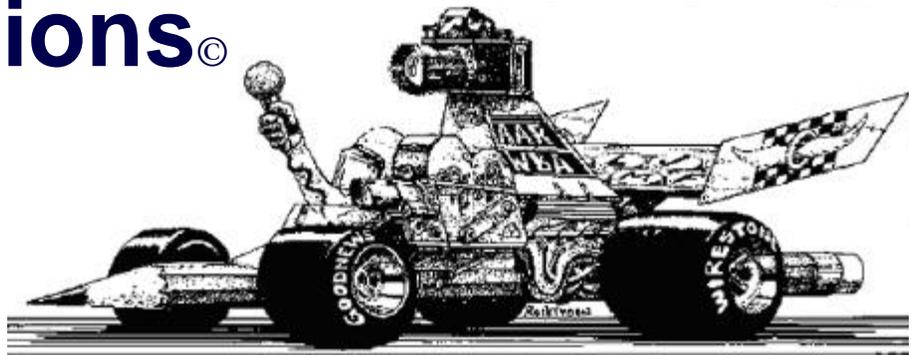


ImPRESSIONs®



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

Sept/Oct 2012

Vol. 45 No. 7



Chris Economaki 1920 - 2012

Reprinted from NationalSpeedSportNews.com
Written by Mike Krechner

The Dean of American Motorsports Journalism has died.

Chris Economaki, who began selling single copies of National Speed Sport News at age 14 and eventually became the publication's editor, a position he held for 60 years, died Sept. 28 at age 91.

His column, the Editor's Notebook, was the most read feature in National Speed Sport News for six decades, and while Economaki's contribution has been minimal in recent years, the Notebook, as it is called by readers, continues to be the most meaningful read in the newspaper, which debuted in 1934 when Economaki was 13 years old.

Economaki was also well known for his unique, recognizable voice, which he used first as a track announcer and later through nearly 40 years on television.

He worked with ABC's Wide World of Sports, he was with CBS and ESPN, and it can be said he was one of the catalysts in bringing racing to television. It is not an oversimplification to say he knew racing and knew how to speak about it.

Born in Brooklyn, N.Y., in 1920, Economaki's father was a Greek immigrant and his mother was a great-niece of Confederate General Robert E. Lee. Economaki spent his childhood in Ridgewood, N.J., and saw his first race at the Atlantic City board track when he was 9 years old.

He was hooked and by his 14th birthday he was a fixture in the racing world. Economaki sold his first copies of NSSN at Ho-Ho-Kus Speedway when he was 13. Papers sold for a nickel and Economaki got to keep a penny.

"I sold 200 papers," Economaki recalled. "That was \$2. An incredible amount of money in 1934."

Economaki soon began writing his own column, known then as Gas-O-Lines, while continuing to peddle newspapers.



Chris Economaki

Much of Economaki's knowledge about racing cars — and people for that matter — was acquired during 1938 and 1939 when Economaki traveled the Eastern half of the United States as a "stooge" (mechanic) for legendary midget racer Duane Carter.

"He would pay me \$15 a week when he could, which was rarely," Economaki liked to say when recalling his days busting his knuckles and learning "tricks of the trade."

After serving in the Army during World War II, including a stint in the European Theater of Operation, Economaki returned to New Jersey and rekindled his passion for auto racing, selling newspapers and announcing at race tracks throughout the East.

"I had guys selling them for me. I was selling 700 to 800 copies a week. Business was excellent," Economaki said. "One weekend, I can't remember where I was, it was 1947, I sold a lot of papers on a Friday night, and Saturday night 50 miles away at another track, with even more people, I sold fewer than 100, and I couldn't understand that.

"It dawned on me that the difference was the announcer."

So began his career as a track announcer.

After more than a decade announcing at tracks and working as editor of NSSN where he took the reins in 1950, Economaki got his big break when NASCAR founder William H. "Big Bill" France recommended Economaki be part of ABC's first telecast from Daytona Int'l Speedway in 1961.

