

**IT'S NEW - IT'S EXCITING - IT'S THE** 

# THE "GROUND POUNDER" REPORT

OFFICIAL NEWSLETTER OF THE **AMERICAN GT PROFESSIONAL ROAD RACING ASSOCIATION**

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## WHAT IS A GROUND POUNDER?

**By Terry Giles – Ground Pounder Editor**

It is the very life of the AGT, a "ground pounder" is the term of affection and endearment we racers have placed on our beloved steed, the tube chassis, big bore, composite bodied American muscle we all live for, our race cars. Termed ground pounder for the way they shake the earth at idle and the way they rumble the very ground beneath your feet as they hustle their way around the road race circuit. You not only hear the horsepower – you feel it.

The ground pounder has a way of working itself into your blood and exciting your senses – it is adrenaline intoxication in its finest form – pure raw horsepower. The cars that race in the AGT professional road race series are tube chassis purpose built race cars. Precision machines bodied as some of America's most popular sports sedans, Corvettes, Camaros, Mustangs and more. Lightweight composite bodies of kevlar, carbon fiber and fiberglass set atop these engineered marvels, powered by normally aspirated V8 thundering power plants creating upwards of 800 horsepower - just waiting to be unleashed and set free to "stretch their legs" and run for the finish line, hitting speeds over 200 mph, these are the cars of the AGT. Our cars have graced the scene in other well known race series such as Trans Am, Grand Am and SCCA GT1.

The AGT was created in 2004 by founder Woodson Duncan, who worked tirelessly to build a respectable series for this type of race car. Woodson had no doubt a true love in his heart for these cars as he spent his own time and money to build a professional series. A place where GT1 drivers could "graduate to" as their experience level and winning increased and they looked for more challenging competition. The series faced its share of challenges, criticism and detractors as in its early years it competed head to head with Trans Am and had a slightly rocky relationship with the SCCA. Perseverance hard work and the commitment of a few quality teams, drivers, staff and volunteers helped keep the series afloat through some hard times and in March 2007, Woodson made the decision to step aside and let go of the series he founded with the hopes that the new ownership and management would be able to carry the series to a new level. His work and efforts will not be forgotten and his realization that "one man can't do it all" – though not an easy decision to make, hopefully will prove to be the right one. He laid the foundation and it is now time for the new management to step up and take it to the next level.

## THE INTRODUCTION OF THE NEW

**AGT.** The American GT Professional Road Racing Association is now under the direction of long time Motorsports participant and enthusiast Tony Febles, along with a new influx of staff and volunteers aimed at making the AGT a success and driving it (no pun intended) to the next level. The commitment is to build on Woodson's foundation with new increased inter-active communications, a wider array of membership and entry options for teams, competitors and fans. Add to that a new direction on developing a grass roots campaign with the SCCA and SCCA Regions to entice and develop GT1 driver and team participation with a better schedule of race venues in the SE Division and other close proximity hosting SCCA regions inviting GT1 drivers to step up and try their hand and test their skill in the AGT professional road racing series ranks.

## EXCITING NEW "USER-FRIENDLY" OPTIONS FOR DRIVERS & TEAMS

**By Tony Febles, COO of the AGT**

As part of the change in the new management of AGT Professional Road Racing Association (AGTPRRA), we are offering new options for entries starting with the Mosport Victoria Day Race. The idea is to give more options to all the grassroots GT1 teams out there in order to allow them battle it out with the AGT teams. With the new options being offered for AGTPRRA races, teams interested in doing just one race or a few races within their region or close by, instead of running the whole championship could become members for a single event or a few events. Teams will now be able to register for championship points and prize money, or for prize money without points or for bragging right only.



We want to make sure that the GT1 teams currently competing in SCCA Regional and National events understand that we welcome their participation and involvement and that we are now more accessible for them to try their hand at pro racing. Our long term goal is to rebuild a strong relationship with the SCCA and the SCCA Regions to encourage GT1 drivers and teams to develop their skills and have a great place to race when they want to move up to professional series racing. The AGTRRA will also offer a discount for entries and memberships paid two weeks in advance of the events, to help keep the cost down and speed the process of registration and tech at the track, allowing for more track time. For more information and specific entry options go to <http://americangt.com/competitors/> and click 2007 Membership Application or go to <http://americangt.com/schedule/> and click Entry Form.

