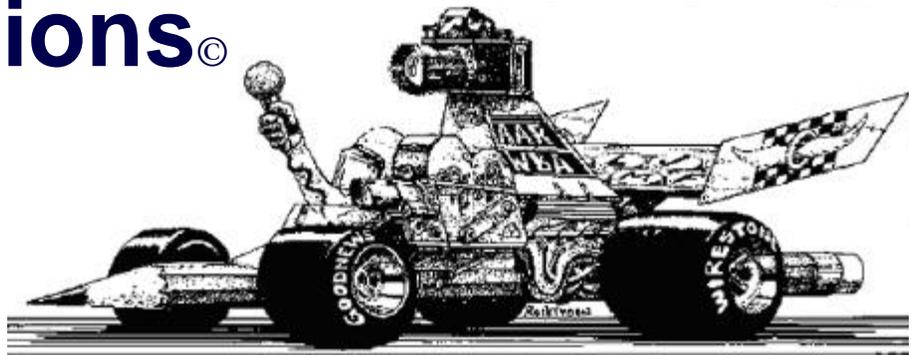


ImPRESSIONs®



The Official Newsletter Of The American Auto Racing Writers and Broadcasters Association

March 2013



Vol. 46 No. 2

United SportsCar Racing



ALMS & GRAND-AM join forces for 2014 and beyond

On March 14, United SportsCar Racing was unveiled as the new premier North American road racing / sports car series beginning in 2014.

The name was chosen as a result of the specific meaning each word has. United is powerful and universally recognized for its true meanings; unity, collaboration and synergy. In the short term it represents the uniting of the GRAND-AM Rolex Sports Car Series and the American Le Mans Series presented by Tequila Patrón. However, long term it represents the uniting of fans, partners, teams, drivers and sportscar racing as a whole. The meaning of the word is intended to follow a similar evolution as it has for the United States. Originally it stood for uniting the colonies and today is just as relevant because it stands for uniting the people.

The words SportsCar and Racing were chosen because they are descriptive words that allow existing and potential fans to easily understand what we do.

Source: www.alms.com

American Auto Racing Writers & Broadcasters Association, Inc. (www.aarwba.org)
"Dedicated To Increasing Media Coverage Of Motor Sports"

Historic French Delahaye Race Car To Appear In May At IMS



A history-making 1937 Delahaye Type 145 V-12 Grand Prix car owned by Peter Mullin of Oxnard, Calif., will appear at the third annual Celebration of Automobiles, scheduled for Saturday, May 11 at the Indianapolis Motor Speedway.

Vintage car owners and automotive enthusiasts from around North America have flocked to IMS the last two years for the event, which pays tribute to the rich heritage of automotive development at the track for more than 100 years.

Mullin's Delahaye Type 145 was one of four race cars built by the Ecurie Bleue Racing Team seeking to win a 1-million Franc prize offered in 1937 by the French government to encourage the nation's automobile manufacturers to defeat the German teams that dominated European racing.

Featuring a 4.5-liter V-12 engine with four-wheel hydraulically-operated ventilated drum brakes, the Delahaye chassis No. 48771 was driven by Rene Dreyfus, who set a record with an average speed of 91.2 mph over 16 laps Aug. 27, 1937 at the Autodrome de Montlhery near Paris. Dreyfus, who had a successful career in Europe, co-drove a Maserati with Rene LeBegue and finished 10th in the 1940 Indianapolis 500 won by three-time '500' winner Wilbur Shaw.

The Delahaye went on to defeat the Mercedes Silver Arrows by winning the 1938 Grand Prix de Pau, and it also won that year's Grand Prix de Cork before Europe was engulfed by World War II and automobile racing ceased.

The car changed owners numerous times before being purchased 40 years ago by Mullin, a well-known 1930s French classic car enthusiast and preservationist and owner of the highly regarded Mullin Automotive Museum in Oxnard, Calif., home to many of the finest historic French automobiles from the 1930s.

