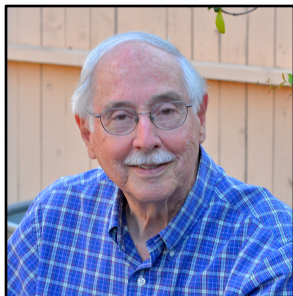


Speed Bump

Slow Down For Some Automotive Tales - By Hal Tretbar

Excellence Photo Shoots



This is the story about photographing two Porsche articles for Excellence- The Magazine About Porsche. It all

began in 2006 when Tucson pharmacist Jill Davis-Curtis saw a car for sale on the side of the road. It was a 1982 Porsche 935 911 Turbo with a body modified by the German company Evex. Jill fell in love with the Evex. She had it repaired and painted in its original Light Blue Metallic. It became her daily driver.

After winning prizes in local car shows and concours, Jill and husband Carl Curtis decided to attend the 2007 Porsche Parade in San Diego. It was there that the Evex caught the attention of sports car writer Peter Linsky. Jill agreed to have Peter write up her baby for Excellence magazine. Peter asked if there were any known automobile photographers in the area. Somehow my name came up because of our friendship in the Southern Arizona Region of Porsche Club of America. Challenge accepted.

I was driving east on 22nd street to meet Jill at her residence to talk about photographing the car when something caught my eye. The side of a building next to a parking lot had just been painted. Vibrant colors flashed in my vision as I pulled in to check it out. What a back ground for a photo shoot!

I talked to the manager of the furniture store and he agreed to my proposal. If Jill could drive over now, he would have the employees move their cars on the parking lot. Jill was there post haste and the unplanned shoot was a success. The light was perfect. The Light Blue of the Evex was enforced by the yellow and purple of the wall. I shot various angles and compositions. The best image became a double page spread in Excellence. Then it won first place in the 2009 Porsche Parade photo contest in Keystone, Colorado.

Several years later Jill and Carl returned to their home base in San Diego and I have lost track of this fabulous 1982 935 Turbo.



I placed the Evex so the yellow-purple line hit the end of the windshield. The low, slightly tilted angle led to emphasis on the front and kept the vertical wall lines straight.

Speed Bump continued

Last September I received an email from Peter Linsky saying he was writing a story about a 911 RSR in Phoenix. Would I be interested in photographing it? Oh yeah, hell yes. My camera batteries were fully charged and ready to go!

Again, Peter had spotted an outstanding and different 911 at the Porsche 2019 Werks Reunion in California. He had watched an intensely black, retro '86 911 RSR with blue accents win the Michelin Sponsors Choice Award.

I asked my friends Barb and Vern West from Gilbert, AZ to shoot with me. I had worked with them for many years. We were all Trip Leaders for Arizona Highways Photo Workshops. So first of all we did a scouting trip to meet James Patrick III of Patrick Motorsports and check out the reconstructed 1986 911 Turbo RSR.

James is the owner and enthusiast behind Patrick Motorsports in Phoenix. He is a Phoenix native with a business degree from the U of A and a fine arts degree from ASU. He opened his business in 1989 and basically limits the garage to air-cooled models. He is widely known for his restorations and ability to do everything in house. He has sections for metal work, engine construction, upholstery, paint shop and a complete machine shop to fabricate his own parts. The place is immaculately clean to the point you could eat off of the floor.



Jim Wheelock, myself, and James Patrick at Patrick Motorsports in Phoenix.

The rear brakes are comprised of 930 Turbo rear rotors combined with 1992-1994 front calipers from a 964 that were machined to fit. The calipers were all prepped and painted blue to match the trim color. After "Porsche" lettering was stenciled on, the calipers were clear-coated. The striking wheels are custom-made billet, 17 x 9-inches in front and 17 x 10.5-inches in back, all shod with Michelin Pilot Sport rubber sized 225/45 and 275/40, respectively.

While the flawless black paint was the first thing to catch the author's eye from afar, the interior must be the visual highlight of this project. The absolutely eye-searing Regatta Blue leather that covers cushions done up in a wonderfully complimentary Tartan pattern called "Clan Guthrie" that was found in, where else—Scotland. Recall that a variety of Scottish Tartan cloth seat inserts were offered on early 911s and 912s.

The headliner is Azure Blue Alcantara, and the neat-fitting carpeting and floor mats maintain the color theme. The carpeting and mats are piped in blue leather. Says Patrick, "I was looking for a nice contrast," and did he ever get one. Patrick gives full credit to his in-house upholstery guru Mark Laszlo, who found the materials and did the trim work.

The back seats were removed, and the cabin carpeted. There is a half-

Speedometer, which customized them. 1965-1968 911-style, with double trim rings and new faces in green and blue. Where the Carrera's dashboard clock once resided, Patrick plugged in a 934/935-type boost gauge, which was also re-faced to match the other instruments. A Porsche Classic radio incorporates modern conveniences such as Bluetooth. The front trunk was recarpeted to match the interior, and Laszlo even made up a new tool roll in blue leather.

★ SPEEDS 1986 911 Carrera 3.2 (RSR clone)	
	STOCK / MODIFIED
Drive	Rear-wheel drive
Layout	Rear-engine
Wheelbase	89.45 inches
Engine	3.2 non-turbo flat-six / 3.3-liter turbo flat-six
Transmission	5-speed manual
Horsepower	207 hp / 520 hp
Torque	192 lb-ft / 500 lb-ft
Weight	2,866 lbs / 2,460 lbs
Power-to-Weight	13.8 lbs/hp / 4.7 lbs/hp
0-60 mph	6.3 sec. / 4.0 sec.