## THE NEW AGT WELCOMES BACK AND THANKS THE SERIES SPONSORS

As the new management shakes out the remainder of the 2007 season, they are working closely with long time series sponsors, Goodyear Tire & Rubber, CRP/ Competition Race Parts, HRP / Hoerr Racing Products and Puritan / newgmparts.com to finalize arrangements for the new 2008 season. We encourage your support of these sponsors as these are the racers – that give back to the racing community as a whole and without them we would not have a series – we thank them for their continued support and efforts.

## BEHIND THE WHEEL – MAXIMIZING YOUR RACING HEALTH

By Terry Giles IFPA Master Trainer  
Certified Nutritional Specialist and  
Ground Pounder Editor



As many of you that have known me for some time, know that I have been an athlete almost my entire life, from playing sports all through school, racing motocross through my teenage years and having been active in the martial arts now for over 35 years. I have won world championship titles in martial arts, bodybuilding, powerlifting and arm wrestling and have won races, titles and championships in car racing. In my "real life" I have made my professional career in the nutrition industry with a specific focus on human performance, wherein I have trained some of the world's best athletes in bodybuilding, powerlifting, football, baseball, golf, tennis, hockey, track & field, cycling and many other specialized fields of athletic endeavors. I have written extensively on the many aspects of sports and sports conditioning in varied sports, and auto racing is no exception. Beyond the widely held belief by many non-racing enthusiasts that feel that auto racing is a not really a sport and the drivers are not athletes, which we all know is so far from true it borders comical. In a recent conversation I was asked by some people that have known me for a long time - "how does your training differ now from when you were bodybuilding, fighting and powerlifting to just sitting in a race car?" "Just sitting in a race car" I responded "don't you think race car drivers are athletes?" Where as usual the response was something like..."well come on now, be honest, let's face it, the car does all of the work". It is not the first time I had heard that people don't really consider race car drivers as athletes but this time I guess it was more of a surprise because it was directed at me. OK, so I have put on a few pounds (or maybe a few inches around my waist) since I was competing in the martial arts and in bodybuilding and strength sports and OK maybe I am a little older now and don't carry myself with the same "swagger" as when I was more buff, but not being an athlete....bite your tongue. How could you suggest that I am not an athlete? OK, I can handle the suggestion that Jeff Gordon is not an athlete and can in good conscience stand up for racers being athletes and offer up a right good argument and facts to prove drivers are great athletes

when that statement is made in a general conversation – but this was directed right at me for goodness sakes. I said "You do realize I still can bench close to 600 pounds, right?" Contemplating a round kick to his head to remind him of my younger days as a fighter - how can I not be an athlete? Well after I got over myself, it occurred to me the "athletes" in car racing like many sports – simply do not look the part of "professional athlete". Look at F1 racing champion Michael Schumacher, he is a guy that is 5' 9" foot tall and he weighs around a buck sixty...how athletic in stature is that? Well here is a guy that pilots a car with over 1000 horsepower at speeds well over 200 mph pulling up to 5 G-forces (in comparison combat jet fighter pilots have to be conditioned to endure the same 5 G-forces) for sustained periods of time. The physical conditioning just to endure the G-forces are incredible, combine that with the mental conditioning and reflex required to drive one of these machines to the finish line of a race – let alone seven unprecedented World Championships.

So what is an athlete? Webster's dictionary defines an athlete as a person who is trained or skilled in exercises, sports, or games requiring physical strength, agility, or stamina. I agree, however I feel that a true athlete is a combination of all of that with the addition of a highly developed mental focus and awareness. A strong mind is the foundation of a strong and successful athlete. You can have a guy that is built like Atlas and strong as Hercules – put him in a competition that requires a true plan – a combination of mental preparedness, mental focus, some degree of strategy besides the athletic ability and he will be defeated every time by the smarter more mentally prepared athlete. There is a point in sports where the mind, by way of reflex takes over and defines the sheer grit and determination required when the muscles are failing and the body is tired, it is in this time when the mentally stronger athlete endures and succeeds. Mental conditioning and focus become paramount in extreme conditions of physical performance. Why do you think elite fighting forces are trained so extensively not only in their physical attributes and condition, but they are drilled relentlessly for mental conditioning - it is so when their bodies fatigue and the chips are down, they have the mental fortitude to preserve and endure and to maintain focus on their task. Race car drivers can't lose focus, because at 200 mph it all comes at you too fast to not be 100% focused on what you are doing. Physical fatigue is the first determining factor in breaking your concentration and the ability to maintain focus and sound judgment.