Economaki worked races around the world for ABC through the 1983 season when he made the jump to CBS where he appeared through the mid 1990s. He also worked worldwide Formula One telecasts for ESPN in 1987 and 1988.

"If he wasn't aware of you, you simply were not a factor in the sport," World Driving Champion, Indy 500 and Daytona 500 winner Mario Andretti said in 2004. "If you weren't on Chris Economaki's radar screen, you probably weren't on anybody's."

And that feeling was common throughout the motorsports industry.

In recent years, he continued to appear occasionally on Speed and more regularly on the Indianapolis Motor Speedway Radio Network. All the time he continued to write the Editor's Notebook and promote what had become known as "his" newspaper.

Through the years Economaki has received countless awards including the NASCAR Award of Excellence, and been elected to numerous Halls of Fame, most notably the Motorsports Hall of Fame of America, National Sprint

Car Hall of Fame and National Midget Auto Racing Hall of Fame.

Economaki appeared as himself in the racing movies "Stroker Ace" and "Six Pack." His voice was also used in "Winning."

He was preceded in death by his wife Tommye and is survived by his two daughters — Corinne and Tina — and two grandchildren.

A wake will be held in Economaki's honor Oct. 1 from 4 to 8 p.m. at Nativity Church in Midland Park, N.J. His life will be celebrated with a funeral mass at the Nativity Church at 10:30 a.m. Oct. 2.

The family has asked that in lieu of flowers, donations be made to the International Motor Racing Research Center in Economaki's name: 610 South Decatur Street, Watkins Glen, N.Y. 14891

Memories of Chris Economaki



"I first met Chris in 1974. My wife and I were at Watkins Glen for the Can-Am and we had our new infant son, Christopher, with us. I was standing next to our car, holding my son in one hand and trying to change my camera lens with the other, when Chris walked by. He took my son in his arms and held him while I finished with my camera gear. Chris was as friendly and helpful as anyone could be.

"I later ran into him several times in different media centers along the way. One vivid image that has always stayed in my mind was the sight of his old manual typewriter sitting quietly on a table in the old Benny Kahn Media Center at Daytona. While the rest of the journalistic community had begun the transformation to digital and laptops, Chris hung on to his paper-fed dinosaur that he kept in good clacking order.

"R.I.P. Chris and thank you for all you did to promote the world of motorsports."

- Andy Hartwell

Former AARWBA President Johnny McDonald on Chris Economaki

Young writers and television reporters assigned to cover major motor sports events today owe a lot to Chris Economaki who wasn't afraid to ask a driver what it was like out there.

Few now know how difficult it was to talk editor's into a trip to Indianapolis or Daytona. We'll get it from the wires you were told.

But in the early days Chris was there, covering it for the sport's bible, National Speed Sport News. You might say he had the beat locked up. Strictly exclusive.

Of course, Chris broadened his coverage as the pit reporter for Wide World of Sports. Something unheard of up to that time. Who better to ask the important questions that received interesting answers.

He was there and his legion of followers thanked him for it. And the sport's leaders respected him.

I succeeded Chris as president of the AARWBA, a position he had accepted rather reluctantly. But from that point at Indianapolis we enjoyed a warm relationship.

In fact, he and I were asked to serve as promotional consultants at a small formula race course in Bogota, Colombia. I was there to guide them in publicity and Chris helped them set up television coverage.

But in the United States, newspaper coverage of motor sports usually meant exploitation of crashes, great stuff for front pages.

Even in the 1960s I can remember my executive sports editor giving me my tickets for a flight to Indy and saying, "How many are you going to kill off this time!"

For the most part I'm sure similar attitudes are now rare. More positive treatment might be contributed to the attention given the sport by Chris Economaki. I felt he blazed the way.

Others have followed to give the sport the exposure it deserves alongside football, baseball and basketball. That's as it should be. Thank goodness things have changed, even in my home town.

