

**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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## HORSEPOWER ADDICTION

### Is it a "Treatable" Affliction?

**By Terry Giles – Ground Pounder Editor**

Driven by the adrenaline rush associated with my right foot pushing down on the "go pedal" of my race car - I may be the wrong person to subjectively write on this most serious of infirmities, but I will give it a shot none the less. Please understand that I do not mock the seriousness of this affliction, nor do I attend classes wherein I have to stand-up announce my name and profess my own personal addiction to the horsepower beast within. No, I am no closet horsepower addict, I am in your face, full flaunt and open in my obsession. I understand the consequences of coming forward like this and attacking this most sensitive subject, but for the good of all mankind I am willing to attempt to help peel back the layers of this complex and most exhilarating high in hopes that those of you living with someone suffering from this exciting, eeeeer – I mean exhausting condition.

Identifying the condition is the first step to understanding it. Do you (or the one you love) get goose bumps at the sound of a thundering V8 engine? Do you (or your significant other) find the smell of high octane race fuel being burned by this thundering V8 engine intoxicating – bordering on exhilarating? Do you (or someone you know) look at American sports cars and think how much better they look when they are made of composite materials bolted to tube chassis bodies with a full roll cage and racing seat and Goodyear racing slicks? If so – you now must take the first step – you must admit (at least silently to yourself at this point) that you may be a horsepower junkie. The next step is if you have from the short evaluation above (or by previous knowledge and self realization) established and admitted to yourself that you may have a horsepower addiction – you must now recognize to what lengths do you go to hide your addiction? Uncovering these little ways around having to admit addiction will lead to a better understanding of how to control it.

OK – how many times have you told your wife (or significant other) – or have they told you that the \$5000,00 worth of high performance racing parts in the box that came by UPS today only cost "about a hundred bucks"? How many times have you explained to your wife, husband, boyfriend, girlfriend (or them to you) that the new set of Goodyears on the race car were "given to you – because your buddy had a spare set"? You see these are signs of deflection. You are deflecting the underlying issue. It is not about the cost of race parts or tires – because everyone knows that friends always have spare Goodyear tires laying around and that all race parts only cost \$100.00 – I say everyone knows this to be true (hey – quiet – my wife may read this)....so it is not about the cost – it is about the addiction. It is really a deep seeded jealousy that folks without this wonderful, eeeeerr I mean dreadful addiction use to cope with their own inadequacies...eerrr I mean issues. After all – it is "them" that have the problem – not us. We are normal – we need horsepower – we need speed – we

we NEED to race.....whewwww OK – I said it – I am an addict. Horsepower rules.....Sorry about that I lost my head (and objectiveness) for a minute. OK so maybe I am the wrong person to write on the subject unless you are looking for a reason the condition even exists, Because I know what cures me each and every time I get bogged down in the reality of the day and that is day dreaming about better times ahead on the track. Between sitting in traffic on the interstate or blasting past competitors on the track – I know my preference and I look forward to the next event, the next race with rabid anticipation. After having taken most of the past year off, I have gotten back into the car this season racing in the SCCA SARRC Series in order to get the feel back and shake out the cobwebs and nothing has gotten my interest level up or my desire to race up more than the changes and evolution of the AGT. I love racing with my friends in the SCCA, it has been a hoot this season, 5 races – 5 wins – but what I am really longing for is the on track competitiveness that only comes when you pit your own skills against drivers that force you to be better, faster and more developed. Sure GT1 competition has some of those and I am hoping they too get bitten by the bug and come over and give what we do in AGT a try – give the competition a run and see how addictive it can be.

We don't need to heal or cure our addiction – we need to feed it. We need to hear and feel the thunder created by our race cars and we need to share with others that love the smell of race fuel and hot brake pads. We need to take it out and show it off to others that have never experience the thrill that it delivers – horsepower is a good thing. Share it with your friends. Encourage them to come to an event and watch – encourage them to look into their local SCCA Regions and get involved – join up and learn a specialty, like communications, flagging, tech or whatever – but encourage them to get bitten by the bug and addiction we all love – horsepower – big V8 horsepower.

