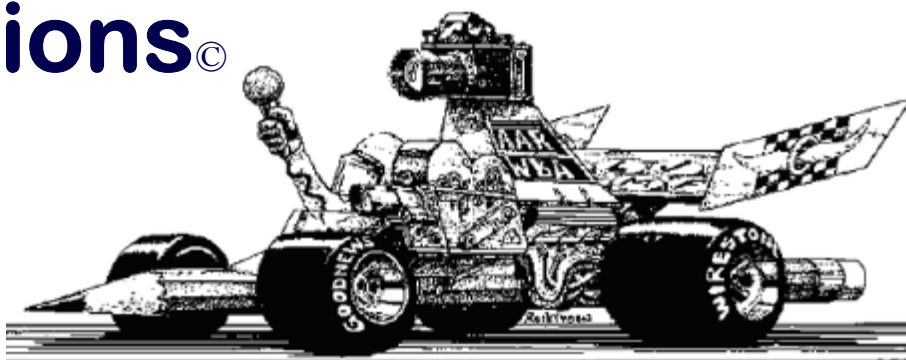


# ImPRESSions<sup>©</sup>



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

September 2008

Vol. 41 No. 8

39th AARWBA All-America Team ceremony presented by A1GP World Cup of Motorsport

**Saturday, January 10, 2009**

at the Hilton Hotel in Ontario, Calif.

For HOTEL reservations call 1-800-445-8667 or go online at

<http://www.hontario.com/>  
(Be sure to enter group code AAR)



**Field Trip To The John Force Racing Shop Prior To Dinner, And You Can Compete In A Media Race!**

See Complete Schedule  
On Page 3 !

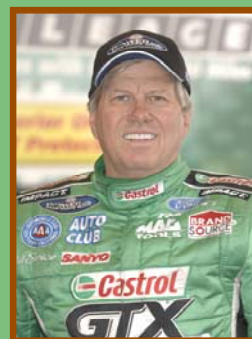
Order Dinner Tickets  
on-line at [www.aarwba.org](http://www.aarwba.org)

## John Force To Receive AARWBA Comeback Award

### Members Invited To Be In Group Photo

Members covering the NHRA's Auto Club Finals at Pomona Nov. 13-16 are invited to participate in our presentation of AARWBA's Comeback Award to John Force.

On Saturday, Nov. 15, we will honor John in the Shav Glick Media Center. This ceremony, about 10 minutes, will happen at approximately 1:30 p.m. or ASAP after the day's first nitro qualifying session. (Please see Dusty or check in the media center for more details.)



Force, the 14-time Funny Car champion, will be there to accept. The Comeback Award was first presented in 1986 to Shirley Muldowney after her return to Top Fuel racing following severe injuries. Other recipients include: Al Unser, Neil Bonnett, Darrell Waltrip, A.J. Foyt and Scott Pruett. Force, driver of the Castrol Ford Mustang, has won and advanced to NHRA's Countdown to One playoffs after multiple major injuries late in the 2007 season.

Afterward, time permitting, we invite all AARWBA members in attendance to join in a group photo with John.

### In This Issue:

- All-America Dinner Information	Page 2
- All-America Dinner Schedule	Page 3
- News & Notes	Page 4
- Gil Bouffard's Phil Hill Tribute	Page 5
- Indy Memories	Page 6
- Member Spotlight - Bob Falcon	Page 8
- All-America Program Form	Page 10

American Auto Racing Writers & Broadcasters Association, Inc. ([www.aarwba.org](http://www.aarwba.org))

"Dedicated To Increasing Media Coverage Of Motor Sports"

## 39th All-America Team Weekend Information

In our continuing effort to add value and enjoyment to the All-America Team ceremony, AARWBA will have an exciting new element to the 39th annual gathering on Saturday, January 10 at the Ontario (Calif.) Hilton.

In cooperation with NHRA and John Force Racing, we will go on a "field trip" prior to the awards dinner, presented by A1GP World Cup of Motorsports.

