pull, everything is operated by means of switches. In front of the gear-shift is a built-in thermos flask for tea

A gauche: au tableau de bord aussi on a apporté quelques modifications ou plutôt nouveautés. Le compte-tours au milieu est une construction spéciale. A droite du tachymètre se trouvent le thermomètre intérieur/extérieur et l'ampèremètre. Tous les organes de commande sont des leviers (pas de boutons à tirer). Devant le levier de commande une bouteille thermos pour du thé est incorporée

Auf dem unteren Bild sieht man das eingebaute Telefon. Das Bedienungsgerät ist dort eingebaut, wo sich normalerweise der Handschuhkasten befindet. Die Uhr ganz rechts ist natürlich auch keine normale, ebensowenig wie der Belag für die Wulst oberhalb vom Armaturenbrett serienmäßig ist. Aber das wird Sie nicht mehr wundern

In the lower photograph you see the built-in telephone. The control apparatus is mounted where the glove compartment usually is. The clock over on the right is naturally not a normal one either, nor is the covering on the "bulge" over the instrument panel. But that won't surprise you any more

Sur la photo du bas on voit le téléphone. L'appareil est monté à la place de la boîte à gants. La montre à l'extrême gauche n'est bien entendu pas une montre normale, le revêtement en haut du tableau de bord n'est pas non plus de série. Mais cela ne vous étonne plus, n'est-ce pas?

Zu diesem Bild rechts, das ein bisschen surrealistisch anmutet, weil die Dachantenne aus den Haaren des liebenswürdigen Mädchens aufzusteigen scheint, kann man nur sagen: Reinhard Schmidt ist immer sprechbereit!

The only possible comment on this photograph on the right, which looks a bit surrealistic because the antenna on the roof seems to be growing out of the dear girl's hair, is: Reinhard Schmidt is always ready to talk!

Cette photo à droite, qui nous paraît un peu surréaliste, montrant une charmante jeune fille des cheveux de laquelle une antenne semble s'élever, ne nécessite qu'un seul commentaire: Reinhard Schmidt est toujours prêt à vous parler!



Und hier ein Blick unter die Schalenitze: Unter jedem tut sich eine kleine Werkzeugfabrik auf. Hier sind Schraubenschlüssel, Zangen, Schraubenzieher und Spezialwerkzeuge so griffbereit und sauber untergebracht, daß jede Werkstatt Reinhard Schmidt beneiden muß. In der Mitte zwischen den beiden Sitzen (natürlich) ein Feuerlöscher

