

# 2016 AARWBA ROSTER



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350 Prof. 2016 (1993)

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167 Affil. 2016

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174 Prof. 2016 (1993)

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266 Prof. 2016 (2010)  
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424 Prof. 2016  
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201 Prof. 2016 (2005)  
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382 Student 2016  
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229 Prof. 2016 (2005)  
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027 Prof 2016 (1997)  
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251 Prof. 2015 (2011)  
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313 Prof. 2016 (2012)  
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197 Affil. 2016 (2010)  
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389 Prof 2016 (2015)  
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## AARWBA CONSTITUTION/BY LAWS

### ARTICLE I

#### Name

The name of the Corporation is American Auto Racing Writers and Broadcasters Association Inc. (The name shall include the word "Corporation" or "Incorporated," or one of the abbreviations thereof.)

### ARTICLE II

#### Purposes

The purposes for which the Corporation is formed are:

1. To engage in activities relating to broadcasting and journalism in the automobile racing industry;
2. To promote the organization and association of automobile racing journalists and broadcasters;
3. To engage in all activities and conduct permitted by law for not-for-profit corporations organized under the laws of the State of Indiana; Provided that no such activities shall be for the purpose of or resulting in the pecuniary remuneration of its members, other than for compensation for services actually rendered; and provided further, that the corporation shall not be prohibited from engaging in any undertaking for profit so long as such undertaking does not inure to the profit of its members.
4. Said corporation is organized exclusively for charitable, religious, educational and scientific purposes, including for such purposes the making of distributions to organizations that qualify as exempt organizations under section 501(c)(3) of the Internal Revenue Code of 1954 or the corresponding provision of any future United States Internal Revenue Law.
5. No part of the net earnings of the corporation shall inure to the benefit of, or be distributable to its members, trustees, officers, or other private persons, except that the corporation shall be authorized and empowered to pay reasonable compensation for services rendered and to make payments and distributions in furtherance of the purposes set forth in Article Four hereof. No substantial part of the activities of the corporation shall be the carrying on of propaganda, or otherwise attempting to influence legislation, and the corporation shall not participate in, or intervene in

175 Affil. 2016 (2007)  
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040 Prof. 2016 (1990)  
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(including the publishing or distribution of statements) any political campaign on behalf of any candidates for public office. Notwithstanding any provision of these articles, the corporation shall not carry on any other activities not permitted to be carried on (a) by a corporation exempt from Federal income tax under section 501(c)(3) of the Internal Revenue Code of 1954 or the corresponding provision of any future United States Internal Revenue Law or (b) by a corporation, contributions to which are deductible under section 170 (c)(2) of the Internal Revenue Code of 1954 or the corresponding provision of any future United States Internal Revenue Law.

6. Upon the dissolution of the corporation, the Board of Trustees shall, after paying or making provision for the payment of all of the liabilities of the corporation, dispose of all of the assets of the corporation in such manner, or to such organization or organizations organized and operated exclusively for charitable, educational, religious, or scientific purposes as shall at the time qualify as an exempt organization or organizations under section 501(c)(3) of the Internal Revenue Code of 1954 (or the corresponding provision of any future United States Internal Revenue Law), as the Board of Trustees shall determine. Any such assets not so disposed of shall be disposed of by the Court of Common Pleas of the county in which the principal office of the corporation is then located, exclusively for such purposes or to such organization or organizations as said Court shall determine, which are organized and operated exclusively for such purposes.

**ARTICLE III**  
Period of Existence

The period during which the Corporation shall continue is Perpetual. (either "Perpetual," or if limited, some definite period of time.)

**ARTICLE IV**  
Membership

A minimum of three (3) persons shall have signed the membership list. (Directors or Trustees or Incorporators may be included in the Membership.)

Section 1. Classes (if any):

- A. Professional
- B. Affiliate
- C. Associate

Section 2. Rights, Preferences, Limitations and Restrictions of Classes:

A. Professional Members -- Entitled to full rights of membership, including voting, holding of elective office, service on committees, participation in contests and other matters pertinent to operation of the organization.

B. Affiliate members - Entitled to all privileges except right to hold office.

C. Associate members - Limited privileges.

Section 3. Voting rights of Classes:

A Professional Members - Entitled to full voting privileges.

B. Affiliate Members -- Entitled to full voting privileges.

C. Associate Members -- Not entitled to voting privileges.

There shall be three classes of membership. Professional, Affiliate, and Associate. Dues for each class of membership shall be established by the board of directors on or before September 30th of each year. Dues are payable by January 1 of each year.