## Checkered Flag Waves at Mosport as the Green Flag Prepares to Wave at Watkins Glen and Nashville.

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

OK – somebody please throw some cold water on Terry, I am not sure if that was really an article or a rant.....but I do share his enthusiasm and "addiction" for these V8 race cars and the excitement they bring to the track. We had a smaller car count at Mosport than we had wanted, but it in no way affected the quality of the racing, as the on track action was spectacular. Everyone in attendance was



### **Checked Flag Waves at Mosport as the Green Flag Prepares to Wave at Watkins Glen and Nashville.** Continued from Page One

thrilled with the excitement of the race as the battle on track was fast, furious and was a very close race; the margin of victory of the first heat was a little over a 100/1000 of a second with Edison Lluch Jr taking the win in the Coors Light #1 Corvette. Canadian hometown hero Charlie Webster in the CJ Webster Ltd #95 Corvette (AGT 2004 Inter-Americas Champion) battled it out the entire morning race to finish door to door with a difference of 0.118 sec. to the Jr. Lluch, while Edison Lluch Sr. in the Don Q #72 Corvette, who had qualified third, stayed very close to the leaders until suspension problems forced him out of the race in lap 8. Florida racer Kenny Bupp in the Hamilton Safe #8 Camaro had an excellent race and rounded out the podium in 3<sup>rd</sup> place. When the checkered flag fell on the second heat race – it was Edison Lluch Jr once again ahead of the field taking the win, giving him a clean sweep on the Victoria's Day Speedfest event at Mosport as Round Two of the AGT hit the record books. Charlie Webster in the CJ Webster Ltd #95 Corvette again battled strong for his second 2<sup>nd</sup> place podium finish for the weekend, joined this time in third place by fellow Canadian Blaze Csida, the underdog - "I am not supposed to be here (the podium), we were not even supposed to race at all, but consistency paid off. We made the decision to race at the last moment and came here just expecting to race and have fun, we had no idea that we could finish at the podium." Csida said. It just goes to show you fastest is not always the winner – you have to be there at the start and more importantly – at the finish. We congratulate and thank all the teams for their participation and continued support during this season of change and transition.

So next up is Watkins Glen on June 15 – 17, 2007 on the famed 3.4 mile historic circuit known as called "the Glen". AGT will be running in conjunction with HSR at this event and we are looking forward to some more exciting racing action. Following the Glen is "Nashville Under The Lights" where we are expecting the return of a few AGT teams that have not been participating with us as of late including our very own editor of Ground Pounder – the rabid – or should I say obsessed or maybe I should just say excited to be back Terry Giles and his Powerhouse Racing Team out of Florida. As I understand it, they will debut their new Z06 Corvette. So as we continue to fill in 2007, I wanted to let you know we are actively negotiating dates for a full and exciting 2008 race schedule with races planned for a host of exciting venues. So please, come out and join us and see what everyone is so excited about.

*Tony*



### **AGT Makes A Turn South and the Racing Heats Up.** By Terry Giles

Well, it has been talked about, asked for and now delivered – the AGT is heading south and taking its professional racing series south to the SCCA SE Division, a known hot bed for competitive GT1 teams, drivers and fans. The south is home to such GT1 greats as reigning National GT1 Champion Phillip Simms in his "rocket-fast" Rocketsports Jaguar. Also hailing from the south is southern "hot shoe" Tony Ave, known to run around in one yellow Z06 Corvette he built for Beebe Racing.....oh and there are all the drivers like Joe Fredia (where has he been hiding?), Jon "Chevy" Levy, Scott Murphy, Joe Hooker – just to name a few. Oh, of course there are the AGT series regulars Kenny and Jordan Bupp who race out of Florida, as well as Scary Terry Giles who is making his return to the AGT at Nashville, but what other southern hard driving talent is out there waiting to run with these boys? How about the elusive Geno and his Camaro – will he show up as the series turns south? Will Nick at CRP, find some more of his clients fielding cars out of his North Carolina shop?

Now is the time, as the series turns south – first stop the concrete D – Nashville Superspeedway a 1.8-mile road course situated in the infield of the speedway. The event will be called "Nashville Under the Lights" and will be a first in many ways for AGTRRA, as it will be the first time that AGTRRA will be visiting Nashville and it will be the first ever night race for AGTRRA racing under the lights at the Nashville Superspeedway. On a weekend of "first", another will be that AGTRRA will be sharing the weekend event with another V-8 driven series, the American V-8 Supercar Series - in separate races and classes. Hot Lights – Hot Nights and good ol' southern racing is at hand.