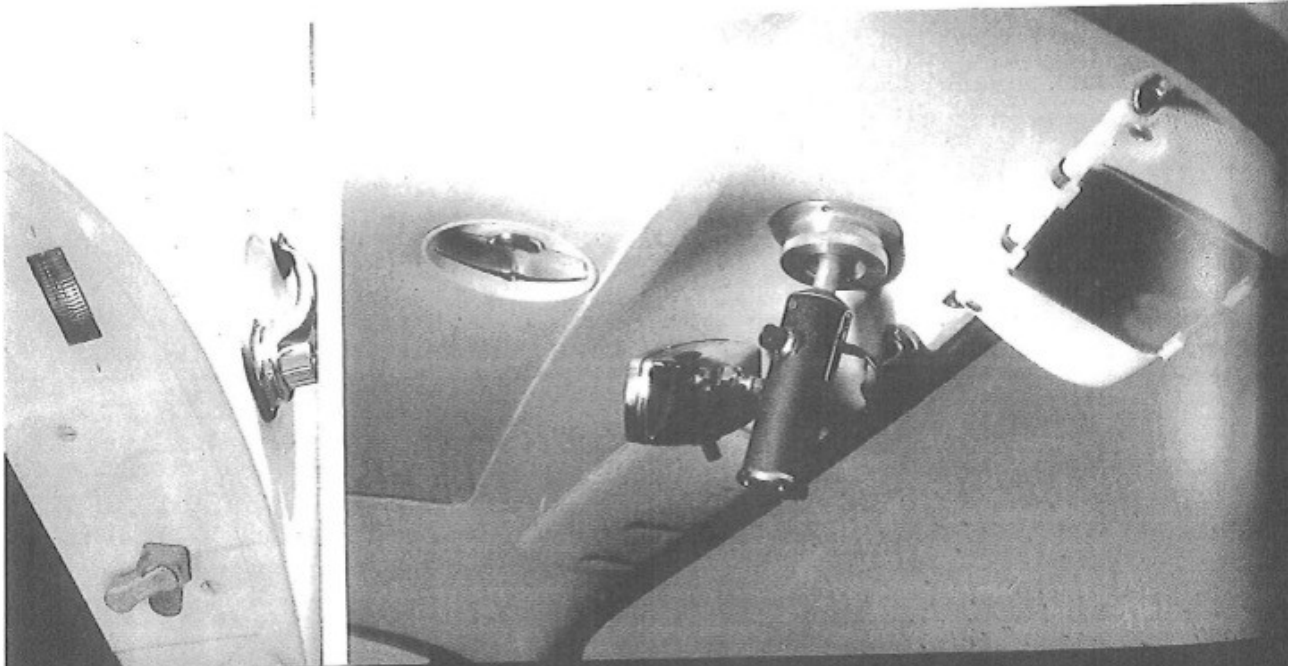
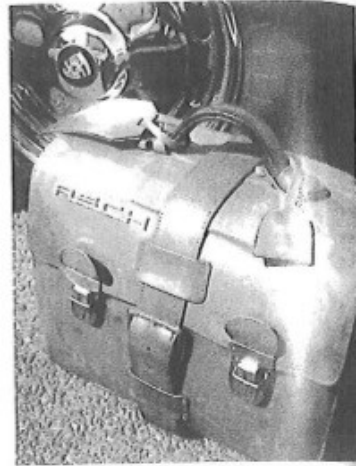
And here a look under the bucket seats: each one conceals a small tool factory. Here spanners, pliers, screwdrivers and special tools are so tidily stowed away ready to hand that Reinhard Schmidt must be the envy of every repair shop. In the middle between the two seats (naturally) a fire extinguisher

Jetons un coup d'œil sous les sièges à coquille: en dessous de chaque siège se trouve un véritable magasin d'outillage. On y voit des clefs à vis, des tenailles, des tournevis et des outils spéciaux, tous prêts à l'emploi et de plus si bien rangés que tout atelier de réparation devrait envier Reinhard Schmidt.



A few more details from this car: left, the lock-up door pockets, right, the important-looking brief case with Reinhard Schmidt-insignia in Porsche lettering. Below, left, one can see that the doors are fitted with red warning lights which light up towards the rear when the doors are opened. On the right: the rear view mirror is mounted on the swivel handle for the searchlight on the roof

Encore quelques détails notés dans cette voiture: à gauche les vide-poches se fermant à clé; à droite l'important porte-documents avec les initiales de Reinhard Schmidt en caractères typiques de Porsche. En bas à gauche on reconnaît, montées dans les portes, des lampes avertisseurs qui s'allument au moment où les portes s'ouvrent. A droite: au levier tournant du projecteur orientable du toit se trouve le rétroviseur