We drivers all know too well what it is like sitting in an upright position for hours, in heat that in most cases exceeds 140 degrees. The environment can be brutal.

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In fact, the mental preparedness is what helps you physically endure the whole physical demand. The rest of the physical conditioning is what gets you through the unexpected “rough spots” such as accidents and hard hits as well as in combating fatigue. Our conditioning and mental focus is paramount in our safety. As the new season begins, I am personally back seriously watching my diet and religious in my training. So how should we prepare? Beyond eating a well balanced diet (after all we have to crawl through the windows of the cars to get in), hydration is vital. Much like the hydration regime of a marathon runner, a race car driver must properly hydrate themselves, before, during (if possible) and after an event. You must remember that your muscles are comprised of over 70% water, as is your brain. Your blood plasma is 92% water, while even your bones consist of over 22% water. Water intake is essential for life and proper muscle function. Water carries the toxins out of muscle fiber and helps detoxify the kidneys and liver. There are six major nutrients needed to sustain life and survive, they are water, carbohydrates, fats, proteins, vitamins and minerals. Water is the most substantial – constituting the largest portion of our bodyweight, since you will not starve to death in hours behind the wheel of your race car, dehydration is your biggest enemy.

So beyond proper nutritional intake and proper hydration, what is the secret? To me I believe it is a combination of both cardiovascular exercise (aerobic training) as well as high output muscle endurance training (anaerobic training). Your training program should be different from basic bodybuilding and weightlifting routines in that the pace is non-stop between exercises and sets – and the reps enter into the insane realm, but don't be mistaken to believe that I am talking high rep with low weights....oh no. I mean high reps using heavy and then heavier weights. Out of this method of high intensity training that I have successfully trained hundreds of athletes in a wide variety of sports to championship titles and wins. All of them experienced improved strength and endurance gains as well as fat loss. There are two ways to make muscle respond (breaking it down into very simplistic terms):

(1) Overload – where in the muscle is consistently overload or taxed with an increasingly heavier load and the muscles respond by gaining the strength required to complete the task and

(2) Intensity – where in the muscle is constantly fatigued to the point it grows stronger to endure the intensity or duration of the task.

Each of these requires time to happen – my training methods have evolved from a combination of these methods of growth stimulation – thereby taxing both the red and white muscle fibers in the same workout, demanding more muscle fiber involvement which equates to more muscle fiber response. From that, I believe a greater sum of the two totals is achieved as far as results. In the next installment I will discuss in detail the execution of this type of hybrid training and how it can help you break through barriers and achieve new levels of success in your racing endeavors and in a future installment we will discuss in more detail proper nutrition for optimal performance – until then I will see you “behind the wheel”.

## WHO WILL WIN WHEN THE NEW AGT TAKES THE TRACK?



Will it be the defending two time series champion Edison Lluich from Puerto Rico in his shiny white #1 Coors Light Corvette, or perhaps local Canadian hero Charlie Webster in his # 95 CJ Webster LTD multi-colored Corvette – only time will tell. The new American GT Professional Road Racing Association series takes to the 2.5 mile 10 turn road course circuit in Bowmanville Ontario Canada on May 19-20 as part of the Victoria Day Speedfest activities. AGT Teams from the United States, Canada and Puerto Rico have signed up so far to take part in this run to the checkered in the hunt for the 2007 series championship title. Will you be a part of the action? Spectator, driver or crew – which will it be? This is not an event you will want to miss – as last year's event saw a whole lot of exciting racing and some pretty strange weather, with sun, rain and snow all in the same session – now that is a crew chief's nightmare – how do you set a car up for that?

New entry fees begin with the Mosport event. As Tony Febles (COO of AGTPRRA) pointed out to all competitors, beginning with the race at Mosport, those teams sending in their entry fee two weeks prior to the event date would save money by getting their entry fee in by May 4<sup>th</sup>, 2007. The new entry fee format encourages participation of all GT1 drivers wanting to try their hand at pro racing by offering the following membership and entry fee options. Teams can also save money on their annual team membership fees by submitting them in advance of the event date. Savings and team deals are as follows:

Annual AGT Team Membership Fee:

- \$600.00 per year
- \$500.00 per year if paid by May 4<sup>th</sup>, 2007
- \$200.00 single event – paid at the track
- \$150.00 single event if paid by May 4<sup>th</sup>, 2007

AGT Event Entry Fee Options:

- AGT SERIES TEAMS
- \$1000.00 paid at track
  - \$850.00 if paid by May 4<sup>th</sup>, 2007
- GT-1 TEAMS
- \$700.00 paid at track (not eligible for AGT Points)
  - \$650.00 if paid by May 4<sup>th</sup>, 2007 (not eligible for AGT Points)
  - \$400.00 paid at track (not eligible for AGT Points or Prize Money)
  - \$350.00 paid by May 4<sup>th</sup>, 2007 (not eligible for AGT Points or Prize Money)



## MOSPORT RACE SET WITH TWIN HEAT FORMAT

Championship and Weekend Points:

AGT will award driver points for qualifying and by finishing position as follows. Drivers may not combine points.

