

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

THE "GROUND POUNDER" REPORT

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The AGT "SOUTHERN TOUR" Kicks Off At Nashville.

By Terry Giles – Ground Pounder Editor

A little country music plays on the radio, a dog is barking in the yard, the early evening rain has lifted as the night creeps around the setting sun. It is another southern summer night - hot – balmy and a good night for a race, not just any race mind you – it is Nashville Under The Lights, the "kick-off" of the AGT Southern Tour as the American GT Professional Road Racing Series turns south and heads into the SE Division – a hot bed of GT 1 teams and hard driving talent. Forget about the days of rum runners – moon shiners and NASCAR, we are talking about a fast and furious series of professional road racing events held at some of the world's most famous and historic road race circuits as part of the AGT's Inter-America's Challenge Grand Championship.

The "Southern Tour" (as it has been coined) brings with it a new twist in that the AGT made an announcement last week that they would initiate the Divisional Champion awards beginning in 2007, instead of in 2008 as originally planned. What was originally part of the strategic plan for 2008 will now be implemented earlier than anticipated due to the ability of the new AGT to bring together such a strong venue of races in the back half of the 2007 season. "We had planned on developing a Divisional Champion type of incentive plan as part of the 2008 racing season to compliment the whole Inter-America's Challenge concept – crowning three Divisional Champions and one Grand Champion at the end of the year" stated Tony Febles. "But what has happened is that we have been able to arranged a tremendous series of races in the Southeast faster and easier than we thought would be possible, so we figured we may as well go ahead and implement the Divisional Championships this year so everyone gets a taste of what we will be offering next year" Febles commented further.

The way that the Divisional Championships work is quite simple, the divisions will be"

- (1) NORTHEAST – and will include races like Mosport, Limerock and Watkins Glen
- (2) SOUTHEAST – which will include races like Sebring, Homestead, Daytona and Roebing Road
- (3) THE ISLANDS – which will include races like Ponce and the Dominican. In the future, there have already been discussions of adding a forth division – MIDWEST – which would include our friends to the west.

Edisto Lluch (Edison Jr) captured the inaugural Northeast Division Championship with his continued winning streak at Watkins Glen last month. Now as the series heads south and the Southern Tour kicks off, we will see who comes out on top of the Southeast Division Championship.

WATKINS GLEN IS IN THE BOOKS AND THE GREEN IS READY TO FALL ON THE "SOUTHERN TOUR"

By Tony Febles, COO of the AGT



Well, the checkered flag has fallen on Watkins Glen and the green flag is being readied for the start of the AGT's first ever Southern Tour as we head south to some of the finest and fastest race tracks in the U.S. The racing at Watkins Glen was great. On the opening day of practice the "juniors" in the group (Edisto Lluch and Jordan Bupp) showed the 'seniors' Edison and Kenny the way around the track. In the Heat One race however, Edison Lluch Sr came back and took the win on the last turn of the last lap for Heat One with the younger Lluch (Edisto) taking second and returning AGT driver Jon "Chevy" Levy rounding out the podium for Heat One with his third place run.

Heat Two was another barn burner with close racing throughout the field with the win going to Edisto in his Coors Light Corvette and another strong second place finish going to Jon "Chevy" Levy and his Murrayauto.com Camaro. Third place went to Frank Cioppettini and he also took home the Hoerr Hard Charger Award for his outstanding performance in the second race. With his strong run at Watkins Glen, the younger Lluch, Edisto – captured the inaugural NE Division Championship and kept a strong hold on the over-all series points championship lead in his quest for his first ever AGT Grand Championship title, a title his father was won twice.

