

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

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Vol. 46 No. 7

## 2013 AARWBA Media Contest

**Deadline for all entries is January 31, 2014**

1. Entries may be submitted only by AARWBA professional and affiliate members in good standing.
2. Each contestant may submit ONE entry in each of the following categories.  
NEWSPAPER: News Writing, Feature Writing, Column Writing, and Technical Writing  
MAGAZINE: Column Writing, Feature Writing, Event Report, and Technical Writing
3. Please follow the instructions below on all Writing entries in Newspaper and Magazine categories.
4. All writing entries (except books) must be submitted in the following form:
  - a. Clippings or photo copies must be pasted or taped onto white, unlined 8 1/2 x 11 papers. Use as many sheets as necessary so no clippings are folded or overlap.
  - b. No identification may appear on any entry to be judged. Bylines, headlines, pictures, captions or other typographical devices, mastheads and all publication identification must be removed. Please indicate category on the entry.
  - c. Verifying data must be placed on contest entry form. Photos, captions, bylines, etc., removed from the story copy should be included on this sheet only. The contest chairperson may require additional verifying data if sufficient proof of publication is not included. A separate entry form must be submitted for each entry.
5. Any writing entry submitted other than above will be rejected.
6. A series of articles may be submitted as a single entry, but only as a single continuous article, uninterrupted. A series of stories concerning a single event appearing on one day in a publication may be submitted, but only as one continuous article, uninterrupted.
7. Entries in all writing categories must have been published between:  
January 1, 2013 and December 31, 2013  
Reprinted articles that have won awards, including honorable mentions, previously cannot be re-entered in the current contest year unless they are eligible to be entered in a different category than before (e.g., an award-winning newspaper feature story could be entered again if it were reprinted in a magazine, but not if reprinted in a newspaper).

***More contest info on following pages***

## 2013 Media Contest

8. **NEWSPAPER:** All newspaper entries must have been published in general circulation newspapers or auto racing periodicals that are published daily, weekly, bi-weekly, or semi-monthly, in a recognizable newspaper format or newspaper format on newsprint. News entries are assumed to have been written under deadline pressure. Column entries must be regularly appearing columns under the writer's byline and column signature on a year-round basis, not guest columns. A feature story carrying the writer's column signature cannot be entered in the News, Feature, or Technical Category, except when produced on a limited basis in conjunction with a specific race event. Technical entries must be technically oriented in content.

9. **MAGAZINE:** All magazine entries must have been published in a magazine or Sunday magazine supplement that appears weekly, monthly, semi-monthly, or quarterly in a recognizable magazine format or in a one-shot, stand-alone special publication, newsletter, pamphlet, or book (as a separate chapter in an anthology by multiple authors) with identifiable publication dates or any other publication deemed acceptable by the contest chairperson.

### Radio/TV Broadcast Contest Rules

1. Radio and TV entries must have aired originally between: January 1, 2013 and December 31, 2013
2. A written memo must accompany all the entries specifying on what broadcast outlet the entry was aired, plus time and date of original broadcast. In cases of syndicated work, the time, date, and station of the first broadcast must be listed. Entries must be in the form of a CD, DVD, audiotape, or videotape (any format).
3. The four categories are TV Race Broadcast, TV Feature Program, Radio Race Broadcast, and Radio Feature Program. Any feature program or series of broadcasts or interviews on one topic of at least 10 minutes but not more than one hour in length that was originally aired by a publicly accessible broadcast station, cable outlet, or satellite network is eligible in the feature categories.
4. All professional on-air personalities in either category must be members of the association.

### Photography Contest Rules

1. Print-media photo entries may be entered in the Action category and/or the People category and must have been published in a printed form acceptable to the contest chairperson (newspaper, magazine, program, advertisement, poster, etc.). Photos may be submitted in any one or more of the categories below:
  - a. Action photography, Color or Black-and-White .
  - b. People photography, Color or Black-and-White
2. All entries must have been published between: January 1, 2013 and December 31, 2013. 2013 Calendars are OK... 2014 Calendars are not
3. A member may submit one entry in each of the above categories, for a total of two entries.
4. Entries must be received in printed 8 x 10 size (no slides, negatives, etc.), with no photographer or Publication identifying data on the photo, front or back. A separate sheet must accompany each photograph giving the name of the publication, name of entrant, date of publication. Include a tear-sheet, book, or book page, magazine, magazine page, newspaper, or newspaper page, showing the photo as published. The photograph entered must be in the same color format as it was published.
5. Any single photo may be entered in only one category, regardless of the number of times it may have been published in other forms or colors, at the discretion of the entrant.
6. Photos may NOT have been digitally enhanced or altered for publication.