Saturday, at 8 a.m. we will board NHRA-provided transportation at the Hilton and head for the Yorba Linda headquarters of the legendary 14-time Funny Car champion. Upon arrival, guests will enjoy breakfast. John will be there to formally welcome us. We'll then have the great opportunity to tour the shop and see Force's many trophies plus, of course, his team of Ford Mustang Funny Cars. Finally, there will be plenty of time for one-on-one and small group interviews with John, daughter Ashley, Robert Hight and crew chiefs.

From JFR, NHRA will take us to Auto Club Raceway at Pomona, one of the landmarks of speed in Southern California's classic car culture. Pomona is the site of the NHRA's season opening-and-closing Nationals. NHRA will provide lunch and drivers will conduct a Drag Racing 101 course.

Listen closely, because then, we'll be racing!

AARWBA members will race down the strip in Pontiacs -- NHRA's official vehicle -- in a series of elimination runs. Just like at a National event, we'll keep racing until the final pairing determines a winner and runner-up. NHRA will award first and second-place plaques. All participants will receive a media gift, courtesy of NHRA.

(If racing is rained out, we will tour the Wally Parks NHRA Motorsports Museum.)

Then, it's back to the Hilton by about 3:30 p.m. Guests will have about two hours to get ready for the Shav Glick Newsmakers Forum at 5:30 p.m. For the second consecutive year, representatives of various teams, sponsors, tracks and sanctioning organizations will make brief news announcements, so be sure to bring your camera, recorder and notebook!

The pre-dinner reception, co-hosted by ESPN and **MAZDASPEED**, will begin immediately after the

Forum. Dinner service will be at 7 p.m. The All-America Team ceremony will start about 7:45 p.m. Legendary announcer and broadcaster Dave McClelland returns as MC for the first time since 2005.

Please review the detailed schedule in this newsletter. Those going on the field trip **MUST** RSVP to Jamie Stephens -- [jstephens@nhra.com](mailto:jstephens@nhra.com) .

A form to order tickets, tables and reserve an ad in the program book is included in this newsletter.

Make your plans now to attend what should be a very interesting day of news, fun and entertainment for AARWBA members!



**Saturday, January 10, 2009**  
**at the Hilton Hotel in Ontario, Calif.**

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**or go online at**

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***(Be sure to enter  
group code AAR)***

# 39th All-America Team Weekend Schedule Of Events

Presented By A1GP World Cup of Motorsports

## Saturday, January 10:

- 7:45 a.m.** Gather in Ontario Hilton lobby/board transportation
- 8:00 a.m.** Depart Hilton for John Force Racing
- 8:45 a.m.** Arrive at JFR \* Breakfast \* Tour \* Remarks by John Force  
\* Small group/one-on-one interview opportunities with drivers and crew chiefs  
\* Photo-ops
- 11:00 a.m.** (approximate) Board transportation and depart JFR for Auto Club Raceway at Pomona
- 12:00 p.m.** Arrive at Pomona  
\* Lunch at In-N-Out Burger remote truck  
\* Drag Racing 101 taught by NHRA drivers  
\* Media gift for participants, provided by NHRA  
\* Media racing in Pontiacs, official car of the NHRA  
\* Awards for winner and runner-up, provided by NHRA
- 2:45 p.m.** (approximate) Board transportation and depart for Hilton
- 3:30 p.m.** Arrive at Hilton  
(Note: If rain prevents racing, there will be a tour of the Wally Parks NHRA Motorsports Museum)
- 5:30 p.m.** Shav Glick Newsmakers Forum (brief news announcements from several teams/sponsors/organizations)
- 6:00 p.m.** Pre-dinner reception (co-hosted by **ESPN** and **MAZDASPEED**)
- 7:00 p.m.** Dinner served
- 7:45 p.m.** **Start of All-America Team awards ceremony**



## IMPORTANT:

If you plan to go on the field trip to John Force Racing and participate in the media race at Pomona, you **MUST** RSVP to Jamie Stephens at NHRA. [jstephens@nhra.com](mailto:jstephens@nhra.com)





# News & Notes

## Larry Henry Creating Online Audio Content

Member Larry Henry sent us this note telling us what activity he is engaged in currently.