"I've always been a car lover from the time I was a kid," Mullin said. "About 35 years ago, a friend called me wanting to use the backdrop of our home for a car calendar. I agreed that that was fine, and when I came home I saw a car in the driveway that was the most beautiful car I'd ever seen in my life. I had no idea what it was or anything about it, but it turns out it was a Delahaye, and I was completely stunned at how sculpturally beautiful it was. So I started quizzing my friend about Delahayes and that kind of got me started on French automobiles,

particularly pre-war cars from the mid- to late-30s where the French excelled.

"It was probably the apex in history of the automobile combination of design, engineering and performance, and an interest led to a commitment and commitment led to a passion, and passion led to a museum, so it's a spiraling effect of things that you love and cherish."

Of all the magnificent French cars that Mullin owns, one of his favorites is the 1937 Delahaye V-12 cylinder race car.

"It is unquestionably the most famous racing Delahaye," Mullin said. "Driven by Rene Dreyfus, who I think was if not the best, was certainly one of the two or three best race drivers in French history. The car defeated Germany's Mercedes Silver Arrows, which completely freaked out Hitler, who didn't think anybody should be able to beat his vaunted Silver Arrows. When war broke out, the German troops were told to go find the car and destroy it. So it was hidden in the side of a hill in northern France during most of the war and then brought back out after the war was over, so it has a tremendous history of intrigue, design and accomplishment."

Mullin realized when he purchased the car that the restoration to return it to its former glory, featuring the classic French blue racing colors with the red-and-white stripes, would be a gargantuan undertaking.

"We took the car to Crosthwaite & Gardiner, which is a restoration shop in southern England," Mullin said. "They were experts on these cars and on the very complicated V-12 engine, which there's only probably five or maybe six of them in the world. So it's not exactly like taking your Chevy in to be rebuilt.

"The chassis, the engine and the drivetrain was all there. The body was mostly destroyed, only the back tail of the body was there, but the fact that it had been hidden away during the war and not destroyed, found and brought back out again and able to be acquired and restored back to its original glory, was a pretty heady experience for me, and something I had a tough time turning down."

Mullin, who has attended the Indianapolis 500, will enter a car in the Celebration of Automobiles for the first time.

"I've heard good things about it, and a friend of mine that has been involved there has been very encouraging," Mullin said. "We're very much looking forward to it."

A Vintage and Classic Car Show on Saturday, May 11, featuring 200 of the most beautiful and rare cars from 1910-70, again will be the focal point of the 2013 Celebration of Automobiles. New additions to the show are the inclusion of categories for open-wheel race cars from 1910-70, Indy 500 pace cars and unrestored cars.

1969 Indianapolis 500 winner and 1978 Formula One World Champion Mario Andretti will serve as the honorary head judge.

Source: <http://www.celebrationofautomobiles.com>

News & Notes

Winner for the 5th Time! 2012 Valentine Award from Society of Automotive Historians



The Southern California Chapter of the Society of Automotive Historians announced the winner of the 2012 James Valentine Memorial Award is Goodguys Goodtimes Gazette columnist and author "LandSpeed" **Louise Ann Noeth** of Creve Coeur, Missouri. The award for periodicals is granted for Excellence in Automotive Historical Research. It was presented for "Dry Lakes Racing Hall of Fame" which appeared as her August 2011 Fuel For Thought monthly column.

"I was particularly interested in the evolution of the idea of a Hall of Fame, and to see, in one place, the names of all those honored so far," explained Bob Ewing speaking for the chapter, "It made me very happy to see the names of people whom I knew, such as Mark Dees, author of the book on Miller and co-founder of the Vintage Racing Association, local legend Ak Miller, and a fellow alumnus of my high school, Burke LeSage."