# 2013 Media Contest

## Online Media Contest Rules - 2013

1. There are nine categories.
2. Entries may be submitted only by AARWBA professional and affiliate members in good standing.
3. Each contestant may submit ONE entry in each of the following categories.

Deadline News Report

Feature Report

Column

Web Log (Blog) Entry (single blog entry)

Technical Report

Professional Racing Web Site

Photo – Action (color or black-and-white)

Photo – People (color or black-and-white)

Webcast/Podcast



4. All entries except as noted must be submitted in the following form:
  - a. Printouts must be pasted or taped onto white, unlined 8 1/2 x 11 papers. Use as many sheets as necessary so no clippings are folded or overlap. Photos must be submitted on 8 x 10 photo paper.
  - b. No identification may appear on any entry to be judged. Bylines, headlines, Web site addresses, or other typographical devices, mastheads and all publication identification must be removed. Please indicate category on the entry. Each entry in the Professional Web Site category should consist of a single sheet with the URL of the site to be judged.
  - c. Verifying data must be placed on a contest entry form. Photos, captions, bylines, etc., removed from the story copy should be included on this sheet only, except Web site entries. The contest chairperson may require additional verifying data if sufficient proof of publication is not included. A separate entry form must be submitted for each entry.
5. Any online entry submitted other than above will be rejected.
6. A series of articles may be submitted as a single entry, but only as a single continuous article, uninterrupted. A series of stories concerning a single event appearing on one day online may be submitted, but only as a single entry.
7. \*\*Entries in all online categories must have appeared originally between January 1, 2013, and December 31, 2013 \*\*
8. News entries must have been published in a recognized online medium under deadline pressure.
9. Feature entries must have been published online in a recognized online medium without deadline pressure.
10. Column entries may have been published in any of the above but must be regularly appearing columns under the writer's byline and not guest columns.
11. Technical entries must have been published in any of the above media and be technically oriented in content.
12. Web Log entries must have been published on any recognized blog site accessible to the general public. A series of entries on a single topic may be entered, but as a single continuous entry, uninterrupted.
13. Webcast/Podcast entry, no more than one hour in length, must be submitted in form of a DVD, CD-ROM, or videotape (any format).
14. Web Site entries must have been produced, edited or directed by the AARWBA member in an executive role, and must be devoted exclusively to motorsports-oriented material.
15. Photos must have been published primarily for a Web site, not reproduced from a print-media or broadcast source. Photos may NOT have been digitally enhanced or altered for publication.

# 2013 Media Contest

## BOOK CONTEST RULES

1. Open to any member who is the author of fiction or nonfiction book that has motorsports as the predominant subject.
2. The book must be published during the calendar year of 2012, as designated in the copyright statement at the front of the book
3. Each entrant must submit a letter formally applying for entry in the contest. The letter must state that he or she is the sole author of the book. Coauthors who shared writing responsibilities on the book must all be members of the American Auto Racing Writers and Broadcasters Association.

Authors of "as-told-to" autobiographical books must be listed on the title page or submit a statement from the publisher that they are the sole actual author, responsible for 100 percent of the written work.

\*\* Ghost written books are eligible under the above guidelines. \*\*

4. With each entry, three copies of the book must be submitted and are non-returnable. No attempt to hide the author's identity is necessary.
5. Upon announcement of the winner, the publisher of the winning entry shall have the right to use that information in any advertising, promotion or publicity campaign provided that the contest is designated as the: American Auto Racing Writers, Broadcasters Association book of the year contest or, American Auto Racing Writers and Broadcasters Association Book of the Year Contest.

\*\*All eligible entries must be the work of paid-up members of AARWBA

**Deadline for all entries is January 31, 2014**

### AARWBA MEDIA CONTEST Entry Form

Entry Category \_\_\_\_\_ Date \_\_\_\_\_  
Name \_\_\_\_\_ AARWBA No. \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
Phone Number \_\_\_\_\_ Fax: \_\_\_\_\_  
E-Mail \_\_\_\_\_  
Title of Entry \_\_\_\_\_  
Publication \_\_\_\_\_  
Date of Publication \_\_\_\_\_

Entry form must be attached to entry \* \* \* Postmark deadline for entries - January 31, 2014

\* \* \* (you may photocopy entry form for additional entries)

"The Contest Chairperson may, at his or her discretion, reassign entries to their appropriate Categories, if initially submitted in inappropriate ones. If possible, the chairperson will contact affected entrants when such reassignment would cause a conflict with the one-entry-per Category rule."