Professional membership shall be open to: Full-time editorial staff members of newspapers, magazines, wire services, commercial and non-commercial radio and television stations, networks and syndication companies which regularly disseminate news and information about motor sports. Professional membership is also open to free-lance writers, broadcasters, and photographers who regularly report for the aforementioned media or who produce books about motor sports. Additionally, professional membership shall be open to electronic journalists who regularly submit articles or reports to motor sports websites for which the journalist receives a by line. Producers of general interest motor sports websites also qualify for professional member status. All membership applicants must meet the criteria, including frequency of publication or broadcast established by the membership committee. Charter members of this association shall be entitled to professional membership for life, as long as they are in good standing, regardless of their professional qualifications.

Affiliate and Associate membership shall be open to any person, regardless of affiliation or professional orientation, who is interested in furthering the aims of the American Auto Racing Writers and Broadcasters Association and/or motor sports in general.

**ARTICLE V**  
Directors

Section 1. Number of Directors: The initial Board of Directors is composed of 8 members. If the exact number of



Directors is not stated, the minimum number shall be 3 and the maximum number shall be 15. Provided, however, that the exact number of directors shall be prescribed from time to time in the By-Laws of the Corporation; AND PROVIDED FURTHER THAT UNDER NO CIRCUMSTANCES SHALL THE MINIMUM NUMBER BE LESS THAN THREE (3)

Any past or current AARWBA officer, having been duly re-nominated and accepting such nomination, may run for and if elected serve in as many terms of office as the members of the organization support by majority vote.

The officers of the American Auto Racing Writers and Broadcasters Association shall be as follows:

1. President. His or her term of office shall be two years. The president shall be the chief executive officer, responsible for all executive orders and decisions and the sole officer with the power to make appointments of committee chairmen.

2. Vice-President. His or her term of office shall run concurrent with the president and shall be two years.

3. Secretary-Treasurer. He or she shall be appointed by the president with the advice and consent of the board of directors. He or she shall be responsible for all banking and payment of approved expenses, keeping of itemized books and the timely filing of reports with such state and federal agencies as may be required.

4. Vice-Presidents representing the West, Midwest, South and Northeast. Their terms of office shall be one year and they may be reelected to an unlimited number of terms.

5. Immediate Past President. He or she shall preside as chairman of the Election Committee.

Candidates for elective office will be nominated by a committee appointed for that purpose and be elected by the professional and affiliate members.

The Board of Directors shall be comprised of the president, the vice-president, the secretary-treasurer, the area vice-presidents and the immediate past president. The board shall meet at least once a year to conduct necessary business of the organization. It shall be necessary for either the president or the vice-president to be present and a quorum shall be considered five members of the Board of Directors.

In the event the president is unable to attend a Board of Directors meeting, he shall be succeeded as chairman by the vice-president.

The president shall have the power to fill any vacancies on the Board of Directors.

## ARTICLE VI Standing Committees

The president shall appoint standing and special committee chairmen, who shall appoint their committee members. The makeup of such committees may be prescribed by the Bylaws of this organization or may be left to the discretion of each committee chairman.

The standing committees shall be:

1. Election. The Election Committee shall be responsible for proposing a slate of officers to the membership annually on or about October 15.

2. Membership. The Membership Committee shall be responsible for establishing and periodically reviewing the criteria for professional membership in accordance with the provisions of **Article IV** and shall screen applications. Criteria must be approved by the Board of Directors to be effective. Membership applications rejected shall automatically be reviewed by the Board of Directors and not subject to further appeal.

3. Special committees. All special committees will be permanently or temporarily appointed at the discretion of the president.

4. Auto Racing All-American Team Committee. There shall be a standing committee entitled the Auto Racing All-American Team Committee. It shall be responsible for the annual selections to the Auto Racing All-American Team and Auto Racing Hall of Fame, and shall prescribe the methods of selection which shall be approved by the Board of Directors.

5. Awards Committee. There shall be a standing committee on awards. It shall be responsible for the orderly running of annual writing, photography and broadcast journalism awards of the AARWBA organization.

## ARTICLE VII Amendments and Deletions from the Constitution/By Laws

A quorum of the Board of Directors shall meet once a year to determine amendments or deletions to the Constitution/By Laws. Upon this group's recommendation, the proposed changes shall be listed plainly in the next newsletter for a vote of the general membership. A majority of the votes cast shall determine passage or failure of the recommendations.



**BY LAWS**

1. Professional members shall be entitled to the American Auto Racing Writers and Broadcasters Association identification credential, which shall be created and distributed by the membership and credential committee.

