SCCA TRANS-AM 1998-2002

After racing the SCCA World Challenge series for several years, Lou moved over to the SCCA Trans-am series in 1998, switching also from Mustangs to Corvettes. Lou won Lime Rock in 1998. For the year 2000, Lou built a new chassis and placed well in many races. As Lou's reputation grew, many new entrants would come to him for support. In 2000 Mike Gagliardo (Chicago area) was one such driver. For 2001 Lou built a new (sister to 2000 design) chassis for Mike. Unfortunately, Mike was killed in an accident at Mosport that year. Lou had one other similar chassis at his shop but it was never raced.

1999

28 – SCCA TA 1998-99:
May 27, 1998 Trans-Am - Defending Lime Rock Park Trans-Am winner Lou Gigliotti, ran his # 28 LG Motorsports/G2 Corvette.

2000-2002

28 - C5 Trans Am Compaq 2000-02:
For 2000, LG Motorsports built a new Trans-Am chassis. Gigliotti was noted as saying that "every chassis we've built for Trans-Am in the past has been an improvement on the previous one...But the one for 2000 is by far the best we've ever built.…We just took it off the jig and the chassis twisted at 27,860 lb.ft./degree; possibly the stiffest chassis in the Trans-Am in 2000!" The LG Motorsports 2000 TA chassis is a three-link car.

In 2000, Lou finished 6th at Charlotte in one of the season's better races. In 2001, Lou continued with the 2000 chassis, placing well in several races but also experiencing several setbacks. For 2002 Lou and several others found themselves at odds with the SCCA governing body. This resulted in Lou withdrawing from the Trans-Am series after the Washington, DC race.

29 – 2001 SCCA TA Mike Gagliardo:
Mike Gagliardo returned to racing in Trans-Am after his first few tentative races in 2000. Mike was killed at Mosport in a massive crash at Turn 1having spun and t-boned by Gary Longo in his # 53 Panoz. Longo also incurred serious injuries and was hospitalized for several months. As part of the lawsuits, the third Gigliotti chassis was seized and examined for its structure.