I picked up the San Diego Union Tribune this morning and they devoted three columns to Chris' obituary.

Chris Economaki, 91, God Speed..

It is a great loss for AARWBA, the motor racing community, and sports in general with the passing of Chris Economaki, the Dean of Motorsports.

When Chris took over as AARWBA President (1967-1969) it was a surprise, as he was elected by members in his absence. He found out about it from San Francisco Chronicle's Gordon Martin who asked Chris, "Now that you're president, what are you going to do for me?"

Chris quickly replied, "Accept your resignation!"



For me, I miss the stories Chris told of the drivers in the early racing days. He had such a great memory and regaled many journalists around the lounge at Griswald's in Ontario and the famous Mission Inn in Riverside, CA with these stories.

Chris's column in National Speed Sport News was a must read for anyone in the motorsports community. He had all the scoops and news along with his take on how the racing industry should revolve.

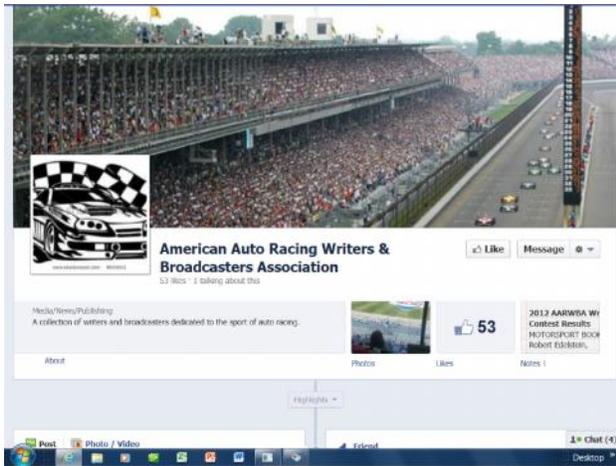
RIP dear friend.

- Dusty Brandel, President American Auto Racing Writers and Broadcasters Association.

NHRA STATEMENT ON THE PASSING OF CHRIS ECONOMAKI

"The entire NHRA community is saddened to learn of the passing of Chris Economaki," said Tom Compton, president, NHRA. "He and NHRA founder Wally Parks were great friends, and Wally always appreciated Chris' efforts to recognize the power and intense competition of NHRA drag racing. He was a familiar face in the pits at NHRA events throughout the years and worked as a pit reporter for ABC's coverage of the sport in the 1960s and '70s. We send our condolences to his immediate family, his many friends and colleagues and his legion of fans in the world of motorsports."

AARWBA On Facebook



<http://www.facebook.com/AARWBA>

AARWBA Guideline Reminder

The following guidelines are intended for members of the auto racing media. They also serve as a guide to auto racing promoters concerning the American Auto Racing Writers and Broadcasters Association (AARWBA), position on the points noted.

It is the auto racing reporter's obligation to report fairly, objectively and completely. The auto racing reporter's job is to accurately inform the interested race fan (paying public) of the activities surrounding a motor sports event and responsibly support the sport, the promoter and the competitors.

No responsible member of the media shall ever intentionally falsely report or distort. Although mistakes can occur, it is the responsibility of the reporter to insure that they have the correct information before publication. Any member of AARWBA found to be intentionally filing misleading, false or grossly biased reports will have his or her AARWBA membership suspended or revoked.

An AARWBA membership card is not Carte Blanche for accreditation at any track. It merely identifies the bearer as a motor sports professional.

Requests for special considerations (freebies, extra credentials, special parking) are just that—requests. There is no obligation on the part of the promoter to grant them and rejection should not affect the media member's treatment of the promoter.

The racing reporter should request credentials well in advance of an event to be covered - at least two weeks. More time should be allowed if this is his/her first race at a track or in the case of a major event - i.e., The Indianapolis 500 or NASCAR 350 at Infineon Raceway. If the reporter's plans change and the reporter is unable to cover a race for which the reporter has requested credentials, it should be the responsibility of the reporter to notify the event promoter/track press officer as soon as possible.