*"With both Ford competing for a championship in Nascar and in NHRA, they have contracted me to create an additional 'This Week in Ford Racing' podcast for the next 10 weeks. One will feature the 'Chase for the Sprint Cup' in Nascar, and the other will feature the 'Countdown to One' in NHRA. Both will also include some notes on other series.*

*"Both will be available at [www.FordRacing.com](http://www.FordRacing.com) or one can go to iTunes and search for This Week in Ford Racing.*

*"I'll also be creating online audio content during Ford Championship Weekend at Homestead-Miami Speedway for Ford Racing. This will have lots of interviews with drivers, crew chiefs, team owners, and Ford Racing personnel. (The last couple of years, I've put up about 3.5 hours of material in the 4 days I'm there.)*

- Larry Henry  
Two Floors Down Productions, LLC

## 35th Anniversary Atlantic Championship All-Star Team Unveiled at Trois-Rivieres

The 10-member team was determined in voting by a panel of esteemed auto racing journalists and photographers earlier this year and was selected from a field of 25 finalists. Plans are currently being made to honor the 35th Anniversary Atlantic Championship All-Star Team as part of the 2008 season finale at Road Atlanta on October 3.



"We are thrilled to be back at Trois-Rivieres this weekend for the first time in five years and this was the perfect event for us to announce our 35th Anniversary Atlantic Championship All-Star Team," said Atlantic Championship President Vicki O'Connor. "This team represents the very best of the Atlantic Championship over the years and every member of the team truly earned the right to be a part of it. I am grateful to our friends in the media who participated in the selection of the team and I offer my sincere congratulations to every driver who was selected."

Reflective of the series' long history of developing top drivers from Canada and the United States, the team consists of six Canadian drivers and four Americans. A listing of the members of the 35th Anniversary Atlantic Championship All-Star Team follows below in alphabetical order:

**A.J. Allmendinger**

**Claude Bourbonnais**

**Bill Brack**

**Patrick Carpentier**

**Mark Dismore**

**David Empringham**

**Jon Fogarty**

**Jimmy Vasser**

**Gilles Villeneuve**

**Jacques Villeneuve**

The remaining 15 finalists were (in alphabetical order):

Michael Andretti, Alex Barron, Price Cobb,

Scott Goodyear, Tom Gloy, Richie Hearn,

Howdy Holmes, Anthony Lazzaro, Dan Marvin,

Roberto Moreno, Hoover Orsi, Bobby Rahal,

Buddy Rice, Keke Rosberg and Jacques Villeneuve

(son of Gilles Villeneuve).

## Jim McGee Enters Arizona Motorsports HOF



Jim McGee (left), the winningest team manager/crew chief in IndyCar history, was recently inducted into the Arizona Motorsports Hall of Fame. AARWBA member Mark Armijo, a member of the Hall committee, congratulates Jim during the ceremony at Manzanita Speedway. (Michael Knight photo)

## Gil Bouffard's Tribute To Phil Hill

Reprinted from [fastlinesinternational.com](http://fastlinesinternational.com)

They never get easier! The passing of 1961 World Driver's Champion Phil Hill writes an end to a chapter of my life. My first recollection of Phil Hill is the 1955 12 Hours of Sebring. He and Carroll Shelby had won and then lost the race driving a Ferrari, to Mike Hawthorn and Phil Walters driving the D Type Jaguar entered by Briggs Cunningham, through an official scoring error.

Why did that mean so much to me?

Well, because I was a young teenaged sports car fan who was a bit of a patriotic wienie for Briggs' thundering Blue and White painted Chrysler powered C4R racers that competed at the 24 hours of Le Mans. Oh, and I was born and raised in Connecticut where Cunningham had his home!

Back then, as a young racing car fan, who could only read of the exploits of Juan Manuel Fangio, Stirling Moss, Alberto Ascari and Mike Hawthorn on the great racing circuits of Europe like the Nürburgring, Spa Francorchamps or Reims in the pages of Road & Track, I noticed Phil Hill's name popping up in the reports of Sports Car races around the country. There was a race on an airport in Beverly, Massachusetts, the brand new Road America track at Elkhart Lake, Wisconsin, Torrey Pines and Pebble Beach in California and in most cases he was driving the George Tilp owned Ferrari Monza and was beating my exalted Cunningham team!