- 2 points for qualifying for a race.
- 1 additional point per race for each consecutive race until he qualifies for four consecutive races and there after will receive 2 additional points per consecutive race they qualify for.
- 1 point for each race started - plus 1 point for each competitor he finishes ahead of.

Twin Heat Formats:

- Each Heat will be treated as a separate Race for qualifying and starting. No additional points for consecutive races will be awarded for starting both races in a twin heat format.
- Qualifying points will be awarded for both races. The second heat will be started as the first heat is finished and the field may be inverted.
- Two drivers may race together and accumulate points as a team for the championship. Both drivers must complete at least one full race lap under green to accumulate points for the championship.

Tire Rule / Qualifying:

- All competitors must race and practice on Goodyear tires.
- Teams must start the first race on the tires they qualified on. If tires are changed they must start at the back of the field. Tire selection is open for the second race. Except If a team qualifies while raining on rain tires and the race starts dry –they may change the tires to slicks for the start of the race. If a team qualifies on slicks and the race starts in rain – they may change to rain tires before the start of the race.

Start Procedure:

- On the start of each race there is no passing until you have passed the start/finish line. You may pass the car next to you in line but may not pass the car in front of you unless he/she suffers a mechanical problem. On restarts you are free to pass when the field is returned to green flag condition.

Tie Breaker for weekend:

- Ties will be broken (1) by the highest number of laps completed in the two races (2) by qualifying position.

Manufacturers Championship:

Each Marque: Ford, GM, Panoz and Chrysler will be awarded one point for a win and one point for a pole. The Marque with the highest number of points at the end of the season will be declared the Manufacturers Champion.

### Prizes / Awards:

Awarded per race of two races during the weekend.

- First Place = \$1,000.00
- Second Place = \$850.00
- Third Place = \$700.00
- Fourth Place = \$500.00
- Fifth Place = \$400.00
- Sixth Place = \$300.00
- Seventh Place = \$250.00
- Eighth Place = Entry Waiver for \$250.00 credit on entry fee for next race event.
- New GMParts.com TOUGH BREAK AWARD will be \$250.00 (must have NewGMParts.com decals on car before start of race)
- HRPWorld.com HARD CHARGER AWARD will be \$250.00 (must have HRPWorld.com decals on car before start of race)

### In addition to above prizes – the Over-All Weekend Finishers earn the following:

- First Place = Entry Waiver for free entry into next race event.
- Second Place = Entry Waiver for \$250.00 credit on entry fee for next race event.
- Third Place = Entry Waiver for \$250.00 credit on entry fee for next event.

### IMPORTANT NOTICE:

All Team Owners and Crew Chiefs MUST sign an official AGT Declaration Warranty – warranting that their race car is NOT equipped with Traction Control and thereby agree that if their car is found to be equipped with traction control that they will forfeit their car to the AGT or pay a fine of \$175,000.00 – plus forfeiture of any and all prize money and points they have won in the AGT (for all races they have competed in).

Series Director / Race Director: Antonio Febles  
Pit Marshall / Technical Director: Bill Lemmond  
Technical Inspector: Rick Hartsell

**THE AGT HOPES TO SEE YOU THERE** – We really hope to see many GT1 and all of the AGT teams in Mosport for this exciting race. We hope that you will come out and enjoy the fun and the competition of the AGT series in 2007 and make plans for 2008 as we have already begun work and scheduling for next season. So we hope to see you at the track – until then – Safe Racing.

<p>On The Wings Of <b>GOODYEAR</b></p>	<p>HRPWORLD.COM 866-855-RACE</p> 	 <p>COMPETITION RACE PARTS COMPLETION DOZE LOUIS</p>
<p><b>PURITAN</b>  Buick-Pontiac-GMC WWW.NEWGMPARTS.COM</p>		<p><b>Dyna Tune</b>  787-765-9270 RACING TIRES</p>