The Valentine Memorial Award is named for the late J.H. Valentine, at one time the recognized authority of automobiles built in Los Angeles. Always a strong supporter of the Southern California Chapter SAH, Valentine devoted his life to accurately compiling nearly insignificant data on early automobiles one by one. With no chance of personal wealth, he ensured that future historians would have a large quantity of priceless material. The Valentine Award honors authors whose automotive historical research is linked to people and events in California, but does not preclude significant historical milestones anywhere in the world.

"The people, cars and motorcycles inducted into the Dry Lakes Racing Hall of Fame are not simply the speedy fabric of land speed racing," said author Noeth of the winning column, "They represent the pioneers of the high performance community in this nation who doggedly demonstrate professional skills in an amateur environment. The honorees are peer voted giving greater weight to its membership. The Society of Automotive Historians Southern California Chapter humbles me with the honor."

Noeth was first honored by the SAH SoCal Chapter winning the Valentine for her book: Bonneville Salt Flats in 2002. Known to her readers as "Landspeed Louise," she next became the first recipient of the award to be honored for both a book and a periodical winning again in 2005. She also picked up the 2006 and 2009 periodical awards. All the winning articles first appeared in the Goodguys Goodtimes Gazette.

Land Speed Racing 2013 Race Events Calendar

At a Glance:

2/18-22	DLRA, Australia
3/22-24	Texas Mile
4/27-28	ECTA, Wilmington, OH
5/18-19	EI Mirage SCTA
6/8-9	ECTA, Wilmington, OH
6/9	EI Mirage SCTA
7/6-7	ECTA, Wilmington, OH
7/14	EI Mirage
7/12-14	LTA, Loring, Maine
8/10-16	SpeedWeek, Bonneville SCTA
8/24-29	BUB Speed Trials, Bonneville
TBD	LTA, Loring, Maine
9/7-10	World of Speed, Bonneville
9/12-16	Top Speed Shootout, Bonneville
9/15	EI Mirage
9/28-29	ECTA, Wilmington, OH
10/1-4	World Finals, Bonneville SCTA
10/20	EI Mirage
11/9-10	EI Mirage SCTA

Bonneville Speedweek - SCTA / Bonneville Salt Flats
8/10-16 - Tech starts Aug. 8

BUB Speed Trials / Bonneville Salt Flats
8/24-29

World of Speed USFRA / Bonneville Salt Flats
9/7-10

World Finals - SCTA / Bonneville Salt Flats
10/1-4 - (Tech starts Sept. 30)

Top Speed Shootout / Bonneville Salt Flats
9/12-16

ECTA / Wilmington, OH
4/27-28 > 6/8-9 > 7/6-7 > 9/28-29

EI Mirage SCTA / EI Mirage Dry Lakes, EI Mirage CA
5/18-19 > 6/9 > 7/14 > 9/15 > 10/20 > 11/9-10

Mojave Mile / Mojave, CA
TBD

LTA (Loring Timing Association) / Loring, Maine
7/12-14 > TBD

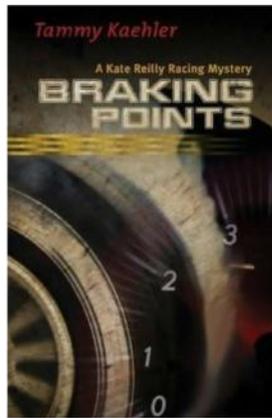
Lake Gairdner - DLRA
2/18-22

The Texas Mile / Beeville, Texas
3/22-24

News & Notes

Second Kate Reilly Racing Mystery Book Coming Soon

The second book in AARWBA member **Tammy Kaehler's** Kate Reilly Racing Mystery Series, "**Braking Points**", will be published April 2, 2013, by noted mystery publisher Poisoned Pen Press. Kaehler's debut novel, *Dead Man's Switch*, introduced young driver Kate Reilly competing in a Corvette in the American Le Mans Series. It was nominated for a best first novel award in the mystery world and garnered praise from racing insiders and mystery fans alike. *Braking Points* takes readers back behind the wheel with Kate as she competes at the Road America and Road Atlanta (Petit Le Mans) tracks. More information available at www.tammykaehler.com.