Back in the days before CD's, IPODS and Satellite Radio, there was this thing called Phonograph records. There were three speeds for these things. Originally, in the days of my Grandma the only speed for records was 78 Revolutions Per Minute. Around my house, if you handled them just right, you could "sail," them like skipping a rock on a pond. The bad part was that they broke real easy! Then you had to deal with hiding under the bed until your Grandma cooled down.

After World War II, technology improved the music reproduction business so that the record companies could record a pair of single songs on a 45 RPM record. If you wanted to hear the selected songs of a particular performer, you could purchase "Long Playing," records which spun (on a turntable) at 33 and a third RPM. Frank Sinatra, Bing Crosby, Red Foley, Fred Waring and Louis Armstrong were among my mother's favorites.

But I digress. There was a record shop in Hartford, just a bus ride away from my home in Wethersfield, that I used to go to as often as I could. I was very much a Jazz music fan (Ahmad Jamal, Oscar Peterson, Charlie Parker, that stuff) On one visit I noticed that there was a collection of records produced by a company called Riverside Records. They were not musical recordings but, spoken word records...Oh, some were music to my ears like "The Sounds Of Sebring." Or "Pre-War Mercedes Benz Race Cars" driven by Peter Collins and Tony Brooks. "Nassau Speed Weeks" was another of my favorites! Pretty soon I was spending all my money and time buying and listening to these great recordings! Interviews with Carroll Shelby, Stirling Moss, The Marquis De Portago and PHIL HILL!



(L-R) Doug Stokes, Phil Hill and Gil Bouffard

Phil Hill's name was one of those that always popped up. I was in Europe when he won the World Driver's Championship for 1961! That's what they called it back then. None of this "Formula One World Championship," or whatever they call it now. Just plain old World Driver's Championship. That's what it says on his trophy! Back then, they didn't go in for all this showy stuff like today. As a matter of fact there is a picture of Mike Hawthorn in his book, "Championship Year," holding his trophy and it wouldn't make a good third place trophy at any race today!

Regardless, I am very proud that I had a hand (along with my co-hort in crime, Doug Stokes) in honoring Phil Hill's thirtieth anniversary in 1991 at the Iceberg U.S. Grand Prix at Phoenix and at the Monterey Historic Automobile Races that same year. I got it started because I felt that Phil was not getting the kind of acknowledgement of his accomplishments as Jackie Stewart, Mario Andretti and most of the more recent World Champions received. Of course, Phil was not the kind of guy who pushed or even sought out the accolades he deserved. He seemed to enjoy strolling through the paddock at Laguna Seca in his nondescript blue driving suit, chatting with people.

He was a gentle man and a gentleman.

I cherish walking through the Ferrari garage at Phoenix with Phil and seeing all the Ferrari mechanics stop what they were doing to come and say hello and shake his hand. The reverence they showed for him knocked me over.

A photograph of Phil flanked by the Maestro Juan Manuel Fangio and fellow World Driving Champion Jack Brabham, surrounded by contemporaries, Stirling Moss, Froilan Gonzales, Denise McCluggage and Dan Gurney has pride of place in my office.

I regret that I didn't get to see Phil that last weekend at Monterey just to say thanks! However, I have my memories of a man who lived a rich, full and vibrant life and I'm glad I was a little part of it.





Photo Courtesy Indianapolis Motor Speedway

## Have You Been To Indy?

If you have attended the Indy 500, please send us a note telling us how many times, when you first went and for what reason, and do tell us about your most memorable year at the Brickyard. (A paragraph or two is all we need.)

**Send your information to:**

**Andy Hartwell -  
ashartwell@att.net**

**or to:**

**Dusty Brandel -  
dusty.brandel@gmail.com**



## More Indy Memories

### “Do It Hewitt”

Submitted By Bill Sessa

1998 was a great year for short track racers at Indy, including midget champion Billy Boat on the pole after breaking A.J. Foyt's record for most USAC wins in a season. But the most memorable moment for me was with Jack Hewitt, who, of course, is legendary in the world of sprint cars and short tracks.