Mail to: AARWBA Contest: Jerry Miller Questions: 317/736-7472

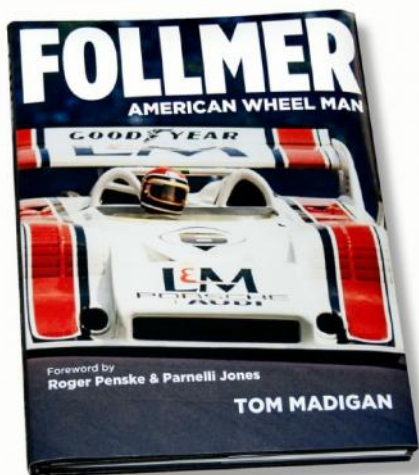
381 Reagan Circle or [jerrace@centurylink.net](mailto:jerrace@centurylink.net)

Franklin, IN 46131-7290



# News & Notes

## New George Follmer Book Coming In November



### Through many Championships and Hurdles, Follmer/American Wheel Man Looks at an Incredible Career in Racing

In the history of racing there has been a limited number of drivers who could drive anything and win. The legendary George Follmer was one of them. George, who started his professional career at the late age of 29, is estimated to have driven over 50 different cars during his racing career. The broad variety of cars and types of racing he raced in, has earned George the well-deserved title of "wheel man". His career was launched when he stunned the racing world in 1965 by winning the USRRC championship against Jim Hall and the Chaparral.



Follmer/American Wheel Man covers the career of George Follmer from his childhood to present day. Award-winning author Tom Madigan explores all aspects of George's career and life resulting in an interesting journey over several countries.

During this journey, George wins several championships and victories in some of racing's most legendary forms of racing. George explains the challenge of being placed in the 1,000 plus horsepower Porsche 917/10 for his first test at a track he had never seen before. He would go on to win the Can-Am and Trans-Am championships in that year (1972), a feat never accomplished by any other driver. Tom includes interviews with Jim Hall, Dan Gurney, Parnelli Jones, Sam Posey, Jim Busby and others in illustrating George's career.

#### **Roger Penske:**

*"Back in 1972, I called George Follmer to ask him to replace Mark Donohue in our Porsche 917/10 Can-Am car. Mark had broken a leg in an accident while testing the car at Road Atlanta and George was my immediate choice to take over for Mark. He stepped up to the plate and did a tremendous job for us, winning five races and the championship."*

Just a few of the notable accomplishments of George Follmer:

- The only winner of the Can-Am and Trans-Am championship in the same year
- The only winner of an IndyCar race driving a stock-block Chevy powered car
- During his time in NASCAR he posted three top five and five top ten finishes in twenty races
- 2 time Trans-Am champion
- He has won in every form of racing he has ever driven
- Scored a 3rd place finish in his second Formula 1 race at the age of 39

In recognition of his incredible career, George received the Phil Hill award in 2012 from the Road Racing Driver Club (RRDC). Presented by club president, Bobby Rahal, it was noted that George Follmer's diversity put him in a very unique field. He is also the recipient of the Auto Racing Writers and Broadcasters Driver of the Year award.

The 336-page book is illustrated with 282 black-and-white and color photographs. The large 9" by 12" format opens to 12" by 18" two-page spreads. This format is utilized with numerous full and two-page photo spreads. Also included are forewords by Roger Penske and Parnelli Jones, who were George's car owner and teammate, respectively.

Follmer/American Wheel Man is available through specialty motoring booksellers and directly from the publisher.

**Orders can be made by visiting the Web site at  
[www.follmerbook.com](http://www.follmerbook.com)**



## Bignotti Won with Creativity, Consistency as Mechanic, Owner

*Photos and text courtesy of IMS*

George Bignotti, the most successful chief mechanic in the history of what is now known as Indy-Car racing, died Friday, Sept. 27 at his home in Las Vegas. He was 97.

From an era when legendary chief mechanics like A.J. Watson, Clay Smith and Clint Brawner were as well known as just about any of the drivers, the name of George Bignotti would rank right at the top. Winner of the Indianapolis 500 a record seven times, his total number of wins as a chief mechanic in IndyCar racing totaled an astounding 85, also a record.

