



Pylon Press

SPORTS CAR CLUB OF AMERICA -
PHOENIX AZ SOLO REGION

September 2023 – Fall Series #1

Car Of The Month



JESSIE BARR

2002 VOLKSWAGEN NEW BEETLE GLS

Unbelievable List of Mods:

- Techtonics Tuning 264/260 cams
- United Motorsport Stage 2 Tune
- 4 Seasons Tuning 17lb Steel Flywheel
- Griffin Aluminum Oil Cooler w/ Fan
- Mocal Oil Cooler Adapter
- 034 Motorsports "Street Density" Motor Mounts
- DieselGeek Sigma 6 Short Shifter
- DieselGeek Panzer Plate
- CSH Subframes aluminum subframe bushings
- PowerFlex poly strut top bushings
- OEM 2001 Audi TT LCA and hub conversion
- OEM 21mm R32 FSB
- Whiteline 24mm Adjustable RSB
- R32 LCA Bushings
- Audi TT "Quick Rack" Steering Rack
- TyrolSport solid steering rack mount
- MTS Technik Sport Coilovers
- SEAT Cupra R Rear Beam Bushings
- 20th AE/337 Brake Conversion
- HAWK HPS Pads
- EBC Slotted Rotors
- AutoTech 2.5" Catback Exhaust with a Vibrant Resonator
- Ebay Aluminum Radiator
- Konig Dekagram 17x8.5 Wheels
- Khumo v730 Tires
- ECS Tuning 10mm spacers on rear wheels
- Custom 3d Printed Guage Cluster for 2x 2.25" Guages
- Custom seat brackets for 2012 Volkswagen CC
- Tan/Black Seats
- 2013 Beetle Steering Wheel

While Jessie claims not to be incredibly competitive, he does love seeing himself and his car achieve things that no one would ever expect a little New Beetle to be able to do.

*Also, a shout out to **UroTuning** and **FCPEuro**! Both of these companies have provided countless OEM parts for this car as it has evolved.*

Jessie Barr has owned his 2002 Volkswagen New Beetle GLS for about 6 years. The motor is a 2.8 24v VR6 from a 2004 GTI. He never intended this car to be involved in racing; he just wanted something different to drive around as a daily driver that was fun and decent to drive. He bought this car because of its color –the Riviera Blue Pearl paint is his favorite color from the 00's generation of VWs, and it was exclusive to the 2002 model year. Jessie found the car on a marketplace ad in a salvage yard for \$1000! The rear main seal housing was cracked on the turbo motor, yet he drove it home that day by putting a few quarts of oil in it to get it home. Originally, it was a 1.8t 5 speed car, Jessie performed a simple tune on the car to give it some more pep. After awhile he had the opportunity to pickup a mk4 GTI with 2.8VR for a very cheap price. With his understanding of VW's, he decided to take the best part of the GTI and merge it with the car he really loved. There's so much more to the story! Originally from Denver, Jessie has lived in AZ for about 4 years now, obviously loves tinkering with his car and has set his sights on some national goals, including getting the car sponsored.

Driver Of The Month

KEI JOSEPHSON



CHIEF DRIVING INSTRUCTOR
DIRECTING A DRIVING SCHOOL IN NOVEMBER AT AMP

Kei (pronounced key) Josephson has been an autocross enthusiast for many years. In the past he has been active as a driver, chief driving instructor and board member in multiple SCCA clubs across the country. Kei got an interesting start in autocross at a national tour event in Milwaukee driving a BFG Tire Company sponsored Honda Civic and immediately fell in love with the sport. He presently serves as the Chief Driving Instructor for the PASR group and is currently campaigning a very well prepared and sharp E Mod '73 Corvette he nicknamed "Lazarus." The racecar, Lazarus, has been a work in progress for 2.5 years now, with quite an interesting history. This car is a past B-Mod Nationals winner that was retired by its former owner to a barn storage status for eight years. Kei rescued and restored it over time with careful diligence. Kei has attended nine SCCA nationals over the years and hopes his new E-Mod ride will put him on the podium in the future, after a past near miss for a trophy. Now living in Surprise with his partner, Traci, Kei makes his living as a professional home inspector and auto appraiser. He speaks very positively about the PASR group and our events. When asked if he had any suggestions for improvements, he said, "Numbers on cars might help things run more smoothly for the timing and scoring crew." Kei is directing a PASR group driving school this coming November 4th at AMP. This committed sportsman is a multi-talented solo racer and car builder, and we are fortunate to have him and his partner active with the PASR club.

Save The Date

PASR GROUP DRIVING SCHOOL
November 4, 2023 at AMP

Event Overview

Reported by Brian Miller, Pylon Press Editor

It was fun in the sun for approximately 150 drivers at the inaugural fall series event at Arizona Motorsports Park. The weather featured partly clear skies, toasty Az September temperatures and a fun, fast course. As the weather warmed throughout the day the lap times got progressively faster. With up to 3-4 cars on the course at one time drivers were delighted to be given five runs in each of the four run groups, A-D.

If you liked slalom cone features, this was the course for you! The course had three of the slalom gates! Lap times ranged from the mid sixty second mark down to nearly fifty seconds flat as the day progressed. The course flowed well, and consequently very few DNF runs occurred. In all, 150 drivers accounted for approximately 750 runs, excluding the time only runs held at days end.