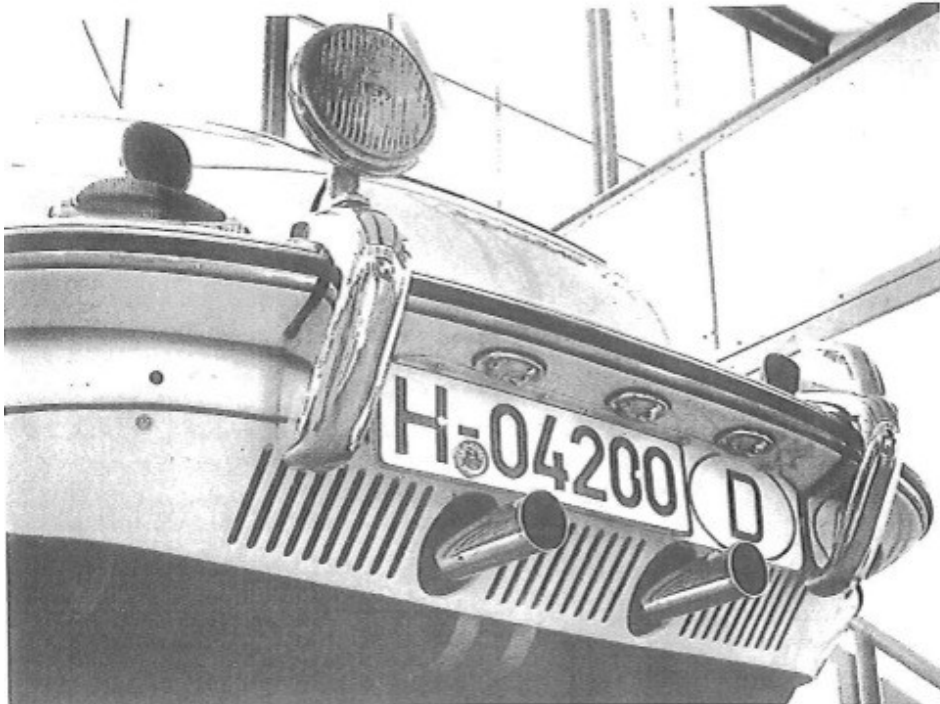


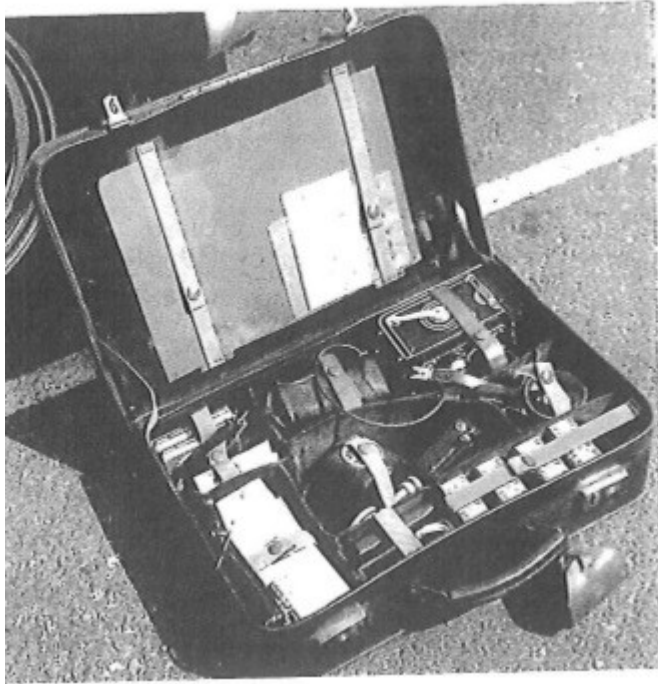


Links: Diese Schalensitze (eine Luxus-Ausführung der Spyder-Schalensitze) machen sich ja wirklich gut und verleihen dem Interieur eine gewisse Grand Prix-Atmosphäre. Unten: Heckpartie mit Rückfahrlicht auf dem linken Stoßstangenhorn. Das Kennzeichen, speziell beleuchtet, ruht unter der Stoßstange. Über den normalen Blinkleuchten extra große (schwedische) Katzenaugen

Left: these bucket seats (a luxury version of the Spyder bucket seats) look really good and lend a certain Grand Prix atmosphere to the inside of the car. Below: rear view with back-up light on the left bumper horn. The number plate, specially illuminated, is under the bumper. Specially large (Swedish) cat's eyes are mounted above the normal signal light