He was one of the last to make the show, qualifying the PDM car just before 6 PM. He ran out of the post-qualifying press conference in a hurry to get to IRP for a Silver Crown race that night. He even passed up a chance to do live radio in Ohio, where dirt track fans worshipped him like a God. "Sorry honey," he told the disappointed reporter. "I still have to get to work."

As he ran toward the garage, his wife Jodie ran to meet him, with his spare helmet in her hand. They met under the Gasoline Alley arch and Hewitt scooped her up in his arms for a long heartfelt kiss while a crowd of a couple hundred of his fans surrounded them chanting his familiar mantra, "Do it, Hewitt." It was a scene that Clark Gable never did any better in a movie.

- Bill Sessa, Sprint Car and Midget magazine

PS: Hewitt made it across town in time to qualify. The rear end broke and his night was done early.

### “Of Beers, Gangs, And A Rabbit”

Submitted by John Bombatch

I've gone to the track as a fan, a PR assistant (for TrueSports), a track representative (for Mid-Ohio), a series representative (for the original Indy Lights Series) and as a writer (for my current job with The Middletown-Journal and Cox Newspapers).

A bunch of my college buddies and I went to a Pink Floyd concert at Ohio State University the night before the 1988 race, then we drove straight from the concert to Indy! We sat in the Turn 3 infield right between two rival motorcycle gangs! One gang noticed we didn't have any beer and offered us some of their's. Then, not to be outdone, the other gang offered us some beer too. We helped both gangs build a wooden grandstand and watched the race there.

A rabbit ran out onto the track that year from our section ... and I think it was Al Unser Sr. who um... "found" it that day.

Had a great time, sadly lost a rabbit, and brought two biker gangs together all in one afternoon!

Take care!

-- John Bombatch

## More Indy Memories



### “Pioneer In Racing Winner”

Submitted By Bob Falcon

I have been involved as a participant at the 500 for 44 years. My first visit was in 1964 as an engineer on the number 25 Halibrand "Shrike" that was designed and built by Halibrand Engineering. Two prototypes were entered that year, the number 25 American Red Ball car, with Indy Ford power, and the number 75 that had a 255 Offy. The latter did not make a qualification attempt.

I have had several memorable years at The Brickyard and my stint as the Electronic Ignition Field Service Engineer on several cars in the 1970's is high on the list. The topper is that Roger McCluskey won the USAC National Championship, driving Lindsay Hopkins McLaren, using the ignition system which I serviced. This may have been the first car to win the national championship equipped with an electronic ignition. Today, all the race cars, and your daily driver, utilize an electronic ignition system.

The absolute top of this list is the AARWBA Banquet in 2006 when I was presented with the annual "Pioneer in Racing" award which followed the honor of winning the very first Annual IRL/Delphi Safety Award for racing safety innovations, the previous year.

I am also a 20 year member of The Indianapolis 500 Oldtimers Club, and the designer of the organization's logo.

### “In Awe Of Speedway In 1967”

Submitted by Rich Romer

In 1967, I was a Captain in the US Air Force getting my Master's Degree at their in-house Graduate School in Dayton, Ohio. Having grown up in Northern California as a life long race fan who had religiously listened to the Indy 500 radio broadcast every Memorial Day, I couldn't be that close to the Mecca of motor sports and not visit the shrine. Two of my classmates went with me. In those days, one could walk up to the ticket window on race day and purchase seats on the outside of the front straight just south of the start/finish line, which we did.

1967 was the year when the race was halted by rain after 18 laps and resumed the following day. We had classes the next day, and being military, taking

## Doug Isn't Defending Former!

A Reminder From Doug Stokes

One last time ... "FORMER", and "DEFENDING CHAMPION" in Motorsports in particular ... IS WRONG! Particularly in all annually-awarded endeavors.

How to get through to the media... How to explain without excoriating ... How to encourage without accusing laziness? This is a tough one.

How about this: I did not see Indy officials trying to pry Dario Franchitti's face off the Borg-Warner Trophy last Memorial Day when he didn't even show up to race at the Speedway. I didn't see them asking him to turn the ring in (or the pace car replica).