Now we turn south and head down to the land of big mosquitoes, hot sun, summer rains and country music as we begin the Southern Tour in Nashville, the home of country music and the Nashville Superspeedway. This will be Round Four of the Inter-America's Challenge and the first race in the run for the SE Division Champion. Who will it be? Will Edisto continue his assault on the over-all championship and in the wake – take the SE Division crown as well....or will it be one of the southern hot shoes returning to the series after their hiatus, in the likes of Jon "Chevy" Levy, "Scary" Terry Giles or perhaps the young gun series rookie Jordan Bupp? Maybe one of the series regulars will get it back in the winner's circle and we will see the "dads" take their place atop the podium in the likes of Edison Lluch or Ken Bupp....maybe a first time winner – maybe a new driver to the series, whoever it is going to be – they will earn it, as this is one hungry group of hard driving racers and all of them want the bragging rights to the title SE Division Champ and all of them want the valuable championship series points that go along with such an honor. This is getting good and the racing is getting hotter – don't miss it!
See you at the track.

Tony

PROPER NUTRITION FOR MAXIMUM PERFORMANCE.

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



As we discussed in the first installment on nutrition and training, hydration is paramount in performing at your best while in the race car. Water carries the toxins out of muscle fiber and helps detoxify the kidneys and liver. The more water you consume, the less water you will retain and the more efficient your body will perform. 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. 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 is necessary to maintain our body temperature and complete digestion, circulation, absorption and excretion. So how do we properly hydrate?

Hydration should begin by "loading" fluids into your body a few hours before you are getting in the car to race. Taking in about 12 -16 oz of fluids per serving in the "loading phase". Start with water followed by Gatorade or other sports drink that contains a balance of electrolytes - stay away from those that have caffeine. Electrolytes are important as part of your hydration because, the electrolytes (potassium, sodium and magnesium) work in concert to support normal body function, regulate body temperature - Potassium is one of the most abundant minerals in the human body. Many cellular enzyme systems rely on potassium. Muscular contraction is one of the most vital. Potassium is necessary for a normal heart rhythm and stable blood pressure. Sodium is an important mineral in the utilization on nutrients and cellular metabolism. It is necessary for the maintenance of proper blood pH, and proper water balance in the body. Sodium is vital in the control of muscle cramps and spasms, as well as in controlling headaches, weakness and even the collapse of blood vessels. Magnesium is needed for almost all cellular chemical reactions; this mineral is vital for regulating cell metabolism. It is vital to enzyme activity. Your muscles require a correct balance of magnesium in order to function properly.

The first drink in your "loading phase" would be consumed about 2 - 3 hours prior to your event and then alternate between straight water and Gatorade (or other electrolyte drink or you can use Pedialyte) every 30 minutes for the next 2 hours - so it would look like this:

3 hours pre-event – 12 to 16 oz water
2 1/2 hours pre-event - 12 to 16 oz. electrolyte drink
2 hours pre-even – 12 to 16 oz water
1 1/2 hours pre-event - 12 to 16 oz electrolyte drink
1 hour pre-event – 12 to 16 oz water
1/2 hour pre-event – 12 to 16 oz electrolyte drink
Time for event - hydrate with water or a mixture of 1/2 water + 1/2 electrolyte drink.

After race consume water first and then Gatorade or other electrolyte - do not consume alcohol before replenishing plenty of fluids in the form of water and or a combination of water and Gatorade (or similar).

This is as important for the crew as it is for the driver, because the demands and rigors of the crew under the bright sun and heat can also cause dehydration – so both driver and crew should follow a proper hydration schedule during the race weekend.

OK – so we discussed water, hydration and that – but now what about food – what is the best thing to eat before a race – and what do the different kinds of food do? Well in this issue we are going to look at protein and carbohydrates. Protein is the cornerstone of muscular growth and development as well as vital to performance, and recovery. Research has quantified the need for athletes to consume increased amounts of protein to support the physical demands placed on their bodies and has shown that the roles of the additional required dietary protein and amino acids are likely to be quite different for those engaged in endurance exercise (protein required as an auxiliary fuel source) as opposed to strength exercise (amino acids required as building blocks for muscle development) but that both groups benefit consuming more protein. The muscles require protein to function properly, grow, to repair and to recover. The fact is that about three quarters of all the solids in the human body are proteins. They include structural proteins, enzymes, nucleoproteins, proteins that transport oxygen, proteins that perform many types of specific functions intracellularly and extracellularly throughout the body and most importantly the proteins that comprise muscle.