A gauche: ces sièges à coquille (exécution de luxe des sièges à coquille de la Spyder) sont vraiment très élégants et donnent à l'intérieur une certaine atmosphère de Grand Prix. En bas: la partie arrière avec phare de recul sur l'épéron gauche du pare-chocs. La plaque minéralogique, spécialement éclairée, est fixée en-dessous du pare-chocs. Au-dessus des clignoteurs, des feux rouges particulièrement grands (en provenance de Suède)

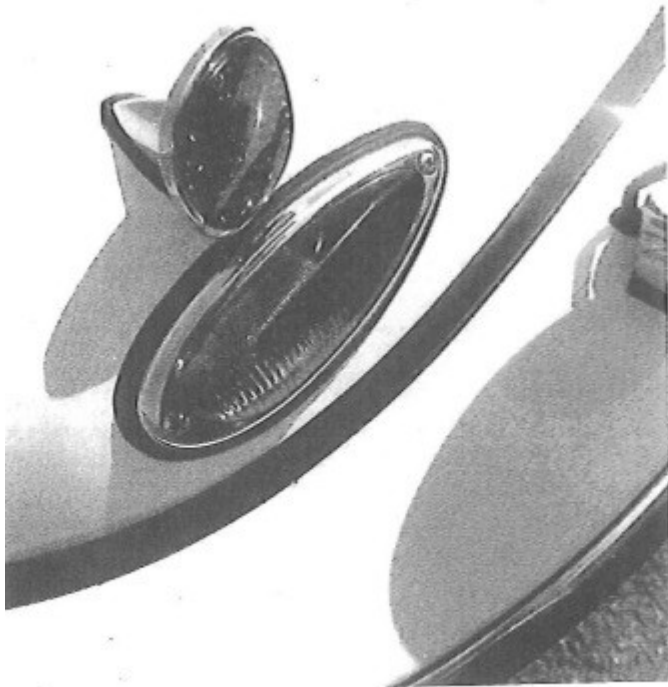




Zum Autofahren, meint Reinhard Schmidt, gehört auch immer das Fotografieren. Und zum Fotografieren gehört nicht nur ein guter Apparat mit allem Zubehör, sondern auch eine vorbildliche Ordnung, mit einem Wort: ein eigener Fotografiertrolley

Reinhard Schmidt believes that photography is a part of car driving. And this necessitates not only a good camera with all accessories but also exemplary tidiness, in other words: one's own photographic case

A l'avis de Reinhard Schmidt, on prend aussi des photos lorsqu'on se promène en voiture. Photographier demande non seulement un bon appareil avec tous les accessoires, mais aussi un ordre exemplaire, en un mot: une valise spéciale



Unten noch ein interessantes Detail: Zwischen der Stoßstange und der Karosserie befindet sich beim „Schmidt-Porsche“ noch eine Profilgummi-Leiste. Unermesslich viel Arbeit steckt in diesem Sonder-Auto... man sieht hier die großen schwedischen Rückstrahler noch einmal von der Nähe. Was Reinhard Schmidt noch fehlt, hat (rechts) unser amerikanischer Mitarbeiter H. Shoemaker für Sie gezeichnet...

Below: one more interesting detail: the "Schmidt Porsche" has a rubber profile strip between bumper and body. Unbelievably much work has gone into this car... here you again see the big Swedish back-up lights, close up. The only thing missing in Reinhard Schmidt's collection has been sketched for you (right) by our American co-worker H. Shoemaker...

En bas encore un détail intéressant: sur la Porsche Schmidt il y a entre le pare-chocs et la carrosserie un enjoliveur en caoutchouc. Cette voiture spéciale a coûté un travail immense. Ici vous voyez les grands feux rouges suédois encore une fois de près. Ce qui manque encore à la voiture de Reinhard Schmidt fut dessiné (à droite) par notre collaborateur américain Howard Shoemaker...