About Braking Points:

Kate Reilly can't remember a worse time in her life, on-track or off. She wrecks her racecar at Road America in Wisconsin, sending a visiting NASCAR star to the hospital, and loses her cool on-camera, only to end the day by discovering her boyfriend with a friend of hers. A dead friend.

With little time to grieve, Kate finds herself the pariah of the racing world, the target of vicious e-mail messages, death threats, and a frenzy of blame on racing sites and blogs, including an influential, anonymous blogger who's trying to get her fired. But nothing is as bad as knowing her friend's killer is still out there—and aiming at Kate.

She's riding a roller coaster of emotion, juggling an exciting new sponsor, a boyfriend she's not sure she can trust, and new-found family she doesn't want to claim. Dodging unfavorable media attention and a pit reporter with a bias against women in racing, Kate redeems herself by delivering stunning performances behind the wheel at the next race: Petit Le Mans, the ten-hour endurance classic.

The championship race weekend and an undercurrent of threats on all sides rev Kate's nerves to their limits. From on-track action, to sponsor parties, to the Series awards banquet, she's part of the action, uncovering motives, secrets, and powerful ambitions. Ultimately she learns no one can escape the past—but only a murderer is driven by it.

GRAND-AM, IMSA, DTM Announce License/Cooperation Agreement Source: www.grand-am.com

GRAND-AM Road Racing and the International Motor Sports Association (IMSA) recently announced a license and cooperation agreement with the Internationale Tourenwagen-Rennen (ITR e.V.), which administers DTM racing.



The collective goal is a North American version of DTM, the popular German touring car series. Representatives from all three organizations gathered for the announcement during a press conference at the InterContinental New York Times Square Hotel's Gotham Ballroom, an event highlighted by GRAND-AM founder Jim France and ITR Chairman Hans Werner Aufrecht signing the agreement.

The earliest the new series would begin would be 2015, possibly running as part of United SportsCar Racing event weekends. United SportsCar Racing was announced March 14 as the name of the new series resulting from the merger of GRAND-AM and the American Le Mans Series presented by Tequila Patrón. IMSA will serve as the sanctioning body for United SportsCar Racing, which also was announced on March 14.

"On the heels of our United SportsCar Racing and IMSA announcements, reaching this agreement adds to the momentum we're experiencing right now," GRAND-AM President and CEO Ed Bennett said. The next steps in this process will involve further discussions with various automotive manufacturers, whose commitment to this concept is essential if a North American DTM-style series is to become reality."

Photo courtesy: <http://www.dtm.com/en/index.html>

Time Warp!!!

The occasional perks of motorsports punditry?

By BS Levy



It's no secret that I first got into this motoring-scribe game while attempting (and failing) to secure a career as a professional racing driver. I've since come to realize that there's not much secure at all about a professional racing career. But you know that already. In any case, I'd enjoyed some success on the amateur level and I'd even won a few bush-league championships, so I was pretty damn sure I had what it took. Only with racing drivers, just like Hollywood movie stars, you ultimately wind up with the special, determined, talented, lucky, right-place-at-the-right-time few who go on to make millions and get their mugs splashed all over big-screen TVs and breakfast-cereal boxes...and then you've got everybody else.

As a pro racer, I fell very much into the "everybody else" category. Epitomized, I suppose, by the two frustrating years I spent as one of ascending pro "P.D." Cunningham's co-drivers on a start-up team on the very lowest rung of the so-called "professional racing" ladder (question: can you really call it "professional racing" when the prize money won't even cover the team's beer and brake-pad expenses for the weekend?). P.D., by the way, went on to a pretty damn impressive career in the SCCA's World Challenge pro series, where his own, factory-backed Acura team, Realtime Racing, has won no less than fourteen driver's and manufacturer's championships. And he's still at it today. But back then, we were both just wannabe nobodies trying to get our start. We had some pretty good drivers running with us back then (including four national champions) and I could just about hold my own with any of them.