Q1) Was he, the defending champion that day? Since he failed even to be on premises that day to DEFEND his 2007 win?

Q2) Did he then become the FORMER winner of the Indy 500?

SHORT ANSWER TO BOTH Q's ABOVE: NOPE, NO!

LONGER ANSWER: He's the 2007 Indianapolis 500 Winner ... That's now and FOREVER. We are not going to take it away from him under any condition, he will NEVER be "The Former Indy Winner". (Nor did he have to "Defend" anything.)

ONLY "TAKE IT AWAY"\* SPORTS HAVE "FORMER" WINNERS (\*like Boxing, Wrestling, etc.)

And, as for DEFENDING CHAMPION I hope that the above puts an end to the use of that phrase as well ... Small thing I know, but honors are honors.

You might note: there are no FORMER Pulitzer Prize or Oscar Winners. You win it and it becomes part of your personal intro.

the day off to attend the race was out of the question. This was also the first race where Andy Granatelli's STP Turbine Car dominated but did not win the race.

Three weeks after graduation in August, I found myself serving a year in combat in Vietnam, followed by a four year assignment in Japan, much of which was actually spent in Vietnam. It wasn't until 1979, while again on an Air Force assignment in Dayton, that I got back to the Speedway as a spectator which I did for three consecutive years.

My first trip to the Indy 500 as a journalist was in 1995, well after my 1987 retirement from the USAF. I have also covered the Brickyard 400 and the US Grand Prix, but I still remember the awe of seeing the Speedway for the first time in 1967 and the thrill of actually being at an Indy 500.

# Member Spotlight

## Bob Falcon

*Bob Falcon is in the Member Spotlight this month. Falcon grew up in a family deeply involved in the world of automobiles, dating all the way back to his father's racing exploits in a Ford Model-T. Born in Connellsville, PA in 1928, Bob Falcon would grow up to carve his own automotive path starting as a fabricator who helped build an Indy car through to sitting behind the wheel of race cars of several varieties including jalopy racing, drag racing, and sportscar racing. He also spent 30 years working for Halibrand Engineering where he worked on developing trains that utilized magnet technology to achieve speeds up to 260 miles per hour.*

*What follows are excerpts of his biography that appears on the [www.hotrodhotline.com](http://www.hotrodhotline.com) website.*

Bob Falcon was born on June 26, 1928 in Connellsville, Pennsylvania. His father was Lou Falcon, who made his living as an auto mechanic and participated as an owner-driver in auto racing events at half-mile horse tracks located in the area. Lou raced on the half-mile fairground tracks located in Western Pennsylvania, West Virginia and Maryland. His father's race car was a single seat Ford Model-T with a Frontenac cylinder head.

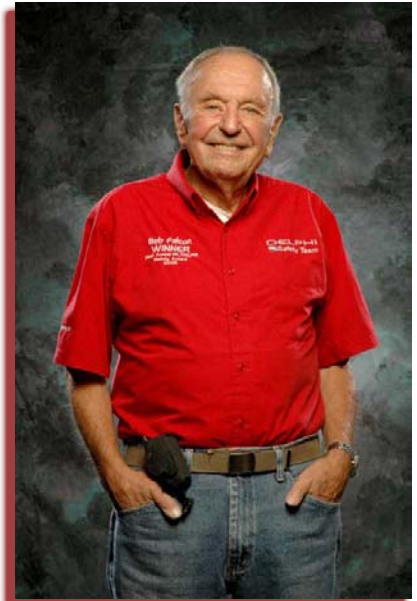
Falcon grew up in Connellsville, an area noted for coal mining and illegal whiskey distilleries. His family made several attempts to move to California. Bob attended grammar school in Pennsylvania, and later in Redondo Beach, Los Angeles and Oakland, California. Bob attended Hamilton High School in West Los Angeles and his goal was to get out of school as fast as he could. He took auto and metal shop classes and only the required academic classes.

Most of his friends were interested in cars, especially street roadsters. Bob's first car was a 1930 Ford Model-A Roadster powered by a four cylinder engine with a Cragar or Miller Schofield head, with the noted water jacket crack between cylinders number three and four. He became skilled in auto diagnostics in order to keep his car running.