The San Francisco-born Bignotti always seemed to have the remarkable ability of aligning himself with the very best in the business, whether it was the car owners, the drivers, the equipment, sponsors or the support staff, with many a future chief mechanic having benefited greatly from a stint under his guidance. The conclusion that it could well have been him alone who was the magic ingredient within a team could understandably be drawn because his seven Indianapolis 500 victories came with six different teams: A.J. Foyt with Bignotti-Bowes Racing in 1961, Foyt with Ansted-Thompson Racing in 1964, Graham Hill with John Mecom Jr. in 1966, Al Unser with Vel's Parnelli Jones Racing in both 1970 (leading 190 of the 200 laps) and 1971, Gordon Johncock with Patrick Racing Team in 1973 and Tom Sneva with Bignotti-Cotter Racing in 1983.

In addition to a few other potential "500" victories which slipped away, Bignotti-wrenched cars finished either second or third on eight other occasions at Indianapolis with Johnny Boyd, Roberto Guerrero and Joe Leonard, plus Foyt, Johncock and Al Unser. Others who drove Bignotti-prepared cars in the "500" - some of them leading - included Jackie Stewart, Mario Andretti and Rodger Ward, while still others at various times and at other tracks included Jimmy Reece and George Amick, John Surtees, Fred Agabashian, Wally Dallenbach, Bob Veith, Bobby Marshman, Swede Savage, Jud Larson, Walt Faulkner, Kevin Cogan and Geoff Brabham.

For year after year in USAC National Championship competition, Bignotti enjoyed a virtual stranglehold on the series. He won the season title with Foyt in 1960, '61, '63 and '64, with Al Unser in 1970, and yet again in 1971 and 1972 as co-chief mechanic with Johnny Capels and driver Leonard.



Originally introduced to racing by his brothers, Al and John, George Bignotti became a major force in Northern California midget car racing right after World War II, winning the Bay Cities Racing Association title with Agabashian in 1946, '47 and '48, and again in 1951 with Boyd. Bignotti was so successful in the then-lucrative sport that he gave up his job in the ship building business to devote full time to racing.

"I was actually on the Golden Gate Bridge when I came to that decision," Bignotti once said, laughing. "I had to cross that darn bridge twice a day, and I got fed up with the traffic jams. When I was inching along at a snail's pace and got rear-ended by sailor, I decided that was enough for me!"

When the popularity - and corresponding financial benefits -- of midget car racing plummeted in the late 1940s, Bignotti continued to race on the side but became involved in profession most unlikely for a racing mechanic.

"I became a florist!" he once said with a chuckle. "It was actually my mother-in-law's business. Meanwhile, I was still involved in midget racing, and I never had any intentions of ever going back to Indianapolis, although Agabashian kept pressuring me. I always told him, 'No, but if ever you run into an emergency situation, call me.'"

"One day in May 1954, I was balancing on top of a ladder in the flower shop, putting the finishing touches to some redecorating we had done, when the phone rang. It was Fred pleading with me to go back because he was with a team which had a chief mechanic who hadn't worked out.



## Bignotti Won with Creativity, Consistency as Mechanic, Owner

Source: IMS



He told me there'd be a plane ticket and a hotel room, so back I went. By the time I arrived, my old friend Frankie Del Roy (later USAC technical chairman) was already on board to do the engine, so I became the chassis man and we finished sixth with Agabashian."

After a fifth-place finish with Walt Faulkner and relief driver Bill Homeier in 1955, Bignotti entered the entrepreneurial side for 1956 by joining forces with Bob Bowes II to form Bignotti-Bowes Racing. Boyd later laughed that not only had been taken a "cut in pay" to drive for Bignotti by signing on for a retainer of only \$350, but that when he and Bignotti loaded up the brand-new Kurtis/Offy to tow it back to Indianapolis and Boyd learned that they had no spares, he returned the retainer to Bignotti to purchase an extra set of shocks.

After coming close to winning several times with Boyd during the next three years, Bignotti finally scored a USAC win with Jud Larson on the Phoenix 1-mile dirt track at the end of 1958.

Then, from the beginning of 1960 until June 1965, history was to be made time and time again by the fabulously successful, albeit frequently tempestuous pairing of Bignotti and Foyt. Over that five-plus year period, punctuated by a stormy parting of the ways and a regrouping not of their own doing, the iconic pair netted an amazing 27 wins, including 10 in 1964. There were only 13 races total that year, and Bignotti always would stress that he was not the chief mechanic on the two less-than-successful outings Foyt had with a rear-engine car.