Except for P.D., that is.

Every track we went to, he was just that little bit quicker than me. And more consistent, too. And he'd take less out of the car and the brakes and tires. I damn near wrecked one of the team's cars trying to prove that I could do what he could do. Only I couldn't. And so slowly, even painfully, it began to dawn on me that he was simply better. Period. Full stop. And if I couldn't run even-up with my own blessed teammate, I was probably barking up the wrong tree as far as a professional racing career was concerned. Sure, some guys do it (or some really rich ones do, anyway) but I couldn't see much future in trying to scrape my way into the bottom half of the top ten. Besides, I was already too old and I had a family to think about. And all my credit cards were about up to the redline anyway....

But even after facing that disappointment, I knew that I still loved to drive. And I loved even more the people and the challenge and the competition and the cars and the fun and the sportsmanship and the unbelievable camaraderie that have always been at the heart of the sport. So I started writing about it as a way to stay involved and maybe, just maybe, get my racing fix for free. It helped that I didn't care as much for the current, cookie-cutter, techno-whizbang generation of racecars with their endless after-session computer downloads, Sunday-supplement sponsor advertising and colorless, odorless and

tasteless driver interviews as I did for the stirring, sculptured shapes and dashing, colorful characters I remembered from when I was just a pimply little kid counting out dimes and nickels for the latest copy of Road & Track the day it hit the corner newsstand. Those were the real cars and heroes as far as I was concerned. But doesn't everybody harbor a special passion for the cars they grew up dreaming about and lusting after?

Don't you?

Things kind of came together for me when I went down to cover the Walter Mitty Challenge at Road Atlanta in 1984, audited the late, great Jim Fitzgerald's Thursday driving school in my \$39.95-per-day Lincoln Town Car rental (sorry about the brake pads and tire sidewalls, Mr. Hertz!) and wrote a feature about the weekend-and the larger, fast-emerging phenomenon of vintage racing-for AutoWeek. That led to some keep-the-ads-from-crashing-into-each-other filler stories for Joe Marchetti's race program up at his Chicago Historic Races extravaganza at Road America. By way of payment, Joe turned me loose in one of his Ferraris (a 250 short-wheelbase Berlinetta, which has always been one of my favorite cars), and naturally I wrote another story about it for AutoWeek. Later on that year, Joe invited me to co-drive his luscious Ferrari 250LM (sister car to the 1965 Le Mans winner) and I wrote my first-ever "ride mooch" story about it for Vintage Motorsport magazine. And that led to other drive-offer story opportunities.

It occurred to me that I was indeed on to something! And I've been at it ever since.



Which fast-forwards us to a few weekends ago at Palm Beach International Raceway, where I was attending one of my friend Brian Redman's marvelous Targa 66 track events (gentlemanly, well-organized hot-lapping in everything from classics to modern-day supercars to country-club track toys to genuine Le Mans prototypes and Formula One machines) to do a story on Mitch Eitel's evocative little 1959 O.S.C.A. formula junior. If you're up on your motorsports history, you'll know that Formula Junior was the brainchild of well-connected Italian nobleman/diehard racing enthusiast Count Johnny Lurani, who postulated back in 1958 that a racing formula for pure, open-wheel monostops powered by simple, plentiful and therefore affordable economy-sedan engines would be just the ticket for grooming the next generation

Time Warp!!!

of European grand prix stars. And naturally the tiny O.S.C.A. firm in Bologna (run by the famous Maserati brothers...but that's another story) decided that they should build a contender. And what an excellent and successful little car it turned out to be!

And it's still wonderful today, as I quickly discovered at Palm Beach International.