2. The American Auto Racing Writers and Broadcasters Association shall make available to all major sanctioning agencies and all racing promoters who request it, the list of professional members.

3. To become eligible for an American Auto Racing Writers and Broadcasters Association credential, the professional member must submit to the membership and credential committee a photograph suitable for a passport in

dimension and composition. Said photograph must be submitted in duplicate. Size 1"x1".

4. The president shall have the power to appoint any and all necessary salaried employees to promote the orderly running of this organization.

5. There shall be a newsletter distributed to all members, professional and associate, at least six times a year.

6. The Board of Directors shall have the power to appoint honorary members. These members will be selected from all areas of the motoring sport. A person who has provided great service to the sport and/or has been of great assistance to the media shall be considered for honorary membership -- a lifetime membership.

7. All members are expected to maintain the highest levels of professional and personal conduct as enunciated in the association white paper published in the summer of 1981 and any subsequent revisions. Membership may be suspended or revoked by the membership committee for misconduct. A membership suspension or revocation shall be reviewed by the board of directors. The decision of the board of directors shall be final.

8. Affiliate and associate members may have a photo ID badge upon request.

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**AMERICRACING WRITERS  
AND BROADCASTERS ASSOCIATION**

**WHITE PAPER**

**August 1990  
(Revised 2013)**

**Section I**

*o 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.*

1. 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.

2. 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.

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

4. 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.

5. 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 or track press officer as soon as possible.



*NOTE: This courtesy will ensure that the reporter/photographer may be considered favorably the next time a credential request is presented.*

6. There is no AARWBA position concerning "freebies," gifts, etc. It is a matter between the journalist (and the employer) and the promoter.

7. Threats of a boycott by a journalist are no more ethical than threats of denial of credentials by a promoter. Both are intolerable.

8. Food and drinks at an event are a courtesy, not an obligation of the promoter.

9. Competitors at a major event have an obligation to their racing team, their advertising partners and the race fan to compete. Not granting interviews or posing for pictures is in contradiction of that obligation. However, a racing driver or team principal does have a right to privacy. Media members should use discretion when approaching competitors during times when the track is open. In many cases, securing a prearranged time with a subject can eliminate an embarrassing situation. Courtesy is the watchword.

*NOTE: In many cases the publicity minded competitor may approach you when he or she feels the time is right.*

10. Do not ask for credentials that you don't need. If you don't take pictures, don't ask for photo credentials. If you don't write, don't try to get in the press room.

11. Do not request credentials for friends under the guise that they are to work as media members. It is unethical and creates a hardship to legitimate members of the media and subjects your publication or media outlet — not the racetrack — to legal responsibilities in case of injury.

12. Accept the limitations of facilities. While it might be ideal for every media member to be treated equally, it isn't always possible and some race tracks must make distinctions. Not everybody can be in the pits or press room on race day at Indianapolis, Long Beach or Charlotte.

13. Press members have an obligation to maintain reasonable standards of professional and personal conduct. Promoters have sound reasons for placing some restrictions on the media. Members of the media who consistently indicate an inability or unwillingness to meet reasonable standards of personal and professional conduct in dealing with track personnel, competitors or other members of the media will have their AARWBA membership suspended or revoked.

## Section II

*o The following points are generalized and are meant as guidelines for promoters and competitors in understanding the functions and needs of the media.*

1. The auto racing media person asks only that they have the opportunity to their job. To do this properly the auto racing reporter needs: Access to the competitors and information; Access to a location where he or she can observe the event, and a working space.

2. While writers, broadcasters and photographers all have the same goal — to report the race. Their methods for achieving that goal and their needs vary considerably. Please note: This is already stated above

3. No responsible member of the media ever will intentionally falsely report or distort. However, mistakes can occur and misunderstandings are possible despite the best of intentions. Usually this is in direct proportion to the amount of information available.

4. Most media people work to a time deadline. Information - accident reports, causes of elimination, official finishes and etc, should be made available as quickly as possible. Withholding or delaying information leads to speculation and speculation leads to error. In cases where information must be withheld or delayed, such as a major on or off track accident, a preliminary report will suffice until such time as a report of the particulars (persons involved, car numbers and severity of injuries) can be released. This eliminates speculation and better serves the race track, organizers and participants.

5. Given accessibility, experienced reporters can dig out all the information they need. However, the more routine material entry lists, lineups, driver bios, series standings, finishes, and etc. - that are provided to him or her, the more time he or she can devote to interviewing and giving depth to the story or

report. Also, not every reporter is an experienced auto racing journalist and, therefore, needs this material to do his or her

job adequately. Rarely is there such a thing as providing too much information.