Carbohydrates – lots to be known here and even more to understanding and applying the real principles behind carbohydrates and carbohydrate loading for optimal performance and endurance. There are simple and complex carbohydrates, simple carbs are most common in fruits and refined sources such as sugar, fructose, sucrose and dextrose. Complex carbohydrates can be divided into two groups – starchy carbs and fibrous carbs. Starchy carbs have a higher carbohydrate and caloric content, while fibrous carbs are lower in caloric and carbohydrate content. The most common starchy carbohydrates are rice, potato, pasta, bread and oatmeal. With fibrous carbohydrates being higher in dietary fiber, this group is comprised of the more common vegetables like green beans, broccoli, mushrooms, cucumbers, green peppers, cauliflower, cabbage, lettuce and asparagus, just to name a few. Athletes view carbohydrates as energy foods. The biggest controversy is "low carb diets". I will make it easy for you - athletes don't eat follow low carb diets – they simply watch the carbs they eat (from which source) and usually manipulate the amount of carbs consumed from day to day. Athletes need carbs as they need protein. Carbs are not the "enemy", the only down side to carbs – are the effect they have on insulin secretion. This is known as the glycemic response.

Foods have a glycemic index – this is an assigned number indexing or indicating that particular foods glycemic response or effect on insulin activity after it is ingested. A low glycemic index or response is preferred. About 6 years ago I worked with the world's leading authorities Dr. Jennie Brand Miller and Dr. Thomas Wölcner on glycemic indexing and glycemic response while I was developing a complex series of nutritional supplements and training programs for elite world class athletes and I wrote countless articles that were published as well as gave extensive seminars and lectures on the subject of the complexity and importance of understanding carbohydrates and their effects on insulin. I laugh now when I see all of the weight loss commercials on TV hawking the "new scientific break-through" of the glycemic index...where were they 6 years ago...oh well I digress. Fact is I wrote some of the first published articles on Glycemic Indexing and Glycemic Response and the impact on human performance and of its complexity. You see, to understand Low Glycemic Index (LGI) and Low Glycemic Response (LGR) we must fully understand the impact of insulin and blood glucose levels on muscle growth, endurance, performance and fat storage. The human hormone insulin is a small protein with a molecular weight of 5808 composed of two amino acid chains connected to each other by disulfide linkages.

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PROPER NUTRITION – continued from Page 2

Insulin has a direct effect on the metabolism of protein, carbohydrates and fat. Historically, insulin has been more closely associated with “blood sugar”, as it does have profound effects on carbohydrate metabolism and its association with diabetes in addition to looking at how it effects protein metabolism and fat metabolism as well, for harnessing its anabolic actions and maximizing it's effects on muscle synthesis, protein utilization and body fat stores in our bodies. Insulin secretion is related to energy abundance. When there is an abundance of energy producing foods in the diet, as in the forms of carbohydrates and proteins, insulin is secreted in large quantities; this is especially true for excess carbohydrates and less for excess proteins. Insulin also plays a vital role in the storage of these excess energy nutrients. Excess carbohydrates are stored as glycogen mainly in the liver and the muscles, and as all of these excess carbohydrates cannot be stored as glycogen, the remainder are converted under the stimulus of insulin into fats and stored in the adipose tissue. In the case of proteins, insulin has a direct effect in promoting amino acid uptake by cells and the conversion of these amino acids into protein, additionally inhibiting the breakdown of protein that are already in the cells. Insulin is one of the most potent hormones in the human body in relation to athletic performance and achieving lean muscle mass growth as well as minimizing bodyfat.