Clockwise from above: A Getty front fascia and splitter work well with

Hidden... "Smuggler's" for a new tuning system England. Components of the able improve cabin stays Arizona's op The micro-p unit can be p

The Result Patrick at and its cust side graphic up to the 20 Carrera de

James put together his dream car, starting with a partially restored 1986 Carrera 3.2 liter from a New Jersey body shop. He ended up with a retro look 1973 long hood, wide body turbocharged RSR clone with as many tricks as he could come up with.

After modifications, including the turbocharging, the engine dynoed at 520 horsepower at 6,600 rpm. All body parts were strengthened to handle the power including the suspension and brakes.

The intensely deep black paint has a hint of Navy Blue. It is offset by the

I shot this view from a ladder high enough to separate the red bumper from the black fender.

Speed Bump continued

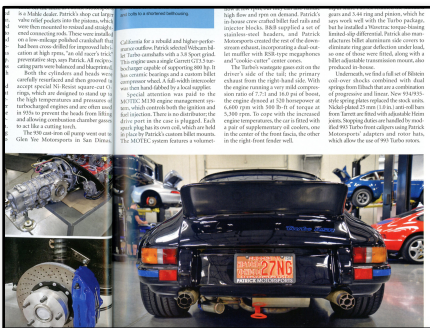
Regatta Blue leather that covers most of the interior. The form-fitting seats are done in the Clan Guthrie Tartan pattern. Patrick gives full credit to his in-house upholstery shop.

In almost any automotive article describing a particular car, there are images that are almost de rigueur. The next time you peruse such a story, look for the following: the first page should be a zinger; and then mandatory views of side, left front three quarter, and back. Look for different angles such as low, high, wide, and with different lighting. There is always a view of the dashboard and the engine compartment and often the seats. There must be shots of small details such as side mirrors, handles, rims, etc. Almost always there is the well-composed shot of the vehicle zooming down a picturesque road.

All in all, it was a fun and challenging time. Seven of our photos were used. Getting the cover of the August issue is almost like winning the lottery!



Vern West brings out the kneeling pads for low angle shots. The Motorsports garage was spic and span with bright, even lighting, leading to brilliant, colorful images. James and his crew were very helpful when we wanted to shoot different areas and angles



I lined up this view so that the black RSR just barely overlaps the red, blue and silver cars in the background.

MARKET UPDATE PORSCHE BOXSTER & CAYMAN

THE MAGAZINE ABOUT PORSCHE

excellence

A 1986 911 IS TURNED INTO A TURBOCHARGED GEM!

CARRERA 3.2 RSR

PLUS
WE DRIVE PORSCHE'S 804 F1 RACER, A 900-HP GT2 RS, AND MORE!

AUGUST 2020 \$5.99 (Cover \$5.99)

Always shoot a vertical. This was taken in front of the garage. And surprise! It graced the cover!

french inspiration

This stunning Carrera 3.2-based RSR clone may be the only Porsche whose color scheme was influenced by a classic Peugeot.

STORY BY PETER LINDBY
PHOTOS BY HAL TREIBER AND JAMES PATRICK III

The machine you see here is perhaps the only Porsche whose stunning finish was inspired by a classic French sports car. How did that happen? Let's pose that question to James Patrick III of Patrick Motorsports, the Phoenix, Arizona shop that carries his family's name.

Some years ago, Patrick's crew passed to shell upon a very elegant pre-war Peugeot. It was either at Pebble Beach or on a European "old-timer" website; he can't recall exactly which. The swoopy little Dart/Mat 402 coupe from 1938 was representative of the Art Moderne design period, typical of the beautiful and curvaceous automobiles penned and fabricated during the so-called "French Curves" era by imaginative custom coach-builders for wealthy clients.

That later two-seat feedback attracted Patrick's attention not so much because of its shape, but for its gorgeous color scheme of dark Navy blue—almost black—over a lighter shade of blue. The color combo was dazzling, and Patrick tucked the image away in his "Gnomes do that someday" mental file cabinet. "Somebody" turned out to be him in 2017.

As we have seen, some of the most interesting 911 street builds begin as someone else's failed project. The RSR replica shown here started life as a 1986 911 Carrera 3.2 widebody sunroof coupe. When Patrick was finished with its spec-tator at PC's 2019 Rennsport Convention, they stopped dead in their tracks.

From the Beginning
Patrick relates that the owner of this low-mileage coupe wanted to build a hot street widebody with a 911 Turbo (930) engine. The car had been sitting in a New Jersey body shop undergoing an exterior cosmetic restoration for about three years. "The customer," relates Patrick, "contacted us to buy a shortened C50 half-housing." After a few years of slow progress, the car was nowhere close to being finished. In a 3.2-liter flat-six and 9.5-five-speed transaxle had somehow disappeared. Needless to say, the owner was extremely unhappy. He reached out again to Patrick asking about a conversion to a 3.3-liter 930 engine and shortened C50 gearbox, a swap that Patrick Motorsport has specialized in for almost 30 years.

The owner contacted a California part yard and arranged to buy and have shipped directly to Patrick what was to be a good used standard 3.3 Turbo engine and a 1987-1989 vintage C50-0 box. The transmission turned out to be unusable, and the engine was rife with problems, like broken head studs.

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The first two pages of the article show us speeding along the freeway with Papago Park as a background. I'm in the back of a pickup hanging on with one hand and shooting with other at 70 miles an hour. Notice how the blue borders complement the photo.