The O.S.C.A. Junior was everything you could hope for in a classic racing car: beautiful to look at, exquisite in detail and craftsmanship, impeccable on pedigree and an utterly delightful thing to drive. Sure, it's got old-fashioned drum brakes (albeit with handsome, specially cast finned aluminum drums) and tall, vintage racing tires with a contact patch barely wide as your hand. And the hopped-up Fiat motor puts out less than 100 horsepower and has only four speeds to work through. But I reveled in the view down that long, louvered hood with its buckled leather hold-down straps at the corners. And the way you could blip it through a double-clutch, heel-and-toe downshift and ease the car into long, melting, deliciously controllable drifts on those tall, skinny Dunlops. What a lovely experience!

And then, barely an hour later, team PR manager Steve Potter invited me to take a wee spin in Dyson Racing's modern-as-tomorrow Lola/Caterham SP/300R. track-day berserker. What a machine! It's basically a track-day

version of a full-tilt ALMS prototype, what with an aluminum-honeycomb monocoque chassis, wide slicks, racing suspension and brakes, a supercharged, 300hp Duratec engine, a clutchless, no-lift, 6-speed paddle shifter, 990 lbs. of wing-and-underbody downforce on a 1275-lb. car and absolutely stupefying performance. Like 0-60 in 2.9 seconds, brakes that will suck your eyeballs right out of their sockets and a track-usable, downforce-limited 165mph top speed.

Wow! Talk about blasting through a time warp!



Burt 'BS' Levy and Chris Dyson

Needless to say, the Dyson Caterham was awesome. Incredibly fast and capable. And surprisingly easy to drive. Only now you'll have to read my column in the next issue of Vintage Motorsport to find out why I enjoyed the old O.S.C.A. even more....

You can see some of the cars Burt has driven, find out about his books, watch the Jay Leno interviews and enjoy some occasionally lurid in-car videos on his website at www.lastopenroad.com.





American Auto Racing Writers & Broadcasters Association Inc.

922 North Pass Avenue, Burbank, CA 91505-2703

Phone: 818-842-7005 FAX: 818-842-7020

"Dedicated To Increasing Media Coverage of Motor Sports"

The AARWBA is the oldest and largest professional organization of its kind. Founded in 1955 in Indianapolis, it has grown to more than 400 members throughout the United States, Canada and Europe. Each year the AARWBA members select a 14-driver All America Team from Open Wheel, Stock Car, Sports Car, Drag Racing, Short Track, Touring Series and At Large championship categories. An annual banquet is held to honor these drivers each January. AARWBA also sponsors several contests for its members and established the "Legends in Racing" auto racing hall of fame.

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Phone:	E-mail:	FAX:

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Home address:		
City:	State:	ZIP Code:
Phone:	E-Mail:	FAX:
Preferred Mailing Address: HOME OFFICE (Please note that our newsletter, "ImpRESSIONs", is sent via e-mail)		
Preferred E-Mail Address For Newsletter:		

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Media Professional (\$45.00)	Affiliate Member (\$65.00)	Associate / Corporate (\$300.00)
Signature of applicant:		Date:

Active Media Member

Applicants for active media membership status must submit the following materials to the membership committee for consideration. Materials must be submitted with your check.

- ✓ A fully executed membership application. (This information will appear in the membership directory unless you specify otherwise. Attach a note to this application if necessary.)
- ✓ Two 1" x 1.5" head shot pictures for use in the directory and for an I.D. badge.
- ✓ Tear sheets or samples of work as follows:
 - Two published articles on the subject of auto racing in a publication of general circulation within the past year.
 - Photographs on auto racing appearing in two publications of general circulation or two separate times in one publication, within the past year.
 - One video or audio tape of any race broadcast where spectators attended and exhibited the applicant's work within the past year.
 - One book on the subject of auto racing within the past year or three books on the subject of auto racing, or one book contracted from any trade publisher for a book on auto racing

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Mail completed application, photos, and your check to the address shown above.

The American Auto Racing Writers & Broadcasters Association 922 North Pass Avenue Burbank, CA 91505-2703 (818) 842-7005