## Section III

*o The following points deal with facilities.*

1. The press room should provide a view of as much of the race track as is practical. It should be a separate facility, not the last row of the grandstand, nor a portion of the track's hospitality area.

2. The press room should be large enough to accommodate all media working on deadline. This is a serious problem at many tracks.



3. The press room should offer separate working facilities for print and broadcast media. Radio reporters filing reports are a distraction to writers attempting to work. Similarly, noise from

the print media equipment can result in the poor quality of radio reports.

4. The deadline press room must be restricted to working members of the media!

5. The press room should have adequate electrical outlets and telephones or telephone connections in close proximity to one another. Virtually all major newspapers employ laptop computers to transmit stories; access to electricity and phone lines are mandatory. The rule-of-thumb should be a three pronged electrical outlet for every working space and a phone line for every three. In cases where two types of electrical power are provided, i.e. 110v and 220v, the electrical outlets shall be clearly marked. Media centers with DSL and wireless access provided make them outstanding media centers.

6. While food and drink are a courtesy, it should be remembered—particularly at longer events—that members of the media are not as free to move around as the general public. Rest room facilities should be available reasonably close to the press room area, reserved for the press (or press and officials) and not available for use by the general public

7. If refreshments are to be offered to the media following an event, they should be dispensed in an area adjoining but separate from the work area. This eliminates unnecessary noise and distraction for individuals who still are working.

#### **Section IV**

*o The following deals with special needs and considerations of the broadcast media.*

1. Radio and television networks doing flag-to-flag coverage have their own systems and requirements and should be handled separately well in advance. Also, they should be provided with the same in-race information that is available in the press box/media center. Surprisingly, this is often forgotten.

2. Radio reporters doing spot feeds during a race should have access to the pits and paddock/garage areas for taping interviews with competitors and officials

3. The post-race radio work area should have several P.A. speakers so comments from the winner's interview can be tape recorded.

4. The post-race radio work area should be equipped with "voice coupler" telephones. The number varies with the number of people filing reports. A rule-of-thumb ratio is one such phone for each four reporters.

5. Television sport news crews usually include two and often three or more people. Since they work as a team, each should be given the same credentials.

6. Vehicle accessibility as well as personal accessibility is important for TV crews. They come with heavy equipment and have a need to roam to get their shots.

7. TV cameras should never be placed on the same photo decks as still photographers. Their needs are vastly different. A TV camera moves with the action. It is not uncommon to pan right into the arm of a still photographer, ruining the shots of both.

8. The interview area should have a desk or table in front of the interviewee for microphones and tape recorders.

9. The background for the TV interview area should not include windows. They create lighting problems and can cause camera problems.

10. Where coverage warrants, tracks may wish to consider installing TV lights in the interview area, eliminating the need for crews to carry cumbersome portable lights.

11. In providing pre-race material to TV stations, remember television is a visual medium. Video taped or DVD clips help the story and increase the chances it will be used.

#### **Section V**

*o This section deals with information services which should be provided.*

##### **A. Pre-race**

1. Entry list including car number, driver, hometown, car name and/or type.

2. Time table of events

3. Series standings and method of awarding points

4. Thumbnail driver biographies, as available

5. Time-speed conversion chart for the course

6. Following time trials, a starting grid with the same information as in the entry list plus time and speed.

##### **B. During the race**



1. Top 10 standings every 10 laps or 1/10 of the distance, whichever is less, including the leader's average speed.
2. Reports on accidents - who where, damage, injury, lap occurred - as soon as reasonably accurate information is available. Update as needed. If information is delayed, explain the problem causing the delay.
3. Lead changes
4. Cars out of the race, including when and, if available, and why.
5. Driver changes, including when and why.
6. Pit stops of leaders, including lap and reason.
7. Such other information as may be unusual or pertinent, such as yellow, red or black flags, when and reason why.