The battle within class groups was razor thin, with multiple contestants winning or losing by a couple of tenth of a second or less. Top time of the day for production cars goes to **Jason Bucki**, with a blazing time of 50.116. This fine time also earned Jason the high PAX time for the day. Co-drivers, **Jay Bulducci**, and perennial hot shoe **Brian Peters**, were within .5 of a second from TTD. It's excitement like this that keeps us coming back for more!

The next PASR event is Sunday,
October 15th at AMP

Pylon Quiz

Written by Brian Miller, Pylon Press Editor

Walking the course to familiarize oneself with the course is a critical component in the achievement of smooth and error free runs. Drivers differ in their approach to their course walking methods. Do any of these describe your course walking style?

1. "The Mapper"— Easily spotted as their head is down staring at the map in their cell phone and in deep concentration.
2. "The Critic" – This course aficionado is observing any possible flaws in the course design.
3. "The Runner" – This driver dashes through the course at a fast walk simulating the line the car will take at speed.
4. "The Tour Guide" – This sage and gung-ho driver extemporaneously shares his/her interpretation of the correct techniques and driving line, while generously offering observations such as: "the finish is too fast" or "the slalom cones are not spaced evenly". Often this is a veteran driver.
5. "The Analytical" – Moving with confidence at an easy pace, this driver is walking following the correct driving line and memorizing every detail of the course in their minds eye. Usually seen walking the course alone in serious thought, at least two times.
6. "The Last-Minute Dasher"— Having arrived late to the autocross event, this driver can be easily identified as walking at a rapid pace and often being called off the course to attend the drivers meeting.

Regardless of your course walking style, be it one of the above or another approach entirely, among the key things to observe during a course walk are: the correct driving line, the key turning cones, and being able to see in your mind's eye the "imaginary road" that the car will follow through the gates and slaloms provided.

Once you've raced, you will never forget it ... and never get over it!



Richard Childress
NASCAR Race Car Driver

“Auto crossing, bullfighting and mountain climbing are the only real sports... All others are just games!”

Ernest Hemingway

When I look fast, I'm not always smooth!
When I look slow, I am smooth and fast!

Alain Prost
French Racing Driver



Peak Performance Tip

A Driver's Rush by KC Miller

Everyone's felt it. That sudden pounding heartbeat. Sweaty palms and pits. A rush of energy as you sit at the starting line. That's adrenaline!

Adrenaline is the "fight or flight" chemical reaction engrained in your brain and body since the dawning of man. This chemical helps your body react quickly to a threat, and has been known to produce herculean strength, allowing a man to literally lift a car off a pinned victim. Yet when not channeled correctly, this chemical hormone may produce undesirable reactions on the track such as uncontrolled excitement, profuse sweating, irritability, brain fog, and even momentary brain freeze.

Looking at the science behind an adrenaline rush, we discover the chemical reaction begins in the brain. When we perceive a dangerous, stressful or overly exciting situation, that information is sent to several parts of the brain, which quickly releases adrenaline into the bloodstream. Here's the thing, these changes happen so fast you might not even fully process what's happening. Your animalistic, survival instincts kick in. Once in the bloodstream, adrenaline causes the following:

- Your heart rate increase.
- You to breath faster.
- You to sweat! (Yes, the Arizona heat causes sweating; however, the compounding factor is a chemical reaction.)
- Blood is sent to your major muscle groups, which can cause your neck and shoulders to tense up and pull on the occipital region to the point of causing a slight headache.
- Insulin production stops, meaning the chemical that regulates the amount of glucose in the blood temporarily stops. The result can be light headiness, internal glitterers, or irritability.

Bottom-line: An adrenaline rush is sometimes described as a boost of energy, and at the same time what produces feelings of jitteriness, over excitement and a sense of being out of control.

The good news is there are ways to manage and harness adrenaline. Think of adrenaline as a forward momentum turbo charger, just like something you might choose to install on a performance vehicle. Air intake is important! Shift yourself into neutral, gather your breath, and exhale with a focused momentum. Deep, controlled exhales can be likened to controlled acceleration.

Here's the drill: Inhale deep into your belly, as if you are idling your engine. Retain your breath for an extra couple of seconds, building momentum. Exhale controlled, yet forcefully as if you're a rolling on the power of a combustion engine. Several rounds of this breath technique will result in harnessing of the chemical rush. Use it to your benefit. Allow the dilatation of your pupils to become your laser vision, relax into the contraction of your muscles, and notice the fog or freeze of your brain clearing. As an added power tool, close your eyes just before coming to the line and visualize the course. Inhale -- Imagine yourself going fast! Exhale -- FEEL yourself going smooth and quick. Inhale confidence and composure; exhale anything else.

After a race, expect to feel a slight let down -- that's the adrenaline leaving your system and your adrenal system returning to baseline. Allow for some recovery time. Your brain thinks you just fought a tiger!

Use your breath to cool down and escort the adrenaline from your system. Sit in your car between runs and breathe into your belly, allowing it to fill and enlarge. Exhale as if releasing your breath through a straw. This Quantum Breath technique can be likened to the working of a car manifold. The intake of air (breath) mixes with oxygen, the way the air is mixed with fuel. The result is purified power, and improved recovery time. As you learn to fine tune your breath, to neutralize the adrenaline in your system, your track efforts will improve as well.