That record was matched six years later when Al Unser won 10 out of 18 events in Bignotti-wrenched cars for Vel's Parnelli Jones in 1970. An 11th race also was won by Leonard in a team car. Between 1968 and 1971, Unser won 25 times for Bignotti.

Never complacent, the canny Bignotti always looked for an advantage and often found one through rather unconventional channels.

Choosing to work in a long white coat, which made him look more like a doctor or a dentist, his garage always was open to visitors.

It seemed to attract a procession of engineering types who would generally tend to be mechanically inclined enthusiasts who had no connection with racing. While other crew chiefs were generally never particularly open to suggestions by outsiders, Bignotti was an exception, discreetly escorting an enthusiastic physics professor or an aerodynamicist to a quiet corner and then hanging on their every word.

But as Parnelli Jones has noted within the last few days: "George was strong-minded and gave us very reliable cars that were not always the most innovative or flashy, but always fast enough to win. We always wanted to think outside the box and constantly be innovative, but George pushed back to make sure we were steady and could go the distance and finish - that's what wins races: finishing every lap."

Ever the strategist, Bignotti always enjoyed telling the story of Al Unser winning the "500" pole in 1970.



## Bignotti

"We drew a really bad number and were all the way down near the end of the line," Bignotti said. "Qualifying started, and for the next couple of hours, we'd be pushing the car forward another few feet every time another car would go out at the head of the line. Everybody thinks you are just passing the time by talking to your friends, but what I was doing was listening to the P.A. Every time another driver qualified and was being interviewed, I'd listen to what he was saying. You know, 'It was pushing in Turn 3,' or 'It was loose' or 'It's pretty windy up at the north end.' Well, I would consider who the driver was and whether or not I thought he really knew his stuff, and I'd make a decision. Some of my crew guys were starting to get a little irritated with me, but you know what? By the time Al finally went out, we had made five separate changes to the setup just sitting there without turning a single lap. And we won the pole!"

Honors amassed by Bignotti throughout his career were justifiably numerous. In 1975, he was inducted into the Auto Racing Hall of Fame, followed in 1993 by induction into the National Auto Racing Hall of Fame.

Possessing talents well beyond racing, he was a shrewd businessman, an avid golfer (typically playing three times a week until quite recently and able to shoot "beneath his age") and perhaps rather surprisingly, in the words of an admiring lady friend a number of years ago, "Positively the best swing-dancing partner I ever encountered."

He was a wonderful story teller and was extremely sharp until very near the end when his health began to fail. He was cared for in his final years by his estranged second wife, Kay Meyer, the daughter of three-time "500" winner Louis Meyer and the sister of "Sonny" Meyer, both fellow Hall of Famers.

In addition to Kay Meyer, Bignotti is survived by his daughter, Mary Mendez, and two grandsons by his late son, William "Billy" Bignotti, who was also a chief mechanic.

Although primarily a "West Coaster," Bignotti was a devoted fan of the Indianapolis Colts and the New York Yankees, and he chose to be interred at Crown Hill Cemetery in Indianapolis.

There will be no public ceremonies, although a celebration of Bignotti's life is envisioned for some time next May in Indianapolis.

## USCC Calendar for 2014 Debut Season



- **Jan. 25-26: Daytona International Speedway ...** The 52nd running of the Rolex 24 will be perhaps the most significant sports car race in the history of North America, as the debut event for the new championship.
- **March 15 Sebring International Raceway ...** The Mobil 1 Twelve Hours of Sebring fueled by Fresh From Florida – North America's oldest sports car race – will be run for the 62nd time. ... For the first time since 1998, the Daytona and Sebring endurance classics will be part of the same series and under the same sanctioning (IMSA).



- **April 12 Long Beach ...** Longtime ALMS street race again in conjunction with IZOD IndyCar Series.
- **May 4 Mazda Raceway Laguna Seca ...** Historic Monterey, California circuit considered hallowed ground for sports car racing.
- **May 31: Detroit Belle Isle ...** Also a companion street-race event to IndyCar. ... Will feature the Prototype, Prototype Challenge and GT Daytona classes.
- **June 29: Watkins Glen International ...** The Sahlen's Six Hours of The Glen endurance event in Watkins Glen, New York has been a staple on the Rolex Series schedule. ... Event started in 1968 and for many years was part of IMSA's former Camel GT Series.
- **July 13: Canadian Tire Motorsport Park ...** Historic Bowmanville, Ontario circuit – currently amid a massive renovation project