*NOTE: Where there is a press box/press room PA available, in-race information may be provided over it. But there should be hard copy follow-up.*

#### C. Post-race

Complete finish with driver name, hometown, car name, make and model, starting position, laps completed, class

1. designation in multi-class events, time and speed for as many cars as possible, margin of victory, summary of lead changes, summary of yellow and/or red flags, prize winnings and attendance.
2. Series point standings update.
3. Quote sheets from the winner and where pits or the garage area are hard to reach from press areas, from other drivers and personalities such as mechanics who may have played a significant role in the race.
4. A stapled packet of information provided during the race, preferably in summarized form (Reason: The information provided during the race can be used to direct questions to drivers during interviews, but the blizzard of paper can

become scattered, disorganized or lost by the time the race is over. The packet provides it all in one package)

*NOTE: All post-race information should be available in printed form no more than 90 minutes after the completion of the event.*

#### Section VI

*o This section deals with the post-race interview area.*

1. The area should be open only to working members of the print, broadcast media, and still photographers, no

crew members. (exceptions: for the crew chief or car owner when he or she is newsworthy and the area is large enough), no hangers-on. Off-to-the-side

conversations are a distraction and frequently make it hard for the person being interviewed to be heard. Those not involved in the interview should be asked to leave. This is a serious problem, even at some of the best-run facilities.

2. The post-race interviews should be multi-media only when the space available is large enough that writers and broadcasters (including TV camera and sound crews) do not get in each other's way. If the facilities do not permit this,

schedule separate interviews - preferably in separate areas. In most cases, the print media should be accommodated first since most are working to a deadline. However, this may not always be the case. Tracks should check with key members of the media expected to cover the event as to relative needs and announce the track press policy in advance.

3. The winner should be brought to the interview area directly from the victory lane ceremonies. Other drivers (2nd and 3rd places), also should be brought if circumstances warrant and as a matter of course at the biggest events Indianapolis, Daytona, U.S. Grand Prix.

#### Section VII

*o This section deals with the special problems of still photographers.*

1. Photographers - particularly freelancers - are involved in more credential hassles than the rest of the media combined. This is a joint responsibility, and photographers should request credentials far enough in advance thereby eliminating any problem in ascertaining their legitimacy and issuing appropriate credentials.

2. Upon the issuance of media credentials, photographers should be presented with clear instructions; including a map indicating areas reserved for their use and those which are restricted to them.

3. A primary concern stated by photographers is a lack of suitable shooting positions at many tracks. Photographer's towers (or in some cases, photographer observation holes cut in the track's protective fence), should be installed as close as possible to the racing surface at various strategic locations. It is impossible to establish a guideline that encompasses all racing venues. AARWBA suggests that race track operators



and promoters, in cooperation with photographers who regularly cover their events, ascertain the optimum locations for photographer positions. This offers better opportunities to highlight both the race track and the color and excitement of the racing.

4. Photographers also are involved in more hassles with track security people than the rest of the media combined. If Point 2 of this section is followed and security people are made clearly aware of the credentials issued to photographers and where they are permitted to go, the track's responsibility for these problems can be eliminated.

5. Photography areas should be restricted to photographers. They should not have to compete for space and clear shooting areas with wandering crew members, members of other media, race officials or general hanger's-on.

6. Photo stands in the victory lane area should be secured throughout the race in order to restrict those people without proper credentials from entering. Too often security people are absent from the victory lane until very late in the race. Invariably this is an extremely congested area where space is

at a premium for working professionals without the addition of outsiders.

7. With the advent of digital photography, most photographers now have requirements similar to their print brethren. That is access to adequate electrical outlets and telephones or telephone connections in close proximity to one another. A great number of photographers use laptop computers to edit and transmit their photographs to their respective publications.

The rule-of-thumb should be a three-pronged electrical outlet for every working space and a phone line for every three. In cases where two types of electrical power are provided, i.e. 110v and 220v, the electrical outlets shall be clearly marked. Of course, DSL and wireless access is preferred.

### "IndyCar Series":

It is mandatory to attend all IndyCar Photo Meetings to receive your Photo Vest.

To take photos during the race in a specific IndyCar pit, you must request that permission by e-mail to that team's Public Relations Representative, preferably three days in advance of the race.

In the IndyCar Series, the flame that burns from the car's fuel is invisible. If you are in or near a pit and see people running, or rolling on the ground, that can mean that they are on fire. Get away from that area as safely as possible, being sure that you are not interfering with the actions of the pit crew.

If you feel like you are on fire, let the fire safety director know (in red uniform, stationed at the right front corner of each pit), so that person can put out your flames asap.

There may be tubs of water nearby, which will also help, but since IndyCar added ethanol to their racecar fuel in 2012, water will not completely extinguish the fire. The fire safety director has a cylinder with the mixture of 10 percent cold-fire, 90 percent water by his side, for immediate use.

The safest procedure to take your photos is to shoot from an "Open Pit," which is not in use, and use a long telephoto lens so you are away from the area where the IndyCar is being fueled.







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\* Deceased