

SCCA WORLD CHALLENGE 2004-2007

Lou built and drove a total of four World Challenge cars for himself and built and prepared cars for other drivers.

2004

Lou's 2004 World Challenge car was started under construction in the fall of 2003. Lou's car took the 2nd spot on the grid at Sebring that year with no testing prior to the event. "Proving we were back in the game at full speed."

The car ran the entire 2004 season along with two other "team" cars owned by Kevin Chambers and Keith Videtto.

Kevin Chamber's car (# 67) was built by LG Motorsport, sold, and bought back again. The car had originally been built in 1999 from a GM "Kit". It was built for Mike Loulli (former Ferrari Challenge driver) for 1999 Speed WC he never raced. When LG Motorsport re-purchased the car, they updated it for Kevin to run in 2004, as part of the LGM team.

Keith Videtto's car (# 31) started life as a T1 car which was gutted after the first race and converted to a full proper WC car for the remainder of the season.

It is thought that Keith Videtto and Kevin Chambers still have both of their cars.

With respect to the Whelen team cars, the only one that was built by LGM was the C5 car. The 2004 # 28 was sold to Whelen Engineering and Sonny Whelen ran it in 2005. Whelen's other C6's have some LGM parts on them but Teddy Marsh of Marsh Race Engineering built all of them. Lou tested with them and drove a couple of the cars in practice but never in competition.

2005

LG Motorsport built the first C6 over the winter of 2004. Like the 2004 car, it is based on a C5 frame. New rules in 2005 allowed the LS2 engine so displacement went from 5.7 to 6.0L. Traction control was added later in the season per the rule change with SCCA. Also one standard wing was brought into play.

Lou ran the new car throughout 2005 except for two races. Dino Cressintini drove the car at Portland (and won) that year and also drove the car at Laguna Seca for

the last race of the season. The car won twice that year, at Sears Point and Portland.

PHOTO NOTE: Photos provided show car as run in 2005 with Lou and Dino driving.

2006-07

At the end of the 2005 season Lou built a new car that made its debut at Laguna Seca in 2006. "This is the first time that we had two cars painted the same run side by side. The 2005 car was changed to car # 27 with Dino driving and the new car took over as # 28."

TECHNICAL NOTE: Starting in 2006 teams were allowed to run the close ratio GM transmission and all of the cars had it that year. By the middle of 2007, teams were allowed to run the Hollinger sequential box and all of the cars were converted from GM PCM's to Bosch with the transmission. Doug's and Lou's car were done in the LGM shop. Claudio Burtin's car was done by McCann Racing.

In 2006, Lou won at Mid-Ohio as well as winning at the inaugural race at Miller Motorsports Park. LGM led most of the season that year and only lost by a handful of points after a rough year in racing politics for LGM and the Corvettes.

Lou drove this car throughout 2006 and to the end of 2007.

PHOTO NOTE: # 28 C6 WC Laguna Seca 2007 - cars are being offered for sale as the end of season approaches and the new deal with Riley Technologies is being developed. **See SCCA "tech spec" section in appendix A for details on these cars.**

At the end of 2007 this car was sold to Brian Kubinski and he ran it with CRP in 2008. The car was in a bad fire inside the trailer and CRP re-constructed the car. It is still being used today and still has the same chassis. Quite a few people have driven this carLou, Brian Kubinski, Ron Fellows and a handful of others.

The 2005 C6 car had been retained in its race condition and was contracted to Claudio Burtin to be used for the 2006 season as car #15. Claudio ran the car under a number of different paint layouts from Pabst Blue Ribbon Beer (PBR) to Foametex insulation.

Tomi Drissi also drove a few races with this (2005) chassis in the first part of 2007 at Sebring and Long Beach.

The 2005 car was later sold to Mike McCann racing near the end of the 2007 season and ran under the LTI Contracting title. McCann engaged Rob Foster to

drive in the 2007 WC, with the car being given the # 17. We believe the car is still with them and offered for sale.

Also, for the 2006 season, LGN had # 87 (Doug Peterson) in its portfolio.

Doug Peterson drove #87 throughout 2006 and 2007. Tomi Drissi also drove this car a couple times in 2006 as X Men III and Eragon (Long Beach, and Laguna Seca). In 2007 Tomi drove the car a few more times but we'll have to figure what the logo's were. The car was sold to Jackson Stewart at the end of 2007 and Tomi drove the car. Tomi crashed it hard at Long Beach in 2008 and broke his back. Jackson bought one of LGM's earlier chassis that was built in 2005 and sold to Kerry Hitt. They bought it from Kerry and put the car back together.

For the 2007 season, Tomi Drissi drove the #15 car as the NEXT movie car at the first couple races. Doug Peterson # 87 and Lou # 28 were back in their cars. Later the #15 car was sold to the LTI Contracting Viper team.

Doug Peterson's car was sold at the end of the year to Jackson Stewart and that is the car that Tomi ran in 2008. Tomi crashed the car but later bought a spare chassis from Kerry Hitt (one of our early builds from 2005), and they put the car back together.

Lou's car was sold to CPI and has been raced as the # 2 Cragar car, winning 2 races initially driven by Ron Fellows in 2010. It also was involved in a trailer fire but the chassis is still the same that LGM built. The car was recently seen in the final HSR vintage and historic race at Road Atlanta.

NOTE: At the end of 2007 we also took in Kubinski's (earlier) car after he crashed it. The car had been built by Leighton Reese in 2005 and Brian raced first as Diamond Construction in 2006 and then under Blackdog Racing in 2007. After he crashed it, LGM put this car back together just before it was sold to Joey Scarallo (# 06) for 2008.