- **July 25: Indianapolis Motor Speedway ...** Brickyard Grand Prix will again join the NASCAR Sprint Cup Series weekend for third consecutive year, with Friday-at-dusk finish.
- **Aug. 10: Road America ...** Elkhart Lake, Wisconsin track has been on both ALMS and Rolex Series schedules. ... Hosted historic event this season when both series raced there on the same weekend.
- **Aug. 24: Virginia International Raceway ...** Danville, Virginia track has fervent fan following
- **Sept. 20: Circuit of The Americas ...** Spectacular year-old road racing facility in Austin, Texas
- **Oct. 4: Road Atlanta ...** The Petit Le Mans, traditional 10-hour or 1,000 mile ALMS season finale at the storied Braselton, Georgia road course. ... Event will retain its status as a link with the 24 Hours of Le Mans.



# News & Notes

## Lt. Col. John Hanna's Note To Dusty



Dusty,  
I just completed 3 months here in the Middle East and all is going well. I have a great Commander and a great team with whom to work. My role for this deployment is the Brigade Sexual Assault Response Coordinator (SARC) for our Sexual Harassment/Assault Response and Prevention (SHARP) program. Our Soldiers have been doing a great job on the prevention side of the program, soaking up a lot of training and putting it into practice, while we have a trained team ready to respond to help any victim if needed.

I do get some free time and have been applying it to table tennis, volleyball and reading. Currently, I am arguably the best table tennis player on post, now that 2 other top players returned home. Our volleyball team won both the July 4th Commander's Cup Sand Volleyball Tournament and the Indoor Volleyball regular season and is now in the finals of the post season double elimination volleyball tournament. As the winner of the winner's bracket, we're waiting to see which team we put in the loser's bracket returns to the finals for a rematch. Since we have only been winning matches by an average of 2 points per game, we expect another great match in the finals.

Lastly, I average reading 2 books every 3 weeks. Once volleyball season is over, I expect the rate of reading to increase to at least a book a week. Of course, I always look forward to reading the AARWBA newsletter each month!

Once back home, it will be just in time to get back to the racetracks!

Enjoy!

*The Volley ball photo with info....that is John Jumping in the finals. Working on a game photo now ... not the greatest photo, however I am in it. BTW, we won the post-season volleyball tournament last night. Lost Game 1 (close), Won Game 2 (blowout), squeaked by Game 3 (2 points). Once we stopped making basic mistakes, we got on a roll. (John with the jumpshot.)*

## Kay Presto Sends Her Thanks

*Note: Through a technical malfunction of the email provider used by both Kay and your Editor, this letter only arrived in my inbox after the last issue of ImPRESSions had been put to bed.*

Dear Dusty,  
My sincere thanks to AARWBA for my awards this year... I was truly honored to receive the Bloys Britt Memorial Award. I knew Bloys, and how high he ranked among the racing reporters.

My thanks to all the judging committee who worked so hard on this contest, and to all those in racing who gave me their time and knowledge for my articles.

Warmest regards,  
Kay Presto  
Presto Productions  
<http://www.carsandcompetition.com>



## Melisa Writes To Dusty from Arizona

*Hi Dusty!  
I hope you are WELL and HAPPY! I am in Page, Arizona for now and working at the Hospital . Quite beautiful here I must say! I completely forgot to renew this year!*

*Have not done much in the way of racing....thought I might catch a race at PIR this year...but Indycar never came back after last year!!!*

*Not sure how long I will stay here in AZ- a t least till next spring...then will re-evaluate. If you are on Facebook...send me a friend request! I take photos of the natural beauty here so friends can keep up with me!!*

*Running (ha!) the inaugural Lake Powell half marathon...should be beautiful! Actually, will be walking most of it - have not had much practice time. The annual balloon Regatta is next month- I hear it is really something to see - can't wait!*

*I'm living in my camper and loving it! I met the owners of a local restaurant here who happen to not only be Serbian...but purchased the old Lake Powell golf course which is up for lease by them (the new golf course is just across the street - AZ's only 4 star golf course!) The old golf course is on 6 acres facing the Glen Canyon Dam. The view is beautiful! So "guess" where I live?? Yup! Just me and Prada and 6 acres of solitude and natural beauty with an amazing walking/running path just across the street filled with emerald green grass, two lakes, and amazing sand formations! Oh well, can't complain for now...I'm enjoying the change of scenery.*

*Hope we'll keep in touch while I'm out here...I'll certainly try! Write back!*

- Melisa Lalich



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