More Tributes to Chris Economaki

"Chris Economaki made an impact in motorsports like no other. He was a trailblazer in journalism, and his passion and depth of knowledge across the spectrum of world-wide racing brought the sport to life for millions of fans. His contributions have been endless, and he will be deeply missed. The thoughts and prayers of everyone at Chevrolet and Cadillac Racing are with his family and friends."

- Jim Campbell, US Vice President Chevrolet Performance Vehicles and Motorsports

From the Indianapolis Motor Speedway Public Relations Office:

Economaki served as an editor, publisher and columnist for National Speed Sport News for more than 60 years. He also was a reporter and commentator for racing broadcasts on network television and radio, including coverage of the Indianapolis 500 for ABC and the IMS Radio Network.

In 2006, the Trackside Conference Room at the Indianapolis Motor Speedway Media Center was renamed the Economaki Press Conference Room in honor of Economaki's legendary accomplishments.

*"Chris was the dean of motorsports journalism," said **Jeff Belskus, Indianapolis Motor Speedway Corporation president and chief executive officer.** "His accurate, incisive reporting helped increase the audience of the sport and put the Indianapolis Motor Speedway, its events and competitors into the global spotlight. He set a standard for others to follow for generations and will be deeply missed. Our thoughts, sympathies and prayers are with his family and friends."*

Excerpt from on-line obit on Sports Illustrated.com

*"If 13-year-old Chris Economaki had fallen in love with stick-and-ball-sports, his literary biography might well rival those of Ring Lardner, Grantland Rice and Red Smith," Speed television's **Dave Despain** said. "Instead, to our eternal good fortune, teen-aged Economaki started hawking Speed Sport News, thus planting the racing seed for the most important racing publication ever. Thanks for everything, Chris."*

Excerpt from autoblog.com

Brian France, CEO of NASCAR, said this of Chris Economaki, *"The passing of Chris Economaki is a tough loss for me on both a personal and professional level, having known Chris throughout my life. Many people consider Chris the greatest motorsports journalist of all time. He was, indeed, 'the Dean.'"*

American Auto Racing Writers & Broadcasters Association, Inc. (www.aarwba.org)

"Dedicated To Increasing Media Coverage Of Motor Sports"

The Problem With Media Center Internet Connections

Submitted by Tim Wohlford

We persist in spite of heat, rain, grumpy owners, bankrupt promoters, sore feet and prima donna drivers. However, even the late Chris Economaki -- and maybe Michael Knight -- grind to a halt when their Internet connection goes down. Amazingly enough, some 17 years after the Internet became a way of life, the Internet connections at almost every race can be counted on to die precisely when we're on deadline. Since I moonlight as a computer geek when I'm not at the track, I decided to get to the bottom of this problem.

The first problem is that some promoters just don't buy enough "bandwidth," which is geek-speak for "a fast enough connection". Most DSL Internet connections are around 3 megabits per second (mbps). By comparison, International Speedway Corporation geeks tell me that they use a 100 mbps for their NASCAR weekends.

They also told me that one T1 line, which is about half as fast as a DSL line, can only handle 4-5 photographers. (Old-timers will recall when data for an entire newspaper office was connected with a single T1 line, which also provided phone service!)

Bottom line: One or two DSL or cable connections -- let alone a T1 -- for the media center just won't do it.

In fairness to promoters, a big, fast, fat link may be expensive and -- depending on location --- impossible to get, even if you're a major promoter and have a huge telephone company as a sponsor.

The second problem is that that one or two computers - usually belonging to photographers -- doing a file upload can fill the entire 100 mbps connection on their own, leaving the rest of the journalists cursing about the Internet. This was certainly the case on race day at Indy a couple of years ago, where a photographer started uploading zillions of huge files before leaving for breakfast.