When you consume a food with a high glycemic index your body has a high glycemic reaction - this results in increased insulin activity – basically you experience an insulin spike. An increased amount of insulin secreted into the blood stream. These insulin spikes inhibit muscle growth and increase fat stores. The amount of carbohydrates required for you to consume per day is dependant on the degree of muscle and liver glycogen depletion, and this depends upon your metabolic rate and the duration and intensity of your training or the event you are competing in. Optimal carbohydrate consumption is dependant on your body's efficiency to metabolize the carbohydrates you are consuming and the efficiency in which the glucose from these carbs is turned into glycogen and utilized. How carbohydrates affect the metabolism and how they are utilized is dependant on how fast glucose from the carbs you eat enters the bloodstream (how fast it is absorbed from the gastrointestinal tract) and how fast it is removed (how fast it is absorbed from the blood stream into the tissues). As I mentioned factors like glycemic response (based on glycemic indexes) and insulin response, all directly affect your body's ability to utilize the carbohydrates you are eating. People believe that by simply choosing foods with a Low Glycemic Index would ensure them of a Low Glycemic Response. Unfortunately that simply is not the case.

A lot depends on the combination of foods you are eating. A given food is assigned a glycemic index (GI) number based on that food's postprandial (after ingestion) insulinemic response (related to mean glucose and insulin responses as well as blood glucose levels). Actual glycemic indexing is a system of classification in which the glycemic responses of foods are indexed against a standard (white bread) with the calculation of glycemic response being the most important. This is were fats, proteins and mixing different carbohydrates sources as well as how they are cooked come into play. All of these variables have an effect on the glycemic response of the foods no matter what their glycemic index because they alter the foods absorption in the gut and the clearing out of the bloodstream. It is far more complex than just a simple “number”. It has to do directly with the insulin response.

Insulin's Effect on Carbohydrate Metabolism:

Immediately following a high carbohydrate meal, the glucose that is absorbed into the blood stream causes a rapid secretion of insulin (an insulin spike), this in turn causes a rapid uptake, storage and use of glucose by the muscles, adipose tissue (fat) and the liver as well as other tissues of the body.

Insulin's Effect on Liver Uptake, Storage and Use of Glucose:

After a meal, insulin channels most of the glucose absorbed from the meal to the liver to be stored in the form of liver glycogen. Between meals when blood glucose levels fall, insulin secretion decrease rapidly, causing the liver glycogen to be split back into glucose, which is then released back into the blood stream to balance blood glucose levels. When the quantity of glucose being transported into the liver exceeds what can be stored as liver glycogen, insulin promotes the conversion of this excess glucose into fatty acids. These fatty acids are then converted to Triglycerides in very low-density lipoproteins and transported by the blood stream to the adipose tissue and deposited as fat.

Insulin's Role in the Increased Metabolic Use of Fat:

All aspects of fat breakdown and use as energy are greatly enhanced by an absence of insulin. In the absence of insulin the enzyme hormone sensitive lipase in that fat cells becomes activated, causing hydrolysis of the stored triglycerides, releasing large quantities of fatty acids and glycerol into the blood stream. The free fatty acids then become the main source of fuel to be burned as energy. So in the absence of insulin the fat stores are burned as well as a free fatty acids being released into the blood stream for use as an energy source. We must also remember the importance of free fatty acids and their role in relation to muscle. Low serum FFA (free fatty acid) levels increase muscle glycogenolysis (muscle breakdown), this is especially crucial during exercise.

Storage of Glycogen in Muscle:

After a carbohydrate meal, insulin also transports glucose into the muscles. If the muscles are at rest and not under the rigors of exercise, the glucose is stored in the muscles in the form of muscle glycogen. The glycogen can be used for energy by the muscles at a later time.

Insulin's Effect on Glucose Metabolism in the Muscle:

At rest, muscle tissue depends on fatty acids for its energy, not glucose. During periods of exercise however, the muscle use large amounts of glucose that do not require large amounts of insulin to activate this process, due to the muscle fibers becoming more permeable to glucose under the contraction process of the muscles during exercise.

So as you can see, insulin has several effects that lead to fat storage in adipose tissue. Insulin increases the use of glucose by most of the body's tissues, which in turn decreases the use of fat as an energy source. Insulin also promotes fatty acid synthesis, where in the amount of carbohydrates ingested exceeds the amount that can be utilized for immediate energy, the excess becomes the substrate for fat synthesis. Balancing your carbohydrate intake is crucial for maintaining a low bodyfat or when trying to lose bodyfat as well as in over-all performance and endurance. In the next installment I will cover choosing the best proteins and carbohydrates and how to eat them in preparation for your race and for performing at your best on and off the track, as well we will go into the importance of fats in your diet. Yes, fats are important too in a balanced diet.