During his high school years, just after WWII had ended, he assisted two men in fabricating their track roadsters. One man was John Kelly, who raced with a group that called Culver City Speedway their home track. The other man was Sandy Belond, who raced with the California Roadster Association (CRA), which was later renamed the California Racing Association, when the CRA allowed sprint cars to compete. Belond went on to gain fame as a car owner and a winning sponsor at

the Indy 500 race in Indianapolis, Indiana, probably the greatest and most well-known auto race in the world.

Also, at that time, he helped a Culver City neighbor, Dave West, who was serving as Chief Mechanic and build-supervisor, during the fabrication of the Howard Keck front-wheel drive Indianapolis race car. This beautiful car was driven in the Indy 500 by Jimmy Jackson in 1947 and '48, and by Maurie Rose in 1949 and '50. Jackson may have been the last driver to run the entire 500 mile race without a pit stop. During high school and due to his



experience gained in fabricating race cars, Bob had charted what he wanted to do with his life.

He joined the US Navy in October, 1947, hoping that he could learn a trade that would aid in building race cars after his tour of duty. Bob requested submarine duty from the recruiters and they assured him that it would be no problem, which turned out to be standard recruiting baloney in those days. After boot camp, rather than dispatching him to New London, Connecticut for submarine school, he rode on a small boat to the USS Dixie, a Destroyer Tender anchored in San Diego Bay.

Bob began Jalopy racing at Culver City Speedway, serving on the crew of a car owned and driven by an old friend, Dick Long, in 1953. At that time Jalopies were the entry level for aspiring race car drivers. Dick let him drive the car during warm-up laps, and later allowed Bob to drive the car in the Hooligan event, the race for non-qualified cars and new drivers who needed seat time. Bob's first race lasted just one-half lap as he somehow found the car teetering atop the crash wall in the back straightaway.

Bob designed and built a very advanced car for that time when Jalopies had evolved into decent racing machines. The "Hard Tops," as the early NASCAR class was called, were considered a step down from the Jalopies in those days. Bob's 1932, 5-window coupe, was built from the frame up. It was an extremely light race car, which set two records simultaneously at the Long Beach Veterans



## Member Spotlight Continued



Memorial Stadium for speed and altitude. He had trouble during the final qualification lap when a steering U-joint failed. The car struck a crash wall gate, which was unlatched and swung open, then hit a huge fence post head-on and soared to a height estimated to be 40 feet. The car then tumbled down the front straightaway, end-over-end for 60 or 70 yards. The timer stopped the clock manually as the car cleared the lights, although he was extremely high and he had set a new qualification record. The chrome-moly roll cage proved to be quite strong.

An opportunity to drive sports cars with a new organization that paid prize money presented itself and Bob stopped driving Jalopies. He raced in the under 1500cc Production class driving an MG-TD, which was owned by Bob Anderson. Working together, Anderson and Falcon converted the MG to a neat little race car that handled really well on the ovals, which the new racing group scheduled to host events, a rarity for sports cars. Most remarkably, this little 1250 cc car beat several Porsches on the Bonelli Stadium race course, which was a 1/3 mile, very flat, paved oval.

Most of his friends were members of the Screwdrivers car club and several were well-known in dry lakes racing; Jerry Bondio, Craig Breedlove, Cecil Sutton and Nick Arias to name a few.

Bob went to work for Halibrand Engineering in 1963 and stayed with the company for over 30 years. His first assignment was on the design crew of the Halibrand Shrike Indianapolis cars starting in 1963 and ending in 1966. He made his first trip to the Indianapolis 500 in 1964. Falcon also served on the Halibrand Engineering staff for the feasibility study vehicle for the Linear Induction Motor (LIM) technology. This work was to gauge the performance of a magnetic powered train. This study vehicle was fabricated in the 1970's at the Halibrand Engineering shops. The LIM was clocked just a few ticks less than 260 mph at the DoT high speed test track in Colorado. LIM technology formed the basis for today's Mag-Lev high speed transportation systems

Bob also served as the secretary of the USAC Safety Committee and served from 1975 until 2005. It should be noted that this was in the period in

which the most progress was made in mandating safety modification to USAC race cars, which carried over to many other car types. This was when fire was the major cause of most deaths in racing. USAC was considered the leader in safety improvements and it was during this period that Bob developed the Shoehorn Rapid Extrication Device (SRED) to aid in the rescue process of extricating injured race drivers from the tight cockpits of Indy cars. At the present time this device is the extrication tool of choice by the world's leading racing organizations.