To prevent this, promoters must configure their internet connection's "router" to prevent this from happening. For the record, the Indy geeks told me they didn't take this step, and yeah, Indy's Internet outages are legendary.

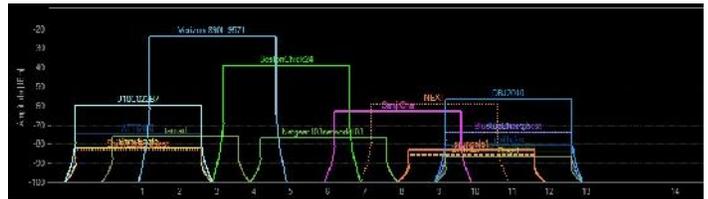
However, we've got a bigger problem looming on the horizon.

Even if promoters fix their Internet connection, problems with WiFi technology -- which is the wireless system that we use to connect our computer to a media center's Internet connection - are starting to bite us. WiFi is just not made for what we're doing with it.

Most WiFi runs at a frequency of 2.4 gigahertz (GHz). The trouble is, so do wireless phones, Bluetooth devices, wireless audio, surveillance cameras, and wireless sys-

tems for the teams, promoters, etc. Even some athletic shoes use 2.4 GHz! Worse yet, microwave ovens, fluorescent lights and bad electrical connections can produce enough noise to slow down the system, or even grind it to a halt.

Below is a picture of what my computer "sees" in my condo - and this doesn't include the noise from the identical microwave ovens in each unit that kills WiFi traffic when one of them runs:



At very least, promoters should get a dual-band wireless system that also uses the new 5 GHz, which is less congested, at least for now. Here are my condo's 5 GHz connections:



Many in the media center tell me they have one of those little "WiFi hotspots" from their phone company, and yeah, I have one too. However, those use - you got it - 2.4 GHz to connect to your computer.

In my first picture you'll notice my Verizon WiFi hotspot contending for "space" with over a dozen other networks. Imagine, then, a room with a hundred of these hot spots and you understand the problem. Worse yet, if a hundred people are using the same 4G (4G is another wireless technology that your phone company uses to send Internet to your phone and WiFi hotspot) uplink, that 4G uplink is soon overwhelmed.

In Baltimore during this year's IndyCar event, the local 4G connection from Verizon was quickly saturated, and I'm sure the 2.4 GHz WiFi got very crowded, when many of us turned on our WiFi hot spots after the promoter's WiFi failed in - you guessed it - the last few laps of the race.

So what is the answer? If the promoter has a big enough connection to the Internet, and they have their router configured properly, then old-fashioned network cables would solve all of the WiFi issues. In other words, the solution to wireless is, basically, no wireless, or at least providing wired options to enough people that WiFi isn't overwhelmed.

Ladies, do not forget to fill out the survey from Cecilia. If you can't find the survey in the July Newsletter, email Cecilia for another copy. cbrant1@stu.argosy.edu

Memorial Statement from the Family of Jerry Grant

August 12, 2012, Santa Ana, California; At 3:50am, today, we lost Jerry Grant. Its hard to talk about Jerry (born January 23, 1935, Santa Ana, California) without talking about racing; that's what Jerry was, a Racer. His wife of more than fifty years, Sandy, his daughters Yvon and Tammy and grandson Grant were his life, but racing was who he was.

Jerry had a natural born gift for driving a vehicle fast. If he had a fear gene, it was very small and Jerry probably broke it. He always denied it, but he did have a tendency to break things.

He was a big man, even by the standards of the day, impossibly huge compared to the jockeys that occupy the computerized cockpits of today's miniatures of the cars Jerry chauffeured around the steel and hay bale lined courses of his day.