I will also go into more depth on “putting it all together” – designing a diet for better health and performance, a diet you can easily adapt to your lifestyle and culinary preferences. In the final installment in this series, I will go into supplements and a description of their benefits and if they are necessary in performance of a race car driver. If you have any specific questions or would like more information on this article or any of the articles relating to health, nutrition and training – please feel free to contact me at my email address:

scaryterry@msn.com

Until then – travel safe – race fast and eat good!!

Terry

“Shoot-Out At Sebring” August 11th – 12th

Round Five of the AGT Inter-America's Challenge Series

The “Shoot-Out At Sebring” will be waged on the infamous Sebring International Speedway Long Course in conjunction with an SCCA CFR Regional Event weekend. Sebring International Raceway is one of the most storied and historical tracks that the AGT has run on, with a racing history dating back to just after World War II, it is the oldest permanent road racing track in North America, evolving from its beginning as a WW II air base. This world famous 3.7 mile international raceway has hosted hundreds of thousands of race fans from around the world. The Sebring weekend will kick off with an Open Test Day on Friday, August 10, 2007 which is hosted by the track. Registration for the test day is next door to the track entrance in the lobby of the Chateau Elan Hotel. Registration for the test day will be open on Thursday 8/9 from 3 pm until 8 pm and on Friday 8/10 from 6:30 am until 3 pm – cost for the test day is \$225.00 per car / driver and you must be a registered participant for the race weekend in order to test. The track will be “hot” on test day 9am – 5pm. For more details contact Kim Gose at (863) 655-1442 ext203. There are accommodations available at the new Four Points by Sheraton and the Chateau Elan – you can contact Suzanne Hobson at (863) 655-6252 for details and available rates for racers. Overnight camping is also allowed inside the race track for those of you with motorhomes and tow rigs with sleeping quarters. There area limited number of electrical hook-ups also available and the fee for the weekend will be \$20.00. The AGT will be running a modified twin race format consisting of practice & qualifying on Saturday with a Sprint race (Heat One) which will set the field for Sunday (Heat Two) .

“Rumble At The Road” September 8th – 9th

Round Six of the AGT Inter-America's Challenge Series

“The Rumble At The Road” will take place on one of the most historic tracks in the Southeast – Roebing Road Raceway outside of Savannah Georgia located in Bloomingdale opened in 1959. Today, Roebing Road is known as one of the fastest and most challenging tracks in the United States, comprised of 9 challenging and distinctive turns spread out over the 2.02 mile asphalt racing circuit. Situated on about a hundred acres, the track facilities are well kept and over night camping is allowed in the paddock area of the track with a limited number of electrical hook-ups available, there is a small fee for the weekend electrical hook-up. There are clean restrooms and showers as well as a great concession stand that serves up some pretty tasty food and drink. The Roebing Road weekend will kick off with an Open Test Day on Friday, September 7, 2007 which will be open to all registered competitors for the weekend race event. Cost for the test day will be \$150.00 per car / driver and you will be able to register at the track (cash or checks only). The track will be “hot” on test day from 8:30 am – 5 pm For more details contact the track at 888-398-7223 ask for Kaye or Richard – they are really great folks. The AGT will be running a modified twin race format this weekend at the “rumble” – featuring practice / qualifying and a 20 lap race on Saturday with a Qualifying Session and 20 lap race on Sunday as the series drivers compete to take home the honors and valuable series points in the hunt for the series over-all championship title and the new Southeast division title.

**Sebring Track and Area Information:**

<http://www.na-motorsports.com/Tracks/FL/Sebring.html>

<http://www.sebringraceway.com/>

**Roebing Road Track and Area Information:**

<http://www.na-motorsports.com/Tracks/GA/RoebingRoad.html>

<http://www.roebingroad.com/>



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