Next stop on the "southern tour" is Sebring International Raceway – there is no more historical race track in the United States. Evolved from a WWII airbase, Sebring is the oldest permanent road circuit in the U.S. and by far one of the fastest. This 3.7 mile international raceway has hosted hundreds of thousands of race fans from around the world to witness the historic 12 hour classic. All the legends of auto racing have raced at Sebring including the likes of Mario Andretti, A.J. Foyt, Dan Gurney, Stirling Moss, Juan Manuel Fangio, Phil Hill and dozens of other popular well known international motor racing legends, driving race cars built by the world's great manufacturers such as Ferrari, Porsche, Jaguar, Audi, Ford, Maserati, Aston Martin and Nissan. Now Sebring will host the thundering tube chassis composite bodied race cars of the AGT as the series drivers take to the ultra fast Sebring Long Course to determine who will win the "Shoot-Out At Sebring" and win the honors and points in pursuit of the series championship. The AGT will run a modified double race format on this spectacular weekend, featuring practice, qualifying and then a Sprint Race on Saturday to set the pole for Sunday's Main Event Race. This is sure to be one exciting weekend of racing on the world famous long course at Sebring – this is one you don't want to miss. Strap in and hold on for "The Shoot-Out At Sebring on August 11<sup>th</sup> and 12<sup>th</sup>, 2007.

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After Nashville and Sebring – what is next...well let's just say we will be announcing a "Rumble" as the AGT will run Round Six of the Inter-America's Challenge on yet another great historical southern race track – just up the "road" from Sebring. The race will be held on September 8<sup>th</sup> & 9<sup>th</sup> and we will announce more details on our website and in the next issue of Ground Pounder – but let's just say – you all better get "ready to rumble".

The AGT is making great strides in development and growth for the future and I am pleased to announce that we have successfully began rebuilding the SCCA relationships and expanding the potential for AGT as a series. My decision to abandon building a separate series and joining forces with Tony and the new AGT to help develop the marketing and business strategies will help bring the GT1 drivers, teams and fans together and not further divide our community into smaller fractions – and I am pleased to say we are making great strides in moving the series forward and in developing a strong race schedule for the remainder of 2007 and we have already begun building the schedule for 2008. We are working with the SCCA and the Regions to regain recognition and involvement at all levels for road racing, the SCCA and the AGT in building a strong grass roots campaign to develop a stronger foundation for the series and for series exposure on a national level. We appreciate your continued support and we vow to continue to build the AGT into a prominent professional series.

*Terry Giles*



**Just An SCCA Reminder.** All AGT Drivers and Crew Members must be current SCCA members as we move into the Sebring race and through the rest of 2007 and into 2008. As part of our plan to move the AGT forward and grow the series, we have begun building a stronger grass roots relationship with the SCCA and its Regions, this effort is what will afford us the opportunities to race such venues as Sebring, Daytona, Road Atlanta, Homestead, Roebing Road, CMP and VIR – as well as many other great race tracks throughout the United States. This membership provides us with insurance coverage at the tracks, reduced track costs for the series and SCCA supplied corner workers and track staff at our events. In addition, as a member of the SCCA you will receive full SCCA member benefits including a free subscription to Sports Car magazine

For membership information you can visit the SCCA website at: [www.scca.org](http://www.scca.org), and then click on "club racing" and then click on "forms" to download membership and licensing forms. Or you can click on the below link to download an SCCA membership form with complete details on an SCCA membership: <http://www.buccaneerregion.org/forms/buccmemberapp.pdf>

This will be just one aspect of us growing the series as we will work to cultivate a new generation of drivers, corner workers, stewards and volunteer staff – all which make racing possible and safe. The SCCA needs our support and we need theirs – this is for the health and well being of our sport and of racing in general. Get involved – be a member and support the efforts of the AGT and the SCCA as we grow and develop the future of professional racing, and road racing as a sport in general.

**NEXT ISSUE:**

Round Six Is Announced – where will it be?

Results From The Glen in a full race report.

Highlights Leading To Sebring

Proper Nutrition and Training For Drivers & Crew

More "ranting – raving" and general BS from the Ground Pounder Crew....