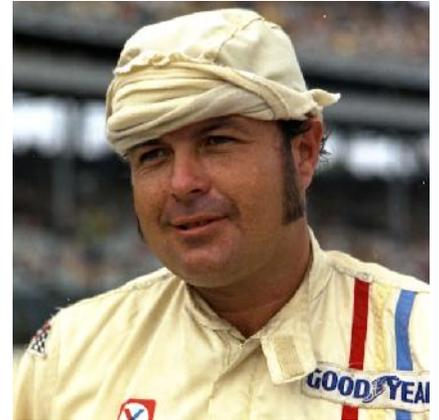
And he was one of those guys who could not only drive anything, he could drive them anywhere and he was always quick.



"Merry Christmas, this is Jerry Grant"; it didn't matter what day of the year it was, that's what you heard when Jerry Grant was on the phone. In retrospect, everyday was Christmas for Jerry. It's said that you have to grow older, but you don't have to grow up. Jerry Grant could have invented that phrase for he maintained an almost child like persona his entire life.

Jerry is credited with the first official 200mph lap on a closed race track. Hearing him talking about what went through his mind on that run indicated no fear of harm or death, only fear that he wouldn't go fast enough. Listening to him talk about racing it becomes clear there was no such thing as "Fast Enough" in Jerry's mind.

He raced against, and for, some of the greatest names in the business; Bobby Unser, Dan Gurney, Bob Bondurant, Carroll Shelby and more. He drove the great cars of the era, Ferrari, Corvette, Lotus, Eagles, Cobras and Ford GTs etc. He drove all the great circuits of any era, Indianapolis, Daytona, LeMans, Targa Florio etc.



When he finally hung up his helmet, he exchanged it for a Champion Spark Plug ball cap. Jerry brought that same winning dedication to that job as he had to every car he had ever driven. As VP of Motorsports for Champion Spark Plugs, he over saw that brands ascension to motorsports legend status. The Champion Spark Plug brand continues to enjoy the spoils of Jerry's efforts many years after it turned away from motorsports. Later, Jerry's efforts and his rolodex were instrumental in the Prolong Lubricants brand development and shooting star effort.

The checkered flag has flown for the last time over the head of this gentle giant. A legacy from a by-gone era lives on in the minds of those of us who had the privilege of spending time with him, and for those few who felt the benefit of his random phone calls and that glorious greeting; "Merry Christmas" Jerry Grant, and Gods speed to you and to God, God will need it when you get suited up.

CELEBRATION OF LIFE – JERRY GRANT

Where: Riverside International Automotive Museum
815 Marlborough Avenue #200
Riverside, California 92507

When: Saturday, October 13, 2012
Time: 11:00 a.m. to ?

RSVP: Norma 951 369-6966 or
NormaRIAMevents@aol.com by October 5th please

*Photos courtesy of the Indianapolis Motor
Speedway and Indycar*

News & Notes

He Will Be Missed

Bob Jenkins called his last race, September 15th, for the MAV-TV 500 IndyCar Series finale at Auto Club Speedway. Jenkins has been one of auto racing's leading play-by-play announcers for more than 30 years.

Jenkins is stepping down from regular broadcasting work to help his wife, Pam, battle brain cancer. They have been married 44 years.

The Carmel, IN, resident expects to continue announcing on the Indianapolis Motor Speedway public address system in May. But that won't be the same as network TV broadcast.

Jenkins helped ESPN get into auto racing in 1979.

Jenkins hosted ESPN's first racing news show, "Speedweek." In the 1980's, he became a fixture on NA-SCAR broadcasts with Ned Jarrett and Benny Parsons. Jenkins worked the Indianapolis 500 on the IMS Radio Network from 1979-98 and joined Versus, which is not the NBC Sports Network, in 2009.

Pam has been in and out of the hospital since April, and some days are better than others. That made the decision to retire easy.

"It's a really good time," said Jenkins, who skipped the Baltimore race to be with his wife. "She needs help, and I'm glad I can be there to give it to her."



