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Special Edition

Driver's Ed & Time Trial #1 Infineon

“THE BEAST”

Barrick Pickering Racing



“What a 914 should feel like on the track”

February 16 - 17, 2008

Saturday, February 16, 2008

PIRATE RACING

High strung 2.5 liter, six



Photos by Michael Mannion

Michael Mannion

After hearing about the TT earlier this week I'd been really looking forward to getting out to the track. When I heard I could get a "taste of the track" ride-along with an instructor I was sold. I haven't had my 914 running for a while so I was eager to at least watch others enjoy their cars and to have the chance to have a closer look at them.

So, I showed up early with my helmet in hand and figured out whom I needed to talk to about getting a ride. A couple of conversations and a little

paperwork later I was assigned to PCA Instructor Bob Murillo for my "taste of the track". Bob was very friendly and suggested that he could take me out in the teal run-group at 10:30 and to just show up a few minutes early to get strapped in. Oh, Bob's car is a 03' GT3 Cup!

I used the time in between to wander the paddock and take photos of some of the gorgeous cars in attendance. There were examples of most Porsche models ranging from full street cars to dedicated racing cars. 911s, 930s, GT3s, 944s, 928s, Boxsters, Caymens, 993s, 996s, air-cooled,

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water-cooled, a little of everything. I also spotted a beautiful Ford GT at the far end of the paddock. Not a Porsche, but impressive none the less. After some sight seeing I went and introduced myself to some of the 914 folks whom, until now, I'd only known as online personalities on the various 914 sites. I spotted the Pirate Racing car first and introduced myself to its owner Grant Keyser. He was pitted with Barrick Pickering Racing so soon I was shaking hands with Randal Barrick, and Bill and Doris Pickering as well. Grants 914 is a raw, stripped down track day car built on a reasonable budget. No windshield, interior, or

GOING FAST



Top: Cockpit “the Beast”
Center: Pirate Racing closing in
Left: BPR Car, safety cage

even engine lid, just a big set of slicks, and a high strung 2.5 liter six. The BPR 914, “The Beast” is just that. A purpose built racing car with a beautiful integrated roll-cage, a well thought out chassis, removable fiberglass body, multi-adjustable suspension, an injected 2.7 liter six, big slicks and nothing that isn't essential to going fast. Gorgeous car. The second BPR car is the Epiq Spec Boxster primarily being driven by Doris Pickering. Built to the meet the rules of the fledgling spec boxster class it is low, stiff and mean. A really great looking car that Doris pilots to great effect on track. Soon it was time to go meet Bob for my ride. He was just lowering the Cup car from its built in airjacks and checking the center lock wheels. Cool. He got me all strapped in and we headed for the grid. He mentioned that the car was as delivered from Porsche with the exception of an ECU upgrade which bumped the horsepower to “a little North of 400”.

We hit the track and he barely let the tires get warm before attacking the corners at unexpected speed. Once the tires did get warm we really started to hustle. One thing's for sure, Porsche knows how to build a racecar. The grip level through the Carousel was amazing. The car was a rocket ship accelerating up toward turn seven but it was evident that it really wasn't enough room for it to stretch its legs. Through the slalom-like “8s” the car was super planted and maintaining a steady 150 km/h. We passed every car we approached with ease (and a point by, since this wasn't a competitive session). When it was over, I thanked Mr. Murillo with a big silly grin on my face and wandered off to



Photo: by Doris Pickering

take some more photos. A little later I had the opportunity to take a second ride. This time it was with Bill Pickering in The Beast. We eased out onto the track and within a lap Bill was getting comfortable with the car and picking up speed. He'd mentioned earlier that there's a big difference in the "911 line" and the "914 line". He was right. I noticed while The Beast didn't have the outright acceleration of the cup car, it wasn't far off. Due, I'm sure, to its significantly lower weight making up much of the horsepower deficit. The chassis felt super stable with no flexing or groaning and even as a passenger it was apparent that these guys had built a very neutral, very quick racing car. It was fun feeling The Beast squirm a little on its Hoosiers as we started to exit the carousel. Slipping and gripping, but never feeling loose or out of shape. A quick glance at Bill confirmed the sensation as I could see him making small adjustments of the wheel. Although, it never looked like he was fighting the car. I climbed out after my second ride of the day with an even bigger smile on my face. This is what a 914 should feel like on the track. I aspire to build a 914 like this one and to drive it even half as well as Bill does.

I had a commitment for later in the evening, so after some more car-talk I had to call it a day and even turned down a chance to round out my on-track experience with a ride in the Epic Spec Boxster. Another time perhaps. The experience has me wondering if I should build a track-ready 914 and join the fun. The PCA folks were great and the event seemed to be run very well. It's relatively affordable for the amount of track time available. The "taste of the track" program is the best deal going if you'd like to experience one of these cars at speed. For \$20 you get a full session with a PCA instructor, at speed, on the track. As much fun as the chance to get out on the track was, and as

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great as it is to crawl around so many wonderful cars, it was the people that really made the day. Everyone (not just the 914 folk) was nice and friendly and the whole event had an entirely laid back feel to it. Bill, Randal, and Grant are all very passionate about this hobby and about 914s. It really shows. Doris was great. She even fed me lunch! I would have gone just for the conversation, but the hot-laps didn’t hurt.



Above: Trekkor Wills (left) and Michael Mannion chat it up in the pit

Right: Grant Keyser in “Team Pirate”

Below: Dave Neal’s (spelling?) 419 car

Photo: Top, by Doris Pickering



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Letter from the Publisher: Mike Koozmin

Hello all,

I want to start by thanking everyone for all the support you have given me in starting the 914 Magazine. I must say, it's the enthusiasm and dedication shown by all teeners to all things 914 related that threw me over the edge when the decision came to whether or not I am going to take on this venture. I spent many a night wondering what to cover and how to cover it. where to get the info so it would be relevant and digestible. Then, there was the "are folks going to like it?". Well, the answer always came back "JUST DO IT". So, here it is mid-February and the first edition of the magazine wasn't scheduled to come out until April. DE and TT #1 came up and I thought "oh man, this would be a good thing to cover" but how interested would folks be in the event if it happened a month and a half ago? By then it would be old news. Me being a news guy I pulled out the ol' publishing hat, jumped on the computer and went to work on this special edition. Thanks to the help of a few quick-handed folks, and several pots of strong coffee, we got it done. Timely, informative and down right cool. It may not be perfect but heck, it wasn't meant to be. Just sit back, buckle up, and enjoy the ride. There are many more to come. The magazine will be published every other month starting in April. From time to time I will be throwing together specials like this one and posting them on the website. Couple more sips of coffee and I'm off to work on the April issue. Until then.....

Special thanks to all,

Mike Koozmin
Publisher, 914 Magazine

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