In 2005, Bob was awarded the first Indy Racing League/Delphi Annual Safety Award. This award is presented to the one person or company each year, in recognition for their contribution to racing safety. In 2006, Bob was awarded the Annual Pioneer in Racing Award by the American Auto Racing Writers and Broadcasters Association (AARWBA). Both of these prestigious awards were presented in recognition of Bob's development of the Shoehorn Device and the lives it has saved through the years.

In 1992, Bob purchased a brand new Ford Taurus SHO. His friend, Jerry Bondio, convinced him that they should try racing it at the Southern California Timing Association (SCTA) time trials. After a few tweaks and relying on Bondio's and George Bentley's past dry lakes and drag racing experience, Bob drove it to a new F Production class record at Muroc Dry Lake, on the grounds of Edwards AFB, with a 137.709 mph clocking. The Taurus was a 3600-pound, four-door sedan powered by a normally aspirated 3.0 liter engine.

Falcon has discovered a recent talent for literature. He has had three By-Line stories published in a national auto racing pocket magazine. 'The Alternate' is a magazine that specializes in items concerned with racing nostalgia. The Southern California Chapter of the Society of Automotive Historians (SCCSAH) selected his story concerning the factual history about the Distarce brothers. The Distarce's created a regular schedule of weekly Midget auto races at close-by neighborhood race tracks in 1933. Falcon's story was the winner in the periodicals category of the SAH's annual Valentine Memorial Award for literature.

Bob also enjoys membership in two other prestigious organizations, The Indianapolis 500 Old-timers Club (a 20-year member) and the Quiet Birdmen, Long Beach Hangar. He can be reached via E-mail at [shoehorn\\_guy@aol.com](mailto:shoehorn_guy@aol.com).





## American Auto Racing Writers, Broadcasters Association

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818/ 842-7005 and Fax: 818/ 842-7020

### Annual Dinner Tribute Souvenir Program

January 10, 2009

Hilton Airport Hotel, Ontario, California

To order your advertising space for the 2008 Dinner Tribute Souvenir Program please fill out the form below and send your check to AARWBA at the address above.

**\*\* Ad Materials should be sent to Doug Caruso of Speedway Press.**

Individual tickets to the dinner may be purchased on-line at [www.aarwba.org](http://www.aarwba.org)  
(Click on Member Services - use aarwba1 for access code  
and dusty for the password, then click on Banquet/Cart.)

<u>NHRA</u> Back Cover, 4-color	\$3,000	* Includes table of ten (10) with logo sign
<u>IRL</u> Inside Front Cover, 4 color	\$2,700	* Includes table of ten (10) with logo sign
_____ Inside Back Cover, 4 color	\$2,700	* Includes table of ten (10) with logo sign
_____ Center 2 page spread, 4 color	\$4,950	* Includes table of ten (10) with logo sign
_____ Full Page 4 color (inside)	\$2,500	* Includes table of ten (10) with logo sign
_____ Full Page, black & White	\$2,000	* Includes table of ten (10) with logo sign
_____ Full Page, black/white	\$1,700	* No table
		(All ads above VERTICAL format only)
_____ Half Page, black/white	\$1,000	* No table
		(Horizontal Format Only)
_____ Table of 10 without advertisement, with signage		..... \$900

Speedway Press is handling the printing: contact Doug Caruso 315/ 342-1363

His email is: [rspeedw1@twcny.rr.com](mailto:rspeedw1@twcny.rr.com) Deadline is December 15, 2008

Company \_\_\_\_\_ Phone \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Agency Name \_\_\_\_\_ Phone \_\_\_\_\_  
(no agency commission)

Date: \_\_\_\_\_ Signature \_\_\_\_\_

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