1963 Indy 500 winner, Parnelli Jones, helped Dusty present a plaque to Bob Jenkins on his retirement.
(Photo by Sal Digala, Jr)

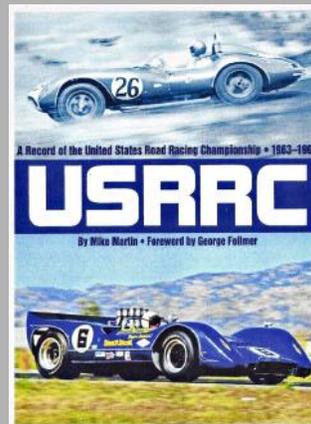
Dusty also presented Bob with a life-time membership in AARWBA.

The plaque reads: In warmest appreciation for the classy way you've reported on motorsports for all these years---

THANK YOU

Your friends in the business at AARWBA
MAVTV 500 – Auto Club Speedway
September 15, 2012

New Book On Original USRRC Due In December



\$60 + \$5 shipping
Orders received by Nov 15
get a \$10 discount.

Contact
Mike Martin, Dead Pedal Press,
PO Box 1858, Stanwood, WA 98292

Glessner Gets A Wing

Member Paul Glessner received a Marlboro wing from Roger Penske and the Penske Team. Tim Cindric, Helio Castroneves, Will Power, Ryan Briscoe and Rick Mears signed a wing in recognition of Glessner's 37 years of friendship and support to the Penske team.



Pictured are Helio, Roger, Paul and Will Power, at the IndyCar Series MAVTV 500 race at Auto Club Speedway in September.

News & Notes

All-America Banquet Suspended

AARWBA President Dusty Brandel has announced that, "Due to the economic conditions at this time in the United States we are suspending the All America Team banquet until further notice.

"However, we will continue the balloting for the All America Team. Member Patrick Reynolds will be the chair of the balloting and will email out the ballots following the season ending events.

"When we get sponsorship for the trophies, the Area Vice Presidents will be able to present the "Horsepower Trophy" (pictured) to the winning drivers at auto racing events, with the help from the sanctioning bodies.



"Thanks to members Michael Knight, Kathy Seymour, Bob Jenkins, Dave McClelland, Mike Bishop, the drivers, and the many sponsors, who helped with the prior banquets."



AARWBA Officer Nominations Sought

Past President **Ross Olney** is the election chair, and is accepting nominations for President, Vice- President and the Area Vice President positions. They are: Eastern, Southern, Midwest, and Western.

Both the Secretary and Treasurer are appointed by the president.

If you would like to nominate someone, or yourself, for one of the positions coming up for election, please

Email Ross at, ROhimself@aol.com

The dead line for nominations is Oct. 15th.

Ross will send out the ballots following that.

Your Current AARWBA Officers



President - Dusty Brandel
dusty.brandel@gmail.com



National
Vice President
- Kathy Seymour
kathysey@hotmail.com



Western Vice
President - Anne Proffit
anne.proffit@gmail.com



Midwest Vice President
- Ron LeMasters
rlemasters14@comcast.net



Eastern Vice President
- Lewis Franck
lfranck@ix.netcom.com



Southern Vice President
- Joe Jennings
jjennings500@hotmail.com

All members of the AARWBA are encouraged to reach out to the elected officers and ask how they can volunteer to help grow the organization and support the objectives and goals of the AARWBA.

The board members can't do it alone!



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.

AARWBA MEMBERSHIP APPLICATION

PROFESSIONAL INFORMATION

Name:		Date:
Company:		
Title:		
Business Address:		
City:	State:	ZIP Code:
Phone:	E-mail:	FAX:

PERSONAL INFORMATION

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:		

MEMBERSHIP LEVEL

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

Your
Photo
Should
Be This
Size

Affiliate Member

Open to public relations, team representatives, motorsports advertising personnel. Full voting rights and privileges except to hold office.

Associate/Corporate Membership

Open to any person, regardless of affiliation or professional orientation, who is interested in furthering the aims of the American Auto Racing Writers & Broadcasters Association and/or motorsports in general. Corporate membership is limited to three (3) non-voting memberships for the \$300 fee.

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